

Summary of Consultation Responses

Local Plan Review Preferred Options Consultation (June 2017)

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1) Summary of Consultation Responses

Introduction

This report sets out a summary of the consultation responses received by Wyre Forest District Council for the consultation on the Local Plan Review Preferred Options consultation.

Background

As part of the Local Plan Review, the Council produced a 'Preferred Options' document for consultation which took into account the Issues and Options consultation carried out in late 2015 along with the body of evidence that the District has now developed. The Preferred Options document identified two potential approaches to how Wyre Forest District might meet its development requirements in the period up to 2034 along with proposed strategic, development management and allocations policies.

Preferred Options Consultation

The Local Plan Review Preferred Options Consultation took place between Thursday 15th June 2017 and Monday 14th August 2017. This was the second stage of the Local Plan Review.

During the consultation period the Council sought views on the Preferred Options document. The Preferred Options consultation is the main consultation opportunity for the community and other stakeholders to comment and influence the sites that the Council has identified as being the most suitable to allocate for development purposes. The consultation was in accordance with the Town and Country (Local Planning) (England) Regulations 2012, as set out in the Statement of Community Involvement (adopted February 2013). A total of 5029 responses were received to this consultation.

Preferred Options Call for Sites

A call for sites exercise was undertaken as part of the Preferred Options consultation. A total of 51 sites were submitted for consideration. A list of these sites with accompanying maps can be found at Appendix 1 of this document.

Next Steps

The next stage in the plan making process is for the Council to publish the pre-submission version of the plan – this is the version the Council intends to submit to independent examination. The consultation responses to the Preferred Options document will help shape the next version of the plan.

Prior to being submitted for examination the pre-submission plan will be subject to consultation and the representations made will be the focus of the examination. The pre-submission plan will be published in November 2018 for a minimum 6 week public consultation.

2) Publicity for the Preferred Options Consultation

Letter, Emails and Publicity

Over 919 emails / letters were sent out to all stakeholders on the Local Plan Consultation Database, including all those who had made submissions to the 'Call for Sites' exercise. This informed them of the Preferred Options consultation, detailed where to get further information (including dates of consultation drop-in sessions) and explained how to respond.

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A publicity leaflet was delivered to households within the District by Royal Mail. The leaflet notified residents of the Local Plan Review Preferred Options consultation and outlined the dates and times of the consultation drop-in sessions where documents could be viewed and details of the consultation website where documents could be downloaded. It also gave details on how residents could respond to the consultation and the closing date.

People were given the option of responding to the consultation through an online consultation response portal, electronically by email or post.

The Preferred Options document and Sustainability Appraisal were available for public viewing at the Worcestershire Hub, Vicar Street, Kidderminster and local libraries within the District.

The Preferred Options document, Sustainability Appraisal and all the evidence base studies were made available for public viewing on the Council's website and were also made available at all of the consultation drop-in sessions.

Posters were taken for display to a wide range of accessible locations throughout the District, such as local supermarkets. The table below lists the locations:

Table: Poster Displays

KIDDERMINSTER
Kidderminster Library
Wyre Forest Hub/Town Hall
Wyre Forest Leisure Centre
Tesco
Sainsbury
Morrisons
Asda
Iceland
Hodge Hill Garden Nurseries
Barnetts Hill Garden Centre
STOURPORT
Stourport Library
Stourport Civic Hall
Tesco
Co-op
Lidl
Cooks Garden Centre
BEWDLEY
Bewdley Library
Bewdley Museum
Bewdley Leisure Centre
Co-op
Tesco
Hopleys Farm Shop
RURAL AREAS
Wyre Forest Discovery Centre
Cookley – Tesco and Post Office
Blakedown Post Office
Chaddesley Corbett Post Office
Wolverley Stores
Fairfield Shop

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Upper Arley Post Office
Rowberry Farm Shop
Far Forest Post Office/stores
Colliers Farm Shop
Clows Top Post Office

All Town and Parish Councils were sent a consultation notice and asked to display it on their notice boards for public viewing.

Summary leaflets were available at all of the consultation drop-in sessions.

Web-based Communication and Social Media

An interactive version of the Preferred Options Document was made available to enable electronic representations to be made. The response form could also be downloaded and printed or filled in and submitted online. Representations were also accepted by email or post. A copy of the response form can be found at Appendix 4 of this document.

A link to the Local Plan Review Preferred Options consultation was made available on the homepage of the Council's website.

The Local Plan Review Preferred Options document, Sustainability Appraisal and all the evidence base studies were available for viewing on the Council's Planning Policy web pages. The website also included full details of how to respond to the consultation, including the consultation response form and an online consultation response portal.

The Local Plan Review Preferred Options consultation was promoted through the Council's Facebook and Twitter accounts:

Facebook (number of people reached and the number of shares):

- 15 June – updated cover photo with Local Plan Review banner – 187 reached
- 15 June – 2,113 reached
- 7 July – 1,386 reached, 2 shares
- 10 July – 57 reached
- 17 July – 483 reached, 3 shares
- 19 July – 40 reached
- 21 July – 99 reached
- 24 July – 2,199 reached, 1 share
- 26 July – 114 reached
- 27 July – 100 reached
- 28 July – 52 reached
- 29 July – 53 reached
- 31 July – 181 reached
- 1 August – 918 reached
- 4 August – 378 reached
- 11 August – 844 reached
- 13 August – 87 reached
- 14 August – 64 reached

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Twitter:

- 16 tweets were sent out during the 8 week consultation period reaching a potential audience of many thousands.

Press Coverage

Press releases were issued by the Council on the following dates:

- 11th May 2017
- 15th June 2017
- 11th July 2017
- 15th August 2017

Statement to Shuttle

- 19th July 2017

News articles providing information on the Local Plan Review Preferred Options Consultation and potential site allocations were published in the Kidderminster Shuttle and the Express & Star during the course of the consultation period.

There was also coverage of the Local Plan Review Preferred Options Consultation on local radio stations and BBC Hereford & Worcester.

Engagement with Residents and Stakeholders

During the eight week public consultation on the Preferred Options document eight drop-in sessions were held. These were staffed at accessible locations in the three main towns of the District; Kidderminster, Stourport-on-Severn and Bewdley and in areas of impact of the proposals. Display boards were erected at the drop-in sessions. The drop-in sessions provided an opportunity for residents and stakeholders to raise questions regarding the proposals set out in the Local Plan Review Preferred Options document, Sustainability Appraisal and all the evidence base studies prior to making a formal response. This included weekday/weekend drop-in sessions at the following venues:

Date	Time	Venue
Monday 10 th July 2017	3:45pm – 8pm	Heronswood Primary School, Spennells, Kidderminster
Wednesday 19 th July 2017	2:00pm – 7:00pm	The Wyre Room, St George's Hall, Load Street, Bewdley
Friday 21 st July 2017	1:00pm – 5:30pm	Rowland Hill Centre, Kidderminster
Saturday 22 nd July 2017	10:00am – 4:00pm	Offmore Evangelical Church Hall, Kidderminster
Wednesday 26 th July 2017	1:30pm – 6:30pm	Areley Kings Village Hall, Stourport
Friday 28 th July 2017	2:00pm – 7:00pm	Cookley Village Hall
Saturday 29 th July 2017	10:00am – 4:00pm	Stourport Civic Hall
Friday 4 th August 2017	2:00pm – 7:00pm	St Oswalds Church Centre, Broadwaters Drive, Kidderminster

The drop-in sessions were attended by over 1800 people.

Duty to Cooperate

The Duty to Cooperate was created in the Localism Act 2011, and amends the Planning and Compulsory Purchase Act 2004. It places a legal duty on local planning authorities, county councils in England and public bodies to engage constructively, actively and on an ongoing basis to maximise the effectiveness of Local Plan preparation in the context of strategic cross boundary matters.

In order to fulfil the requirements of the Duty to Cooperate, all neighbouring authorities and consultation bodies covered by the Duty to Cooperate received a separate form to complete which allowed any concerns to be raised. Where there were no relevant issues the completed forms provided an audit trail to demonstrate that the Duty has been fully considered and complied with. Where cross-boundary issues were identified, met with each of the neighbouring authorities or organisations concerned to discuss the issues and how the Plan can best address them.

Processing of Comments Procedures

All responses submitted to the District Council online, by letter and email were acknowledged by the Council. The Planning Policy Team carefully analysed all comments and suggestions to prepare this report which is a summary of the consultation responses received. This report will be presented to and considered by the Local Plans Review Panel, Overview and Scrutiny Committee and Cabinet.

3) Respondents and Representations

There have been 1,809 respondents to the consultation. These respondents have raised 5,029 representations in total. Each individual or organisation making responses is known as a respondent. A single respondent can make multiple representations.

In addition the Council received 6 petitions in relation to the plan from the following groups:

- Burlish & Lickhill Friends
- Hodge Hill Farm Residents Association
- Offmore and Comberton Action Group
- S.A.F.E (Spennells Against Further Expansion)
- S.A.L.T (Summerfield Against Land Transformation)
- Save the Green Belt

More information on these petitions can be found at Section 4e of this document.

4) Summary of Consultation Responses from Statutory Consultees, Parish and Town Councils and Petitions

This section sets out a summary of the key issues raised by the following:

- 4a) Statutory Consultees
- 4b) Wyre Forest Parish and Town Councils
- 4c) Parish Councils outside of Wyre Forest District
- 4d) Other Non-Resident Representations
- 4e) Petitions

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Section 6 of this document covers the proposed site allocations and identifies the key issues raised by those who responded to us during the consultation period. These key issues can be found at Appendix 3b. Summaries of the responses are at Appendix 3c.

4a) Statutory Consultees – Key Issues

The following gives a summary of the key issues raised by the Statutory Consultees. A list of the statutory consultees consulted can be found at Appendix 5 of this document:

Worcestershire County Council – a summary of WCC comments are as follows:

Infrastructure – unlikely that development alone will pay for delivery of infrastructure and external funding will be required from different sources. Some of the infrastructure required may be outside WFDC area e.g. wider transport network.

Green Infrastructure – Support neither Option A or B but a hybrid. Sites need to be assessed - ecological assessment or biodiversity impact assessment in relation to green infrastructure (landscape assessment, biodiversity, blue infrastructure, historic environment). Worcestershire Green Infrastructure Partnership willing to work with WFDC to develop a green infrastructure approach to site allocations. Should aim to deliver 40% GI notwithstanding site by site viability.

Education – where there is a need for additional primary school places additional provision will be required to support level of housing in the Plan. Secondary schools may need to expand to accommodate pupil number growth from development (Kidderminster and Stourport).

Transport - No transport modelling has taken place, this will confirm if eastern relief road is needed and information regarding sites. A revised and improved approach to parking in Bewdley and Stourport needed.

Additional gypsy/traveller sites have not been identified. Policy states “further small scale sites to meet the indicative need of 21 pitches to 2034 will be allocated in LP” (Policy 8E).

Mineral resource – Housing and employment needs outweigh the long term economic value of the mineral resource. Opportunities should still be optimised for partial extraction. None of the Minerals Local Plan potential site allocations overlap with potential Wyre Forest Local Plan (WFLP) sites but some are in close proximity.

Existing waste management sites in Wyre Forest District should be safeguarded.

Recommend WFDC produce a health Supplementary Planning Document to support Policy 9 Health and Wellbeing, WCC wish to discuss this with WFDC.

Worcestershire Archive and Archaeology – no specific comments regarding site allocations. Believe none of proposed allocations would directly impact on a designated heritage asset.

South Worcestershire - Concerned that unmet housing need in Birmingham is not acknowledged. It is understood that some of this growth may need to be exported to adjacent Housing Market Areas, particularly those with a clear functional relationship with Birmingham and the Black Country, such as Wyre Forest. It is not clear how the additional growth addresses unmet need arising from outside of Wyre Forest District. Wyre Forest District may need to consider higher levels of growth to absorb some of this need.

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Housing and employment sites that border Wychavon and Malvern Hills District administrative boundaries could have cross boundary infrastructure delivery implications which will need to be considered.

Concerns about growth at Areley Kings under option B (approx 550 new dwellings). Adjacent to the MHDC boundary; MHDC has already approved development in this area. Infrastructure implications of any site allocations in this area need to be carefully considered to ensure that sufficient capacity exists. Impact of growth on the river Severn crossing within Stourport should be considered, particularly as there is no longer an intention to deliver the Stourport Relief Road in Local Transport Plan 4.

Wyre Forest District Local Plan should focus on improving the accessibility of and services to/from local stations within Wyre Forest District rather than emphasise park and ride from Worcestershire Parkway which could exacerbate congestion on routes such as the A449.

Clows Top for 30 dwellings - SWDP allocated 17 dwellings in Clows Top, Shropshire could also propose development. Would need to ensure that adequate infrastructure is provided and avoid an over concentration of development within the village.

South Worcestershire Councils welcome the opportunity for further discussions with Wyre Forest District Council as the Local Plan Review progresses in order to comply with on-going requirements associated with the Duty to Cooperate. Consequently the SWCs wish to continue to be consulted on subsequent stages of the Wyre Forest Local Plan review.

Bromsgrove and Redditch – Supports the aims and objectives of the plan and think that it has the potential to provide a strong base for planning in Wyre Forest once adopted, although a number of reservations do exist where clarity needs to be provided in order for their concerns to be allayed.

They have said that continued liaison will be important to ensure that if all the needs of the Birmingham Housing Market Area (BHMA) cannot be met within the currently identified geographic area, then it could be that those areas on the periphery may need to assist in meeting those needs if it can be done sustainably. It is suggested that the review of the Wyre Forest Local Plan will need to have sufficient mechanisms in place to be able to respond appropriately to any requests to meet the needs of the wider BHMA should a request be forthcoming.

Concerns:

- Preferred option not specified.
- Location of core sites east/north east Kidderminster.
- Impact of road network in Bromsgrove District

A Duty to Cooperate meeting was held in October 2017 to discuss these issues with Bromsgrove & Redditch Councils.

Birmingham City Council and Black Country Local Authorities – Shortfall in housing within Birmingham and the Black Country HMA. WFDC economic led figures will result in-migration particularly of working age from Birmingham. OAHN verifies ageing population and identifies in-migration as principal source of population growth.

Situation in South Worcestershire Authorities mirrors WFD as also seeking economic led growth which requires more people than demographic projections suggest and is reflected in adopted SWDP. Suggestion that WFDC may need to take some additional growth from Birmingham City and Black Country if they are unable to meet the demand in their own Housing Market Area.

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Duty to Cooperate meetings have been held with Birmingham City Council and the Black Country Local Authorities to discuss these issues.

South Staffordshire- They refer to the Peter Brett Associates Strategic Housing Needs Study work published in November 2014. This Study confirmed that whilst WFDC is not part of Greater Birmingham and Black Country Housing Market Area, it has close links with it. South Staffs also say that WFDC is best fit with the Worcester HMA along with the three South Worcestershire Authorities (Worcester, Malvern Hills and Wychavon), but as these authorities have an adopted plan, it follows that for the purpose of this round of local plan making, WFDC is a free standing HMA.

Situation in South Worcestershire Authorities mirrors WFDC as also seeking economic led growth which requires more people than demographic projections suggest and is reflected in adopted SWDP. Suggestion that WFDC may need to take some additional growth from Birmingham City and Black Country if they are unable to meet the demand in their own Housing Market Area.

Shortfall in housing within Birmingham and Black Country, WFDC economic led figures will result in migration particularly of working age from Birmingham and Black Country. OAHN verifies ageing population and identifies in-migration as principal source of population growth.

A Duty to Cooperate meeting was requested to discuss these issues in more detail with a view to signing a Duty to Cooperate Statement / Memorandum of Understanding between the relevant local authorities.

Duty to Cooperate meetings have been held with South Staffs, Birmingham City Council and the Black Country Local Authorities to discuss these issues.

Natural England – Natural England are concerned about sites which could affect nationally designated sites around the town. These were referred to in their consultation response back in 2016 and remain unaddressed in the Preferred Options document recently consulted on. They requested a meeting with the Council to discuss these concerns and to draw the Council's attention to the fundamental nature of these concerns and the need to ensure as far as possible that the plan can be judged 'sound' at the next stage of local plan making.

Natural England also gave the following advice regarding proposed site allocations:

- **Green Infrastructure** – Proposed allocations should maintain and enhance the green infrastructure resource by connecting with existing GI and providing new GI on site. NPPF para 114 refers.
- **Priority Species and Habitats** – Proposed site allocations should take account of records of these assets. NPPF para 117 refers.
- **Protected Species** – as above. Their standing advice refers.
- **Ecological networks** – Proposed allocations should set out how connectivity of the network will be maintained or enhanced.
- **Rights of Way** – Proposed allocations should protect and enhance public rights of way, incorporating them into new development in sympathy with their character and quality. NPPF paras 74 and 75 refers.

In particular, Natural England has concerns with the following sites:

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- FPH/1, Settling ponds, Wilden Lane – concerns that development in this location could potentially impact on the Wilden Marsh & Meadows SSSI.
- BW/4, Hurcott ADR – this site is adjacent to the SSSI and a residual negative impact on landscape and biodiversity may result unless mitigation is in place. Natural England acknowledge that the local plan policy explains that extensive areas will be left undeveloped to protect the adjacent Hurcott Meadows SSSI.
- WFR/WC/15, Lea Castle – This site includes large tracts of woodland and acid grassland that needs to be protected and that fragmentation of ecological corridor should be avoided.
- BR/RO/7, New Road Far Forest and BR/BE/6, Land off Highclere – priority habitats should be considered within these allocations.
- AS/5, Victoria Carpets, Sports Ground – The potential impact on the Wilden Marsh & Meadows SSSI via the Hoo Brook should be considered.
- OC/13 East of Kidderminster – Natural England support the proposed enhancements to the watercourse and pools for this area but the potential impact on Wilden Marsh & Meadows SSSI should be considered.
- MI/3, Parsons Chain – The potential impact on the Hartlebury Common and Hillditch Coppice SSSI should be considered.
- FPH/10, British Sugar Phase 2 – the potential impact on Wilden Marsh & Meadows does not appear to have been fully considered.
- BW1, Churchfields & BW2 Lime Kiln Bridge – the impact on deciduous woodland, the River Stour and Wilden Marsh Meadows should be considered.

A meeting was held with Natural England in November 2017 to discuss the issues raised in their consultation response.

Environment Agency – Environment Agency advise that detailed modelling may be required to inform site specific FRAs for sites in flood zones 2 & 3. Recommend that caveat is included for those sites affected.

Concerns that River Stour/Severn confluence has not had modelling done to assess flood scenario on River Stour. Site specific FRAs should investigate this to ensure safe development.

Site allocations which include areas of Flood Zones 2 and/or 3, recommend there is sufficient land available within Flood Zone 1 to accommodate the proposed development (i.e. number of houses or hectares (ha) of employment land).

Recommend when assessing site allocations previous uses of site are assessed to ensure site is appropriate and viable for remediation. FPH/1 partially located over landfill, LI6/7 partially located upon landfill.

Expect review of groundwater vulnerability and SPZs and information on Water Framework Directive to further inform site consideration.

Water Cycle Study – the EA are satisfied that this evidence base study covers all necessary aspects. Evidence base document robust enough to inform Plan.

EA note that the Plan makes strong recommendations to utilise SuDS for surface water drainage from development, and EA support this approach. EA also support the fact that all aspects of sewerage network constraints, sewage treatment works capacity and related issues such as odour and flood risk from increased waste water discharges have been considered.

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Historic England – Generally supportive. Suggestions for amendments to proposed policy wording and to add more relating to historic environment/landscape. Historic England are concerned that the proposed site allocations have not been considered properly against the historic environment implications. Historic England therefore offered to meet with the Council to discuss the proposed site allocations and to assist the Council in developing an assessment process. A meeting with Historic England was held in November 2017 to discuss their concerns in more detail.

Highways England – Highways England are responsible for the operation and maintenance of the Strategic Road Network (SRN). The network includes all major motorways and trunk roads.

Highways England has no preference as to which option should be brought forward. However, they note that there may be material implications for the network at M5 junctions 3, 4 and 6 arising from increased levels of traffic associated with development in Wyre Forest. In order to develop a clearer understanding of the implications of the proposed allocation of development for the SRN, Highways England has identified the need for more detailed traffic assessment of M5 Junction 4 as a priority. This junction is already affected by development arising from the plans of Bromsgrove District and Birmingham City Councils. Furthermore, the implications of development traffic at M5 Junction 3 are likely to be affected by traffic growth associated with the plans and strategies of Bromsgrove District Council, the Black Country Authorities and Transport for West Midlands.

Highways England seek to work in partnership with Wyre Forest District Council and Worcestershire County Council as the Local Highway Authority to consider these implications and identify if any mitigation measures are required to support the identified growth in Wyre Forest District.

Highways England therefore seeks to encourage on-going engagement with Wyre Forest District Council and Worcestershire County Council during the plan making process.

Network Rail – The Council are advised that there are level crossings at Blakedown Railway Station and Hartlebury Railway Station. The possibility of increased usage levels of pedestrians and vehicle users at the level crossing could increase the risk scores at both level crossings.

Development should include consideration of impact on level crossings and mitigation. Adequate parking is needed at Kidderminster and Blakedown Stations.

The Coal Authority – Wyre Forest District has had coal mining which can cause future problems. The Coal Authority High Risk Development Area covers approx 2% of WFD. Preferred option sites are not in these areas.

The Coal Authority welcomes paragraph 16.21 (Legacy of Minerals Extraction) in the emerging Local Plan which states that there is a mining legacy within the District and that where development is proposed in areas with a known legacy of minerals extraction, the developer will be expected to assess the site for ground contamination, ground stability and mining hazards and submit appropriate mitigation reports in support of their planning applications.

4b) Wyre Forest Parish and Town Councils – Key Issues

The following gives a summary of the key issues raised by the Parish and Town Councils:

Bewdley Town Council – Support for many policies in emerging Local Plan. Object to inclusion of Highclere (BR/BE/6) and proposed travelling showpeople site at land off Habberley Road (WA/BE/6).

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Support the other proposed sites in Bewdley; Stourport Rd Triangle (WA/BE/1), Land south of Habberley Road (WA/BE/5), and Catchems End (WA/BE/3).

Kidderminster Town Council – No representation received.

Stourport Town Council – Proceed with Option A not B.

Reasons:

- Use sites in town not in Green Belt – the sites LI/5 Burlish Crossing and MI/17 Stourport Manor are currently in the Green Belt. STC considers it unnecessary to extend into the Green Belt when there are a number of Core sites in the town which should be given priority.
- Development sites such as AKR/20 Carpets of Worth and/or AKR/2 Cheapside are not being brought forward for development by allegedly unrealistic assumptions of development value by the landowners. The Council might wish to consider Planning or Regeneration CPO powers to bring such landowners to a realistic expectation of land value.
- Sites AKR/14 Pearl Lane and AKR/15 Rectory Lane – STC considers that development of these sites would encroach into the open countryside and lead to further exacerbate the high level of traffic congestion across the bridge and add to air pollution in the town centre.
- Option B does not provide for any highway or other infrastructure improvements within and around Stourport. Option A proposes a new road which would link the A449 with the A448 which would provide new infrastructure to support the proposed new development around the Spennells Estate.

Chaddesley Corbett Parish Council - Generally supportive of the policies set out in the Preferred Options document. The Parish Council supports Option B as it considers this option will require the least amount of Green Belt to be lost. The Parish Council also consider the impact of Option B on the Western settlements could be reduced by using the Option A site close to Lea Castle, which may also assist in enabling infrastructure improvements.

The need for a solution to traffic volumes and congestion is understood by the Parish Council, but the proposals are not attractive in that the plan appears to be for a relief road running through the centre of an extensive residential development. Would this constitute ‘a desirable place to live’, or assist in improving air quality for residents?

The extensive area to the East, defined as ‘core sites’ represents a major challenge. The manner and timing for the release of sites, and controls over the character of the development will be critical to ensuring that the end results make a positive contribution to ‘quality design and local distinctiveness’ – rather than producing a characterless urban sprawl with no sense of place. The more dispersed development set out in Option B offers greater opportunities for delivering quality design and for working with the grain of local distinctiveness.

Both options A and B will have a major impact on traffic and other travel volumes heading East, toward Birmingham, the motorways and inter-city rail links. Wyre Forest must work closely with the County Council to address road locations that are already pinch points, such as Mustow Green and various junctions in Hagley.

Travelling showpeople preferred site – Clows Top as this is a brownfield site.

Churchill and Blakedown Parish Council - Proposed employment site on A456 in conflict with Churchill and Blakedown Neighbourhood Plan.

Very concerned with additional traffic travelling through Blakedown if proposed sites go ahead, eastern relief road would add pressure on A456. Oppose any threat to Hurcott SSSI. Lea Castle in catchment for Blakedown school which is oversubscribed. Parkway Station at Blakedown unwelcome, want to be involved in any discussions for parkway station. Multi storey at Kidderminster Station should be explored.

Overall, the Parish Council are disappointed with the lack of infrastructure proposals to support the plan. The proposal for an eastern relief road seems to have been ill thought through as it would add further pressure on the A456. If the junction of the A448 and the A450 was improved it would divert traffic from the centre of town and relieve pressure on the A456.

Rock Parish Council – Support Option A. The Parish Council wish to draw attention to the following points raised by residents of Far Forest:

- Potential loss of wildlife and harm to the landscape;
- Various protected species are located on the proposed development land;
- Harm to the Landscape Protection & Hedgerows;
- The Primary School at Far Forest cannot accommodate additional pupils;
- Concern at the increase of traffic in New Road especially after the last schools review;
- Road safety in and round Cleobury Road & New Road;
- No car park for Far Forest Church causes problems;
- Plough Lane used as Bus Stop for school children in morning;
- Sewage system in Far Forest is still a major ongoing issue as the upgraded system cannot cope with the current dwellings.

The Parish Council also oppose the site at Clows Top for travelling showpeople.

The Parish Council wish to support the idea that the new Local Plan contains a policy to encourage the refurbishment of the Bliss Gate Inn to be converted into units of accommodation together with the use of the rear car park immediately adjoining the former Inn. This site although seen a decade ago as a community asset has now fallen into a poor state of repair and really does great harm to the gateway into the Bliss Gate Village.

Rushock Parish Council - do not object to any of the content but concerned about the proposed erosion of the Green Belt, and the effects of the proposed residential developments on already overcrowded roads, medical services, social services and schools in the district.

Stone Parish Council - Support Option B. Stone Parish Council wish to make the point that they believe King Charles High School on Chester Road should be closed and the site developed for housing, moving the High School down onto the site adjoining the King Charles Lower School at Borrington Road thus having one large combined Education Establishment serving the needs of Eastern Kidderminster.

Upper Arley Parish Council – The Parish Council has made a comment regarding Policy 35 Villages and Rural Areas Site Allocations - Core Sites for Allocation.

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The Parish Council has no issue at all with this proposal for 10 dwellings on allotment site in Upper Areley. However, the Parish would prefer that in the event of any development taking place, ALL the houses (not just some of them) should be affordable houses, of a smaller design, and for the people of the parish only and would request that this is a condition of any planning permission granted. Other than the site referred to the Parish Council does not wish to see any other development in the Parish.

Wolverley and Cookley Parish Council – Support development on Lea Castle Core Housing Site (WFR/WC/15) if infrastructure is in place to support this level of development. Totally opposed to development of Option A Lea Castle Hospital extension (South) (WFR/WC/16) as Cookley would be joined to Kidderminster and this would remove important Green Belt land and be contrary to retaining the local identity of Cookley.

The 3 ADRs in the Parish (Land off Hayes Road, Wolverley, Land off Lowe Lane, Wolverley, and Land off Kimberlee Avenue, Cookley) should be retained and safeguarded and not be used for housing development.

4c) Parish Councils outside of Wyre Forest District – Key Issues

The following gives a summary of the key issues raised by Parish Councils outside of Wyre Forest District:

Bayton Parish Council - Object to site at Clows Top for travelling showpeople, want affordable dwellings in Clows Top. Criticism that residents living on the MHDC side of Clows Top did not receive any information on this matter.

Hagley Parish Council – Concerns regarding traffic and any additional traffic on A456, loss of Green Belt, consider OAHN housing number too high, sites contributing to traffic problems. Want mitigation for Hagley.

Pensax Parish Council – Object to site at Clows Top for travelling showpeople, want affordable dwellings in Clows Top.

Shrawley Parish Council – No comments to Option A. Impact of Option B (Areley Kings) likely to be significant, traffic, no proposal for second bridge at Stourport, with already approved scheme and (possible Gladmans appeal) needs adequate infrastructure. Want WFDC, MHDC and WCC to work together on this.

4d) Other Non-Resident Representations – Key Issues

The following gives a summary of the key issues raised by other non-resident representations:

CPRE – non Green Belt sites should be considered before taking land out of the Green Belt. Housing need can be met without using Green Belt, housing figure too high.

RSPB - Favour Option B. Little to separate Option A or B in terms of impact on wildlife. Option A impact on wildlife likely to be greater. None of areas significant. Only exception corn buntings around Stanklyn Lane area they are of County importance and possibly regional importance (West Midlands). Corn buntings cannot be accommodated in housing area so off site compensation either:

- 1) Large-scale habitat compensation in the form of flower rich/species rich grassland creation for corn buntings (200 hectares), or
- 2) Manage remaining farmland better for corn buntings.

RSPB are happy to advise further when final option decided on.

Worcestershire Wildlife Trust – Objective to protect and enhance the District’s biodiversity should be added to the Plan’s Aims and Objectives.

Not able to support Option A or B in their entirety as both options likely to have significant implications for biodiversity; WWT recommend a blend of the two options where site allocation likely to lead to significant adverse impacts on biodiversity are removed. WWT object to the Wilden lane, settling ponds site. They have reservations regarding Kidderminster Urban Extension due to adverse ecological impact in particular on designated sites including Hurcott and Podmore Pools SSSI, Captains and Stanklyn Pools, Spennells Valley and Hoo Brook Local Wildlife Sites (LWS) and species of importance including Corn Bunting, Hornet Robberfly and Tower Mustard. Concern about information used in decision making process. Further work to determine impact of proposed allocations will be required to ensure Local Plan is based on sound advice. Biodiversity constraints have not been considered properly in the evidence base for the Plan on which allocations are based. Need to determine ecological constraints using up to date survey information, constraints other than SSSI and LWS have not been considered in the evidence base. WWT do not accept the findings of the Sustainability Appraisal (SA); this may render Plan unsound. Strongly recommend evidence base for sites is updated and the quantum of development proposed is made acceptable in terms of biodiversity constraints before the Plan is finalised.

Option B appears a less harmful option but currently does not offer a sustainable solution to development at present.

Impact of proposed eastern relief road will be severe unless significant mitigation. A clear understanding of the need for the road and costs for mitigation are important considerations if a meaningful assessment of the two options are to be undertaken. Alternative access arrangements including improvement to existing network may be better.

Recommend sites in well defined geographical clusters be pulled together to form cohesive groups so that major developments are delivered using the Green Infrastructure led approach championed by Worcestershire Green Infrastructure Partnership. Recommend travelling showpeople proposed site at Heath Lane Stone not be taken forward due to nesting corn buntings in hedges on site.

Welcome specific targets for GI but query levels, SWDP sets 40% GI for sites over 1ha, recommend that this figure is re-examined in the emerging Local Plan.

WFDC should work closely with the Worcestershire Green Infrastructure Partnership to deliver an overarching Green Infrastructure Concept Plan to achieve best GI outcomes possible.

4e) Petitions – Key Issues

A total of 6 petitions were submitted to the Council in relation to the plan. The petitions submitted are shown in the table below and includes the site it is in relation to.

Petition Group	Sites		Details
Burlish & Lickhill Friends	LI/2	Wyre Forest Golf Club	They spoke to 197 residents and submitted 64 response forms with this letter - the responses have been added as individual responses.
	LI/5	Burlish Crossing (Option B)	
	LI/6/7	Lickhill Road North	
Hodge Hill Farm	OC/5	Land at Husum Way	12 signatures

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Petition Group	Sites		Details
Residents Association	WFR/CB/7	Land off Birmingham Road	
Offmore and Comberton Action Group	OC/4	Baldwin Road	No signatures. Representing residents in the Offmore and Comberton Ward.
	OC/6	Land behind Offmore and Comberton	
	OC/13 (North)	Stone Hill North	
S.A.F.E. (Spennells Against Further Expansion)	AS/10	Rear of Spennells and Easter Park	Residents Group - no signatures. 692 members on Facebook plus 56 who are members by email.
	WFR/ST/2	Land off Stanklyn Lane	
	OC/13 (South)	Stone Hill South	
SALT (Summerfield Against Land Transformation)	AS/10	Fields between Spennells and Summerfield	No signatures - residents of Summerfield.
	WFR/ST/2 (South)		
Save the Green Belt	Cookley, Hurcott, Stone	North Worcestershire Green Belt	1773 signatures. This is an online petition in relation to the Green Belt around the villages in North Worcestershire. The signatures are a mix of local, national and international.

The following gives a summary of the key issues raised by the Petitions received:

Burlish & Lickhill Friends:

The Burlish & Lickhill Friends group are concerned with the following sites:-

- The field at the top of Kingsway, immediately adjacent to the nature reserve (L1/2)
- The field which runs parallel with Burlish Crossing and Bewdley Road North (L1/5)
- The area currently occupied by a garden centre and horse paddocks on Lickhill Road (L1/6/7)

The key concerns for these sites include; traffic congestion at Burlish Crossing, negative impact on wildlife and loss of Green Belt land. The group spoke to 197 people in these areas, the results being:

- 80 (40.5%) were completely unaware of any plans
- 95 (48%) had only recently become aware through social media, friends, neighbours, rumours
- 9 (4.5%) remembered seeing a WFDC leaflet
- 8 (4%) saw something in the Kidderminster Shuttle
- 10 (5%) remember a notification from the local councillor
- 1 (0.5%) saw a notice in the library
- 1 (0.5%) saw one of the fields being surveyed
- 184 (91%) expressed a concern for the plans to build on Greenfield sites
- 8 (4%) said they were not concerned (this figure includes 1 person who responded as “don’t know yet”).

Hodge Hill Farm Residents Association:

The residents of Hodge Hill Farm Barns object to the sites east of Kidderminster, which include Preferred Options OC/5 (Husum Way) and WFR/CB/7 (Land off Birmingham Road). Their reasons for objecting include:

- The extent of the proposals include a new Eastern By-pass from the A456 Birmingham Road to the A449 at the south of Kidderminster. This will cause a massive loss of amenity to the residents via noise, visual amenity, pollution and additional vehicle traffic.
- The Local Plan proposals are to build in Green Belt in Hurcott and around Hodge Hill Farm Barns (OC/4, OC/5, OC/6, WFR/CB/7), effectively becoming part of the town of Kidderminster. From the north passing to the east and south will be housing development culminating in a massive loss of Green Belt land.
- The land designated WFR/CB/7, over 7ha of prime agricultural land, sits alongside the Birmingham Road bordered to the east between Hodge Hill Nurseries and Hodge Hill Farm Barns. This is designated for a core employment use, i.e. industrial use.
- They believe the derelict brownfield sites – Sion Hill School, Sladen School, Swan Hotel / Working Men’s Club, Carpets of Worth, derelict factories and timber yard on Park Lane, the old Sarsons vinegar factory, Stourport Marina and plentiful sites on the A451 between Kidderminster and Stourport would be the correct areas to use for core mixed use sites and bring welcome regeneration and potential jobs to the community.
- The group claim that there are currently employment sites within the District that are underused and contain prime areas for re-development. These include the following:
 - Hoo Farm Industrial Estate
 - Hoo Brook Industrial Estate
 - Easter Park
 - Green Hills Industrial Estate
 - Rushock Industrial Estate
 - Lea Castle Hospital site
 - Former Forest Glades site and surrounding medical centre – ideal for mixed use.
- The use of WFR/CB/7 would not enhance the landscape and setting, neither would the use of OC/5 for housing. This would deprive everyone of the pleasant views across this rolling land with the hills beyond. This would constitute a severe loss of amenity.
- Hurcott and Podmore pools and Hurcott Woods is an area of Significant Scientific Interest (SSI). Noise, visual intrusion and pollution of developments in and around Hurcott village would have a negative environmental impact.
- Sufficient investigation of brownfield sites throughout the District has not been considered properly.

Offmore and Comberton Action Group (OCAG-LP):

The OCAG-LP represents residents across the Offmore Comberton Ward of Wyre Forest District. The group believe that there should be a presumption that major future development should have the aim of creating sustainable communities of a size capable of supporting, at least, its own Primary School, village centre with shops and community facilities, if possible some live work units and adequate recreational facilities, and not simply be an “add on” to existing communities.

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The group object to the “Core Site” allocation of land to the east of Baldwin Road, the Offmore and Comberton estates and land behind properties on the A448 Comberton Road within the Kidderminster Town boundary.

The group object for the following reasons:-

- The Green Belt to the east of Kidderminster plays a vital part in separating the town from the West Midland Conurbation.
- The land in question includes Grade 2 Agricultural Land. With the uncertainty surrounding food prices post Brexit it is vital that such land is kept available for food production.
- There are endangered bird species: Corn Buntings, Yellow Hammers, Skylarks and Lapwings are present in this land. As well as the birdlife there are foxes, badgers, rabbits, muntjac and roe deer present across the area.
- Development of land behind Baldwin Road would be a serious visual incursion into the Green Belt and would impact on wildlife habitats on the buffer zones for the Hurcott and Podmore SSSIs.
- An Eastern by Pass would have to be built from the Wolverhampton Road to the Worcester Road to be of any use as anything shorter would cause roads around Hurcott Road / Birmingham Road to be used as rat runs.
- A linear development to the east of Kidderminster would not be a sustainable community. It would have no community “heart” and would not accommodate a neighbourhood centre.
- Offmore Primary School is full, is on a restricted site and can’t be extended.
- Land to the rear of Offmore and Baldwin Road is considerably higher than the rest of the area so development would be very visible.
- Drainage of the land to the rear of the existing Offmore estate is extremely poor.
- Hurcott Lane and the narrow extension of Hurcott Road into Hurcott Village are extremely dangerous roads with far too frequent serious road traffic accidents. Any development of land to the rear of Baldwin Road would have to somehow incorporate the existing Hurcott Lane / Birmingham Road junction.
- Industrial development at Hodge Hill would also need a by pass to avoid congestion.

The group have proposed an alternative suggestion at Lea Castle; the creation of a “sustainable village”. They propose extending the area of Lea Castle to include not only Options A and B but also extending the site to use the land up to the Wolverhampton Road and, at the rear of the Lea Castle site, extending the site up to Axborough Lane as well as across to the Stourbridge Road. This would provide an additional 37.73 hectares of land that could be brought into the Lea Castle site in this way.

They also believe that there might be a possibility of some development on the western side of Wolverley Road towards Sion Hill to link with development at the Sion Hill Middle School site.

They consider that the advantages to their proposal are as follows:-

- With the additional land at Lea Castle and including sites in that vicinity already identified by WFDC, including Hurcott ADR, they believe a sustainable community of around 2,000 – 2,500 houses could be created.
- It would be large enough to support a 2 form entry Primary School.
- It would support a village shopping centre and potentially some employment land.

- It would support a village centre which whilst within Cookley Parish would not produce a burden on that community.
- It would be capable of sustaining a bus service.
- It would potentially be able to provide live-work units.
- It would be within the catchment of Wolverley CE High School and would positively impact on the school's long term viability.

To conclude, the group believe that their alternative suggestion will create viable and sustainable communities, protect valuable, productive farmland, and preserve endangered bird species and other wildlife.

S.A.F.E. (Spennells Against Further Expansion):

Spennells Against Further Expansion (SAFE) is an association of residents and friends of Spennells fields, formed in June 2017. They have 692 members on their Facebook group, plus another 56 who signed up on email only.

SAFE oppose the proposed development of the fields adjacent to the Spennells estate, packaged as Option A in the Draft Local Plan. These Green Belt fields are 'Rear of Spennells & Easter Park (AS/10)', 'Land off Stanklyn Lane (WFR/ST/2)' and 'Stone Hill South (OC/13)'. In addition, the group oppose development upon the area described as 'Captain's and the Lodge (WFR/ST/1)' which has been included in the Draft Plan as a 'Core' area.

The main issues they raise are as follows:-

- The OAHN figure is too high. The need to use any Green Belt land is unnecessary.
- The group are against the proposal for the 'Eastern Relief Road'. Their reasons for not supporting this proposal include the following comments:
 - No definitive route or traffic model has been provided for this proposal, meaning that local residents are not being provided with sufficient details to make an informed judgement.
 - The idea that this would create the means for traffic to by-pass Kidderminster en-route to Birmingham or the M5 is misleading since the A450, less than 2 miles to the east, already provides this facility. Improving the A450 would provide relief to any congestion on the A449, without bringing increased air, light and noise pollution to the already heavily populated Spennells estate.
 - An Eastern Relief Road would not help to regenerate Kidderminster since any regeneration is desperately needed within the run-down town centre, not on the outskirts on Green Belt land.
 - A new road would create a whole series of dangers, hazards and disadvantages to local residents and wildlife. It would cause catastrophic effects by crossing existing wildlife corridors, i.e. Spennells Valley Nature Reserve and its green corridors.
- The Spennells fields are productive agricultural land which also serves as a popular recreational and social facility for walkers, joggers, cyclists, dog walkers, photographers and horse riders. There are a number of well-used Public Rights of Way and bridleways across the fields which allow fast and easy access to the open countryside.
- The area offers a number of different habitats for wildlife, including important nesting sites for corn buntings, larks and linnets (all of which are included on the red list as endangered

birds), badger setts and bats. The rare Tower Mustard Plant also thrives along the lanes adjoining Stanklyn Lane.

- Negative impact on the visual landscape in this area. The landscape around Spennells is an important part of people's lives, offering a wide variety of benefits in terms of quality of life, well-being and economic opportunity.
- Issues with drainage, flooding and loss of prime grade 2 agricultural land.
- Increased demand on infrastructure including medical facilities and schools.
- Social problems arising from increasing the size of the estate; evidence exists that large housing estates suffer more crime and anti-social behaviour.
- A new large residential development requires proper infrastructure to support its current and future residents. The group find no evidence of future funding to support this. In particular, they are concerned with: hospital services, GP & Dental surgeries, Schools, local shops, pharmacy and post office, local leisure such as a village hall, pub, and fitness centre/gym, traffic congestion on local roads.
- Loss of Green Belt land. Brownfield regeneration must take priority over the development of Green Belt land.
- Kidderminster town centre has at least 40 large shops and office blocks that stand empty, some for well over a decade. The town centre is in urgent need of regeneration; Compulsory Purchase Orders should be made on some of the larger shops that stand no chance of ever being filled due to their size.
- WFDC could request Government action in order to encourage Developers in the local area who have been given planning permission to build houses within a reasonable timeframe, not just to sit upon Land Banks for speculative purposes e.g. Cheapside in Stourport (AKR/2) and Sladen School.

SAFE group conclusions:

The SAFE group object to Option A. Of the two choices proposed in the draft Local Plan they would choose Option B because:-

- Less Green Belt land would be used.
- Ability to build a greater number of houses in areas where they are needed for local expansion.
- The dispersed nature of the development would result in less pollution and less strain upon Kidderminster's existing infrastructure which is already struggling to cope. This would spread the development more evenly around Wyre Forest, serving the needs of expanding local communities by creating the potential for more housing development, but without concentrating the development to the detriment of the Green Belt cushion between the Wyre Forest and the West Midlands conurbation.

However the SAFE group make the following suggestions for alternative proposals:-

Suggestion 1:

- Phase 1 (first 5 years): Use existing empty properties in the town centre e.g. Woolworths site for a leisure complex (cinema/bowling alley) and ideally the adjacent ex-Littlewoods building for a multi-storey car park. The remaining Lionfields site could then all be dedicated to housing/residential; plus other brownfield sites such as the Churchfields site. The group

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suggested that if Worcester Street was not returned to through traffic, the Council would immediately save £500,000 of taxpayers' money to purchase the vacant Woolworths building.

- Phase 2 (5-10 years): Use Lea Castle hospital site (brownfield site) for 600-700 houses.
- Phase 3 (after reviewing housing need (10-15 years): Lea Castle Hospital and School site – use of Green Belt extension if absolutely necessary. Green Belt at Lea Castle only released at this stage if deemed necessary for increased housing.

Suggestion 2:

- Development of an entire rural village on Lea Castle Hospital and School site.

Summerfield Against Land Transformation (SALT):

The Summerfield Against Land Transformation (SALT) has been set up by a group of residents from the Summerfield area.

The key issues raised by the SALT group are as follows:-

- The Council should never again conduct such an important consultation exercise over the course of the summer months. This suggests a cynical attempt to compound citizen disadvantage.
- There is clear bias contained within the draft Local Plan, to the extent that Option A is portrayed as the only real choice.
- Given the scale of the proposed development, thought must be given to the key educational and health services to support the residents of the new housing stock. This will require an expansion of existing schools and the creation of a new health centre/GP practice.
- The SALT group reject the hierarchy of settlement argument as unfair and disproportionate; a fairer and more imaginative approach is required.
- The group accept and support the need for infrastructure development to reflect the ambition of the Local Plan. However, they see the draft Local Plan being cynically manipulated – via Option A – to justify the Eastern Relief Road, resolve pre-existing problems and to attract capital funding.
- The group encourage the Council to give a higher priority to stimulating the local economy (push strategy) and a more balanced approach to housing (pull strategy).
- The group believe that the OAHN study to be a deeply flawed piece of work and that the projected level of growth in housing need to be an unsafe basis for the Plan.
- The Option A proposal will damage irrevocably the social amenity of and biodiversity in the fields which separate The Spennells and Summerfield and undermine the integrity and unique identity of the Summerfield community.
- The SALT group accept the need for housing but reject the use of Green Belt land in favour of brownfield sites and in this regard, require the Council to show more ingenuity and resist developer preference for 'easy' sites.

5) Responses to Preferred Options Policies

The following tables and graphs show the level of support, objection or comments that the Council received for each of the policies within the Preferred Options consultation document. Summaries of responses to each section of the document can be found at Appendix 2.

Local Plan Review Preferred Options Consultation (June 2017)
Summary of Consultation Responses

Sections 1-4

These sections of the document did not contain any policies. These sections are:

1. Introduction and Context
2. Key Issues and Challenges
3. Vision for the Area in 2034
4. Core Policies Introduction

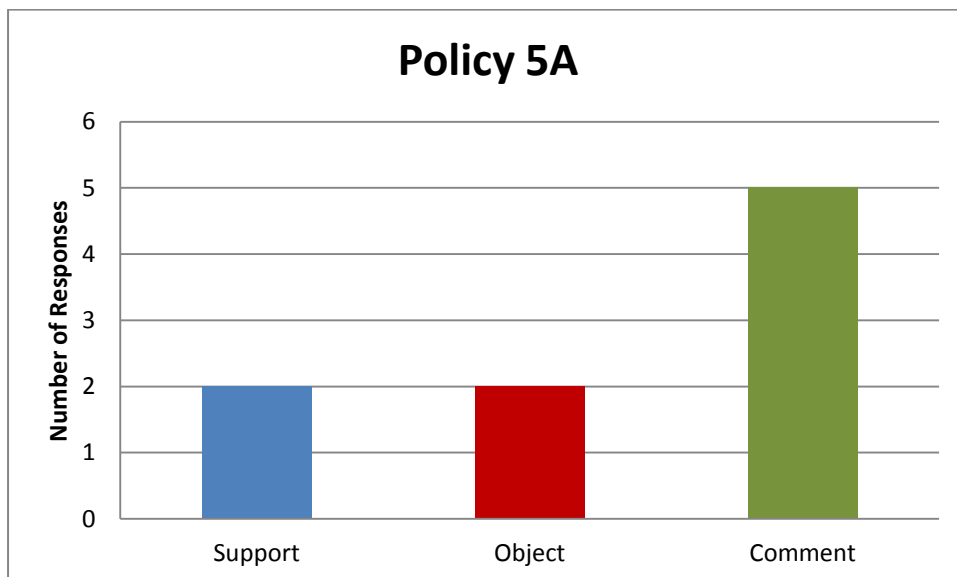
A summary of the responses received and Officer Comments for these sections can be found at Appendix 2 of this document.

Section 5 - Overarching Sustainable Development Principles

The policies contained within this section are:

- Policy 5A – Sustainable Development

The following graph indicates the level of support, objection or comments received for the policies within Section 5.



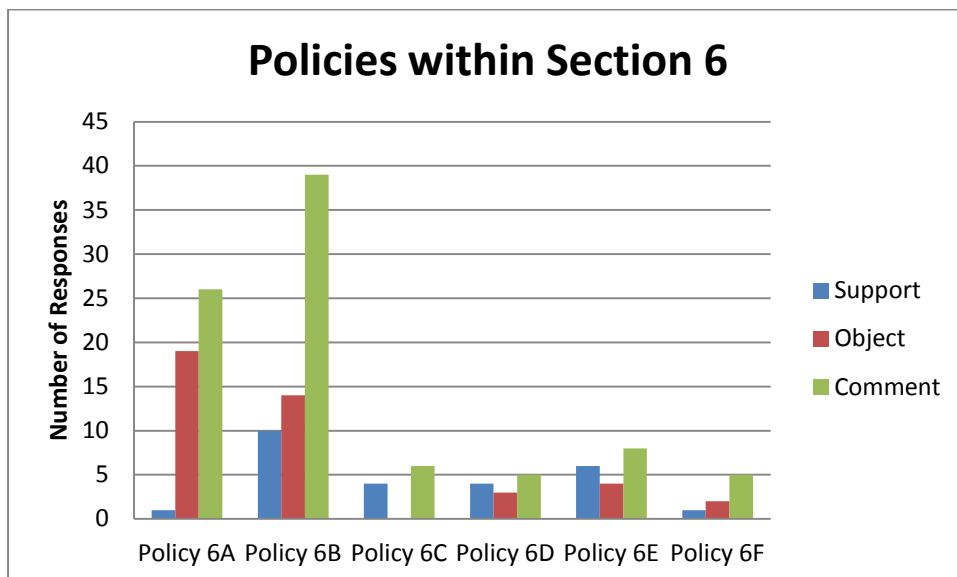
A summary of responses and Officer Comments for Section 5 can be found at Appendix 2 of this document.

Section 6 - A sustainable Future – Development Strategy

The policies contained within this section are:

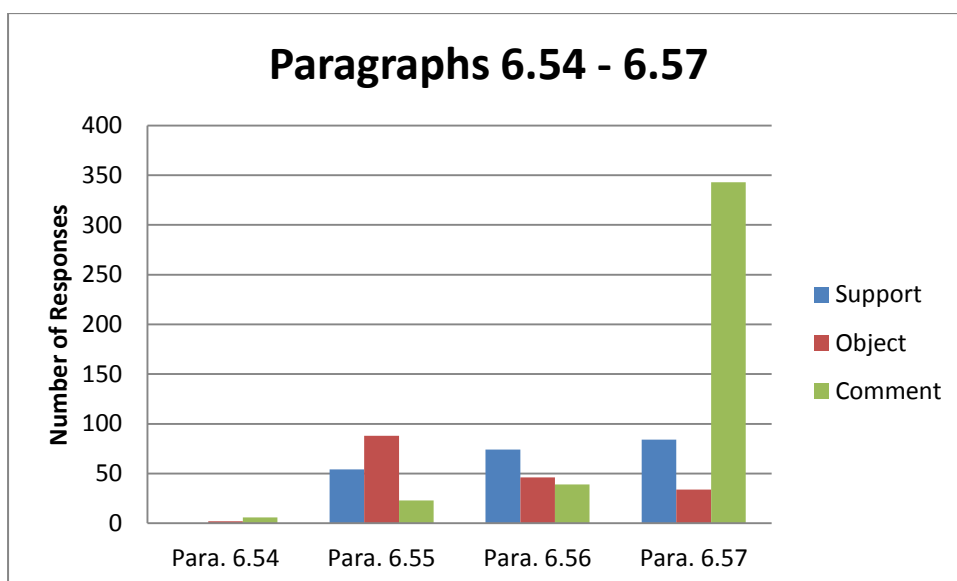
- Policy 6A - Development Needs 2016-2034
- Policy 6B – Locating New Development
- Policy 6C – Kidderminster town as the strategic centre of the District
- Policy 6D – Kidderminster Urban Extensions
- Policy 6E – Role of Stourport-on-Severn and Bewdley as Market Towns
- Policy 6F - Role of the villages and rural areas

The following graph indicates the level of support, objection or comments received for the policies within Section 6.



In addition to the policies above, many responses were received to the consultation questions asked in paragraphs 6.54 – 6.57:

- **6.54** Do you prefer Option A or Option B? On what planning grounds?
- **6.55** Option A has the associated benefits of enabling the delivery of critical infrastructure including the Kidderminster Eastern Relief Road which will also reduce Kidderminster Town Centre traffic congestion and improve traffic volumes in the adjacent estates. It will enable more effective school provision. Do the benefits of this outweigh the disadvantage caused by the large-scale of expansion to the east of Kidderminster that would be necessary?
- **6.56** Whilst Option B removes slightly less land from the Green Belt it disperses development more widely across the District. Consequently it will not support the implementation of a Kidderminster Eastern Relief Road and the provision of sufficient, appropriately located education facilities will be more problematic. The absence of this additional infrastructure to support new development will impact on future traffic congestion, air quality, and educational provision in Wyre Forest. Do you consider the benefits of a more dispersed strategy outweigh these disadvantages?
- **6.57** Are there any other alternative Options you would like to suggest?



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Summaries of these responses and the key issues raised by respondents, together with Officer Comments, for paragraph 6.54 – 6.57 can be found in Appendix 2.

Paragraph 6.57 Alternative Options

The table below lists the alternative sites suggested:

Additional Sites Suggested	Officer Comments
Kidderminster	
Kidderminster Town Centre	Large numbers of residential flats have been provided on upper floors of town centre buildings in recent years, especially in the Worcester St/Oxford St area. Plans are underway to convert the vacant upper floors of Tower Buildings in Blackwell St into flats.
Crown House	Demolition of this building is expected during late 2018/19. A temporary car park will be provided whilst plans are drawn up for the site. Some residential uses may be possible on upper floors depending on what proposals are put forward.
Job Centre, Mill Street	These modern offices remain vacant following relocation of the job centre to the library building. If marketing fails to find a new office occupier, they could come forward for a residential conversion under Prior Notification rules.
Former Glades Leisure Centre	Plans are well-advanced to bring a leisure use onto this cleared site.
Ceramaspeed Factory	This building is being partially redeveloped to raise the roof height in order to attract a new employment use.
Old Law Courts Worcester Street	This building has recently been listed Grade II. Potential uses being considered include residential conversion.
Rear of Ferndale Estate	This Green Belt site has been promoted for housing development but ruled out as it would intrude into a very open rural landscape where it would be hard to define a robust defensible boundary. This part of town is also further away from key services and transport facilities.
New Road	Several sites along New Road have recently been converted or redeveloped for residential uses.
Woolworth Building	This empty building should be retained for retail uses and ground floor but would be suitable for residential uses at upper floors.
Littlewoods Building	There are plans to relocate Sports Direct and a gym to this site. This will help to regenerate this part of town.
Blackwell Street (empty shops)	Plans are in place to convert Tower Buildings to residential uses on the upper floors. It is anticipated that this will help to kick-start refurbishment in other buildings.
Harriers Ground, Hoo Road	This site would be suitable for residential redevelopment if a suitable and viable scheme was proposed for the stadium and associated facilities to relocate elsewhere within the town.
Industrial Estate at Aggborough	There are a small number of reasonably modern premises at Stadium Close which will be retained in employment use.
Park Lane	A number of sites on Park Lane are being considered for redevelopment to residential uses including the timber yard, the cleared site of The Parkers Arms and some of the land opposite.
Worcester Street – Redevelop	Worcester Street is planned to be reopened to traffic in one direction with additional on-street parking. It is hoped that this will further revive the street. Any proposals to redevelop

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Additional Sites Suggested	Officer Comments
	/convert empty shop units will be assessed on their merits. Much of the eastern end of the street has been converted to residential uses on upper floors / to the rear.
Horsefair – Redevelop	There are approvals in place for more residential units on upper floors. Potential uses for the former Post Office site are also being explored.
Green Street	It is proposed to allocate the empty Boucher Building for residential use. Frank Stone building is better suited to an employment use. Elgar House has been refurbished for offices and the residential approval is no longer being implemented.
Meadow Mill Industrial Estate	This is a thriving industrial estate and will be retained for employment.
King Charles 1 School	Previous proposals to relocate the school to the Borrington Road site would have seen this site come forward for residential use. Building Schools for the Future Funding ceased and this was not taken forward. It is agreed that the Comberton Road site would be suitable for residential use if in the future the school decided to relocate.
Sion Hill School	A planning application has been received for residential redevelopment for housing.
Sladen School	This site is currently allocated for redevelopment with a mix of family dwellings and supported housing the most likely end use.
Churchfields	An application for redevelopment of this site for up to 270 dwellings has been received.
Rear of The Range, Crossley Park	This piece of land is not considered suitable for housing. Access is required through the site by the Environmental Agency for flood bund maintenance.
Former Brinton Golf Driving Range, Stourport Road	This site is part of the Outdoor Sports Allocation and is in the Green Belt. It is adjacent to the Finepoint Business Park and is not considered a suitable location for housing.
Low Habberley	This large expanse of open Green Belt land stretches up towards Trimpley and it would be hard to define a firm defensible new Green Belt boundary at this location. However, the smaller parcel adjacent to High Habberley could be brought forward for limited development and a robust boundary could be created using existing hedgerows.
Former Sealine Worcester Road	This complex of buildings is now reoccupied by employment uses. It is part of the Worcester Road Employment Corridor.
Debenhams, Weavers Wharf	This building is fully occupied by retail at lower floors with a hotel on upper levels.
Kidderminster Golf Club	This land is occupied by the golf club and has not been put forward for redevelopment by the Club.
Lionfields	This site is allocated for a mix of town centre uses including residential uses.
Silverwoods	Further residential uses are proposed on this site on the Stourport Road frontage (extra-care apartments) with more housing towards the rear of the site adjacent to existing dwellings. Other parcels will be retained for employment uses.
Severn Grove	This site is currently allocated for redevelopment. This allocation will be taken forward into the next Local Plan.
Rock Works, Park Lane	This site is proposed as an employment allocation to conversion to workshops. It is not considered suitable for residential use

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Additional Sites Suggested	Officer Comments
	owing to its lack of natural daylight.
Victoria Carpets	The former sports ground has approval for residential development.
Weavers Wharf, canal side.	This location should be retained for commercial uses.
Timber Yard, Park Lane	The former timber yard will be allocated for a residential –led scheme.
Easter Park	This location is not considered suitable for residential development. It is zoned for employment.
Corner of Coventry Street / Blackwell Street	Tower Buildings has approval for residential use on the upper floors
Lad adjacent to Hoo Farm and Industrial Estate and Summerfield	This site is allocated for employment uses and may be released for development beyond the plan period.
Adjacent to Ceramaspeed	This site is proposed as a site for travelling showpeople.
Old Medical Hall, Bull Ring	The building is proposed for residential conversion.
Vicar Street, above shops	Approvals are in place for residential conversion .
The old Riverboat building Blackwell Street	Approvals are in place for flats to be provided in Tower Buildings.
Land South of Bernie Crossland Walk	A ransom strip is likely to prevent this Greenfield site coming forward for development .
Land North of Bernie Crossland Walk	A ransom strip may prevent this Greenfield site coming forward for development
Chester Road Service Station	Approval is in place for residential redevelopment of this site.
Land at 78 Cherry Orchard	Approval is in place for residential redevelopment of this site.
Comberton Place	Residential redevelopment of this site is underway.
Lea Street School	It is proposed to allocate this site for residential development.
Form Polish Club	Approval is in place to convert this site for residential use.
Rear of McDonalds Hoo Brook	This area is not considered suitable for residential use.
Swan Centre	This building should be retained for retail use.
Selba Drive - Objections	This site should be retained as open space.
Stourport-on-Severn	
Parsons Chain	This site is currently allocated for mixed uses. It is proposed to allocate the site for a mix of employment and C2 uses (care home).
Burlish Park Golf Course	This site is currently in the Green Belt. It is proposed to release part of the land to the south of Kingsway for housing and retain the rest for informal recreation.
Land at Astley Cross	Land at Astley Cross is mostly outside of the District boundary. It is not considered suitable due to adverse landscape impact.
Stourport High School surplus land	It is proposed to allocate part of this site for residential redevelopment.
Carpets of Worth	This site is currently being marketed for housing development and is expected to come forward in the next few years.
Bridge Street	A residential proposal is being drawn up for the former Lloyds Garage site.
Queens Road	This site is allocated for redevelopment and a scheme will be brought forward in the next few years.
Yew Tree Walk	This Green Belt site is expected to be brought forward for residential development through the Local Plan.
Former Leisure Centre	Much of this site is within the flood zone and is not considered suitable for residential development.

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Additional Sites Suggested	Officer Comments
Land off B4195 Bewdley to Stourport opposite Cooks Nursery	This site has been ruled out for development due to capacity issues with Burlish Crossing junction.
Bewdley	
Grey Green Lane	Part of this Green Belt site could potentially be brought forward in the future if access could be secured via the former school site on Shaw Hedge Road.
South East of Highclere	Site not considered suitable for development due to biodiversity, landscape and hydrological issues.
Workhouse, High Street	This site is expected to come forward for a small residential scheme shortly .
Dog Lane	Any proposals for infill development will be assessed on its merits.
Fire Station, Load Street	This site will be allocated for residential development with no habitable rooms at ground floor level.
Bridge House and Rowing Club	Access to these sites is not ideal. Land also in flood zone.
Ribbesford House	This Grade II* building has recently been sold.
Retail units, Bewdley	Any unused upper floors would be suitable for conversion.
Adjacent All Saints Church, Wribbenhall	This land will be allocated as open space with a pedestrian /cycle link opened up alongside Riddings Brook. Residential development is not suitable – impact on setting of Church, flooding.
Land between New Road and The Heath Hotel	The area known as The Gardens is proposed for allocation for up to 35 dwellings.
Field between Blackstone car park and the Leisure Centre	Green Belt site not considered suitable as partially in flood zone. Development would impact on views into Conservation Area and open landscape.
HSBC Bank, Load Street	Residential conversion of upper floors would be acceptable
Bunkers Hill	This land is part of the Safari Park and has a permission for a water park, hotel and conference centre.
Rural and Villages	
Extended Lea Castle, Cookley	It is intended to develop the wider area around the former hospitable as a sustainable village complete with school, shop, community facilities, employment, sports facilities and up to 1400 dwellings.
Kimberlee Avenue, Cookley	This site will be brought forward via the Neighbourhood Plan.
Wolverley High School	This land should be retained as playing fields for the high school. Development would have adverse impact on Conservation Area. Not considered to be a sustainable location for large scale housing development.
Former Army Hospital, Brown Westhead, Wolverley	Development would have adverse impact on setting of Canal Conservation area and nearby heritage assets.
Quarry opposite Brown Westhead Park, Wolverley	This site is not considered suitable to residential development as landscape is one of scattered wayside dwellings.
Bliss Gate Inn	Proposals have been drawn up for redevelopment of this site.
Blakedown	Station parking is being proposed at Blakedown as part of Network Rail's plans which also include proposals to extend the platform length to cater for longer trains so that more services can call at the station. A site will be allocated through the Local Plan for a station car park. The housing needs survey undertaken as part of the neighbourhood plan also showed a housing need

Appendix 4 - Summary of Consultation Responses to the Local Plan Review Preferred Options (Reg 18) Consultation (June 2017)

Additional Sites Suggested	Officer Comments
	within the parish and it is expected that a suitable housing site will need to be brought forward during the plan period or through the neighbourhood plan process.
Chaddesley Corbett	A small site is proposed for allocation in the village.
Wolverley	Sites are proposed for allocation in Farifield to be brought forward via a neighbourhood plan.
Land at Callow Hill	The settlement boundary will be slightly amended to allow for small infill plots to come forward.
Mustow Green	This area is washed over Green Belt and not considered suitable for further residential development as there are few facilities
All Rural Villages	A number of small allocations to meet local need are proposed. Those in Fairfield and Cookley will be brought forward via a Neighbourhood Plan.
Land between Kidderminster and Wolverley (B4190)	It is important to retain a green gap between the settlements and keep their separate identity.

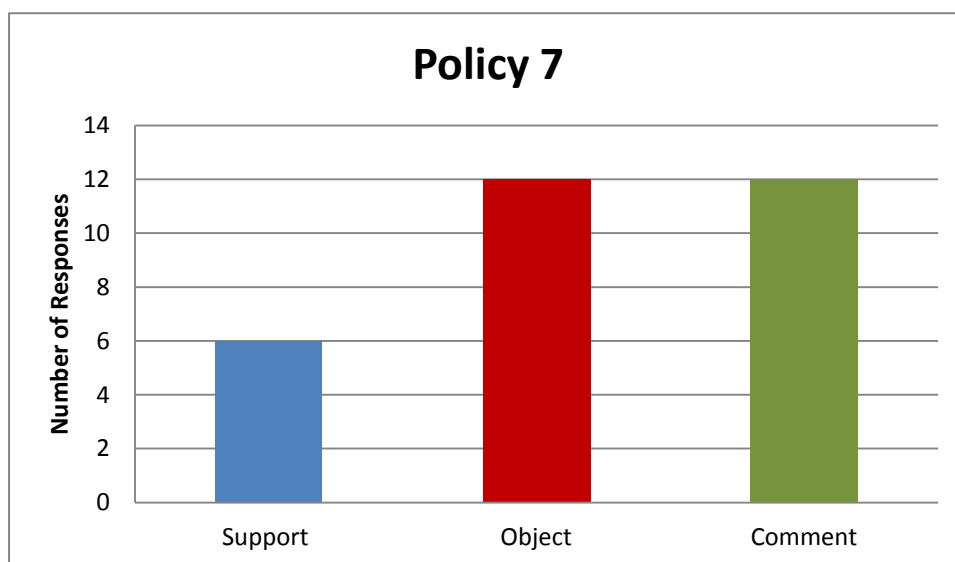
A summary of responses and Officer Comments for Section 6 of the Preferred Options document can be found at Appendix 2.

Section 7 – A Strategic Green Belt Review

The policies contained within this section are:

- Policy 7 - Strategic Green Belt Review

The following graph indicates the level of support, objection or comments received for the policies within Section 7.



A summary of responses and Officer Comments for Section 7 can be found at Appendix 2 of this document.

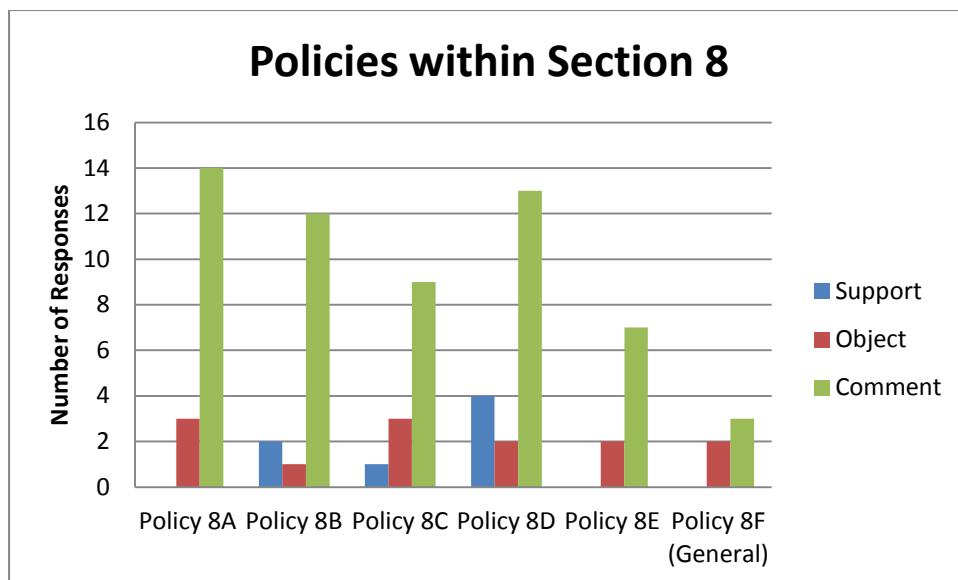
Section 8 – A Desirable Place to Live

The policies contained within this section are:

Appendix 4 - Summary of Consultation Responses to the Local Plan Review Preferred Options (Reg 18) Consultation (June 2017)

- Policy 8A - Housing Density & Mix
- Policy 8B - Affordable Housing Provision
- Policy 8C - Addressing Rural Housing Needs
- Policy 8D - Specialist Housing Requirements
- Policy 8E - Gypsy and Traveller Site Provision
- Policy 8F - Site Provision for Travelling Showpeople

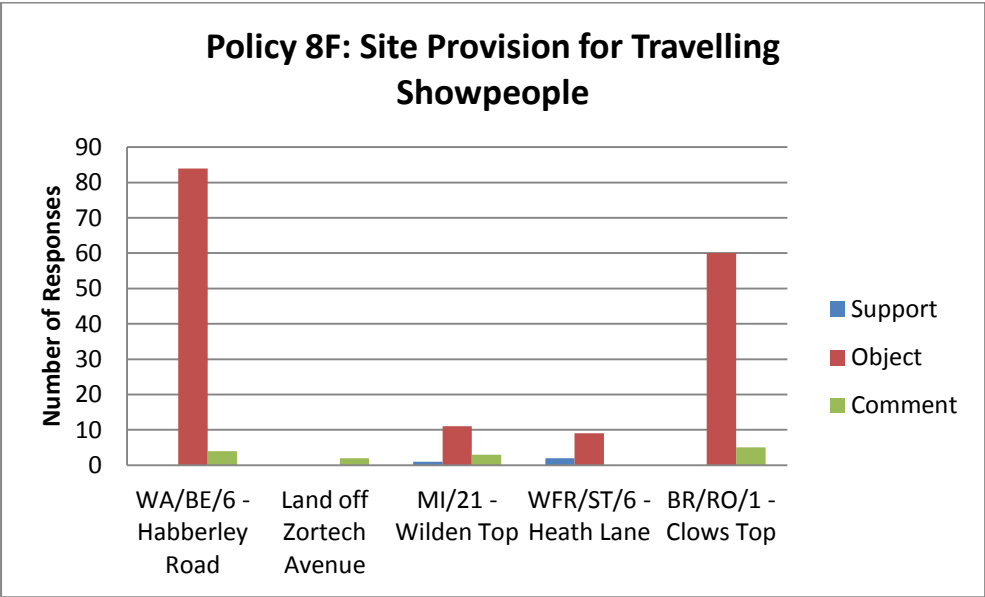
The following graph indicates the level of support, objection or comments received for the policies within Section 8.



Policy 8F sought provision of a site for Travelling Showpeople. The table below details the number of responses received to the sites suggested:

Site Ref	Site description	Support	Object	Comment
Policy 8F	-	0	2	3
Travelling Showpeople Sites				
WA/BE/6	Land off Habberley Road, Bewdley	0	85	4
	Land accessed from Zortech Avenue, Kidderminster	0	0	2
MI/21	Land within Wilden Top Area of Development Restraint, Wilden	1	11	3
WFR/ST/6	Land at Heath Lane, Stone	2	9	0
BR/RO/1	Land at former Clows Top Garage, Clows Top	0	60	5

The following graph indicates the level of support, objection or comments received for the proposed Travelling Showpeople site allocations.



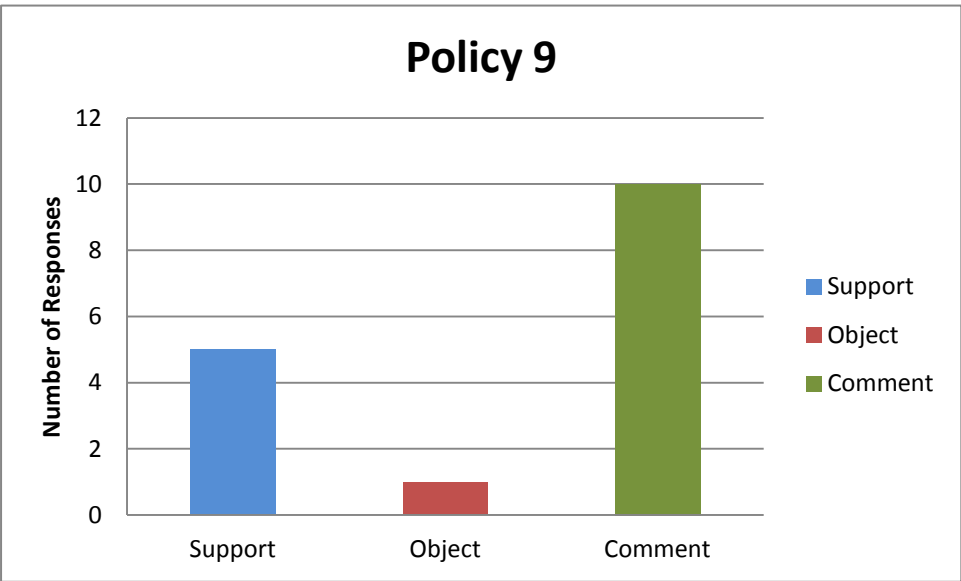
A summary of responses and Officer Comments for Section 8 can be found at Appendix 2 of this document.

Section 9 Health

The policies contained within this section are:

- Policy 9 -Health and Well Being

The following graph indicates the level of support, objection or comments received for the policies within Section 9.



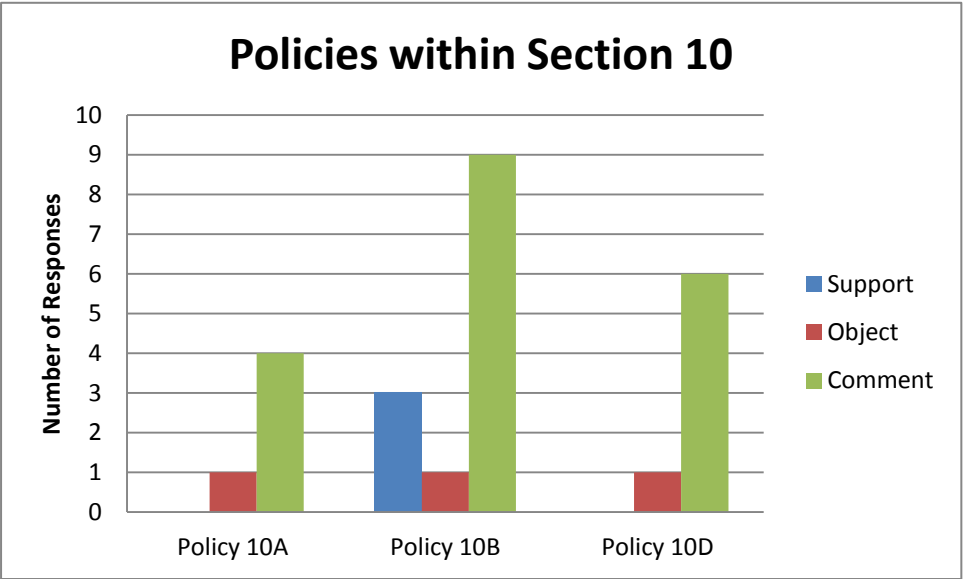
A summary of responses and Officer Comments for Section 9 can be found at Appendix 2 of this document.

Section 10 – A Good Place to do Business

The following policies are contained within this section:

- Policy 10A - A Diverse Local Economy
- Policy 10B - Town Centre Development
- Policy 10D - Sustainable Tourism

The following graph indicates the level of support, objection or comments received for the policies within Section 10.



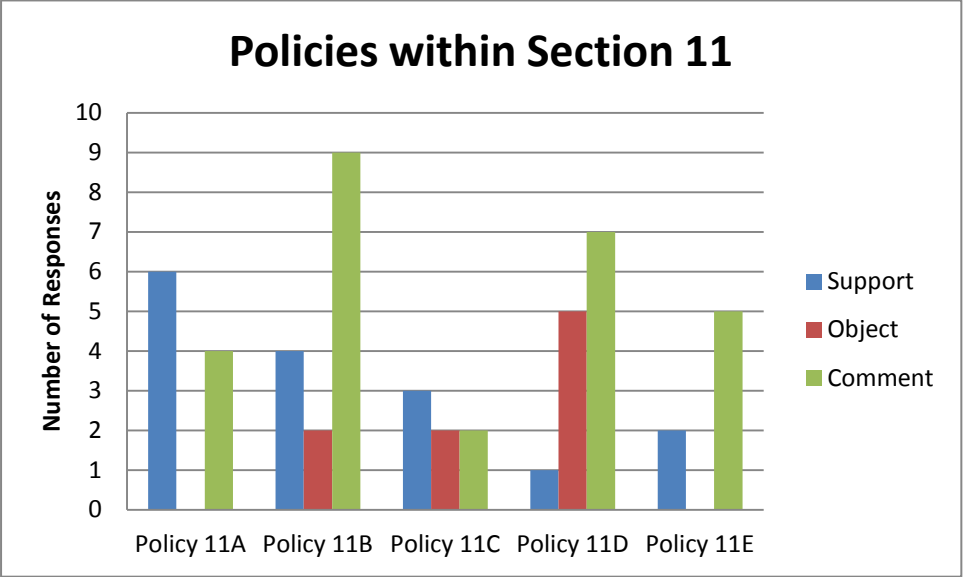
A summary of responses and Officer Comments for Section 10 can be found at Appendix 2 of this document.

Section 11 – A Unique Place

The policies contained within this section are:

- Policy 11A - Quality Design and Local Distinctiveness
- Policy 11B - Historic Environment
- Policy 11C - Landscape Character
- Policy 11D -Protecting and Enhancing Biodiversity and Geological Conservation
- Policy 11E - Regenerating the Waterways

The following graph indicates the level of support, objection or comments received for the policies within Section 11.



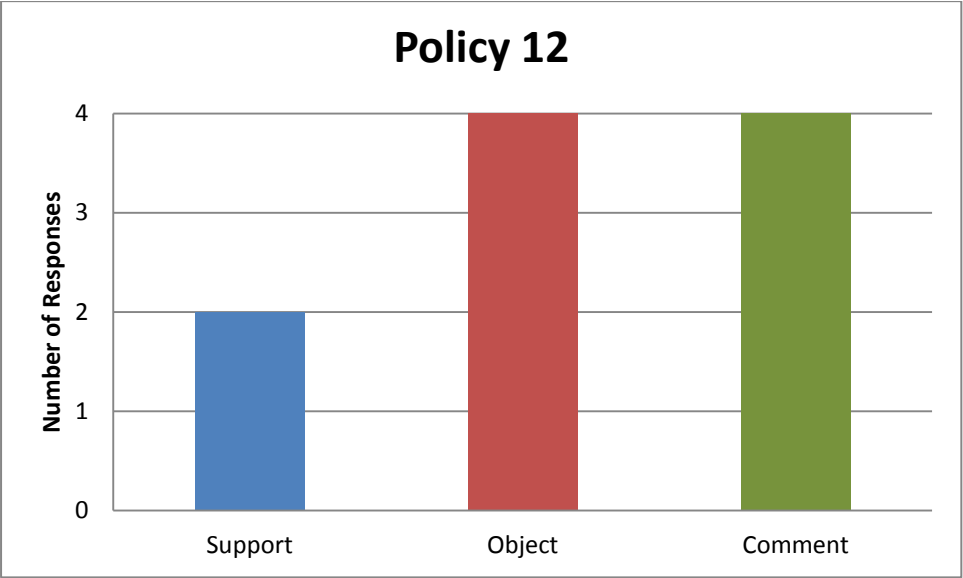
A summary of responses and Officer Comments for Section 11 can be found at Appendix 2 of this document.

Section 12 – Strategic Infrastructure

The policies contained within this section are:

- Policy 12 - Strategic Infrastructure

The following graph indicates the level of support, objection or comments received for the policies within Section 12.



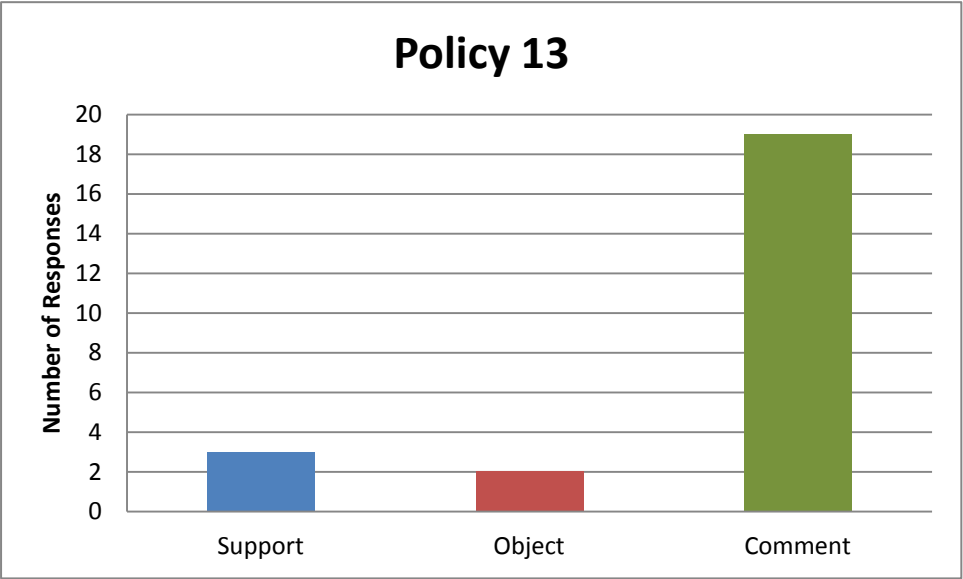
A summary of responses and Officer Comments for Section 12 can be found at Appendix 2 of this document.

Section 13 – Transport and Accessibility

The policies contained within this section are:

- Policy 13 - Transport and Accessibility in Wyre Forest

The following graph indicates the level of support, objection or comments received for the policies within Section 13.



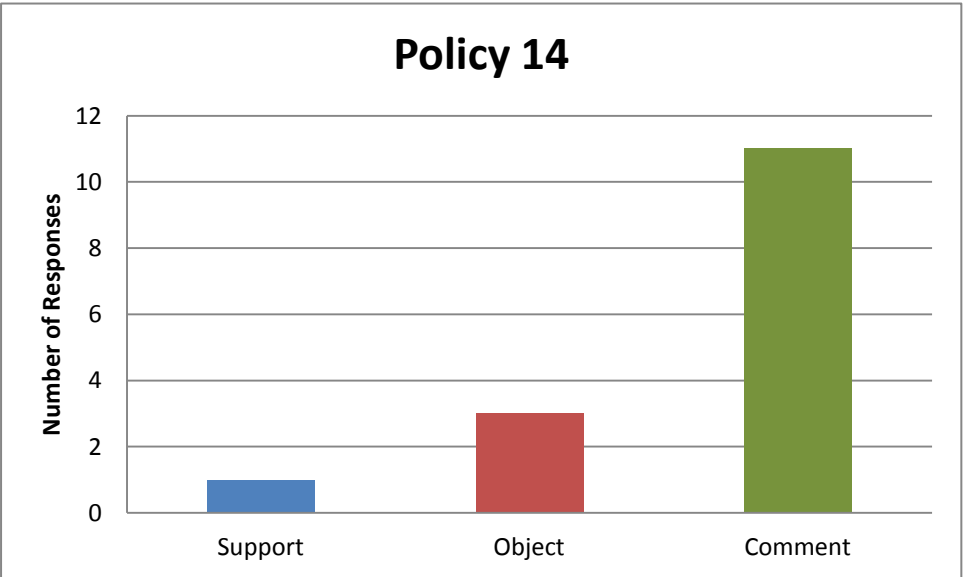
A summary of responses and Officer Comments for Section 13 can be found at Appendix 2 of this document.

Section 14 – Strategic Green Infrastructure

The policies contained within this section are:

- Policy 14 - Strategic Green Infrastructure

The following graph indicates the level of support, objection or comments received for the policies within Section 14.



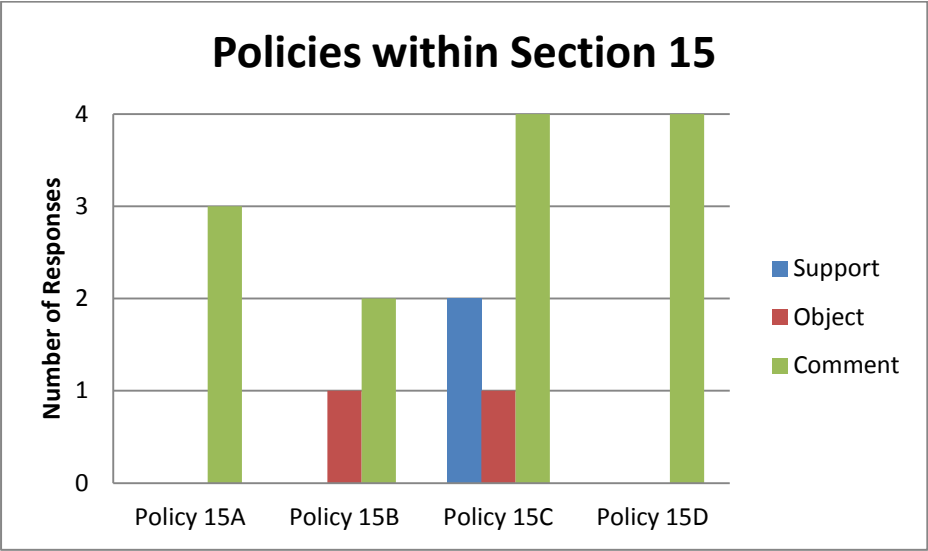
A summary of responses and Officer Comments for Section 14 can be found at Appendix 2 of this document.

Section 15 – Water Management

The policies contained within this section are:

- Policy 15A - Water Conservation and Efficiency
- Policy 15B - Sewerage Systems and Water Quality
- Policy 15C - Flood Risk Management
- Policy 15D - Sustainable Drainage Systems (SuDS)

The following graph indicates the level of support, objection or comments received for the policies within Section 15.



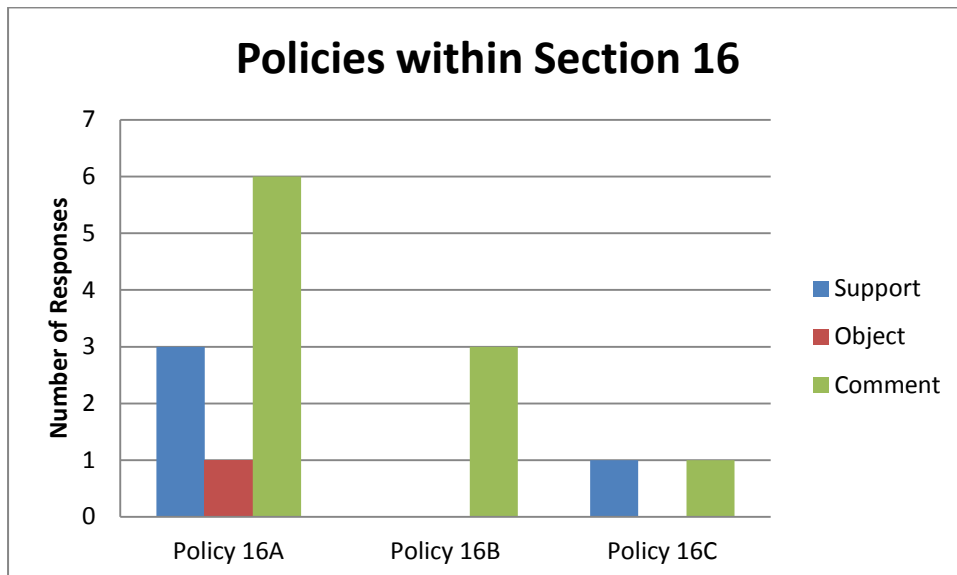
A summary of responses and Officer Comments for Section 15 can be found at Appendix 2 of this document.

Section 16 – Pollution, Minerals and Waste

The policies contained within this section are:

- Policy 16A - Pollution and Land Instability
- Policy 16B - Minerals
- Policy 16C – Waste

The following graph indicates the level of support, objection or comments received for the policies within Section 16.



A summary of responses and Officer Comments for Section 16 can be found at Appendix 2 of this document.

Section 17 – Development Management Introduction

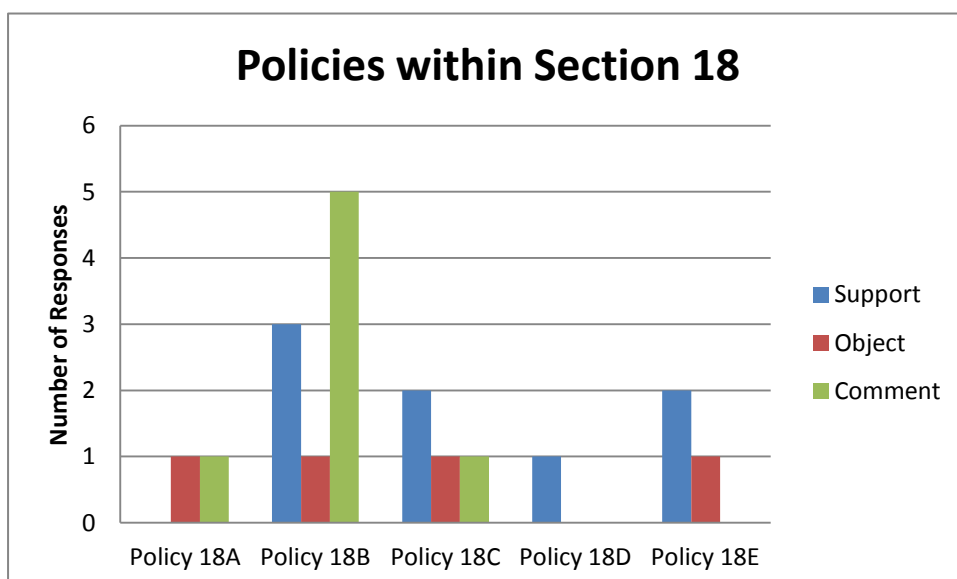
No responses were received to Section 17 of the document.

Section 18 – A Desirable Place to Live

The policies contained within this section are:

- Policy 18A - Financial Viability
- Policy 18B - Residential Infill Development
- Policy 18C - Space Standards for New Residential Developments
- Policy 18D - Flat Conversions
- Policy 18E - Residential Caravans and Mobile Homes

The following graph indicates the level of support, objection or comments received for the policies within Section 18.



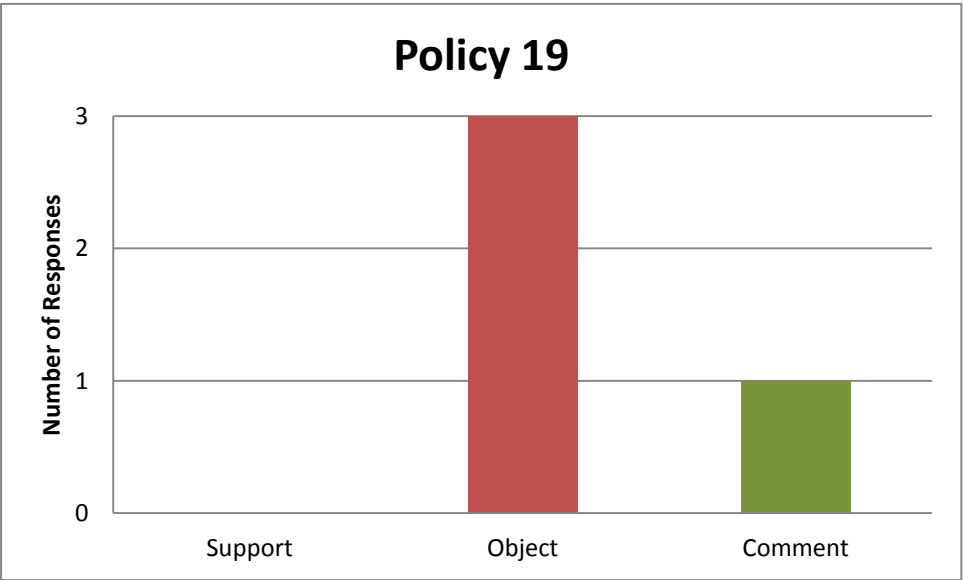
A summary of responses and Officer Comments for Section 18 can be found at Appendix 2 of this document.

Section 19 – Providing Accommodation for Gypsies, Travellers and Travelling Showpeople

The policies contained within this section are:

- Policy 19 - Site Standards for Gypsies, Travellers and Travelling Showpeople

The following graph indicates the level of support, objection or comments received for the policies within Section 19.



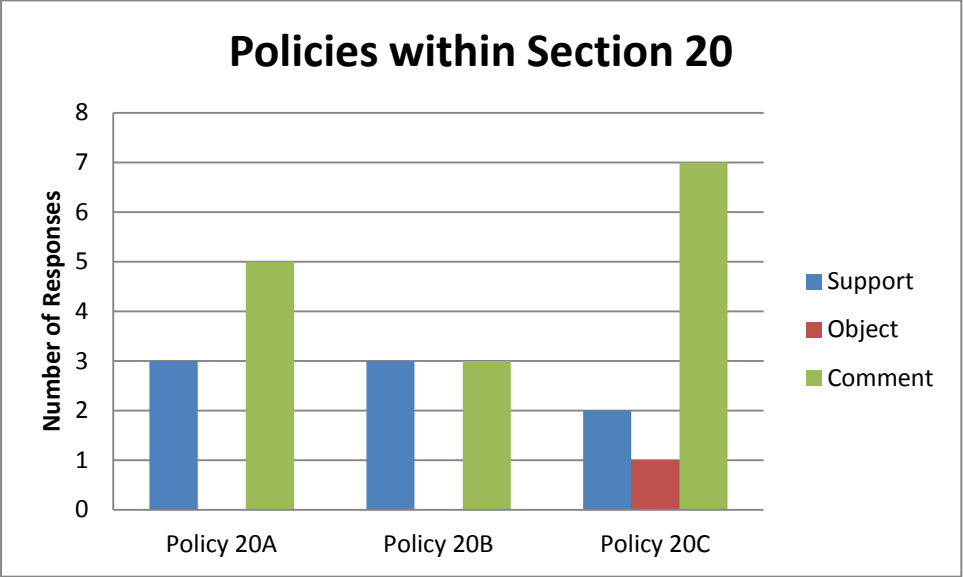
A summary of responses and Officer Comments for Section 19 can be found at Appendix 2 of this document.

Section 20 – Community Facilities

The policies contained within this section are:

- Policy 20A - Built Communities
- Policy 20B - Green Space
- Policy 20C - Provision for Green Space and Outdoor Community Uses in Development

The following graph indicates the level of support, objection or comments received for the policies within Section 20.



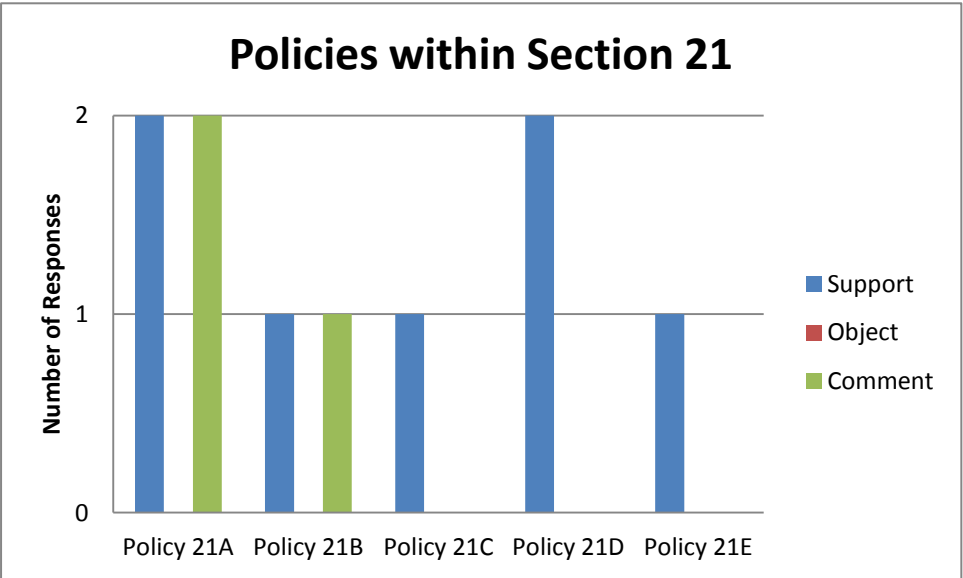
A summary of responses and Officer Comments for Section 20 can be found at Appendix 2 of this document.

Section 21 – Employment Land

The policies contained within this section are:

- Policy 21A - Urban Employment Land
- Policy 21B - Rural Employment
- Policy 21C - Small Firms/Start-ups
- Policy 21D - Live work units and Homeworking
- Policy 21E - High Quality Offices

The following graph indicates the level of support, objection or comments received for the policies within Section 21.



A summary of responses and Officer Comments for Section 21 can be found at Appendix 2 of this document.

Section 22 - Retail

The policies contained within this section are:

- Policy 22A - Town Centre development
- Policy 22B - Out of Town development
- Policy 22C - Change of use from retail to alternative uses
- Policy 22E - Local Shops
- Policy 22F - Specialist Retailing
- Policy 22G - Food and Drink Retailing
- Policy 22H Hot Food Takeaways

The following graph indicates the level of support, objection or comments received for the policies within Section 22.



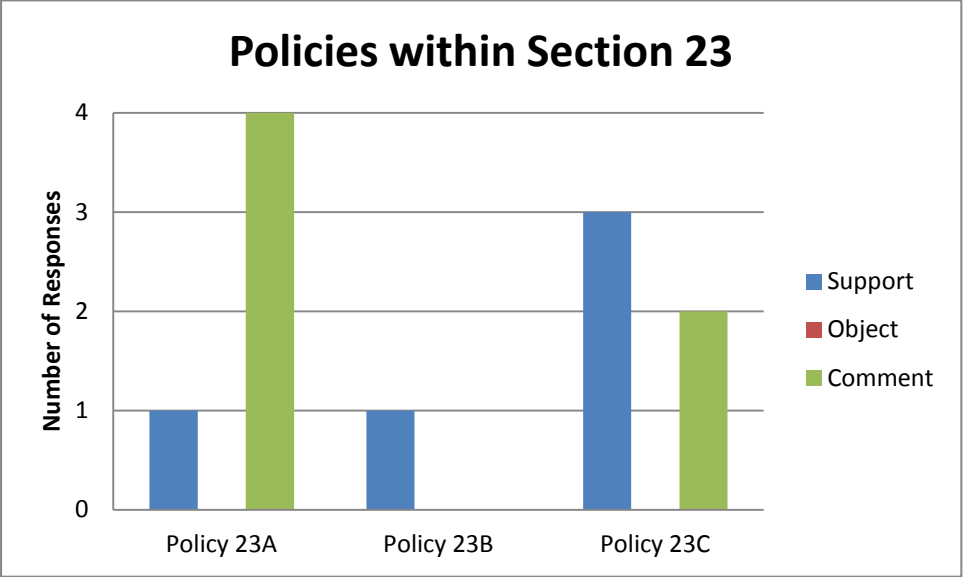
A summary of responses and Officer Comments for Section 22 can be found at Appendix 2 of this document.

Section 23 – Sustainable Tourism

The policies contained within this section are:

- Policy 23A - Supporting Major Tourist Attractions
- Policy 23B - Supporting Tourist Attractions
- Policy 23C - Tourist Accommodation

The following graph indicates the level of support, objection or comments received for the policies within Section 23.



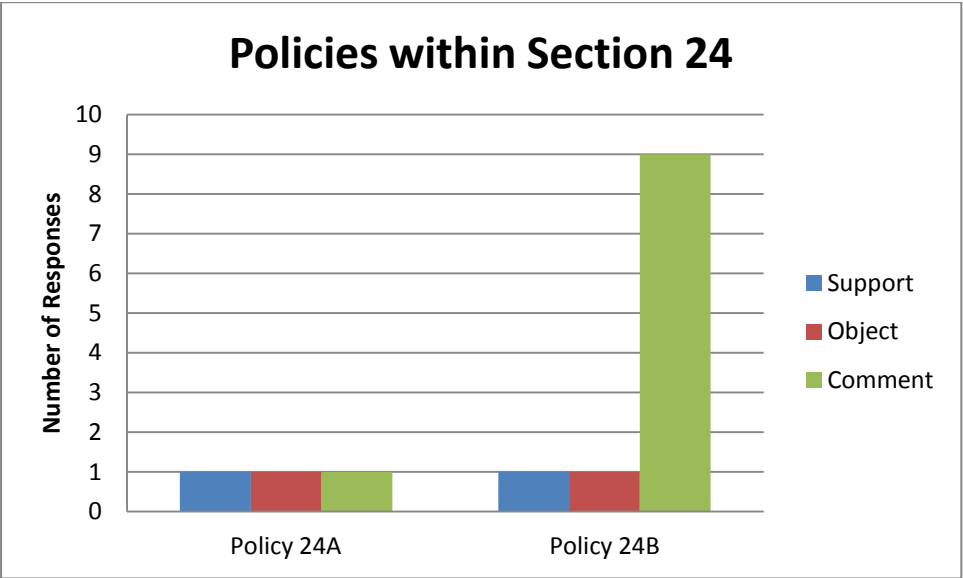
A summary of responses and Officer Comments for Section 23 can be found at Appendix 2 of this document.

Section 24 – Telecommunications and Renewable Energy

The policies contained within this section are:

- Policy 24A - Telecommunications and Broadband
- Policy 24B - Renewable and Low Carbon Energy

The following graph indicates the level of support, objection or comments received for the policies within Section 24.



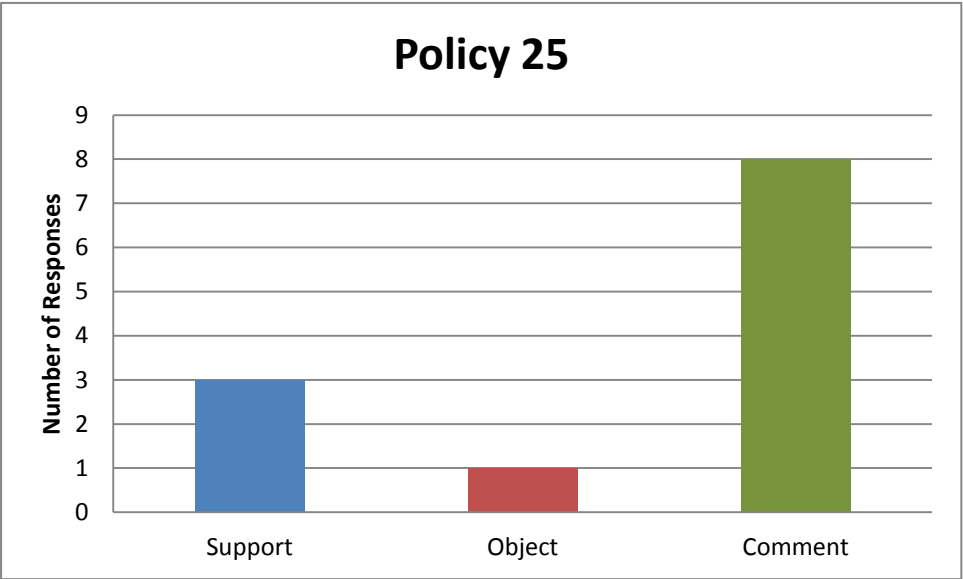
A summary of responses and Officer Comments for Section 24 can be found at Appendix 2 of this document.

Section 25 – Safeguarding the Green Belt

The policies contained within this section are:

- Policy 25 - Safeguarding the Green Belt

The following graph indicates the level of support, objection or comments received for the policies within Section 25.



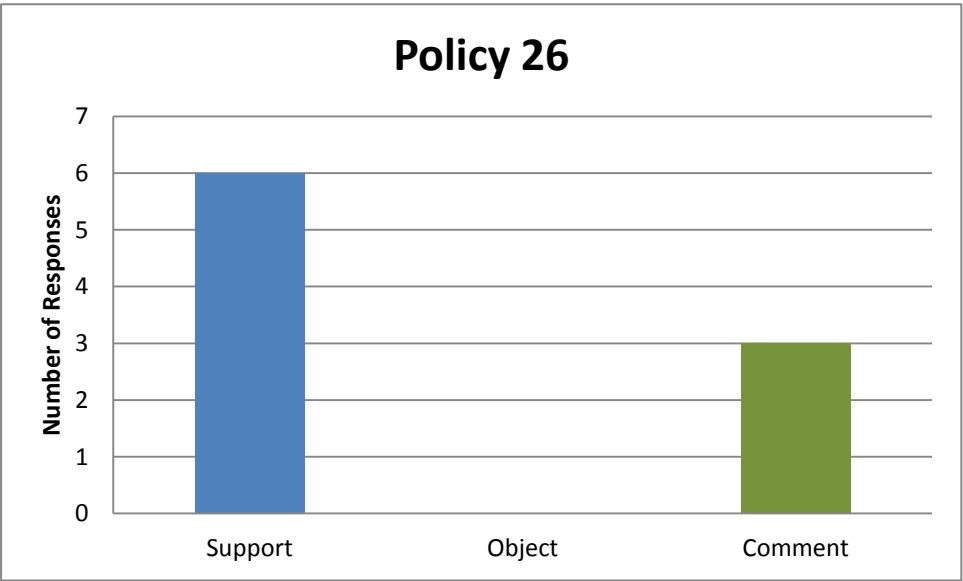
A summary of responses and Officer Comments for Section 25 can be found at Appendix 2 of this document.

Section 26 – Safeguarding the Historic Environment

The policies contained within this section are:

- Policy 26 - Safeguarding the Historic Environment

The following graph indicates the level of support, objection or comments received for the policies within Section 26.



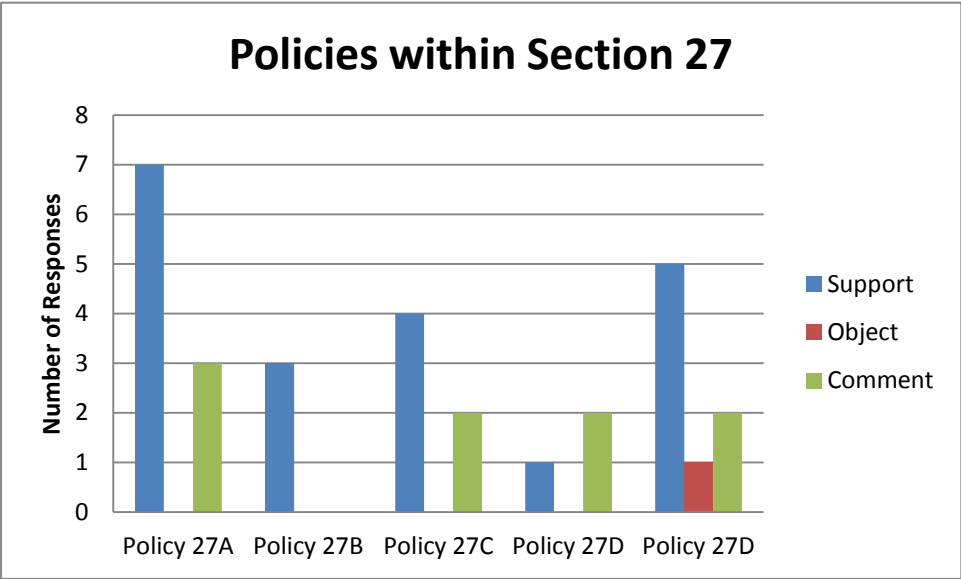
A summary of responses and Officer Comments for Section 26 can be found at Appendix 2 of this document.

Section 27 – Quality Design and Local Distinctiveness

The policies contained within this section are:

- Policy 27A - Quality Design and Local Distinctiveness
- Policy 27B - Design of Extensions and Alterations
- Policy 27C - Landscaping and Boundary Treatment
- Policy 27D - Advertisements
- Policy 27E - Wyre Forest Waterways

The following graph indicates the level of support, objection or comments received for the policies within Section 27.



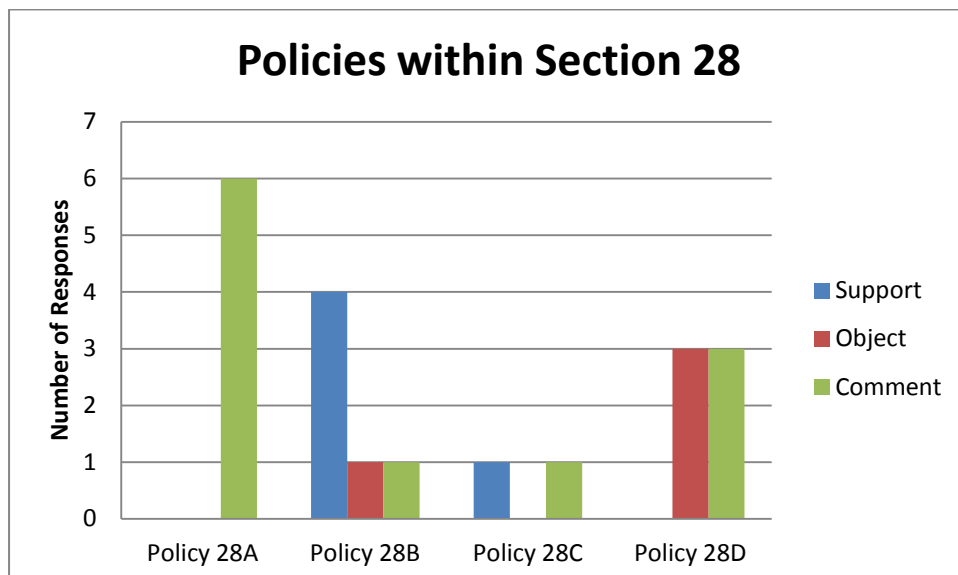
A summary of responses and Officer Comments for Section 27 can be found at Appendix 2 of this document.

Section 28 – Rural Development

The policies contained within this section are:

- Policy 28A - Re-use and adaptation of rural buildings
- Policy 28B - Chalets, Caravans, Mobile Homes
- Policy 28C - Equestrian Development
- Policy 28D - Agricultural Land Quality

The following graph indicates the level of support, objection or comments received for the policies within Section 28.



A summary of responses and Officer Comments for Section 28 can be found at Appendix 2 of this document.

Section 29 – Site Allocations Introduction

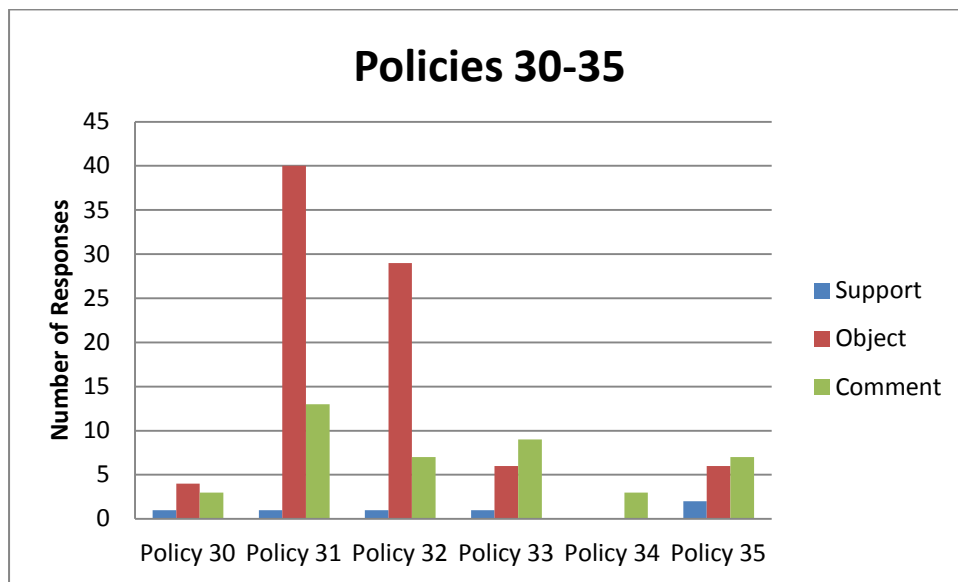
There are no policies within this section. A summary of these responses with Officer Comments can be found in Appendix 3a of this document.

Sections 30 – 35 – Proposed Allocations

Most of the responses in these sections were made directly against the proposed allocated sites. Analysis of these comments are detailed within Section 6 of this document. The Policies within Sections 30-35 are:

- Policy 30 – Kidderminster Town Allocations
- Policy 31 – Kidderminster Urban Extensions
- Policy 32 – Stourport-on-Severn Site Allocations
- Policy 33 – Bewdley Site Allocations
- Policy 34 – Previously Developed Sites in the Green Belt proposed for allocation
- Policy 35 – Villages and Rural Area Site Allocations

The following graph indicates the level of support, objection or comments received for the policies within Sections 30-35.



Summaries of responses and the key issues arising can be found within Appendix 3 of this document.

Section 36 – Monitoring and Implementation

There are no policies within this section. A summary of these responses with Officer Comments can be found in Appendix 3a of this document.

6) Responses to Preferred Options Document Part C - Proposed Allocated Sites

The following tables and graphs show the level of support, objection or comments that the Council received for each of the proposed allocated sites in the Preferred Options document. The key issues raised by respondents and summaries of the responses can be found within Appendix 3 of this document. The Sections of the document are:-

- Policy 30 – Kidderminster Town
- Policy 31 – Kidderminster Urban Extensions
- Policy 32 – Stourport on Severn
- Policy 33 – Bewdley
- Policy 34 – Previously Developed Sites in the Green Belt
- Policy 35 – Rural Wyre Forest

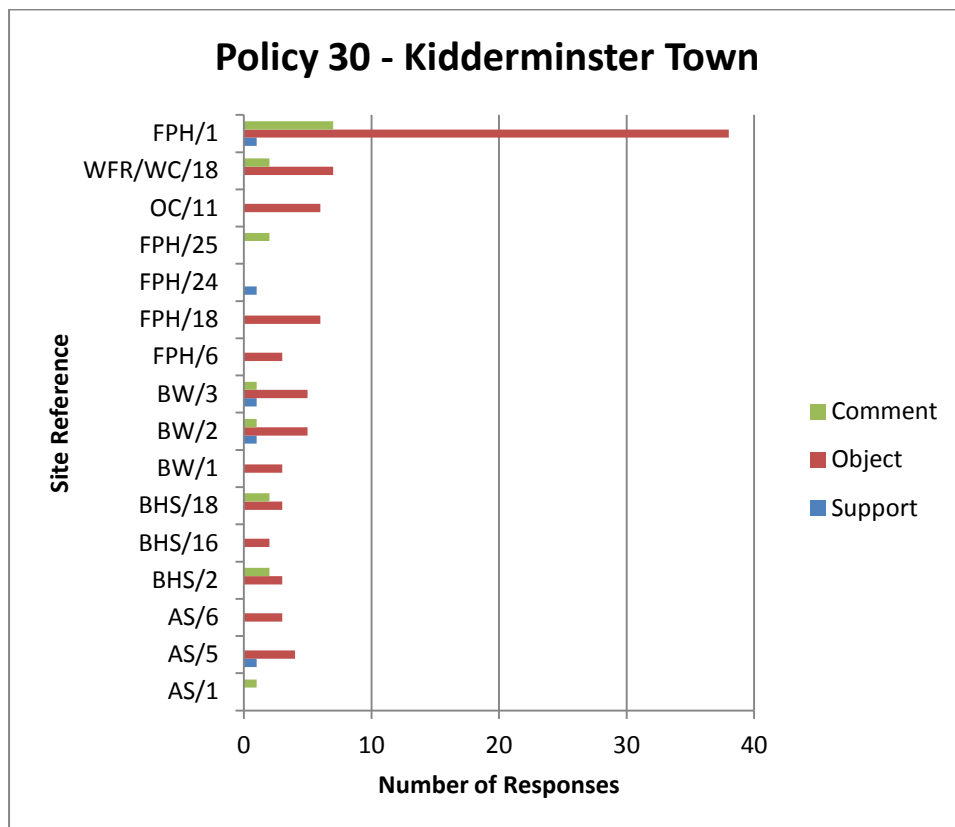
Policy 30 - Kidderminster Town Allocations

Site Ref	Site description	Support	Object	Comment
Policy 30		2	4	3
Core Sites				
AS/1	Comberton Place	0	0	1
AS/5	Victoria Carpets Sports Ground	1	4	0
AS/6	Lea Street School	0	3	0
BHS/2	Bromsgrove Street	0	3	2

Appendix 4 - Summary of Consultation Responses to the Local Plan Review
Preferred Options (Reg 18) Consultation (June 2017)

Site Ref	Site description	Support	Object	Comment
BHS/11	Green Street Depot	0	0	0
BHS/16	Timber Yard, Park Lane	0	2	0
BHS/18	Blakebrook School	0	3	2
BW/1	Churchfields	0	3	0
BW/2	Limekiln Bridge	1	5	1
BW/3	Sladen School	1	5	1
FPH/6	Oasis, Goldthorn Road	0	3	0
FPH/8	SDF and adjacent land	0	0	0
FPH/10	Silverwoods phase 2	0	0	0
FPH/18	Naylor's Field	0	6	0
FPH/23	Silverwoods phase 1	0	0	0
FPH/24	Romwire	1	0	0
FPH/25	Rear of Vale Industrial Estate	0	0	2
FPH/28	Land at Hoobrook	0	0	0
FPH/29	VOSA site	0	0	0
OC/11	Stourminster School site	0	6	0
LI/1	Ceramaspeed	0	0	0
MI/26	Ratio Park, Finepoint	0	0	0
MI/34	Oakleaf, Finepoint	0	0	0
WFR/WC/18	Sion Hill School site	0	7	2
Option A sites				
FPH/1	Settling Ponds	1	38	7
Option B sites				
FPH/1	Settling Ponds	1	38	7

The following graph indicates the level of support, objection or comments received for the sites within Policy 30.



No responses were received for the sites referenced BHS/11, FPH/8, FPH/10, FPH/23, FPH/28, FPH/29, LI/1, MI/26 and MI/34

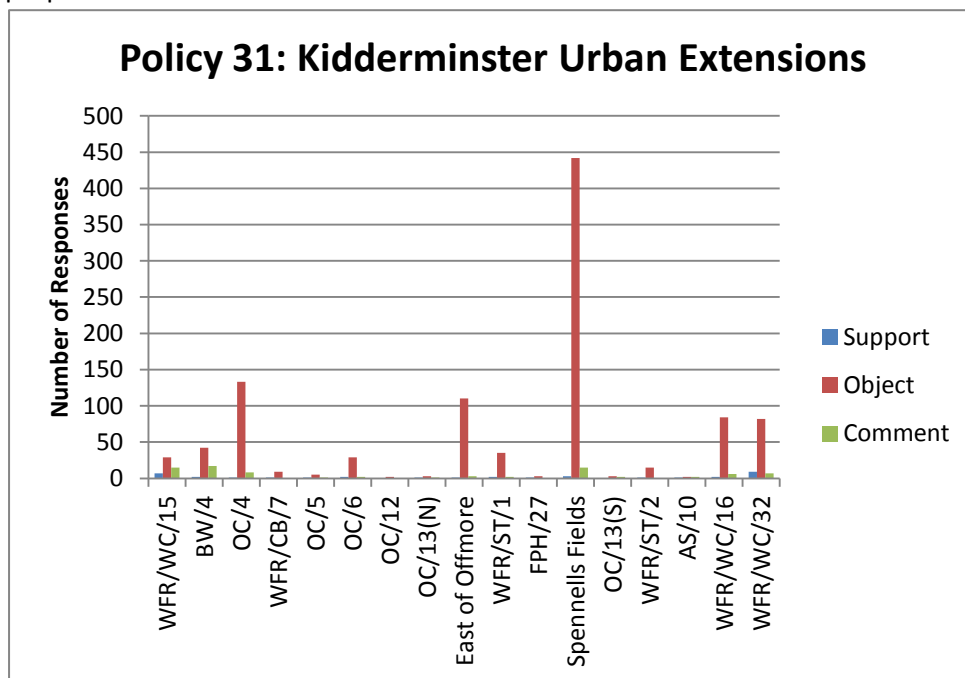
Policy 31 - Kidderminster Urban Extension Sites

Site Ref	Site description	Support	Object	Comment
Policy 31	-	1	40	13
Core Sites				
WFR/WC/15	Lea Castle Hospital	7	29	15
	Lea Castle general	2	3	2
BW/4	Hurcott ADR	2	42	17
OC/4	Rear of Baldwin Road	1	133	8
WFR/CB/7	Land off Birmingham Road	1	9	0
OC/5	Husum Way	1	5	1
OC/6	East of Offmore Farm	2	29	2
OC/12	Comberton Lodge Nursery	0	2	0
OC/13(N)	Stone Hill North	1	3	1
WFR/CB/7, OC/5/6/12/13N	East of Offmore	1	110	3
WFR/ST/1	Captains & the Lodge	2	35	2
FPH/27	Adjacent Easter Park (Employment)	1	3	0

Appendix 4 - Summary of Consultation Responses to the Local Plan Review
Preferred Options (Reg 18) Consultation (June 2017)

Site Ref	Site description	Support	Object	Comment
Option A Sites				
OC/13(S), WFR/ST/2, AS/10	Spennells fields	3	442	15
OC/13(S)	Stone Hill South	0	3	2
WFR/ST/2	Land off Stanklyn Lane	1	15	0
AS/10	Rear of Spennells & Easter Park	1	2	2
WFR/WC/16	Lea Castle Hospital extension (S)	2	84	6
Option B Sites				
WFR/WC/32	Lea Castle Hospital extension (E)	9	82	7

The following graphs indicate the level of support, objection or comments received for each of the proposed Kidderminster Urban Extension site allocations.



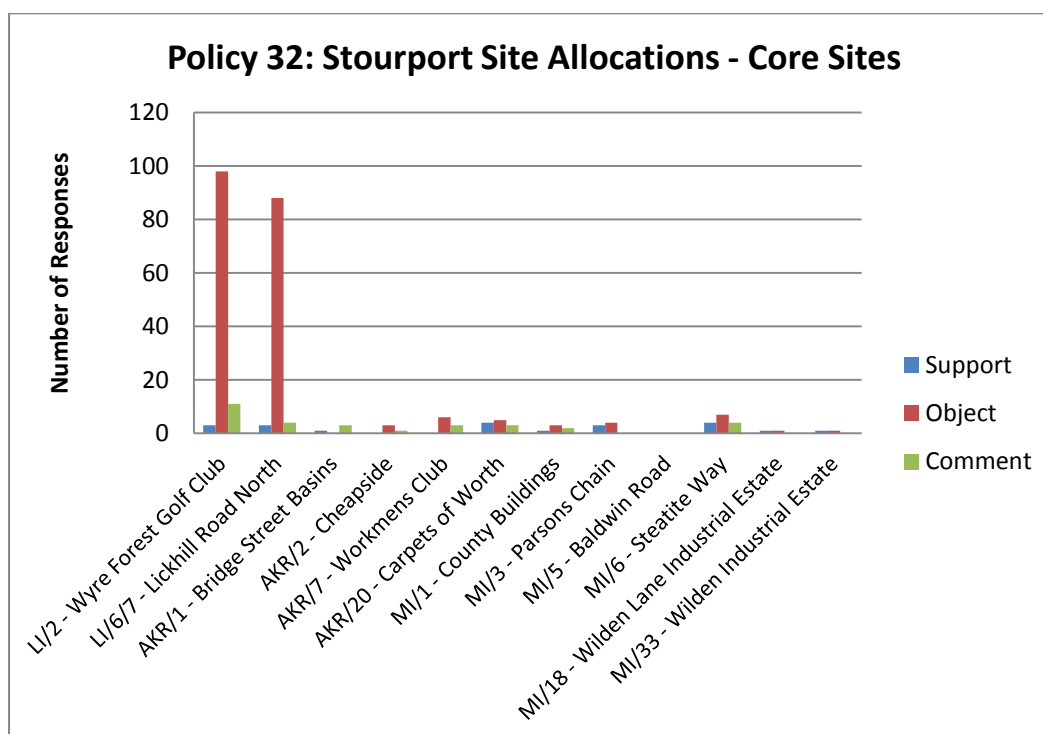
Policy 32 - Stourport-on-Severn Site Allocations

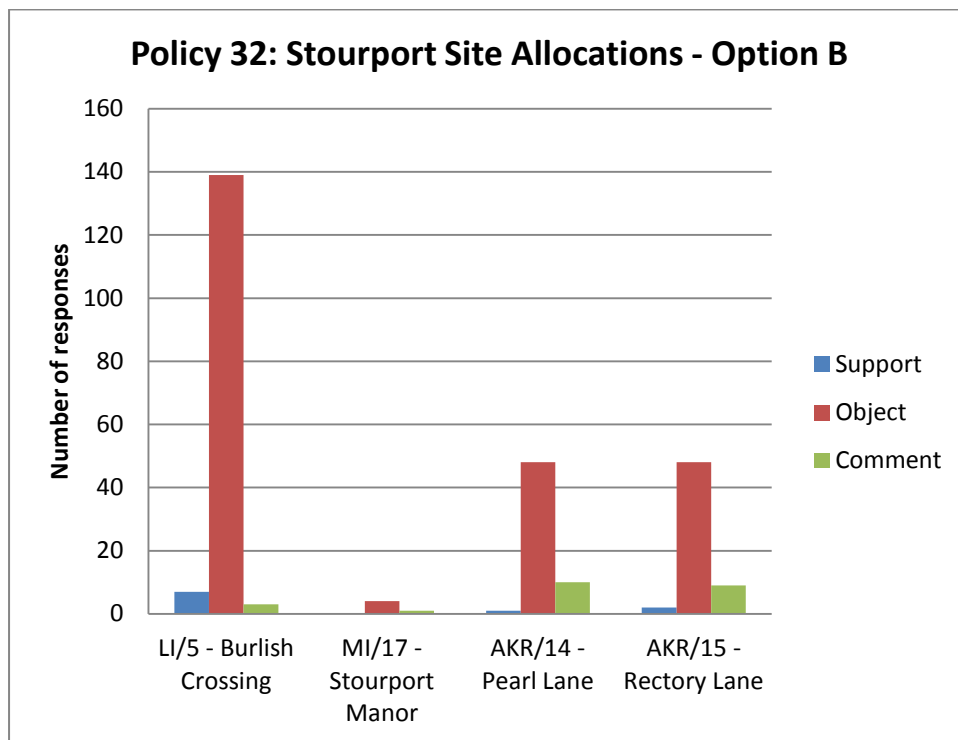
Site Ref	Site description	Support	Object	Comment
Policy 32	-	1	2930	7
Core Sites				
LI/2	Wyre Forest Golf Club, corner of Kingsway	3	98	11
LI/6/7	Lickhill Road North	3	88	4
AKR/1	Bridge Street Basins	1	0	3
AKR/2	Cheapside	0	3	1
AKR/7	Swan Hotel /	0	6	3

Appendix 4 - Summary of Consultation Responses to the Local Plan Review
Preferred Options (Reg 18) Consultation (June 2017)

Site Ref	Site description	Support	Object	Comment
	Working Men's Club			
AKR/20	Carpets of Worth	4	5	3
MI/1	County Buildings	1	3	2
MI/3	Parsons Chain	3	4	0
MI/5	Baldwin Road	0	0	0
MI/6	Steatite Way	4	7	4
MI/18	North of Wilden Lane Industrial Estate	1	1	0
MI/33	Wilden Industrial Estate	1	1	0
Option B Sites				
Option B sites	-	0	2	2
LI/5	Burlish Crossing	6	140	3
MI/17	Stourport Manor	0	4	1
AKR/14	Pearl Lane	1	48	10
AKR/15	Rectory Lane	2	48	9

The following graphs indicate the level of support, objection or comments received for each of the proposed Stourport-on-Severn site allocations.

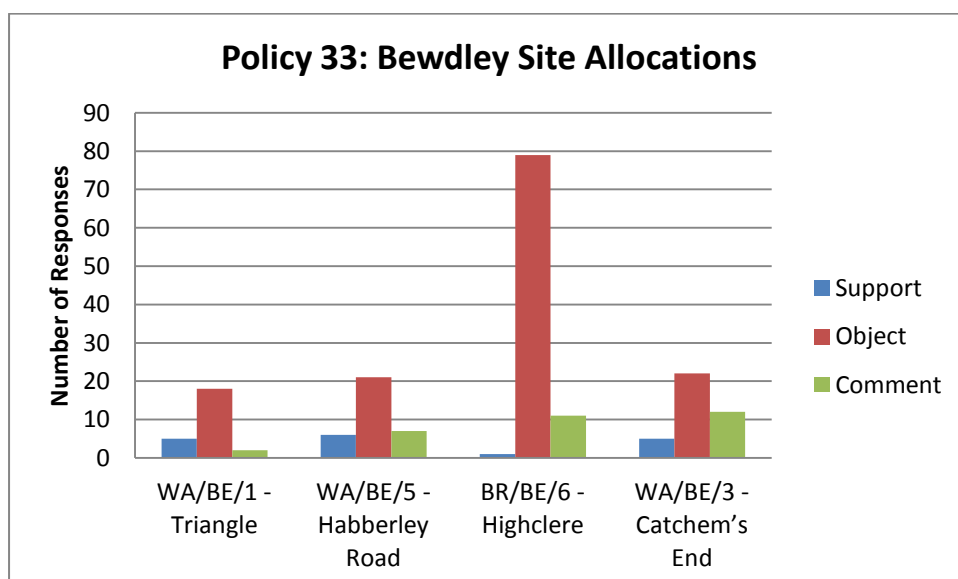




Policy 33 - Bewdley Site Allocations

Site Ref	Site description	Support	Object	Comment
Policy 33	-	1	6	9
Core Sites				
WA/BE/1	Stourport Road Triangle	5	18	2
WA/BE/5	Land south of Habberley Road	6	21	7
BR/BE/6	Land off Highclere	1	78	11
Option B Sites				
WA/BE/3	Catchem's End	5	22	12

The following graph indicates the level of support, objection or comments received for each of the proposed Bewdley site allocations.



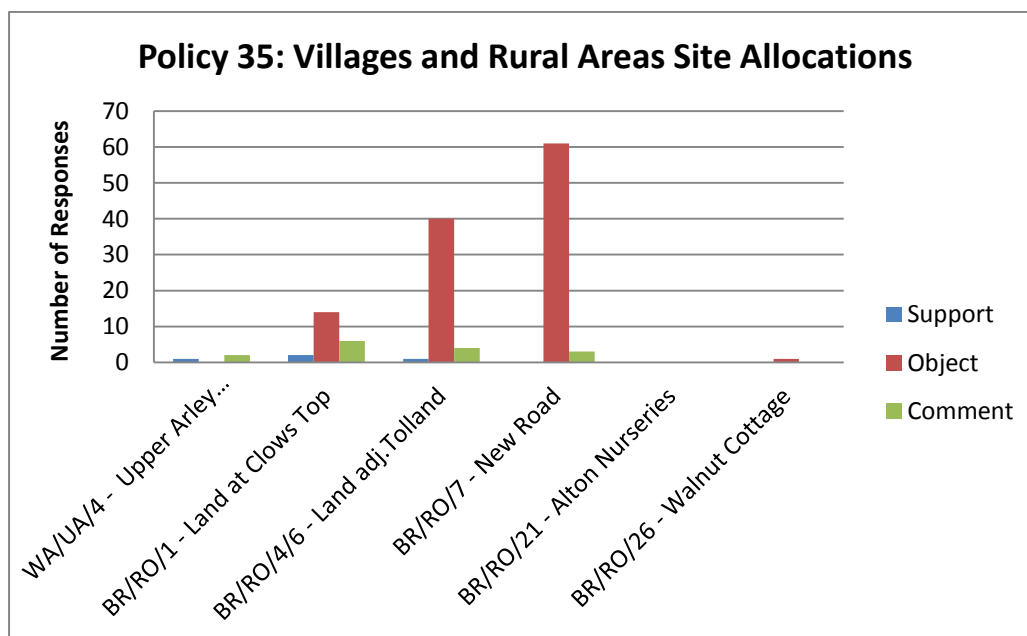
Policy 34 – Previously Developed Sites in the Green Belt

A total of four comments were received to this section. A summary of responses and Officer Comments for Section 34 can be found at Appendix 3a of this document.

Policy 35 – Villages and Rural Areas Site Allocations

Site Ref	Site description	Support	Object	Comment
Policy 35	-	2	6	7
Core Sites				
WA/UA/4	Allotments, Upper Arley	1	0	2
BR/RO/1	Land at Clows Top	2	14	6
BR/RO/4/6	Land adjacent Tolland, Far Forest	1	40	4
BR/RO/7	New Road, Far Forest (S)	0	61	3
BR/RO/21	Alton Nurseries, Long Bank	0	0	0
BR/RO/26	Walnut Cottage, Bliss Gate	0	1	0
Option B Sites				
BR/RO/7	New Road, Far Forest (N)	0	61	3

The following graph indicates the level of support, objection or comments received for the proposed Villages and Rural Areas site allocations.



LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION - CALL FOR SITES

There were 51 sites formally submitted during the Preferred Options consultation.

Location	Current Land Designation	HELAA Ref.	Officer Comments
KIDDERMINSTER			
East Field, Bewdley Hill	Green Belt	Part BHS/21	Any development would encroach into strategic Green Belt gap between towns. Access possible from The Lea but would severely limits numbers. Lies on potential wildlife corridor linking areas of acidic grassland. Mitigation difficult.
Railway Corner, Stanklyn Lane	Green Belt	AS/9	Surface water flooding against embankment after heavy rain. Potential to bring forward if adjacent site (AS/10) is allocated.
Land off Ferndale Crescent	Green Belt	WA/KF/2	Would have unacceptable impact on open landscape and Green Belt and would not give easily defensible boundary to Green Belt.
164 & 165 Sutton Park Road	Greenfield	FPH/19	Could potentially bring forward very limited development if highways objections on visibility grounds can be overcome.
Football Ground and Stadium Close car park	Brownfield	AS/2 & AS/22	This is a sustainable and suitable location for residential development but is reliant on an alternative location being agreed for the Harriers with a viable business.
Harriers Training Ground	Green Belt	MI/37	If the built development is located immediately to the rear of Finepoint on the former golf driving range and Gilt Edge Social Club site and a viable business case is put forward and justification made for releasing relocation site from Green Belt, then these proposals could be supported.
Land at Low Habberley (Phase 1)	Green Belt	WA/KF/3	If a strong defensible boundary can be made, then this site could potentially be released from the Green Belt.
Land at Low Habberley (Phase 2)	Green Belt	WA/KF/3	Detrimental impact on openness of Green Belt. Would extend built development north of Habberley Road into open countryside. No strong defensible boundary at this location.
Land at Habberley Road, Kidderminster	Green Belt	WA/BE/13	Would extend built development into gap between Kidderminster and Bewdley; access near entrance to Habberley Valley. Detrimental visual impact and highways difficulties. Site lies between 2 known areas of acidic grassland. Site likely to function as wildlife corridor.
Severn Grove Shops, Rifle Range, Kidderminster	Brownfield	FPH/15	Currently allocated for redevelopment. If a viable scheme can be found, this site could still come forward.
Land off Selba Drive, Kidderminster	Greenfield	BHS/22	Sensitive site setting with rural views from existing Selba Drive properties and mature trees contained within a remnant historic field

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Location	Current Land Designation	HELAA Ref.	Officer Comments
			boundary. Well-used open space. Should not be developed.
Wolverley Camp, Brown Westhead Park	Green Belt	WFR/WC/20	Highly sensitive site – development would have detrimental impact on mature woodland and be contrary to dispersed settlement patterns seen to north of Wolverley Road.
North of Marlpool Estate, Wolverley Road	Green Belt	FHN/7	Borders a sensitive rural landscape and greenbelt corridor between Kidderminster and Fairfield. The northern woodland should be retained and enhanced as screening and the B4190 buffered. Allocate as Reserved Housing Site to be brought forward in a future Local Plan if required.
Land off Mill Lane (Fairfield)	Green Belt	WFR/WC/21	Any development would be limited by access from Mill Lane (private road). Could allocate for around 6 dwellings on eastern paddock as a Reserved Housing Site.
Lea Castle (Strong Farms)	Green Belt	WFR/WC/39	Site would be highly sensitive to development due to its intact rural character, topography, impact on the setting of mature woodland character. Built development will impose substantial harm to landscape character.
Stour Corridor (Strong Farms)	Green Belt	WFR/WC/40	Very sensitive landscape with setting of canal and local wildlife sites. Potential for ecological harm from large-scale dredging.
Hayes Road, Wolverley ADR	Greenfield	WFR/WC/23	Existing Area of Development Restraint owned by Wyre Forest Community Housing. Potential to bring forward for housing in 2 distinct blocks working with gradient.
Land off Lowe Lane, Fairfield ADR	Greenfield	WFR/WC/22	Potential to bring forward part of this existing Area of Development Restraint for housing – treat as extension to affordable housing development at Attwood Close.
Land south of Fairfield Lane (off Franche Rd)	Green Belt	WFR/WC/38	This site will encroach into a sensitive landscape within the Honey Brook corridor The scale of the proposed development would harm landscape and also reduce strategic gap between Kidderminster and Fairfield. Development would be very prominent.
Land south of Cookley	Green Belt	WFR/WC/13	Very sensitive to development due to open views to the south, impact on the setting of mature woodland character and high risk of coalescence between Kidderminster and Cookley.
Land adjacent to Hurcott Kennels, Kidderminster	Green Belt	WFR/WC/35	A sensitive site that will impact on the setting of Wood House and Woodhouse Farm. Land to the south of A451 should be kept open to protect setting of Hurcott village, wood and pools.

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Location	Current Land Designation	HELAA Ref.	Officer Comments
Rock Tavern Car Park, Caunsall	Green Belt / Brownfield	WFR/WC/36	Potential for small infill development at this junction. Surface water flooding issues will need to be addressed.
Land at Gaymore Farm, Cookley	Green Belt	WFR/WC/5	Significant impact to the setting of Gaymore Farm and the historic character of dispersed settlement.
Land at Caunsall Road	Green Belt	WFR/WC/37	Wayside frontage development would be possible at this location to fit in with settlement pattern.
Land at Wolverhampton Road (2 parcels)	Green Belt	WFR/WC/16	This is a very open, rural landscape currently distinct from the northern suburban fringe of Kidderminster. Development of any part of this site will result in a substantial impact to the landscape character.
Land north of Stone Hill	Green Belt	WFR/ST/3 (majority)	Highly sensitive rural landscape that should not be developed in order to protect and to maintain the visual rural character of the western approach towards Kidderminster and the setting of Glebe House / Farm and the western edge of Stone, which is a very low density dispersed settlement character.
Land west of Stanklyn Lane	Green Belt	WFR/ST/4	The woodland corridor and setting of Stanklyn Lane are vulnerable to the impact of development here.
Land north of Birmingham Road	Green Belt	WFR/CB/6	Development will affect the character and setting of Hurcott Lane and Hurcott Hall Farm. The character of the western approach to Kidderminster will be affected.
Extension to land at Stone Hill North	Green Belt	WFR/ST/10	Development of this site would represent major encroachment into open rural landscape.
STOURPORT-ON-SEVERN			
Yew Tree Walk, Stourport	Green Belt / Brownfield	AKR/18	Any development should be kept to the plateau of made land only with woodland retained to help screen development from across River Severn. Additional landscaping will be required.
Queens Road shops, Stourport	Brownfield	AKR/10	This is an existing allocation and should be retained. Unused land will be brought back into beneficial use.
School site Coniston Crescent	Green Belt / Brownfield	MI/38	Opportunities to buffer and enhance the boundaries to provide screening of the development. Existing trees should be enhanced to develop a buffer between the development and Coniston Crescent that will also enhance urban GI.
Firs Yard Wilden Lane	Green Belt	MI/36	Much of site is affected by flooding so all pitches will need to be positioned adjacent Wilden Lane entrance.

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Location	Current Land Designation	HELAA Ref.	Officer Comments
Land at Wilden Top	Green Belt	MI/20	Not considered suitable for development as would have detrimental effect on open rural landscape and setting of 19 th century houses along historic former roadway. Not a sustainable location.
Land at Areley Common, Stourport (mostly in Malvern Hills DC)	Greenfield	AKR/13	Application refused. Main reasons – unallocated site in open countryside; adverse impact on landscape. Surface water discharge problem. Majority of site falls within Malvern Hills DC. Transport issues also likely this side of River Severn.
BEWDLEY			
Land off Snuff Mill Walk, Bewdley	Greenfield	BR/BE/15	Site drains into Snuff Mill Brook system which is at capacity. Complex topography, hydrology and biodiversity issues. Listed Building adjacent site. Steeply sloping site. Not suitable
Crundalls/Hoarstone Lane	Green Belt	WA/BE/14	Landscape impact; potential biodiversity issues. Impact on setting of nearby heritage assets. Impact on openness of Green Belt as no housing development on this side of lane. Site at higher level than housing opposite.
Grey Green Lane, Bewdley	Green Belt	WA/KF/1	Flood storage area on northern section of site. Potential to develop small part of site to rear of former school site with access from Arlington Court. Propose as Reserved Housing Site for future development beyond plan period.
The Lakes, Dry Mill Lane	Greenfield	Part of BR/BE/10	Development of this site will impose substantial harm to the historic setting of Bewdley and Wyre Forest. Appeal dismissed.
Northwood Lane, Bewdley	Greenfield	WA/BE/4	Poor access, amenity issues for future residents as immediately below SVR and possible overlooking issues for existing bungalows opposite.
VILLAGES AND RURAL			
Oxleys, Clows Top	Greenfield	BR/RO/27	Open pasture land – outside of village. Drainage issues- would require connection to Rock pumping station. Poor access and not considered a sustainable location.
Land at Pound Bank	Greenfield	BR/RO/14	Remote from settlement. Other more sustainable sites available in Parish.
Adjacent Wain House, Lye Head	Greenfield	BR/RO/29	Too small and remote. Adjacent Gladderbrook. Not sustainable location.
Fingerpost Cottage, Callow Hill	Greenfield	BR/RO/30	Adjacent to SSSI and poor access. Highways safety issues near junction. Severe biodiversity constraints.
Rectory Lane, Rock	Greenfield	BR/RO/22	Potential issues with surface water discharge need to be overcome. Look to amend settlement boundary to allow for limited

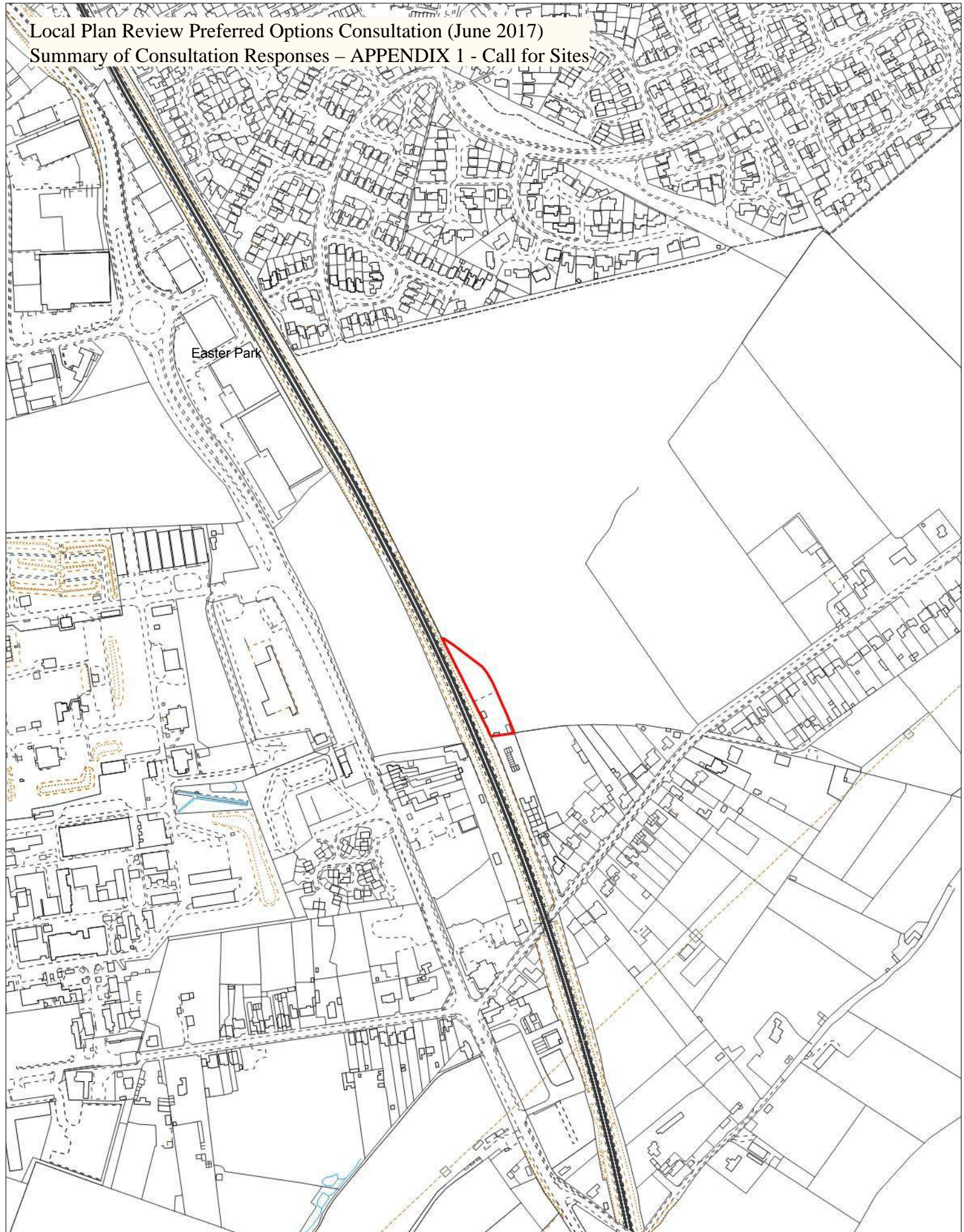
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Location	Current Land Designation	HELAA Ref.	Officer Comments
			development at this site.
Hill House Farm, Arley Lane, Shatterford	Green Belt	WA/UA/5	Site slopes down towards stream running along boundary. Not considered to be sustainable location. Open landscape. Site at much lower level than ex-council houses opposite. Adverse impact on openness of Green Belt as limited development on this side of lane.
Station Yard, Blakedown	Brownfield	WFR/CB/2	Not considered suitable for housing on amenity grounds. Potential site for station parking.
Cursley Distribution Park	Green Belt / Brownfield	WFR/ST/9	Not considered a sustainable location for residential development. Allocate as a Previously Developed Site in the Green Belt for employment.
Adj. Bentley Grove Mustow Green	Green Belt	WFR/CC/11	Would extend development away from Mustow Green into open countryside characterised by scattered farmsteads and large dwellings. Adverse impact on openness of Green Belt and setting of adjacent Listed Building.
Adj. Chaddesley Corbett School	Green Belt	WFR/CC/10	Substantial surface water flow through site after heavy rains. Remote from other residential development and would not be in keeping with settlement pattern.
Adj. Red Lion Court, Bridgnorth Road, Arley	Green Belt / Brownfield	WA/UA/6	Small former car park to pub which has been redeveloped for housing (in Shropshire). Allocate for 2 dwellings.
Land at Fold Farm, Chaddesley	Green Belt	WFR/CC/8	Small paddock on edge of Conservation Area. Potential to release for small elderly person bungalow scheme.

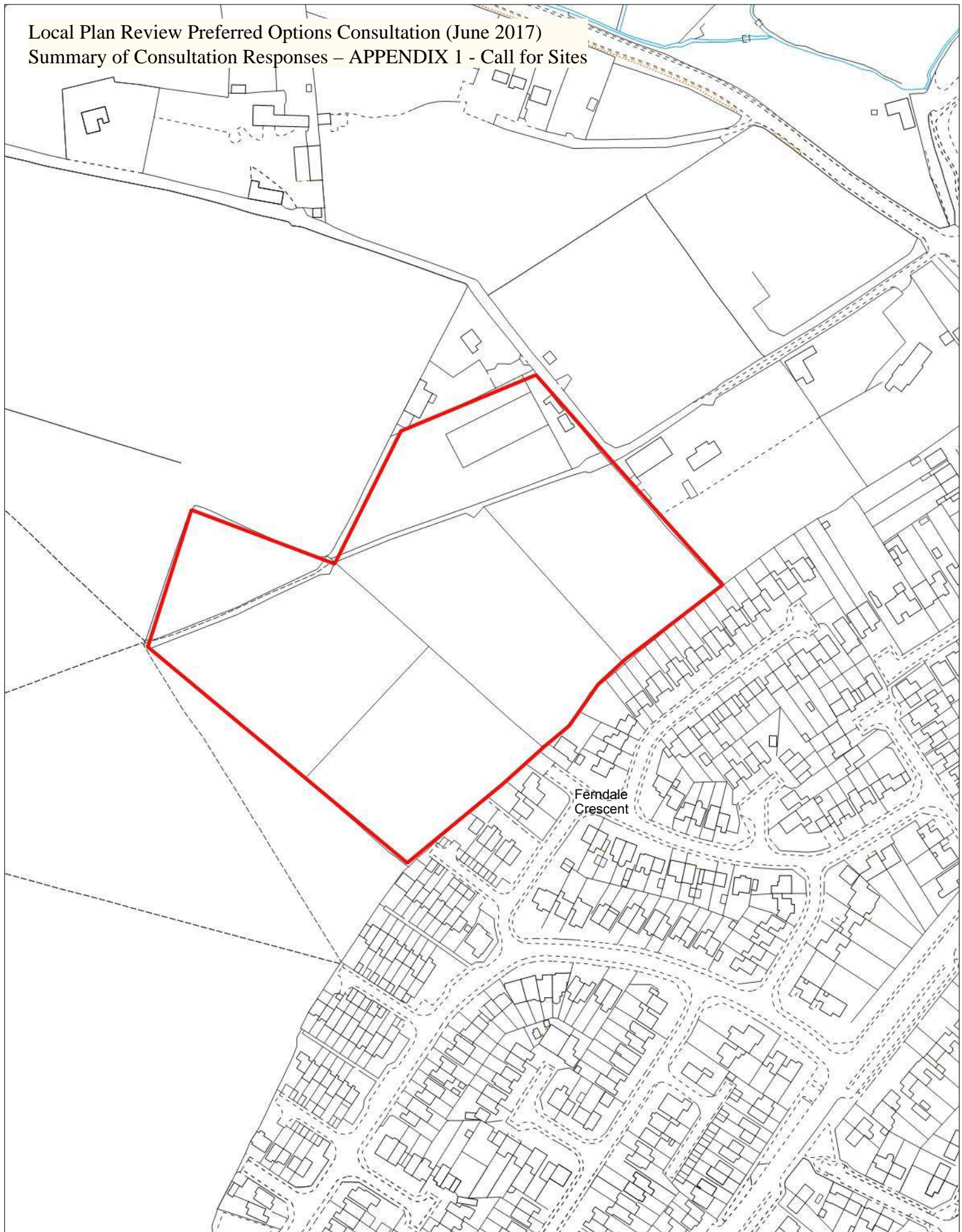
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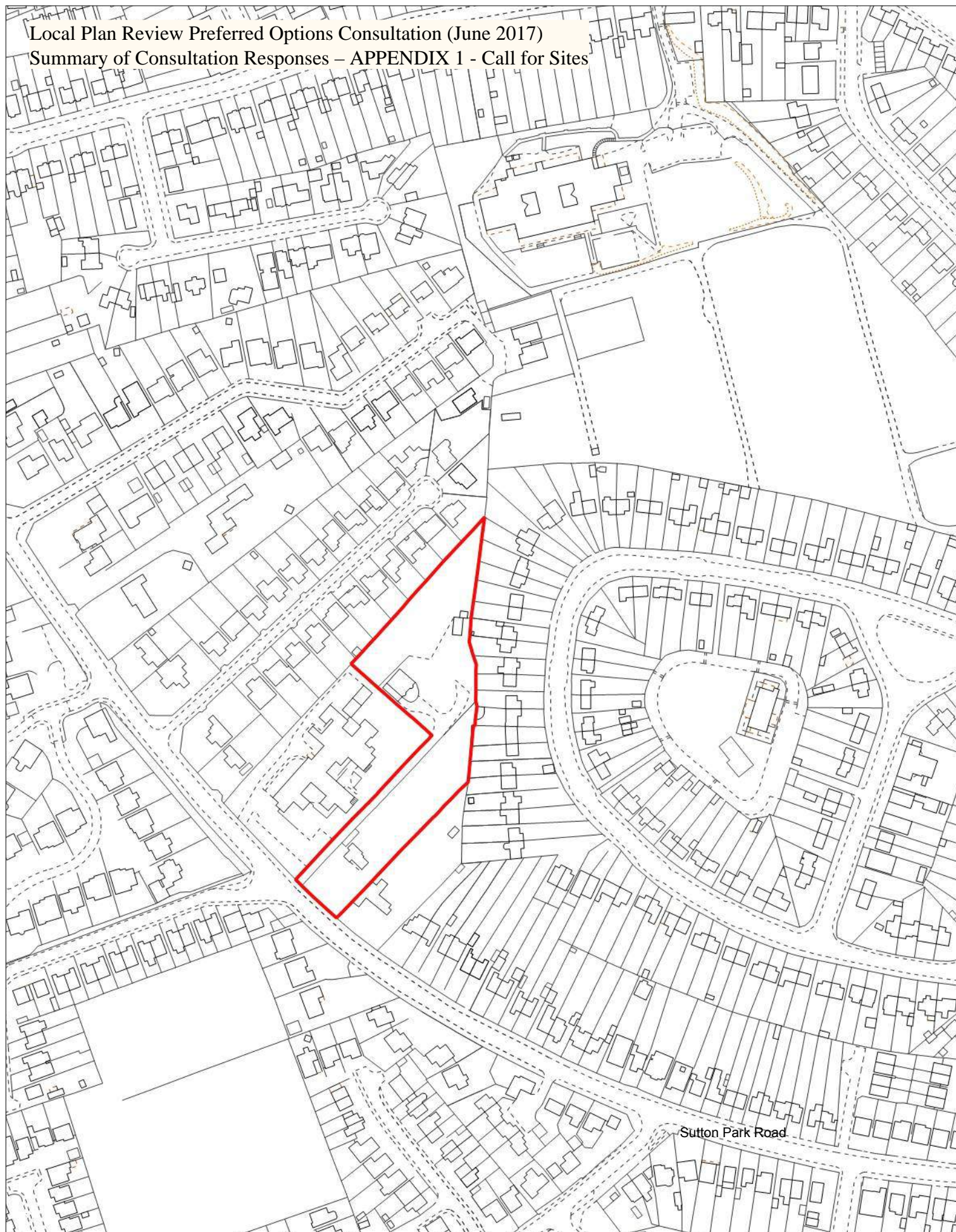
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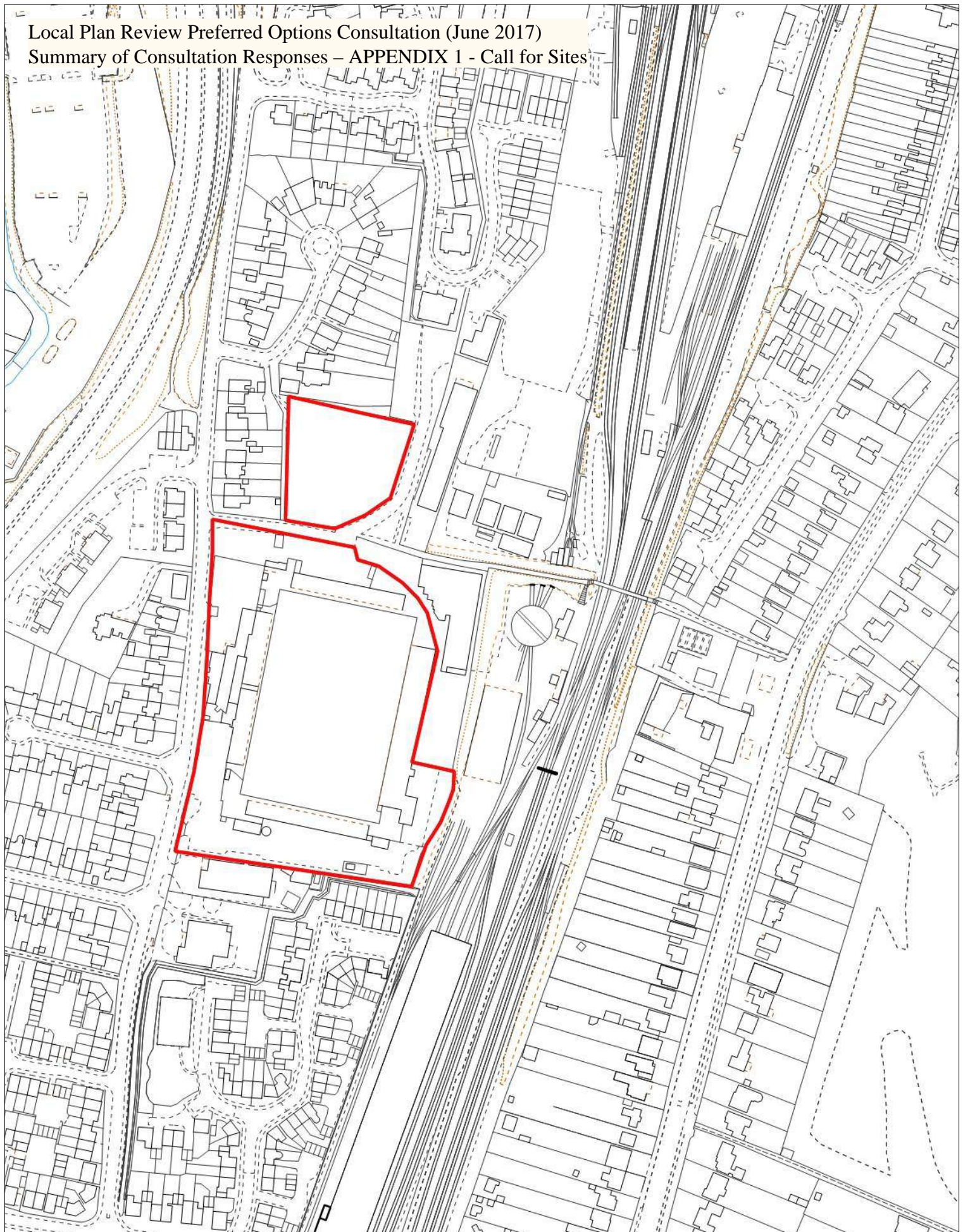
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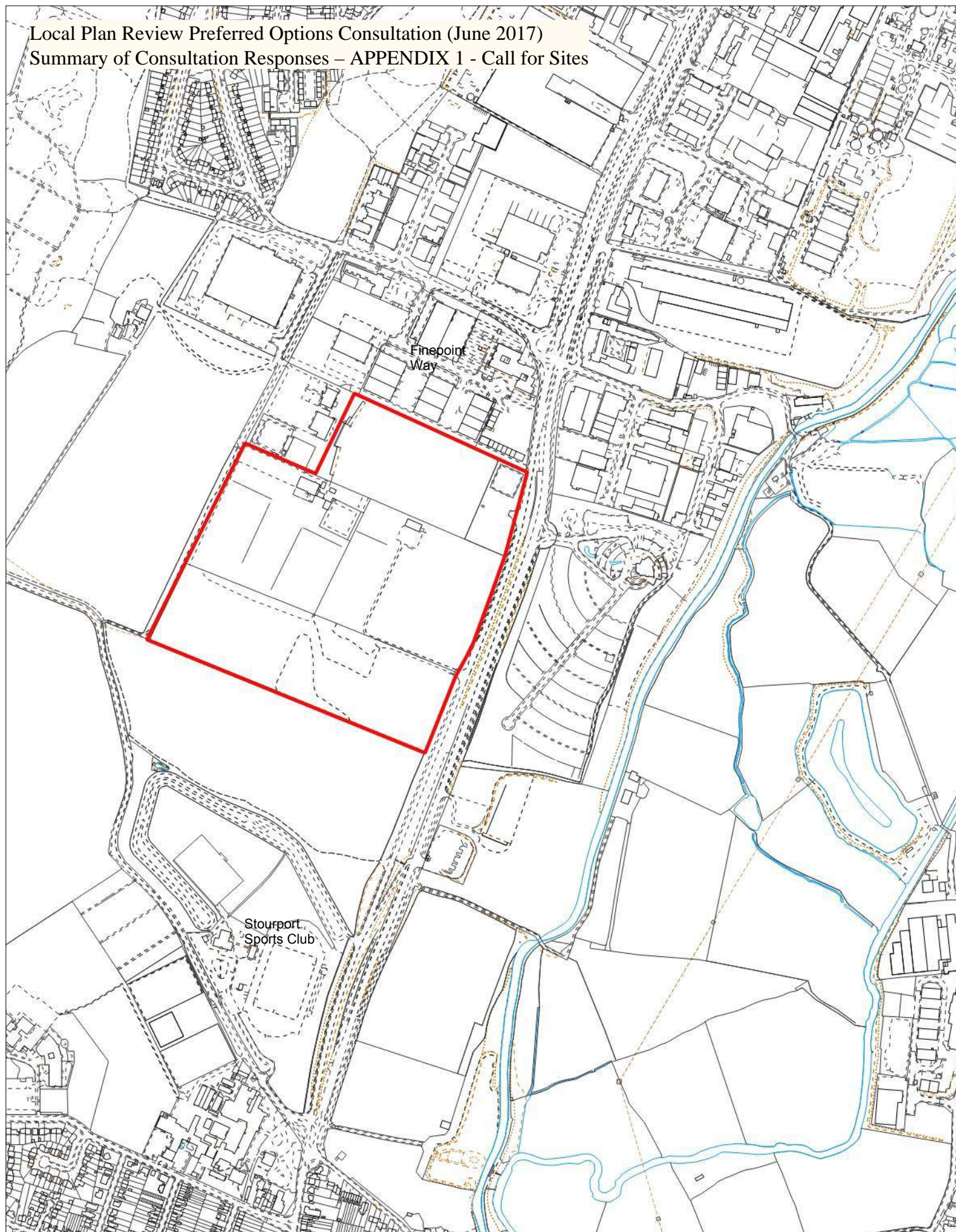
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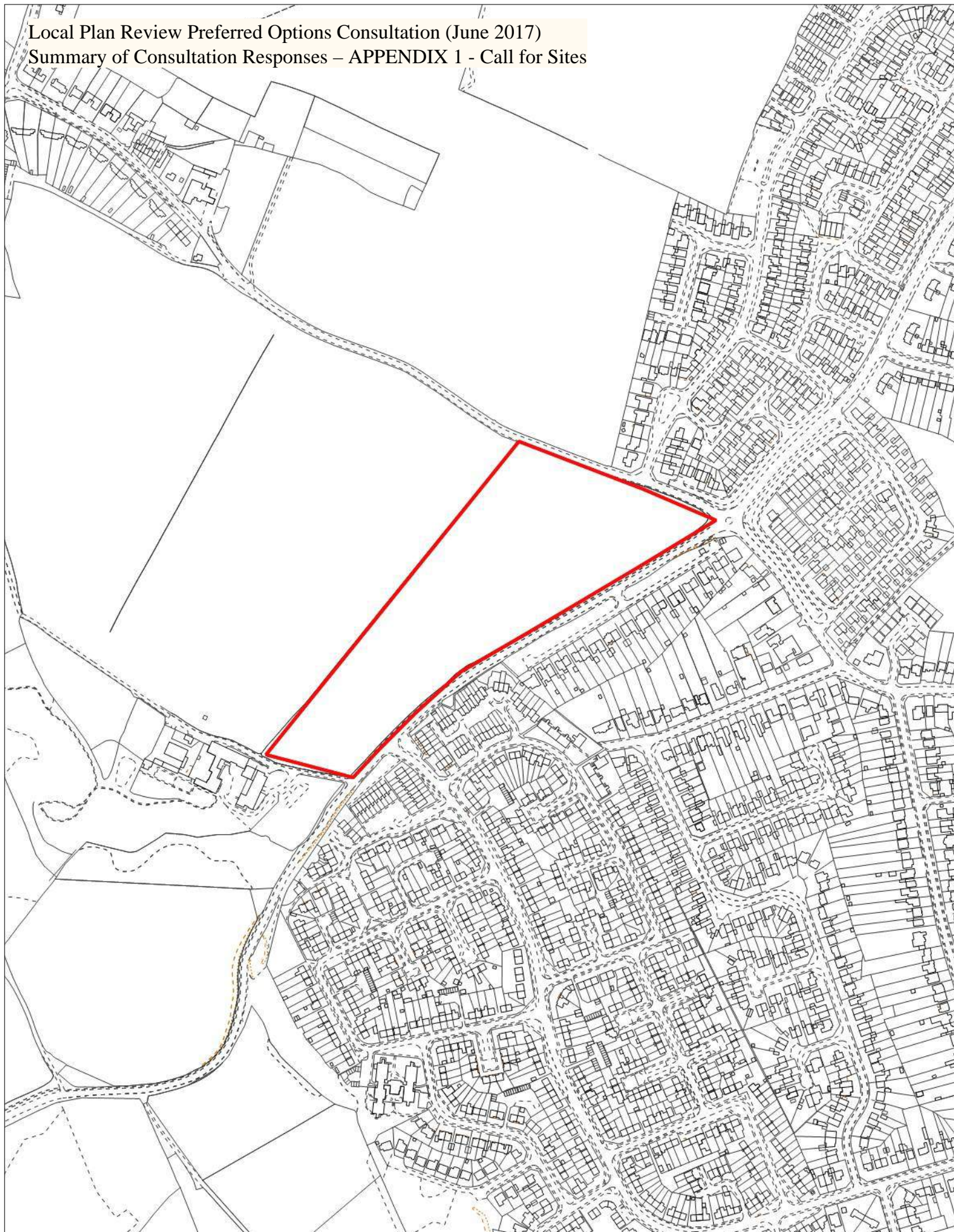
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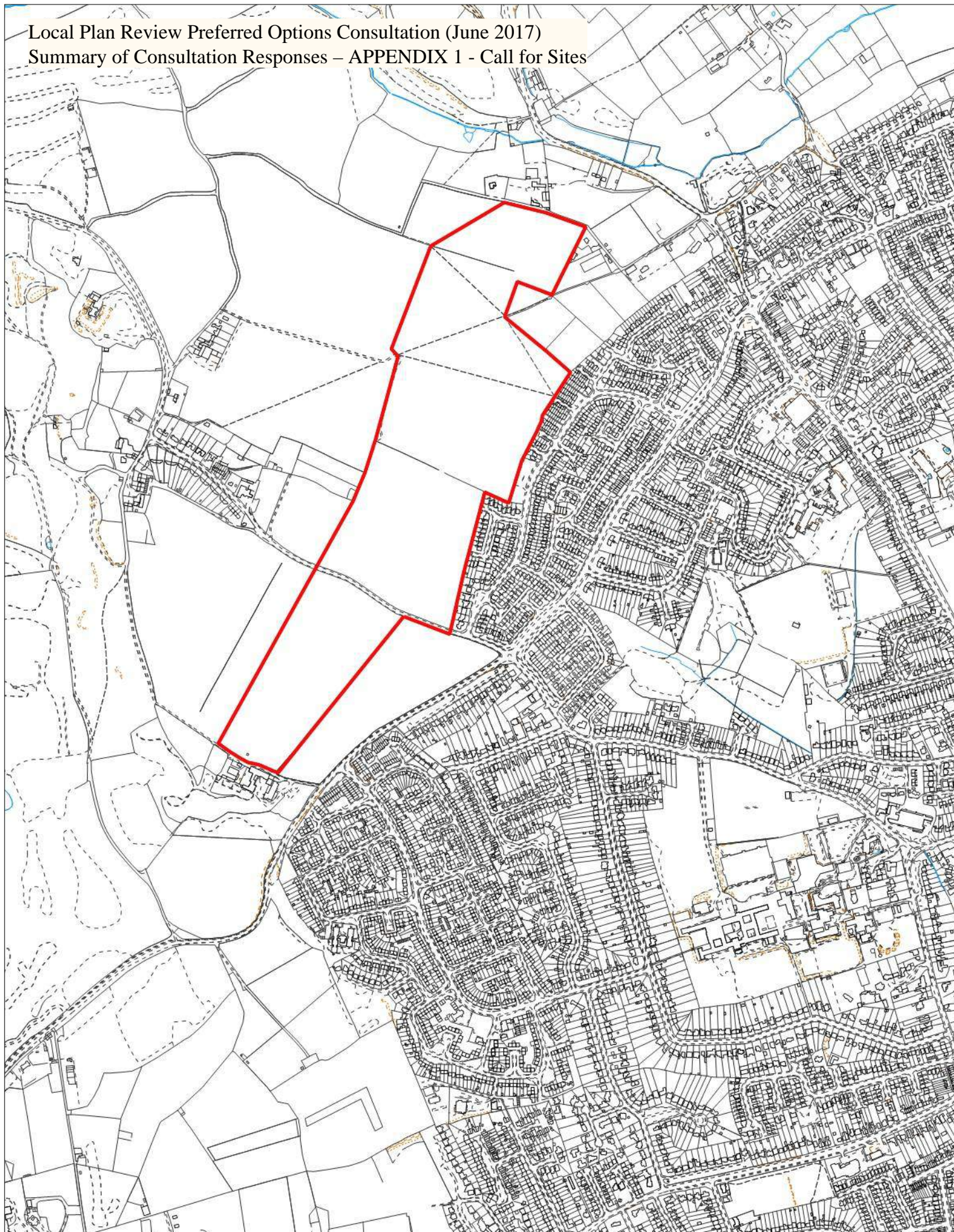
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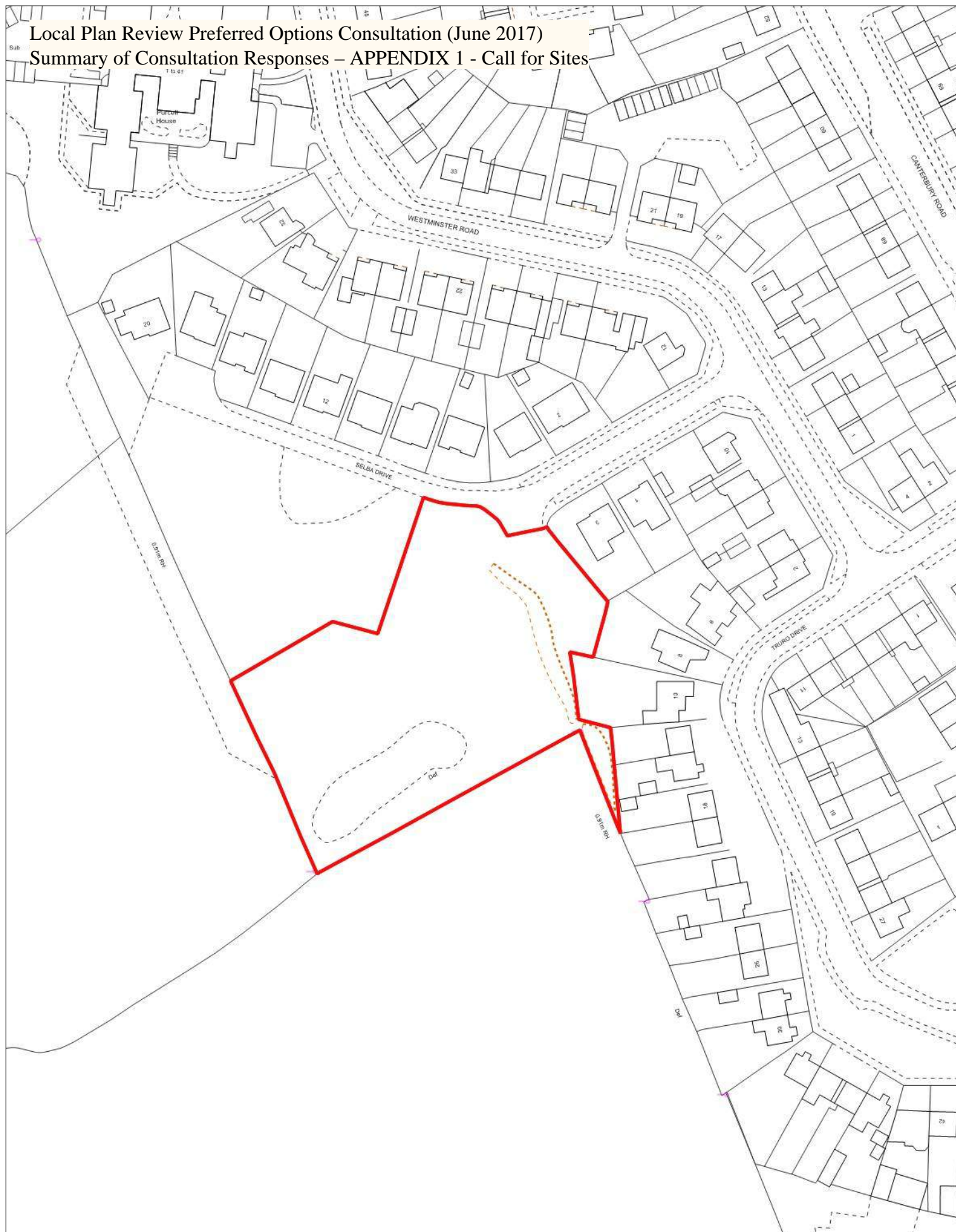
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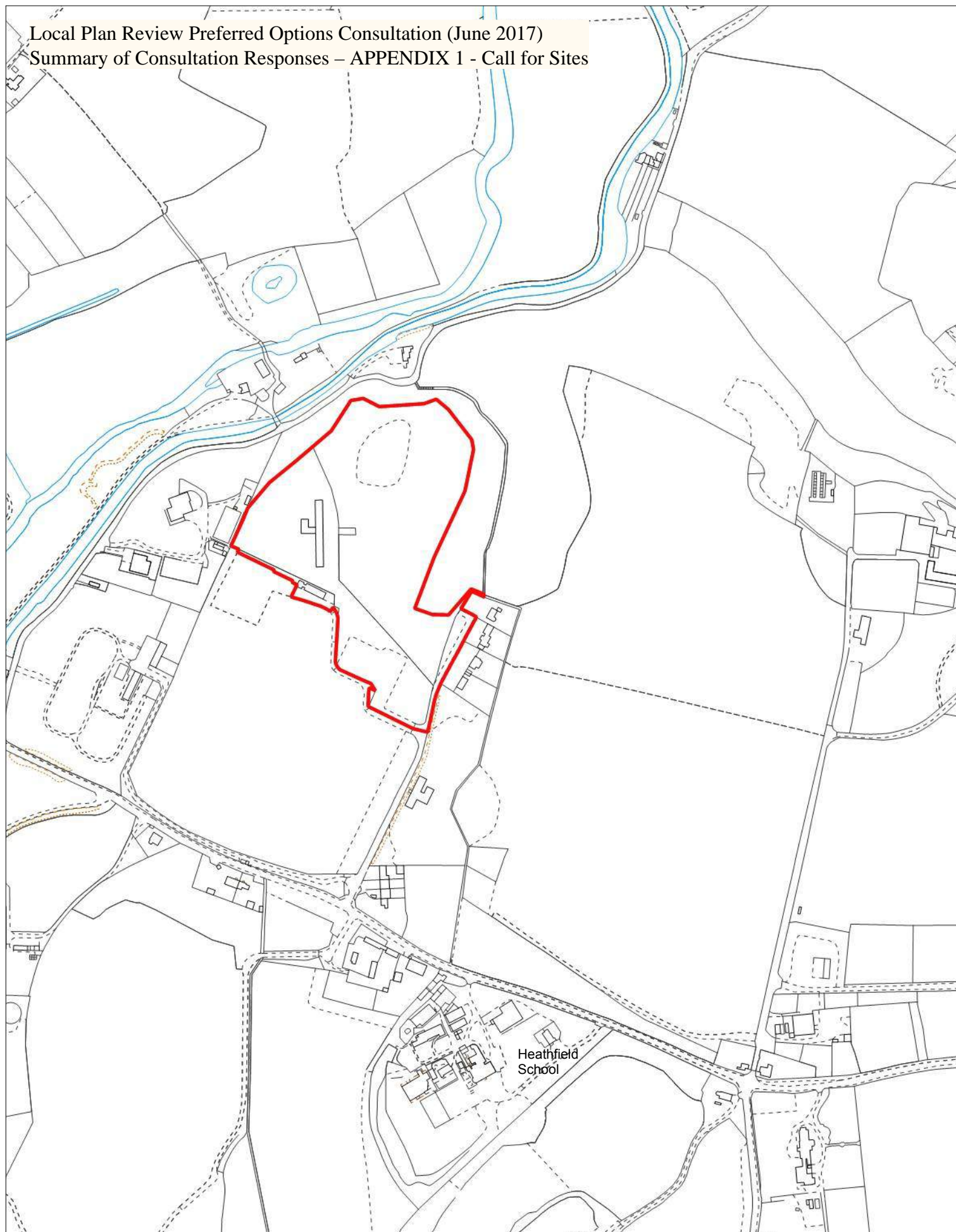
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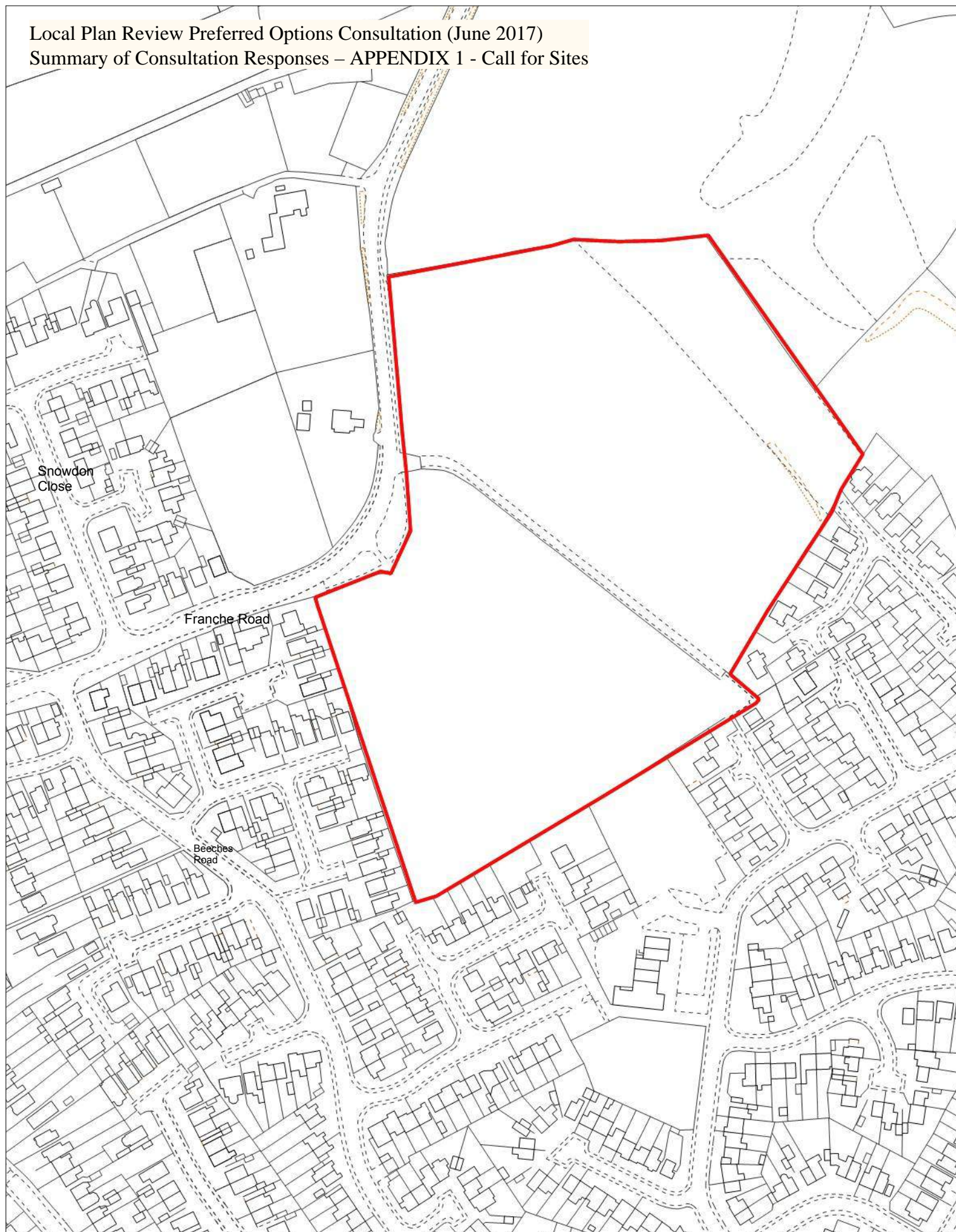
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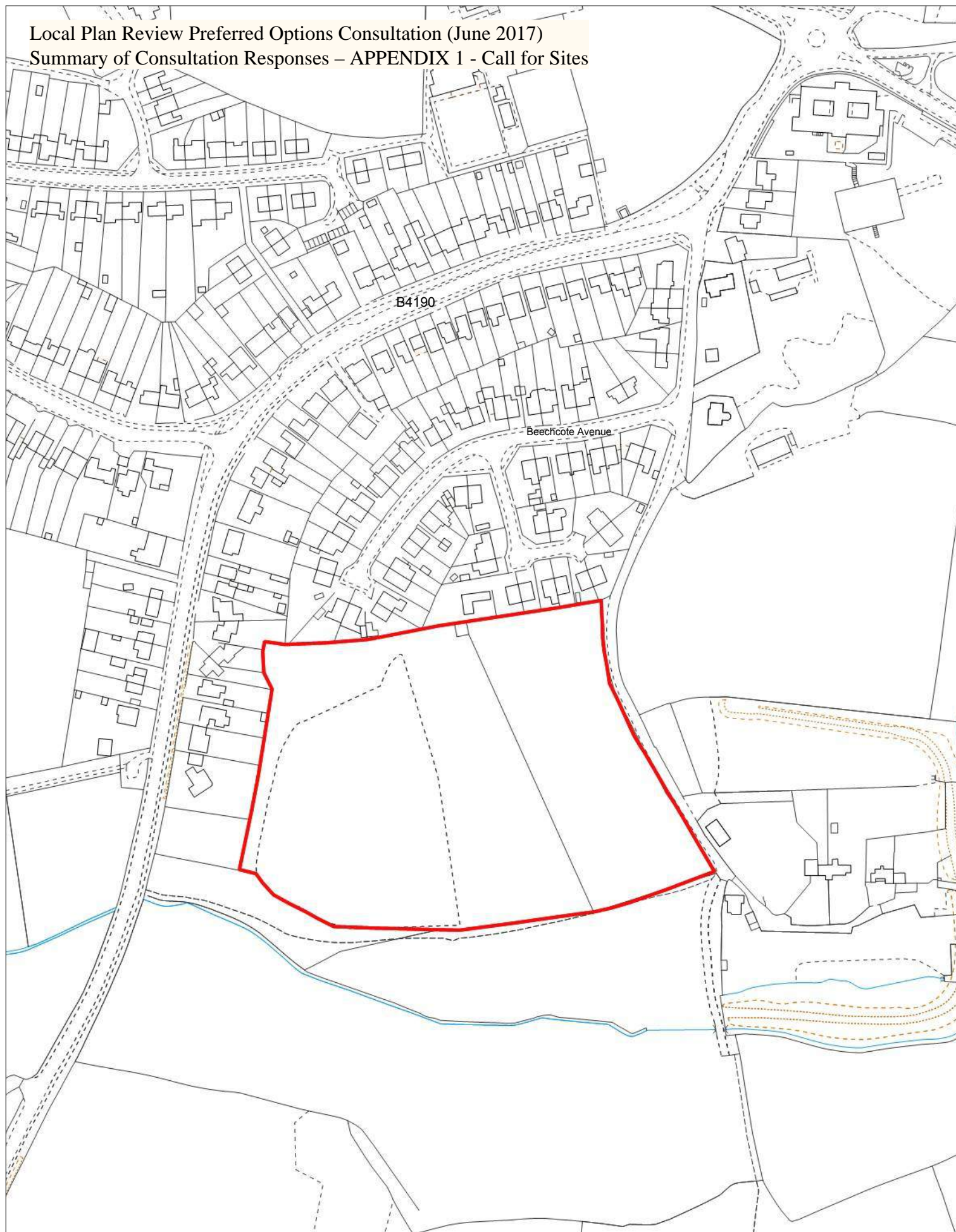
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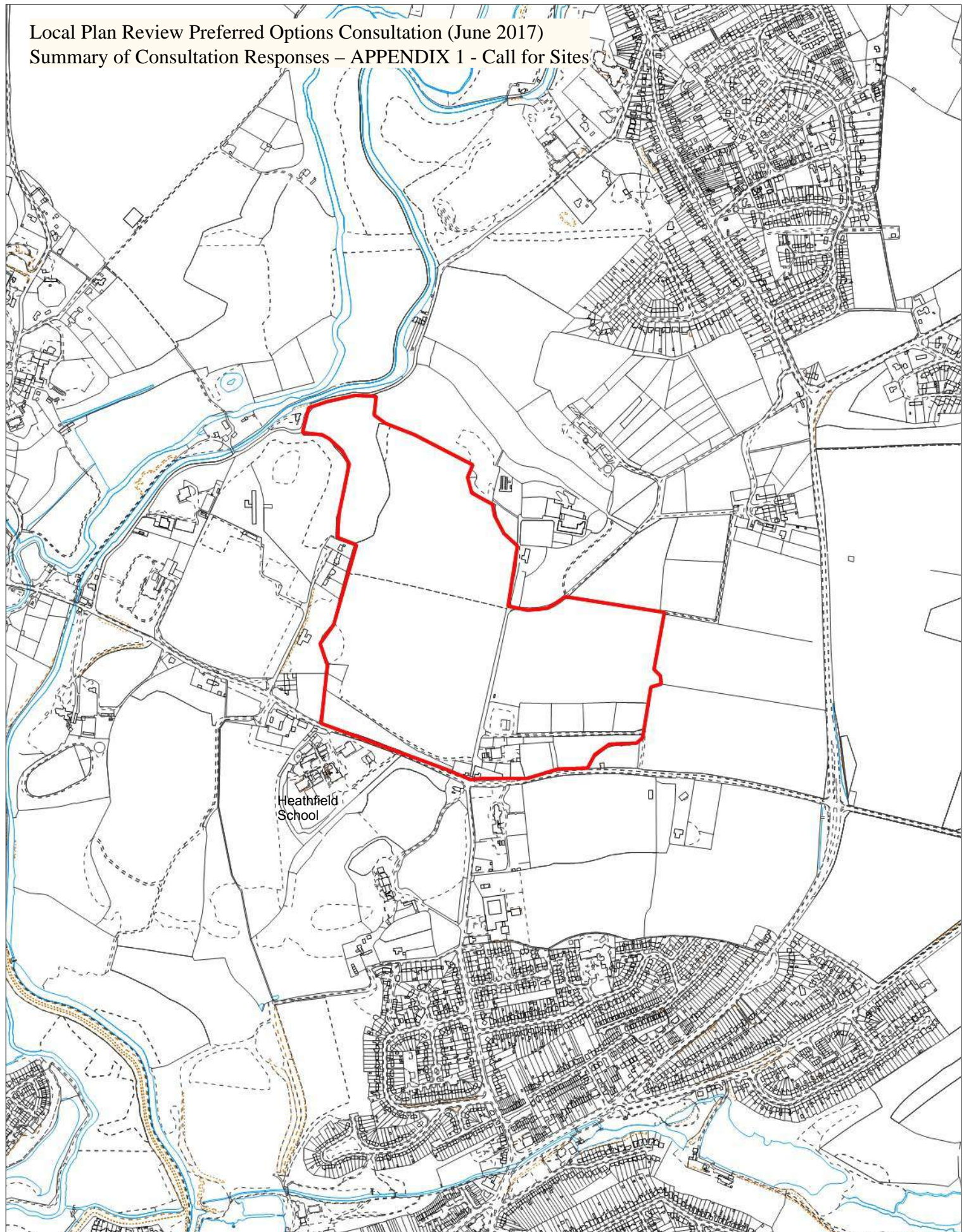
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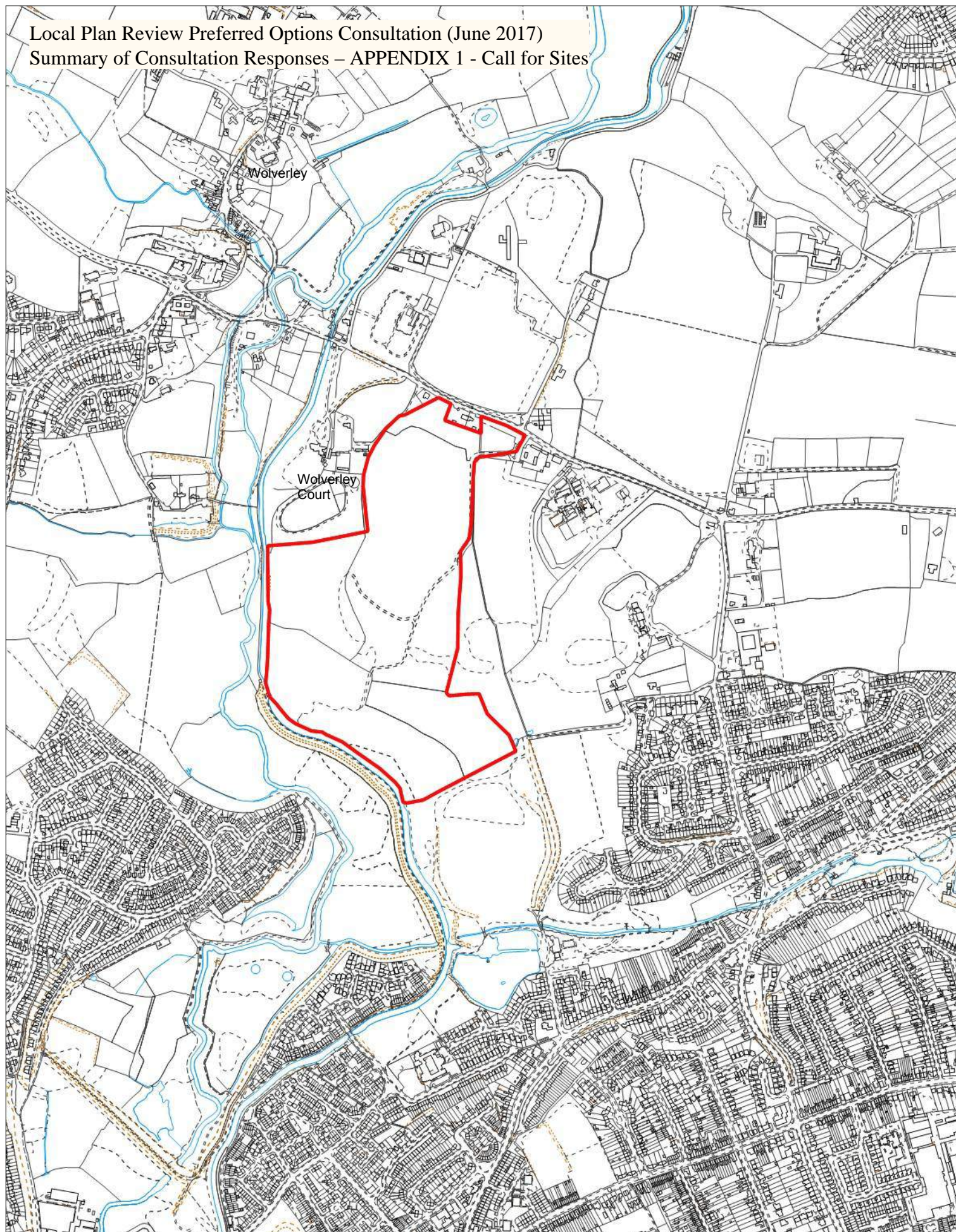
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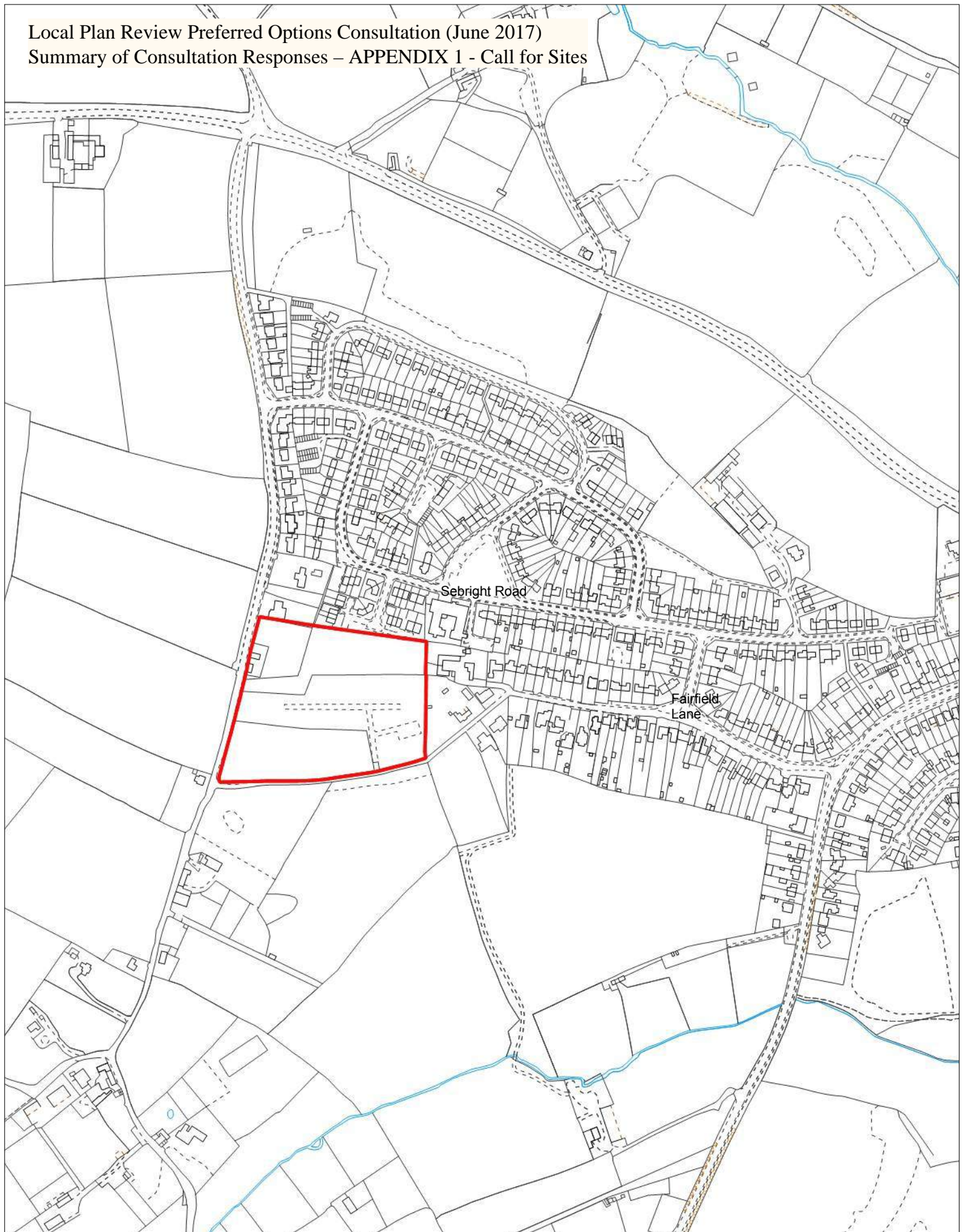
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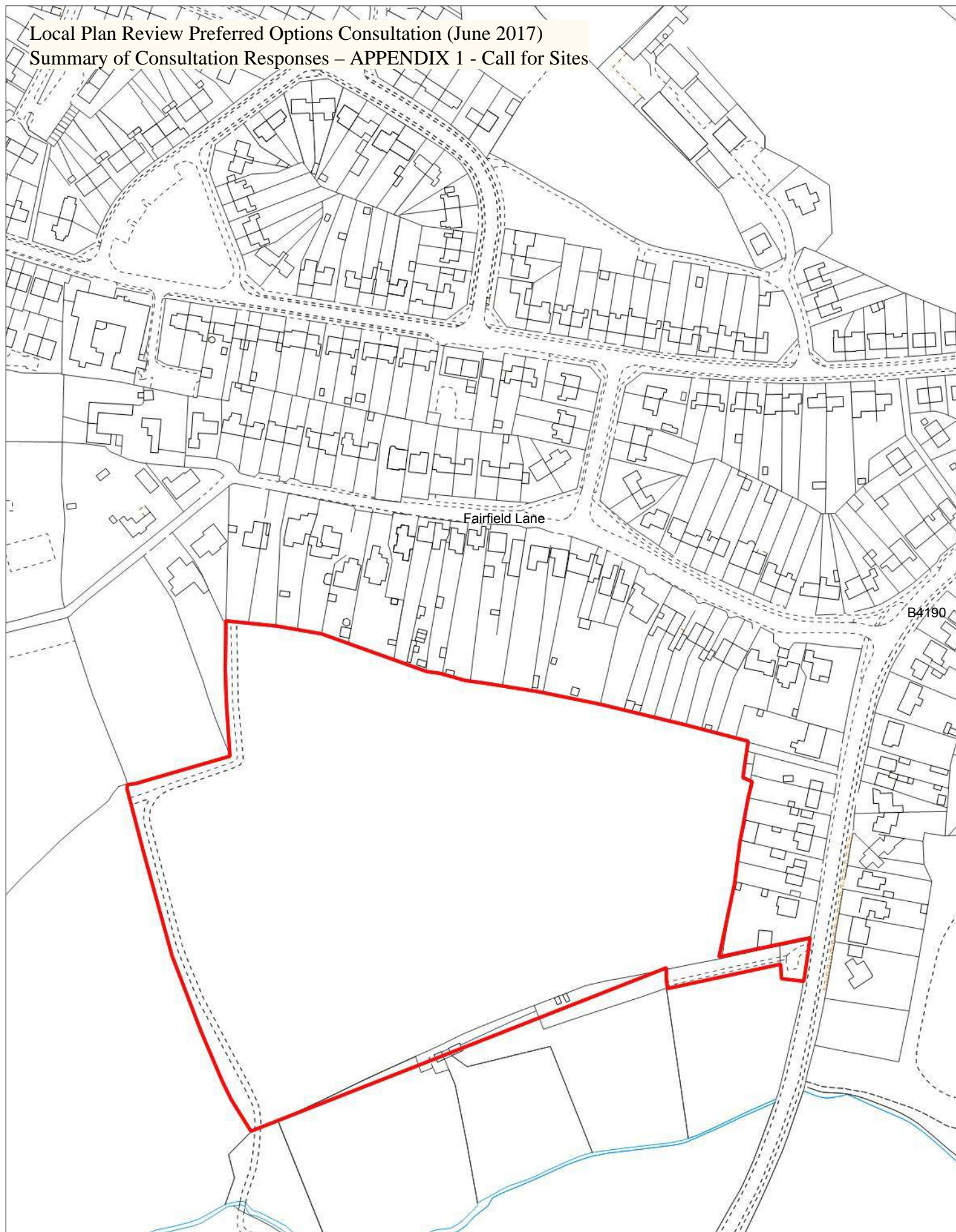
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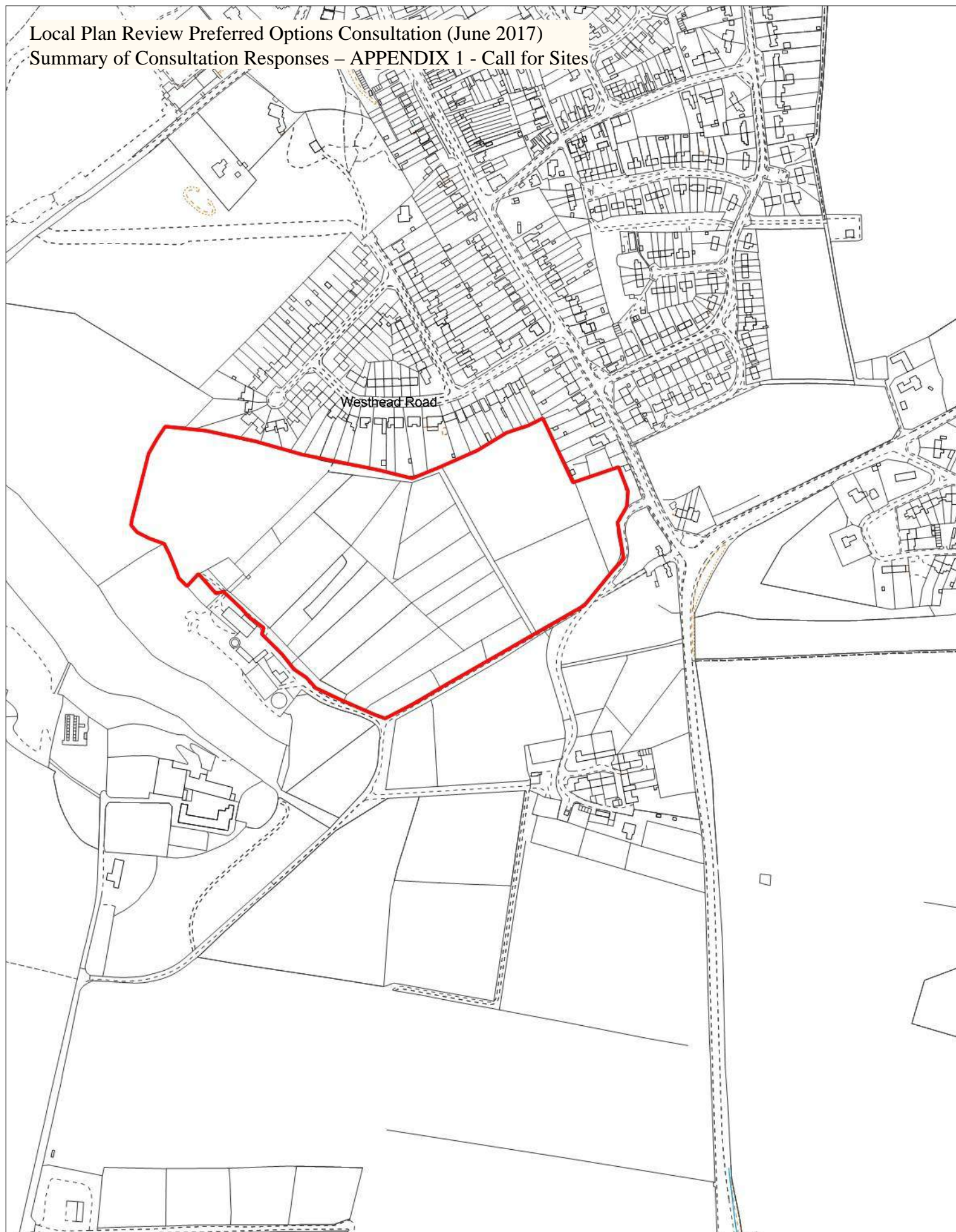
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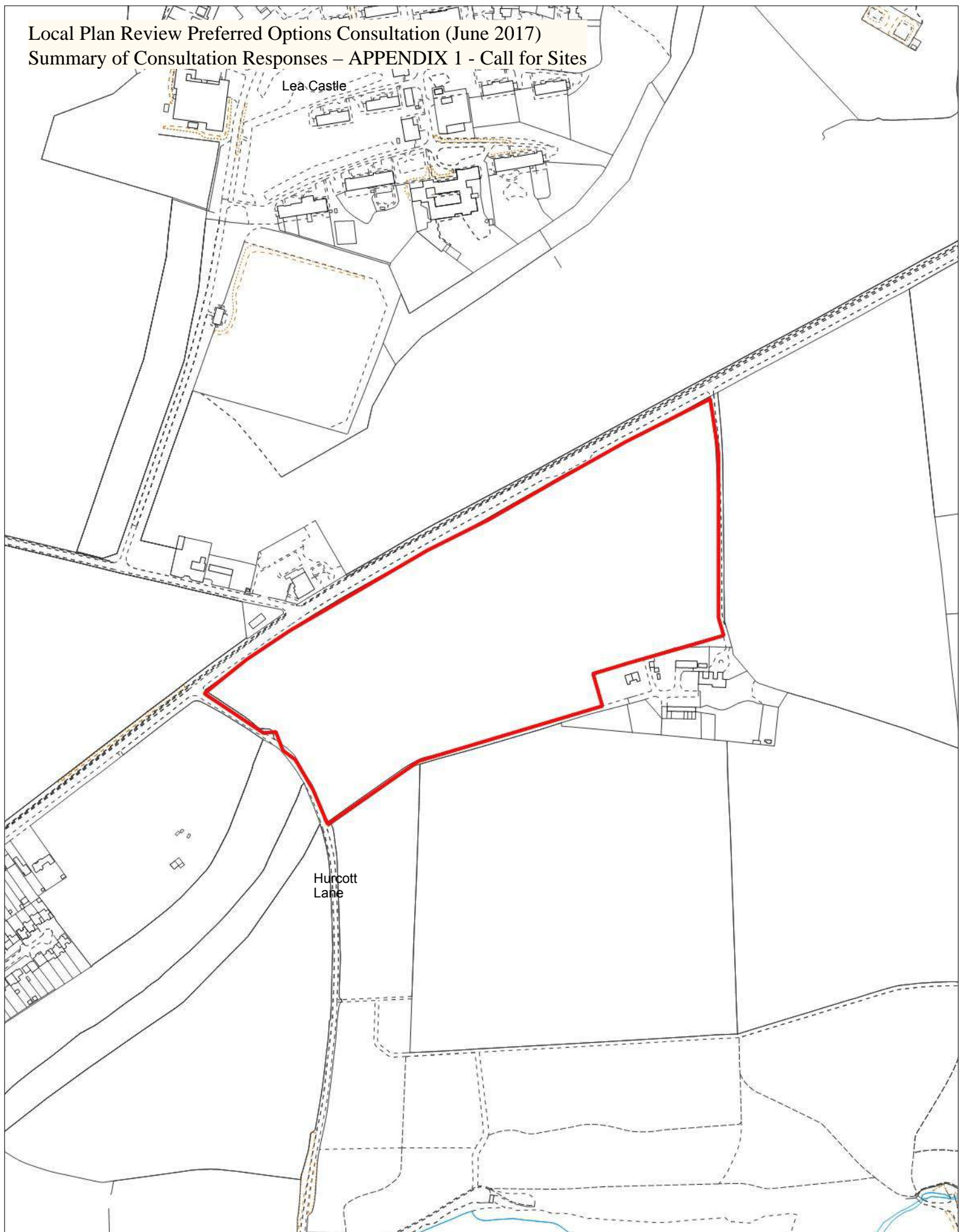
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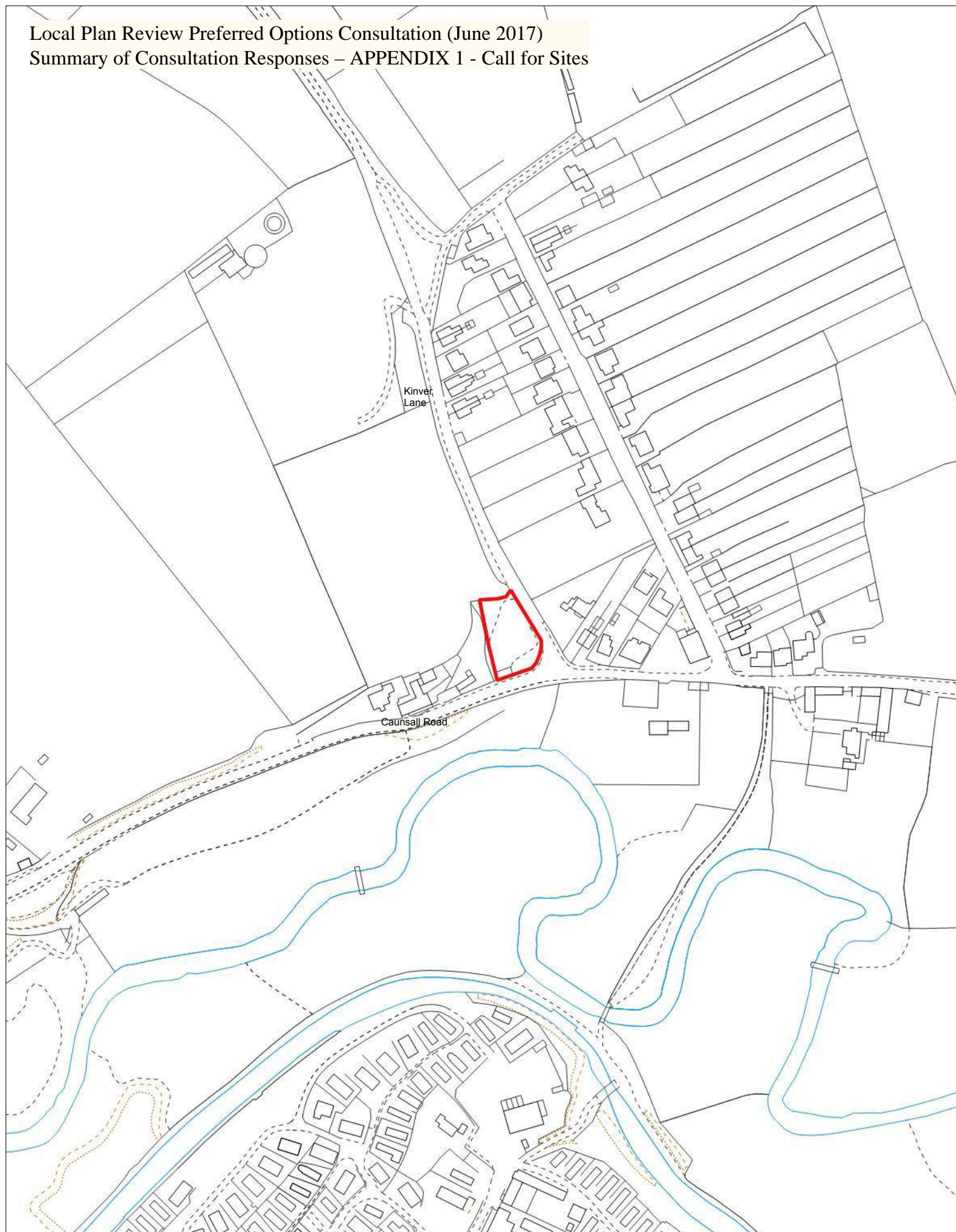
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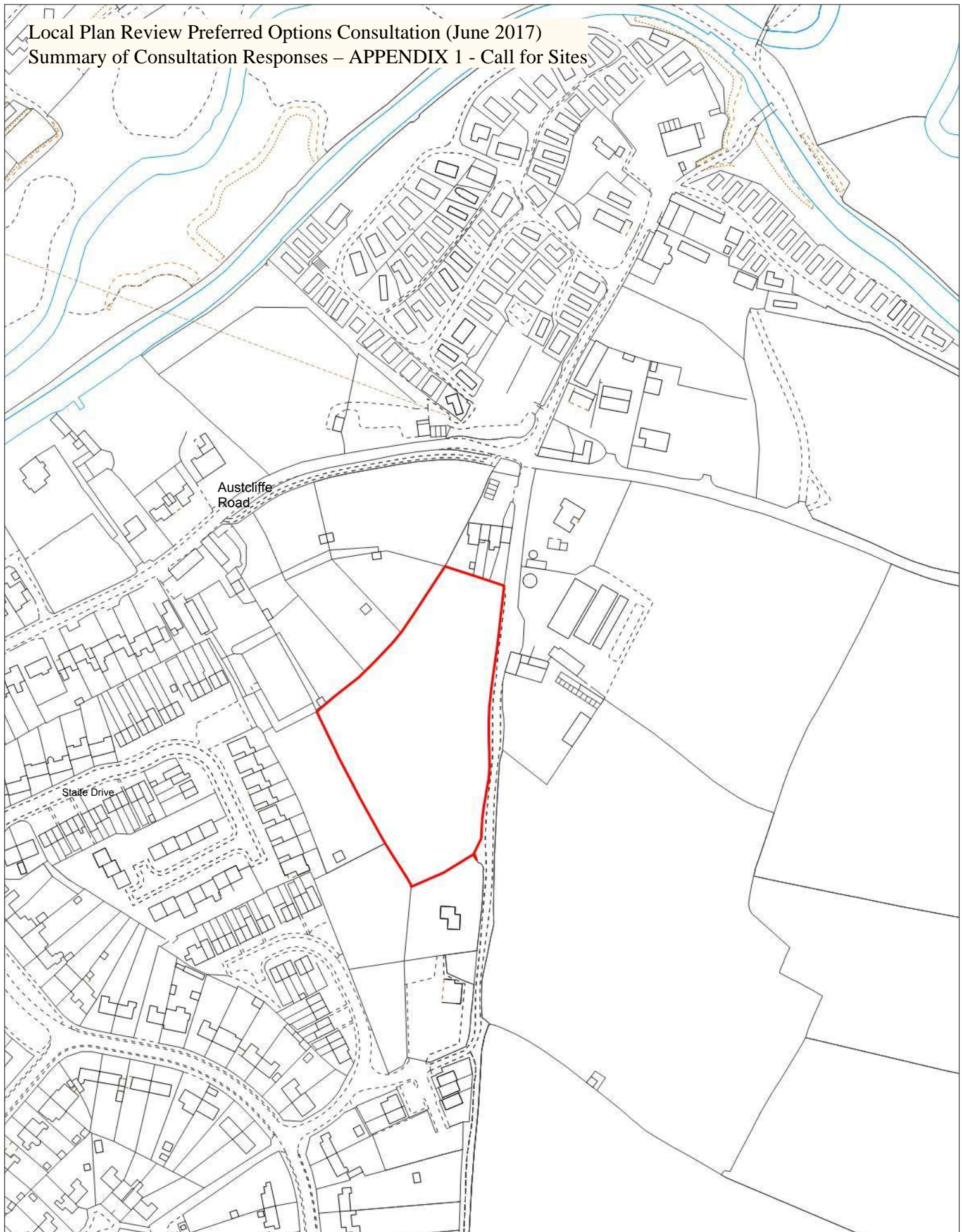
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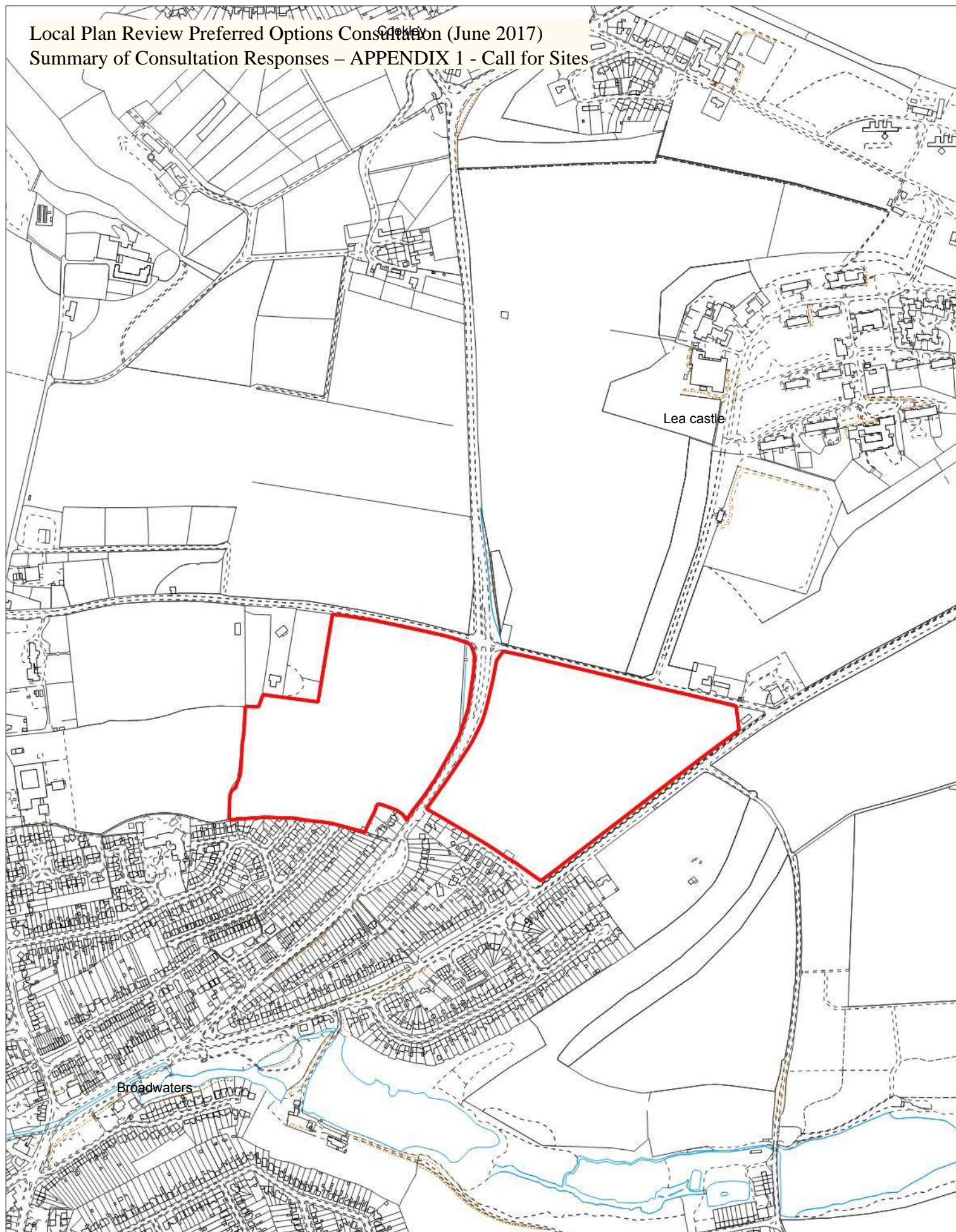
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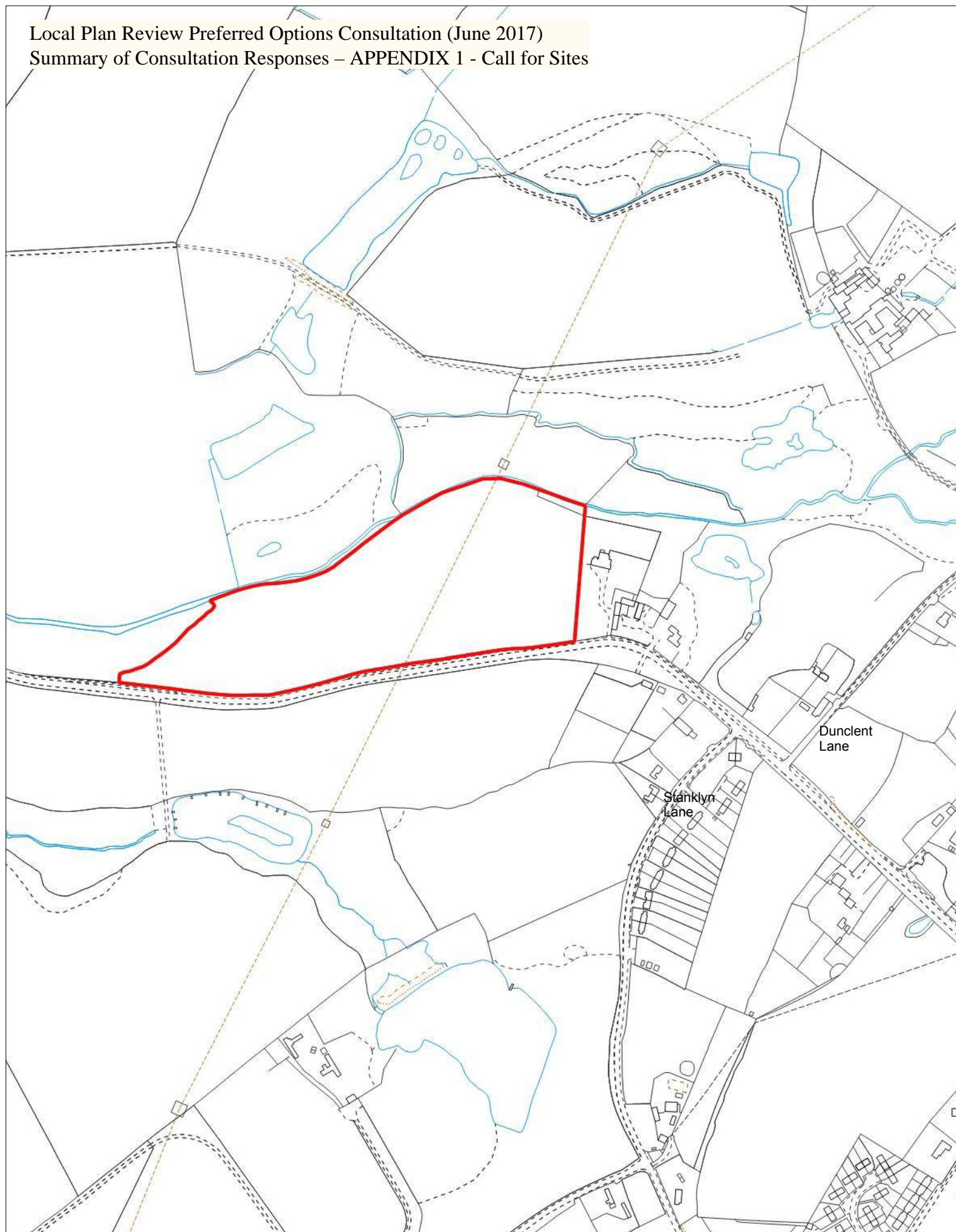
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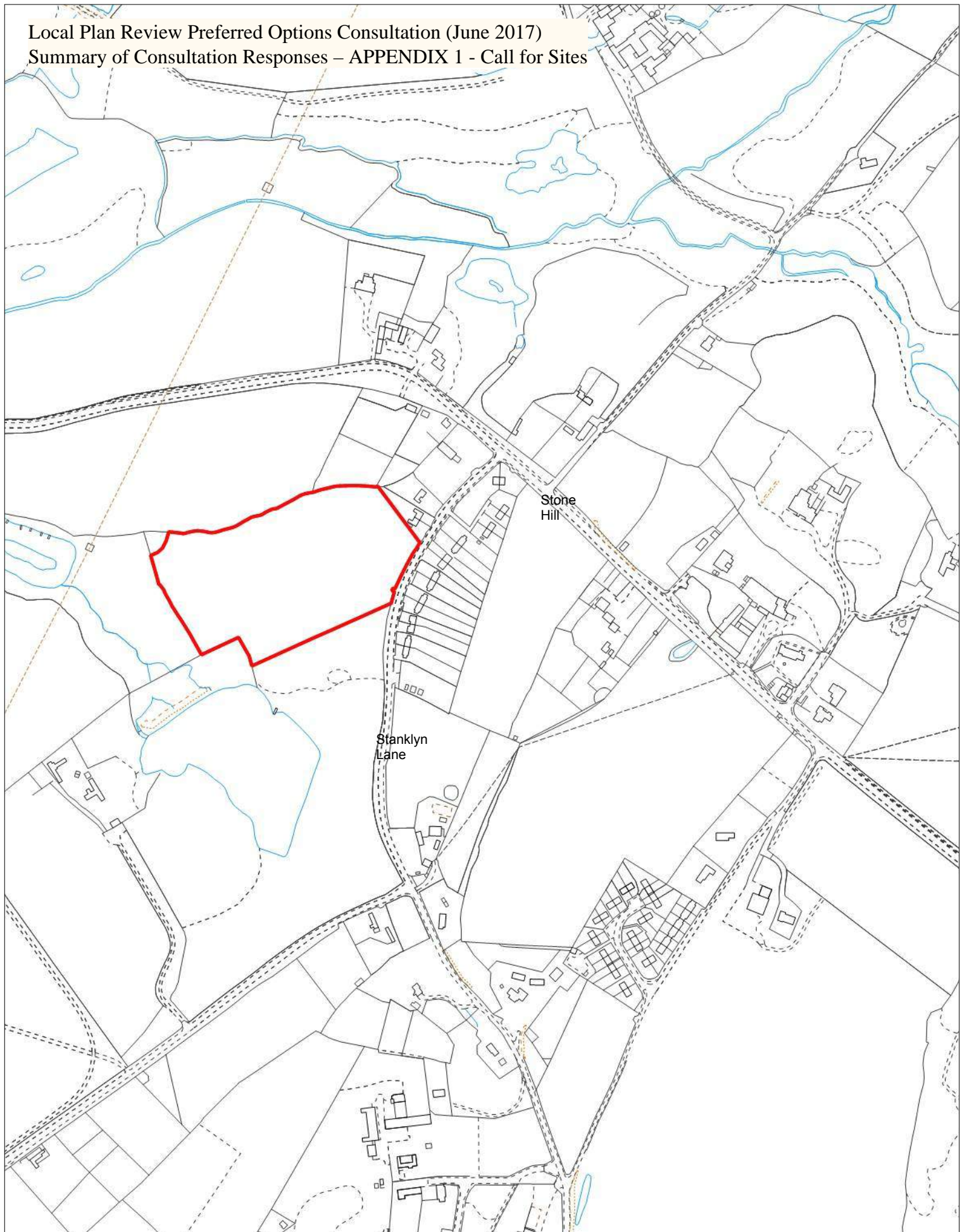
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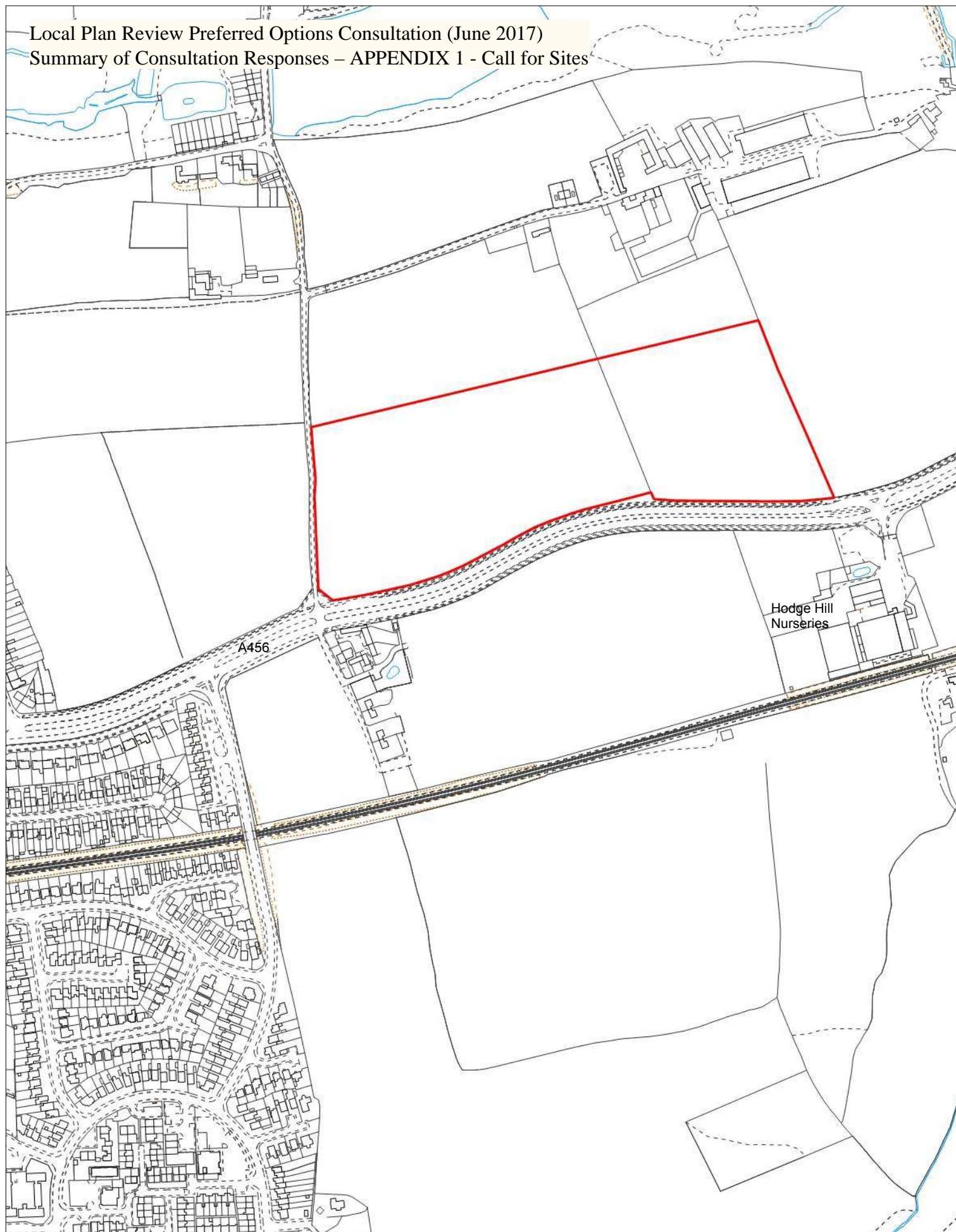
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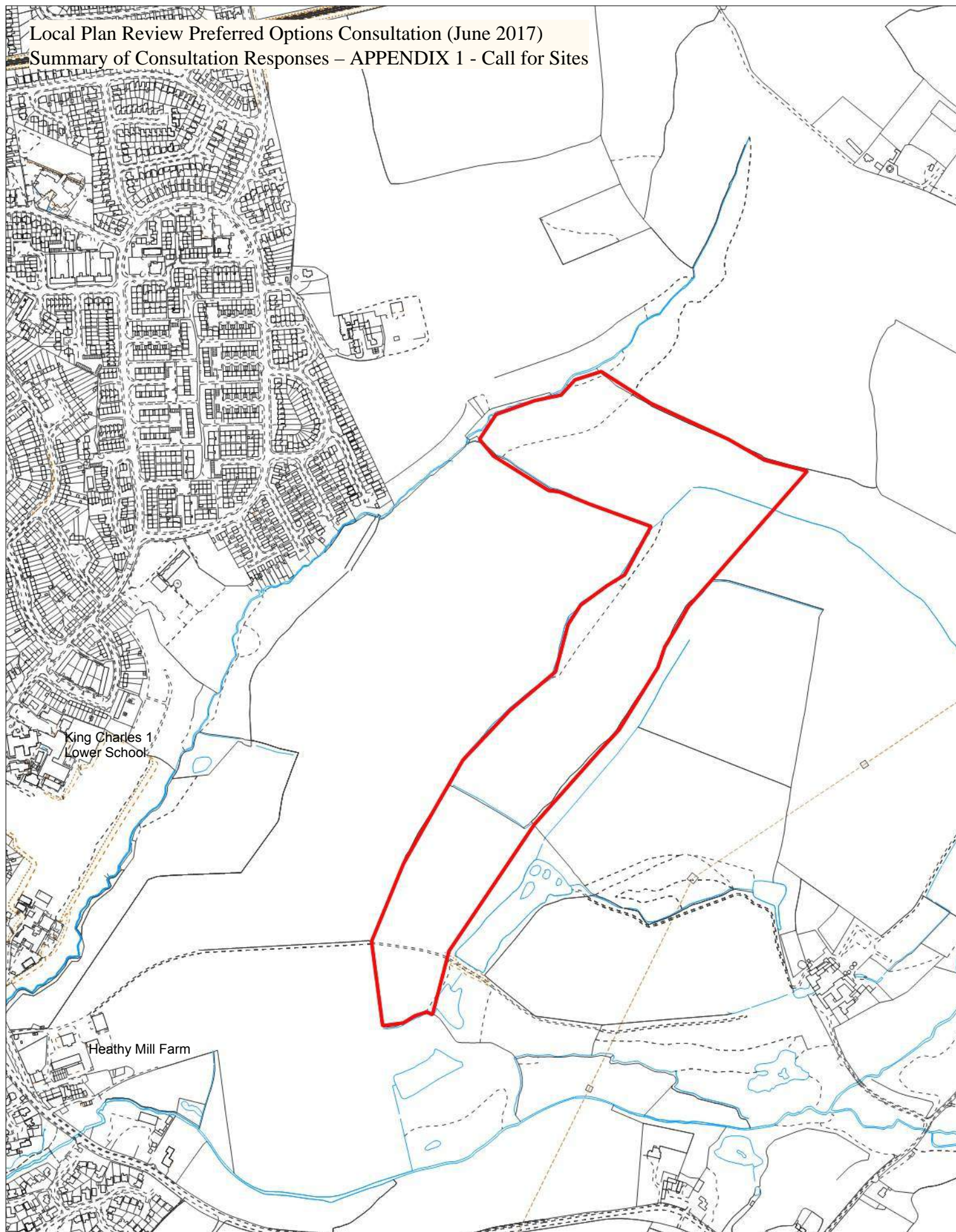
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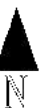
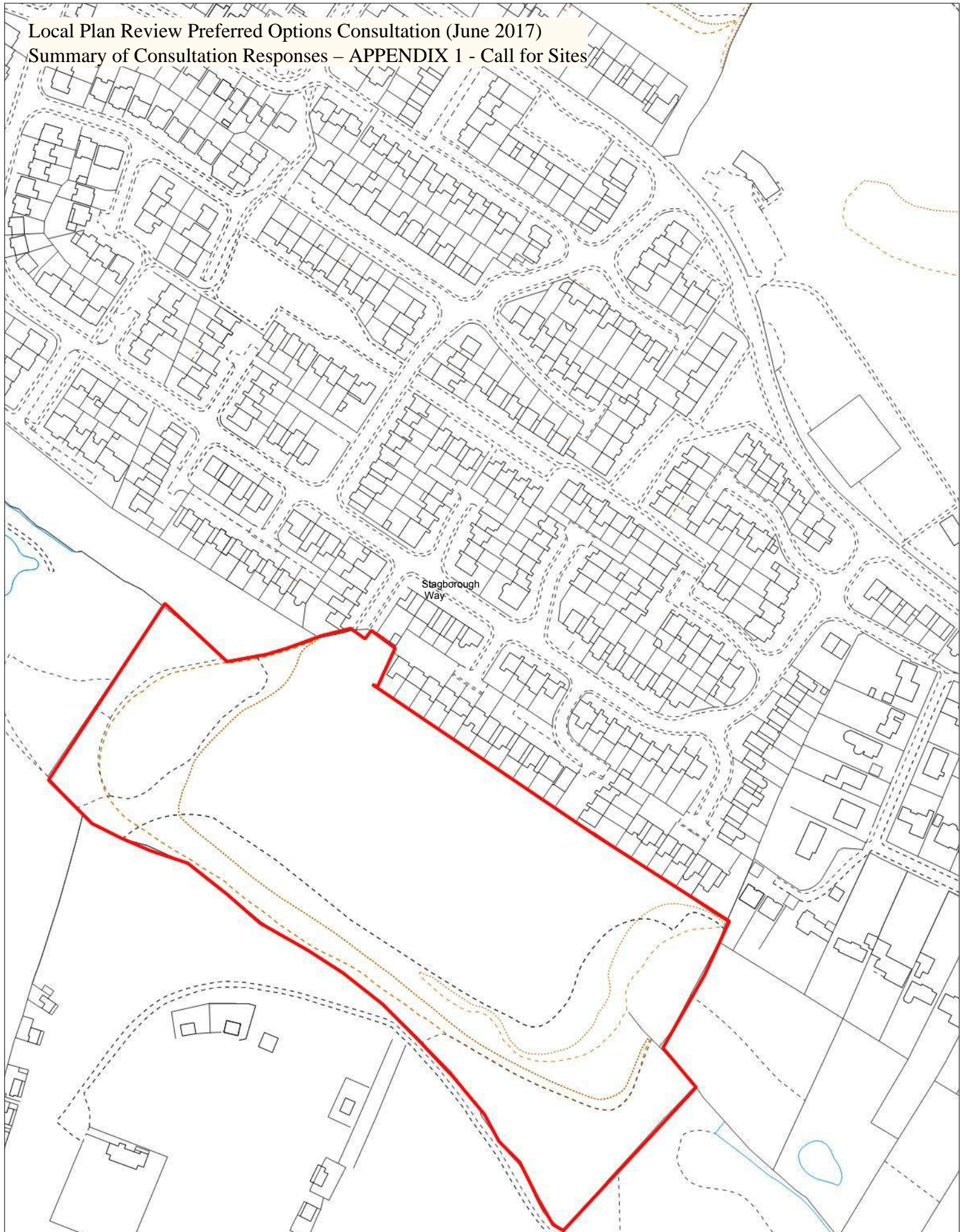
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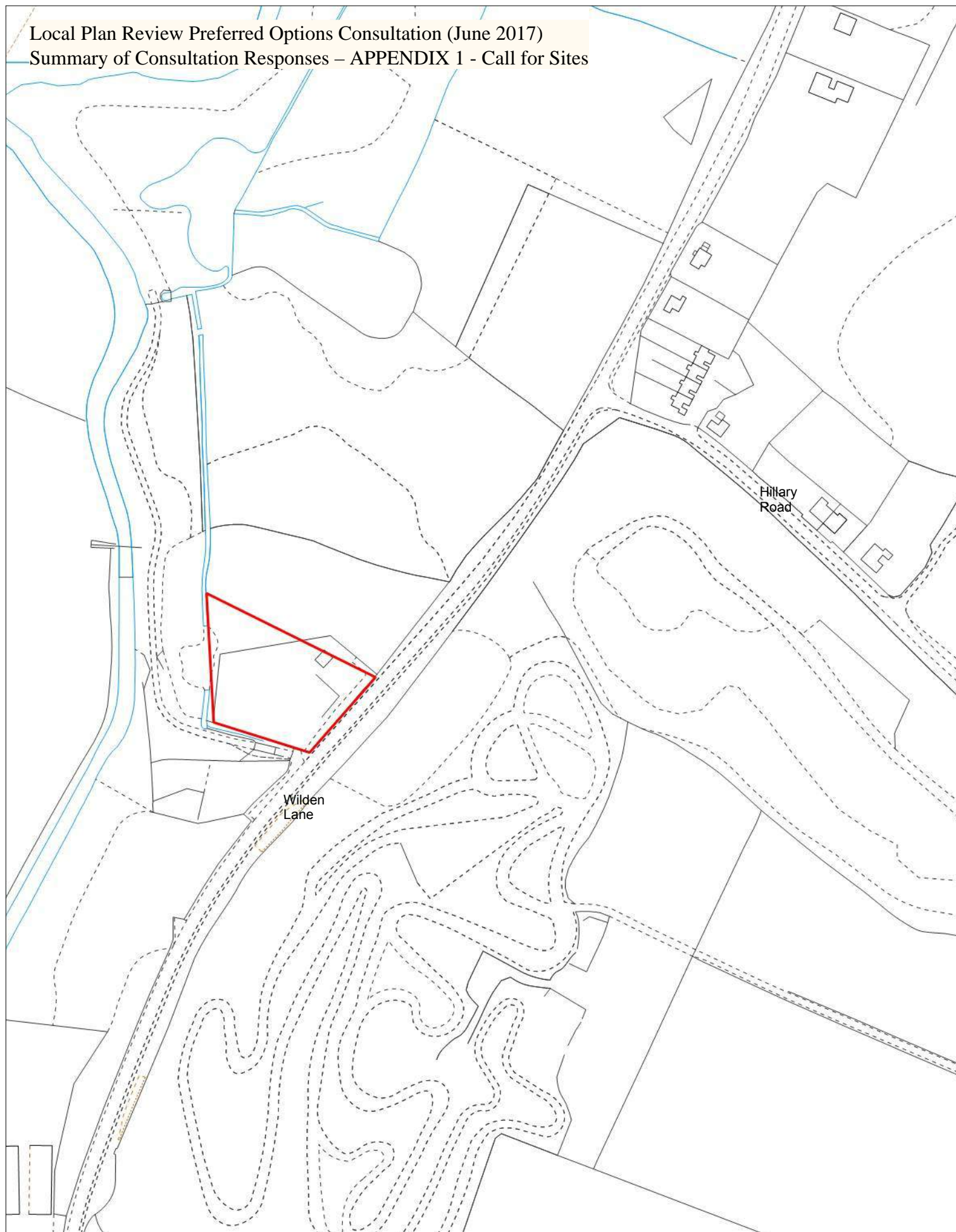
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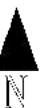
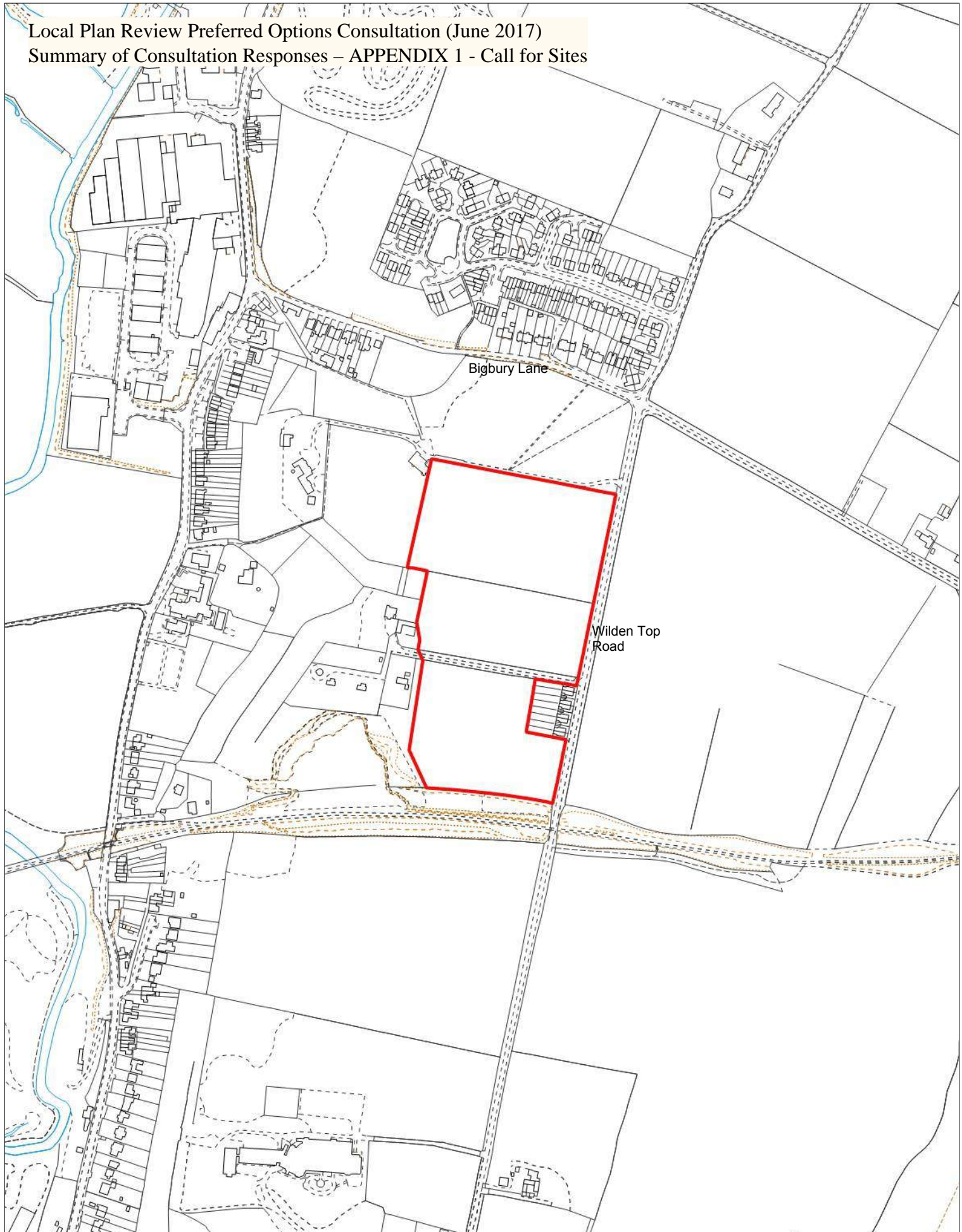
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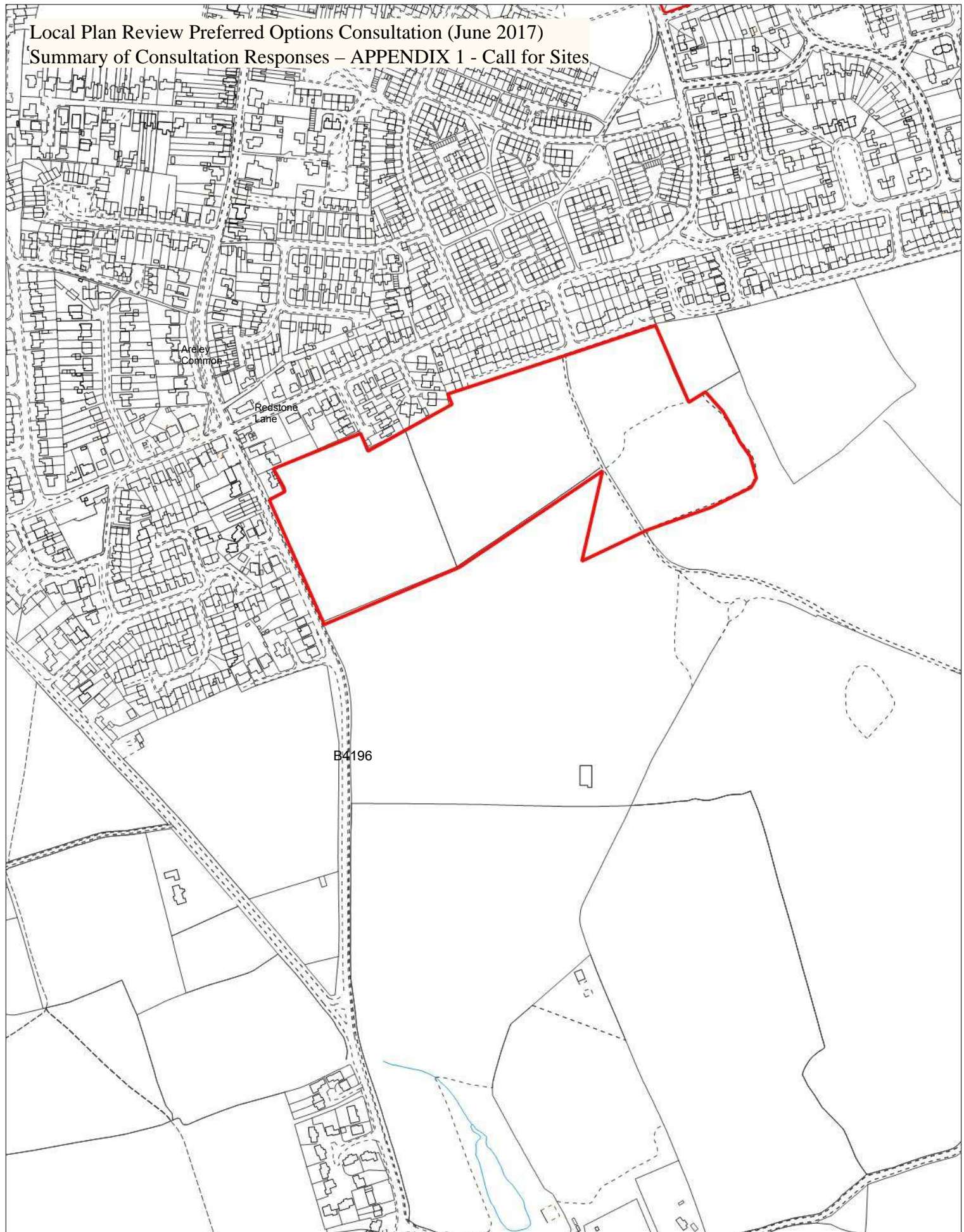


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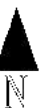
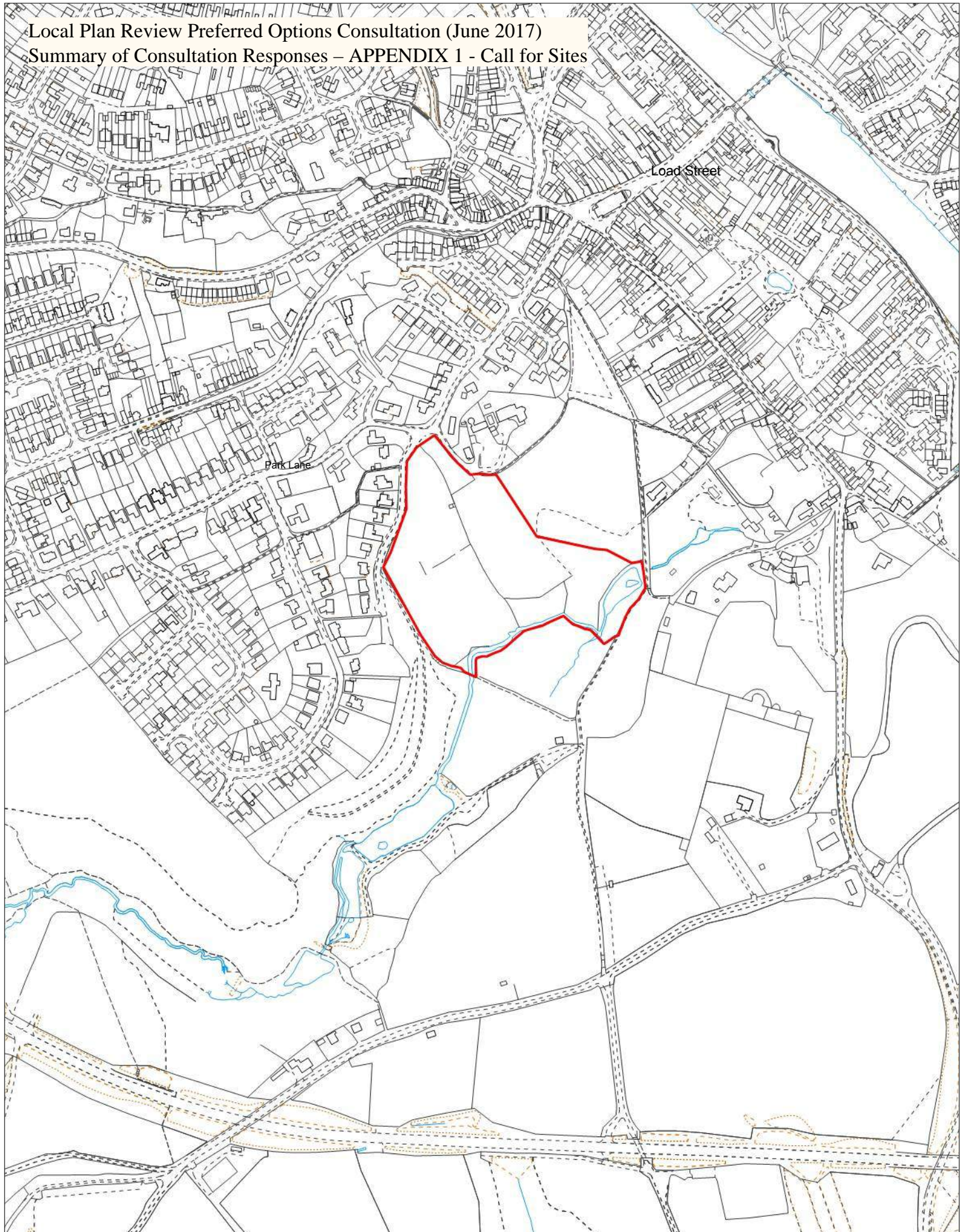


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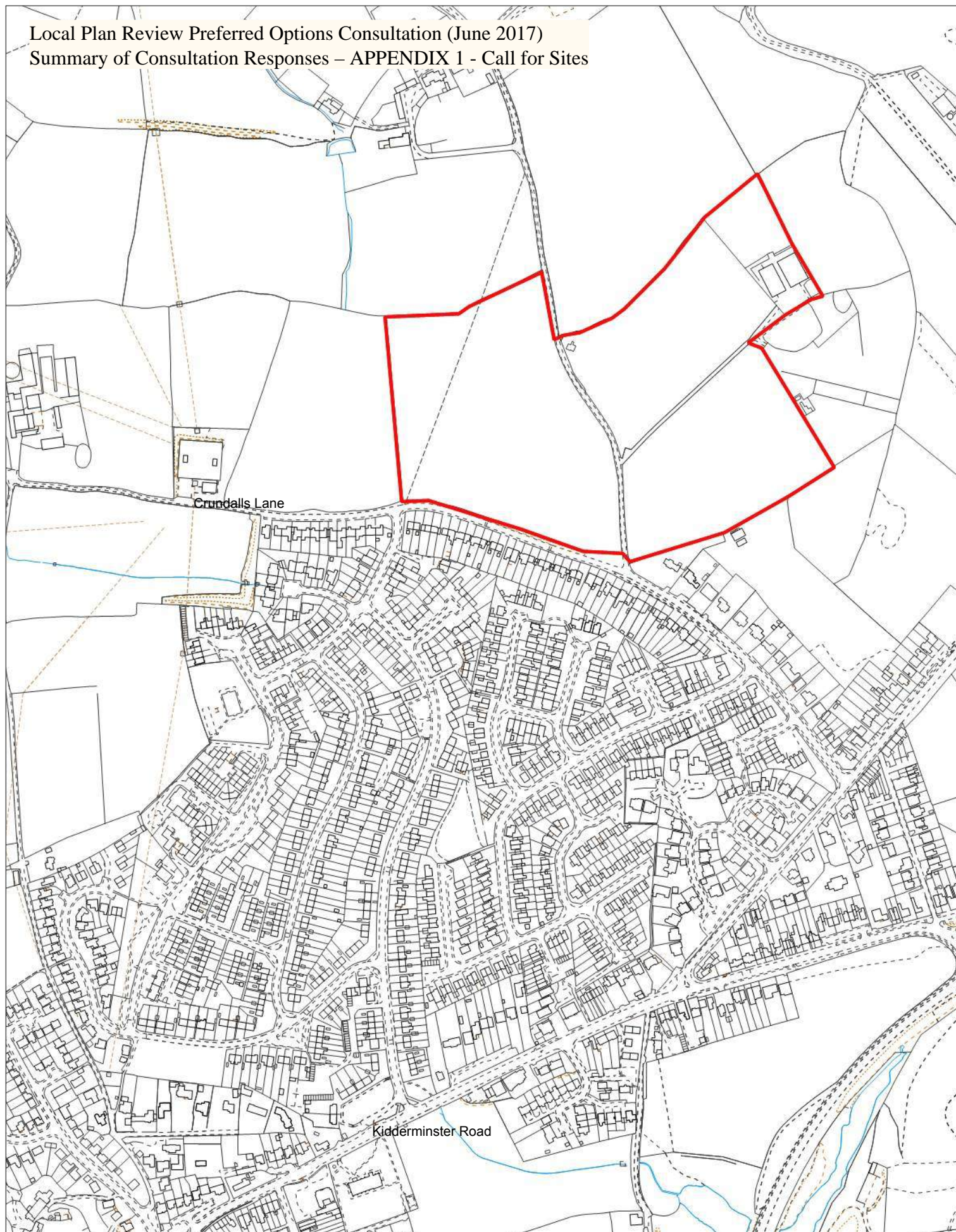
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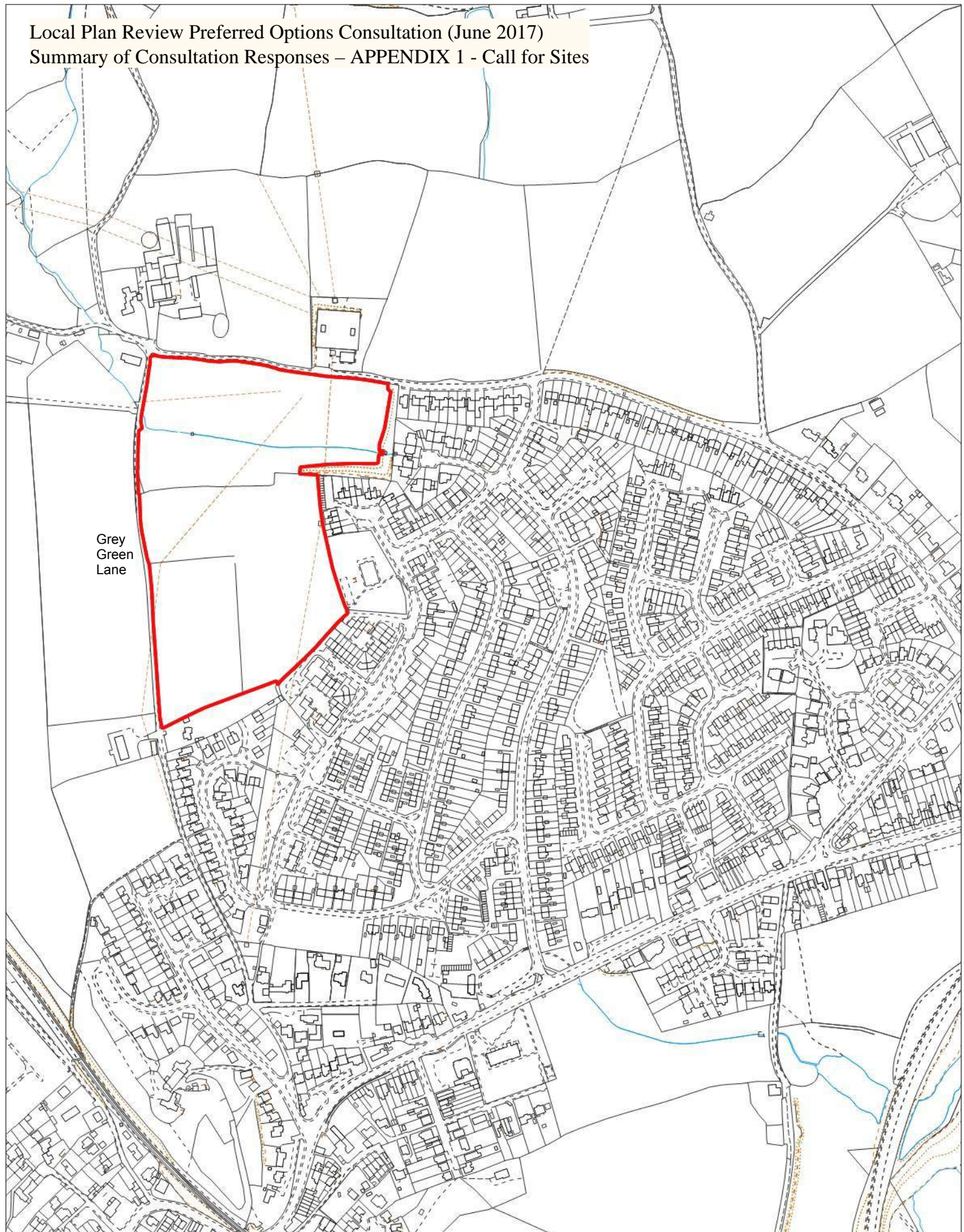
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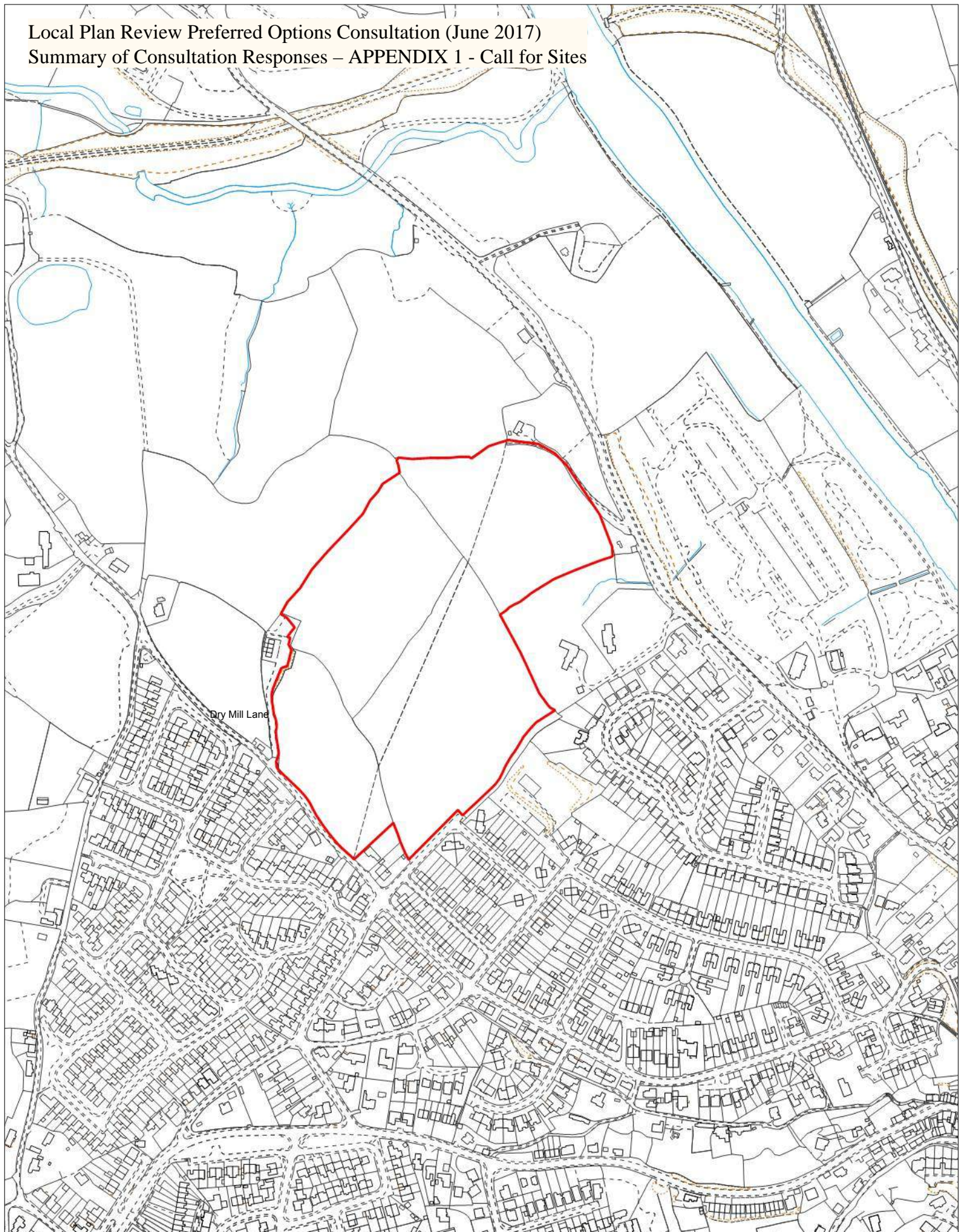
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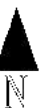
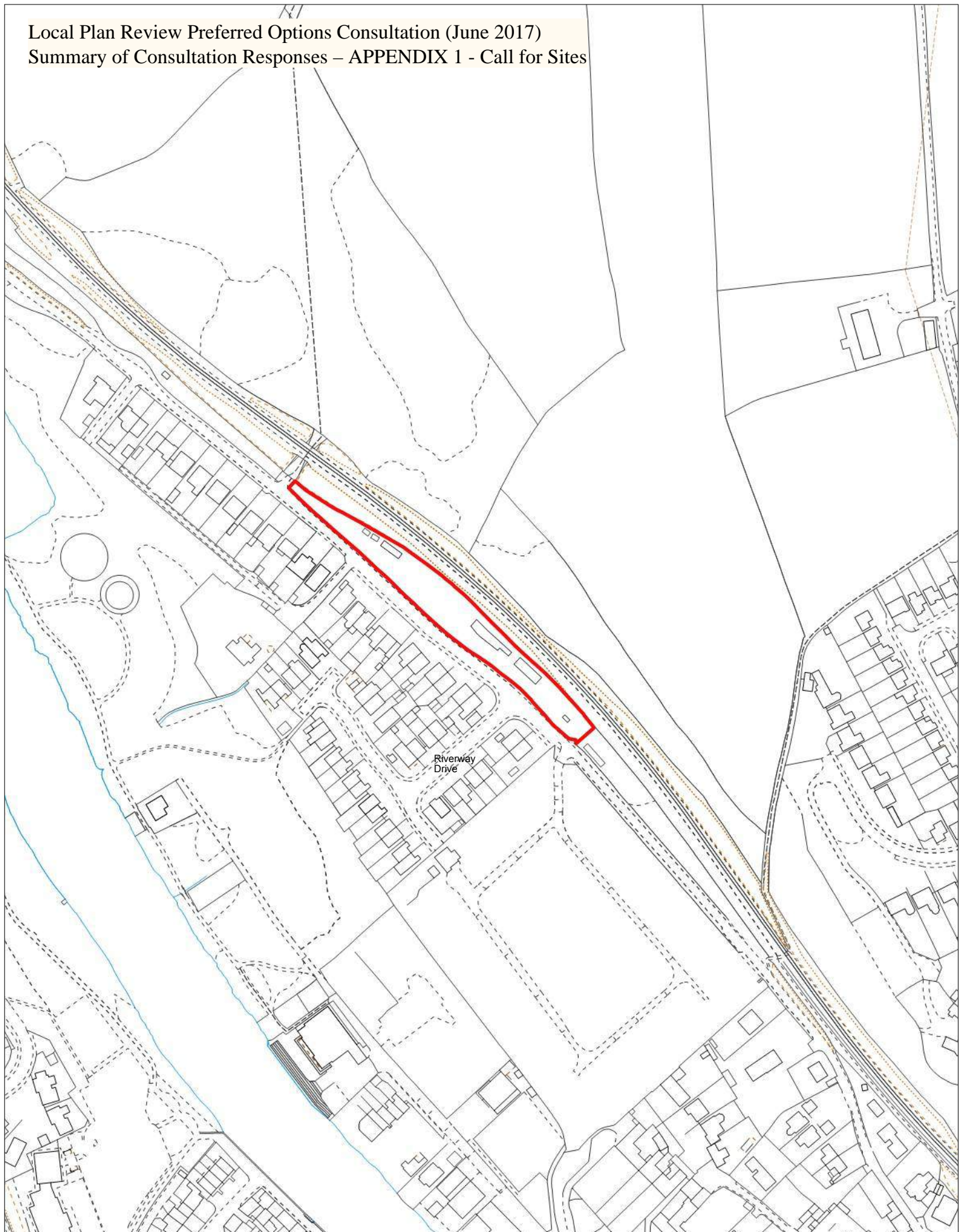
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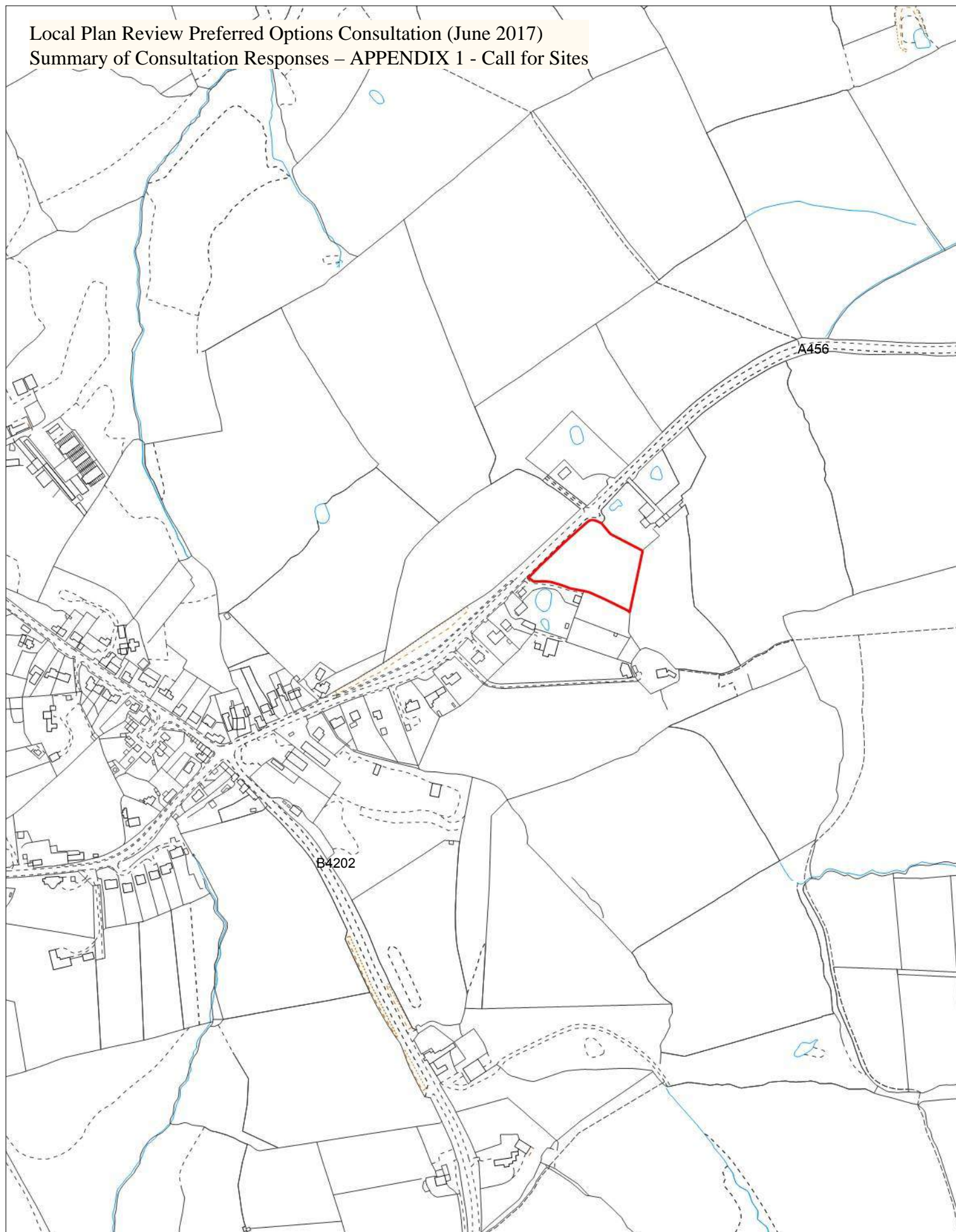
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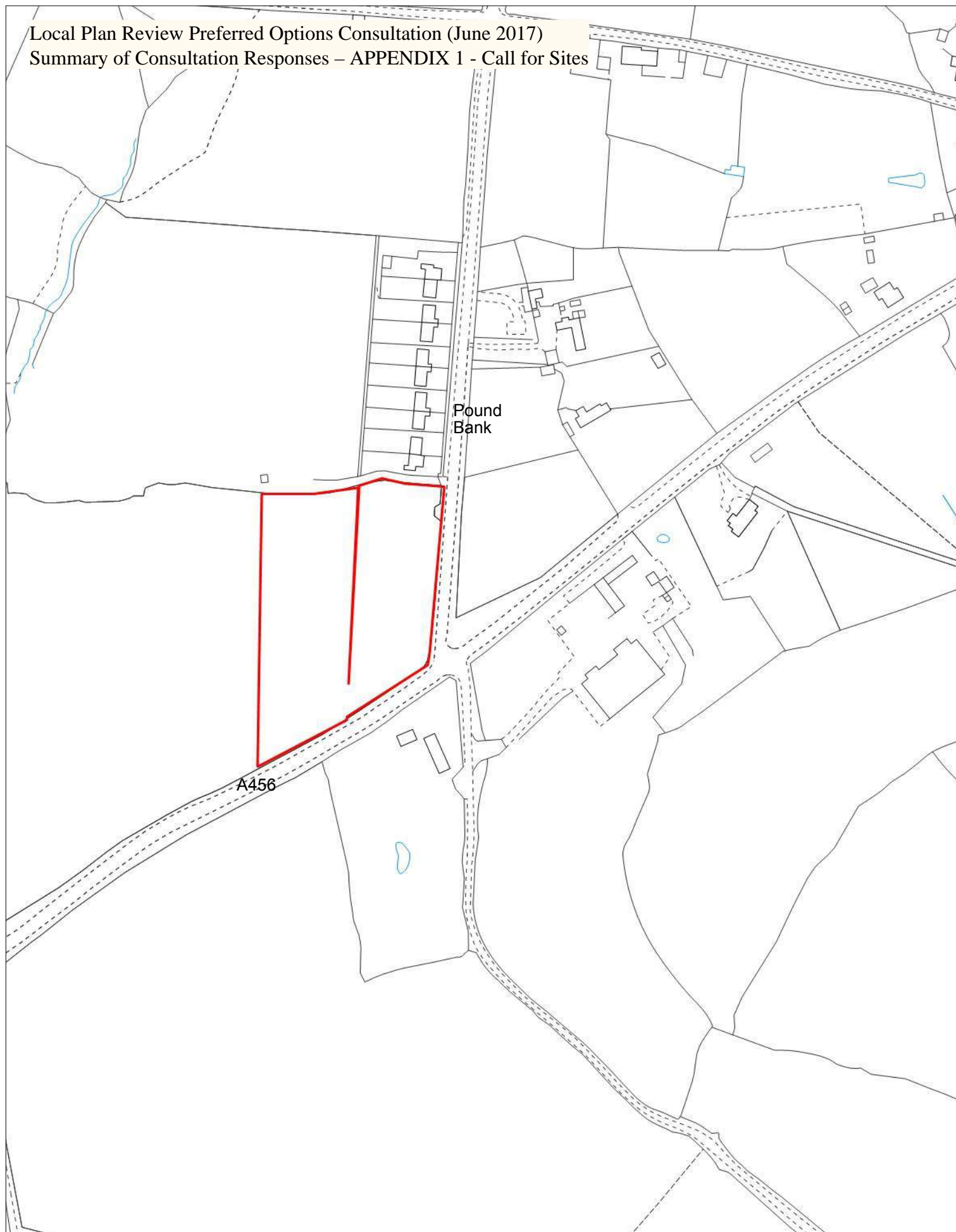
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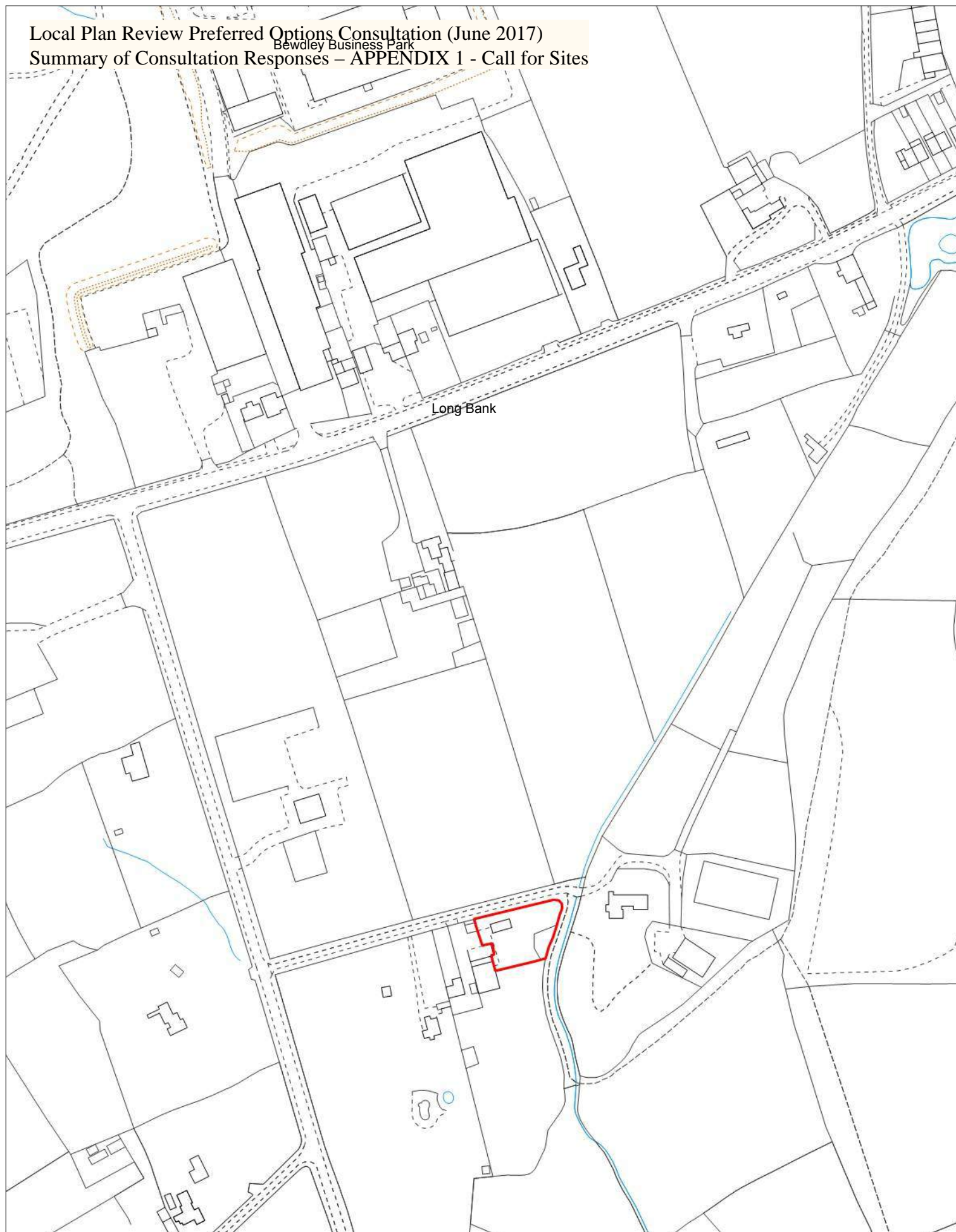
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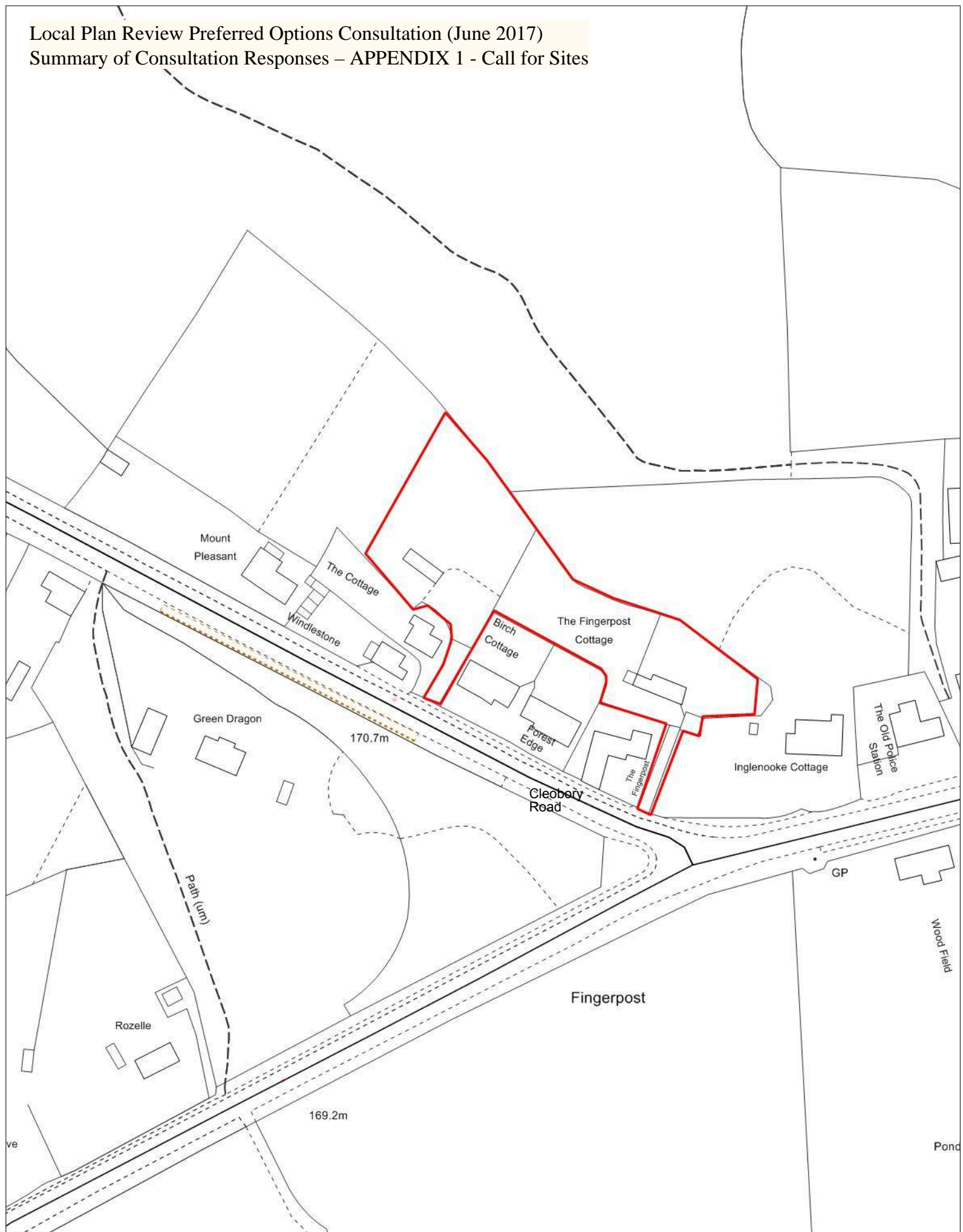
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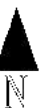
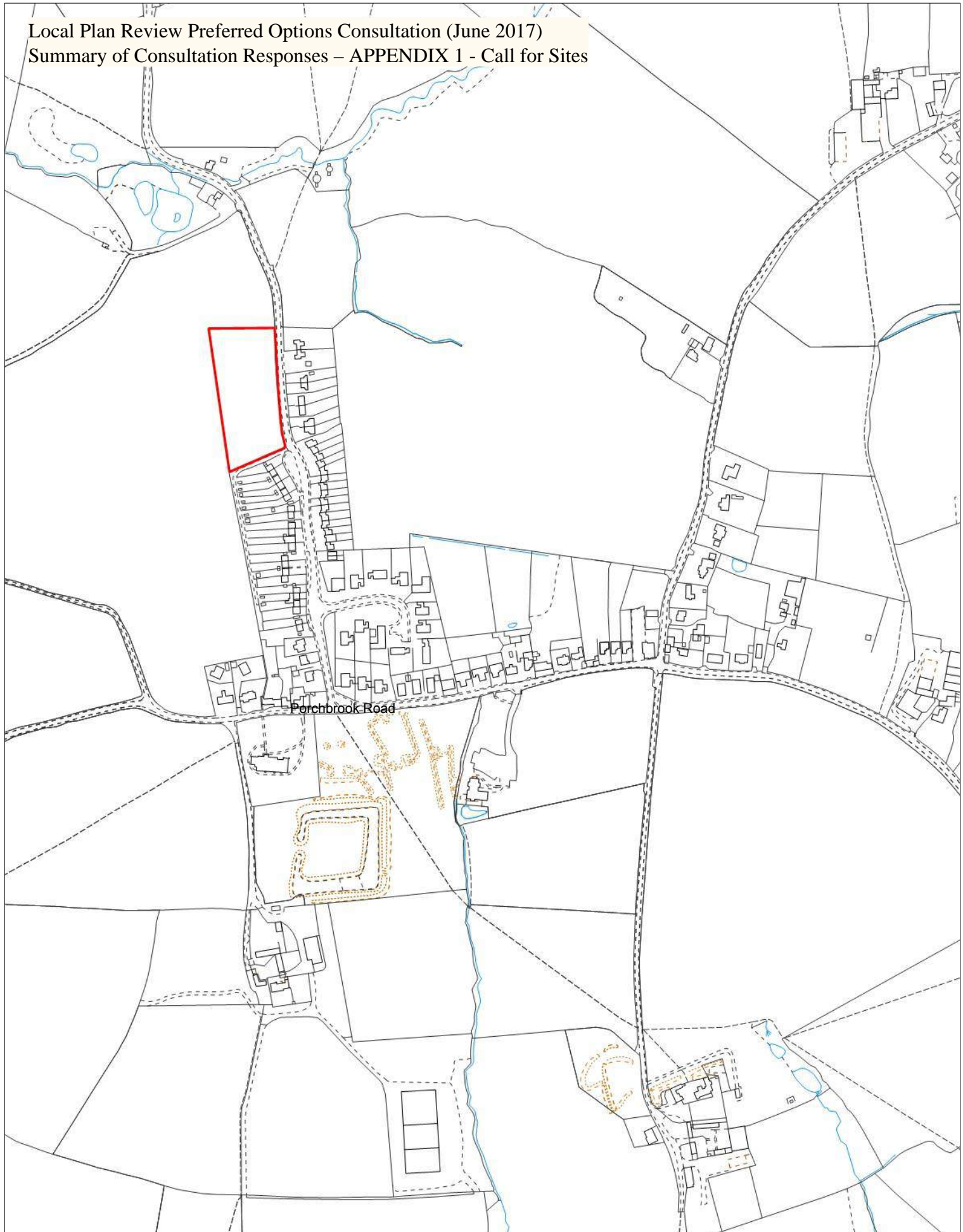
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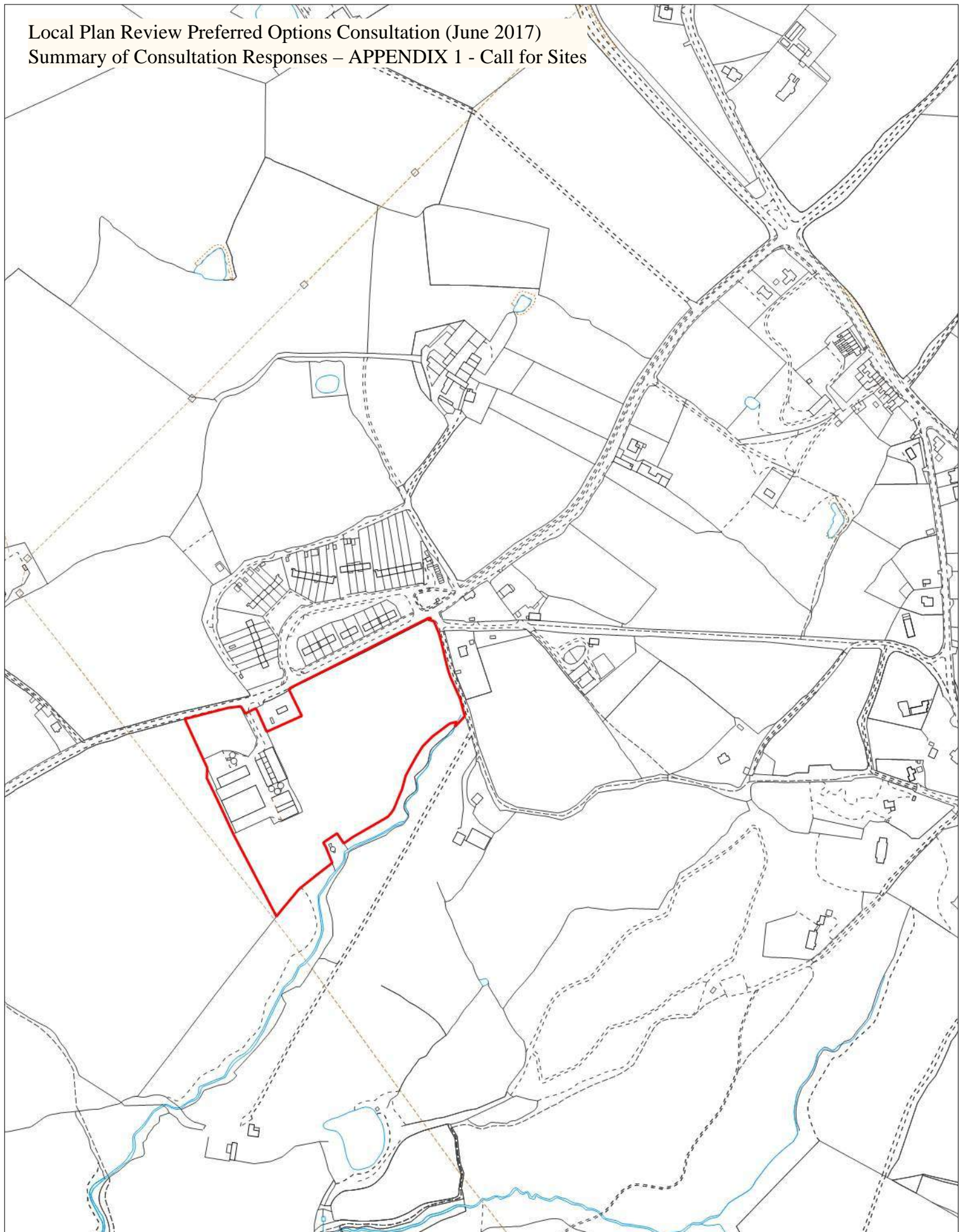
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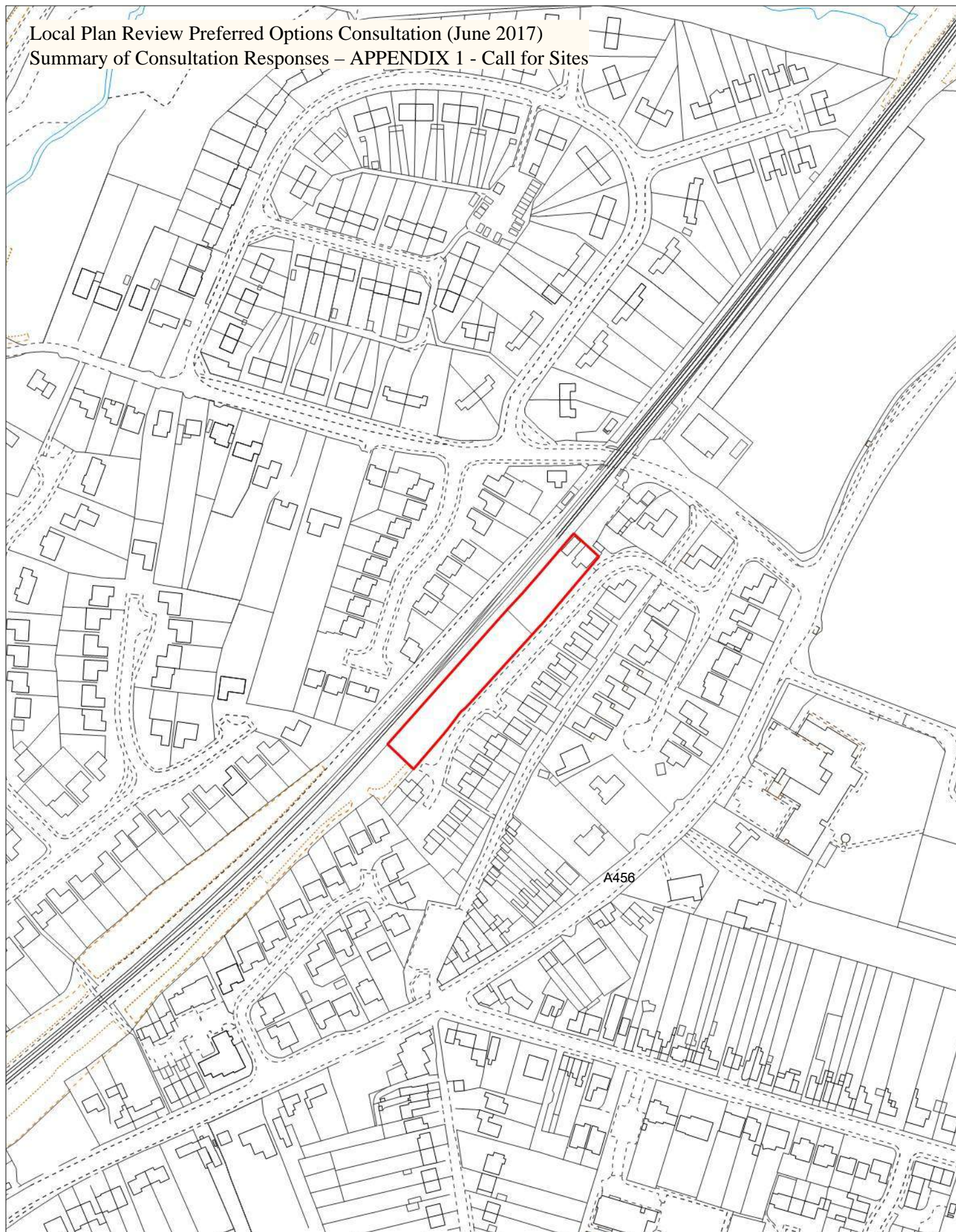
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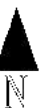
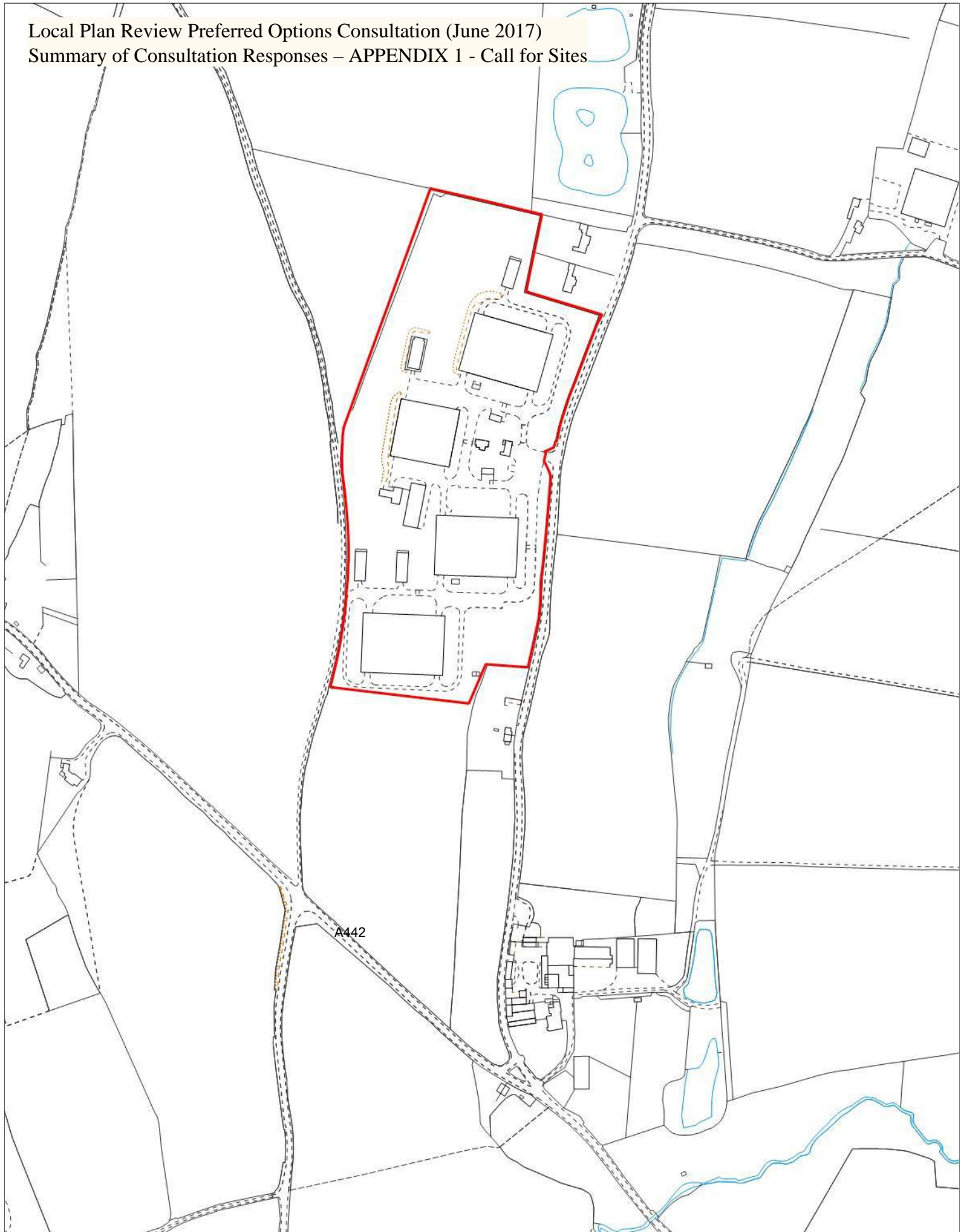
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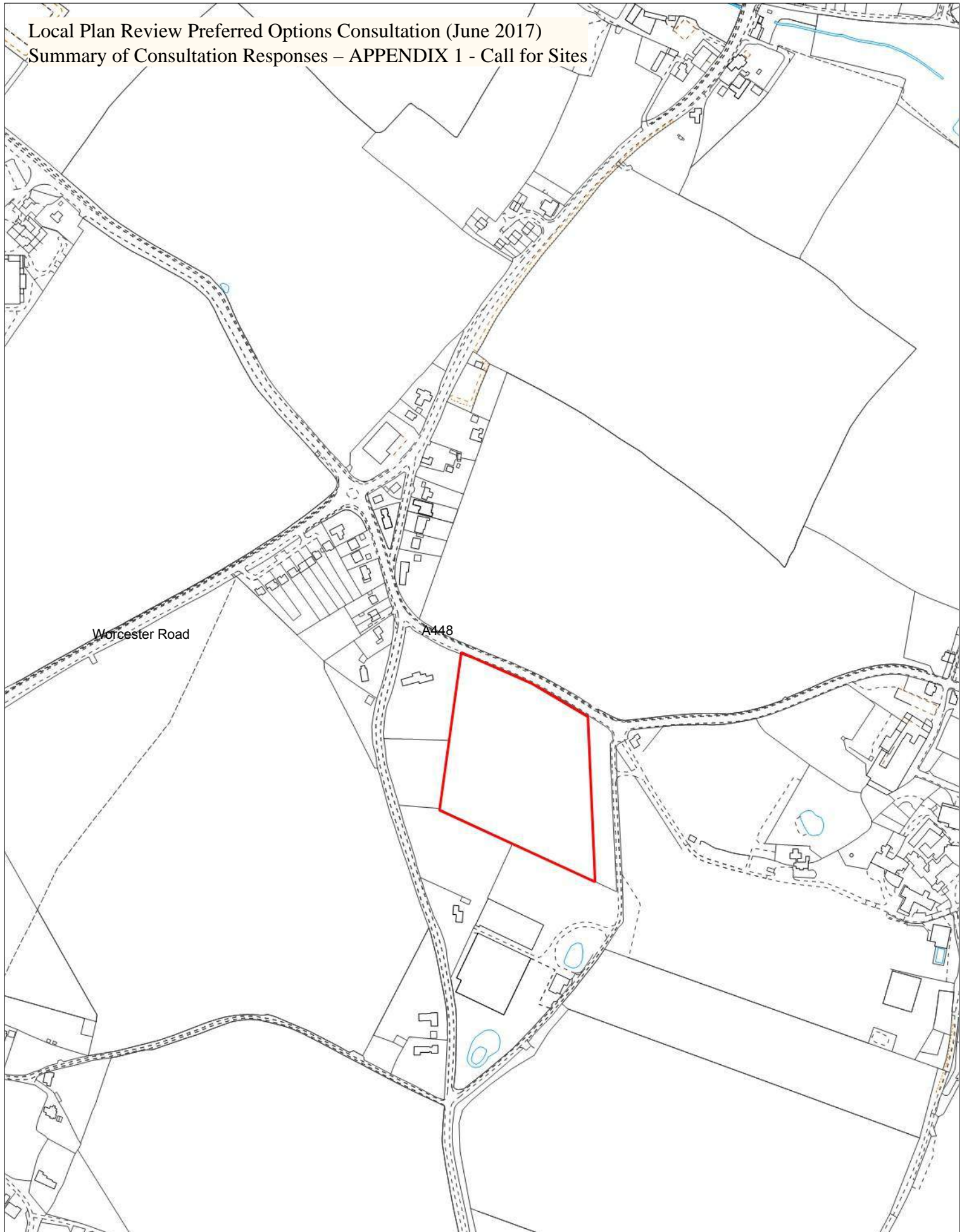
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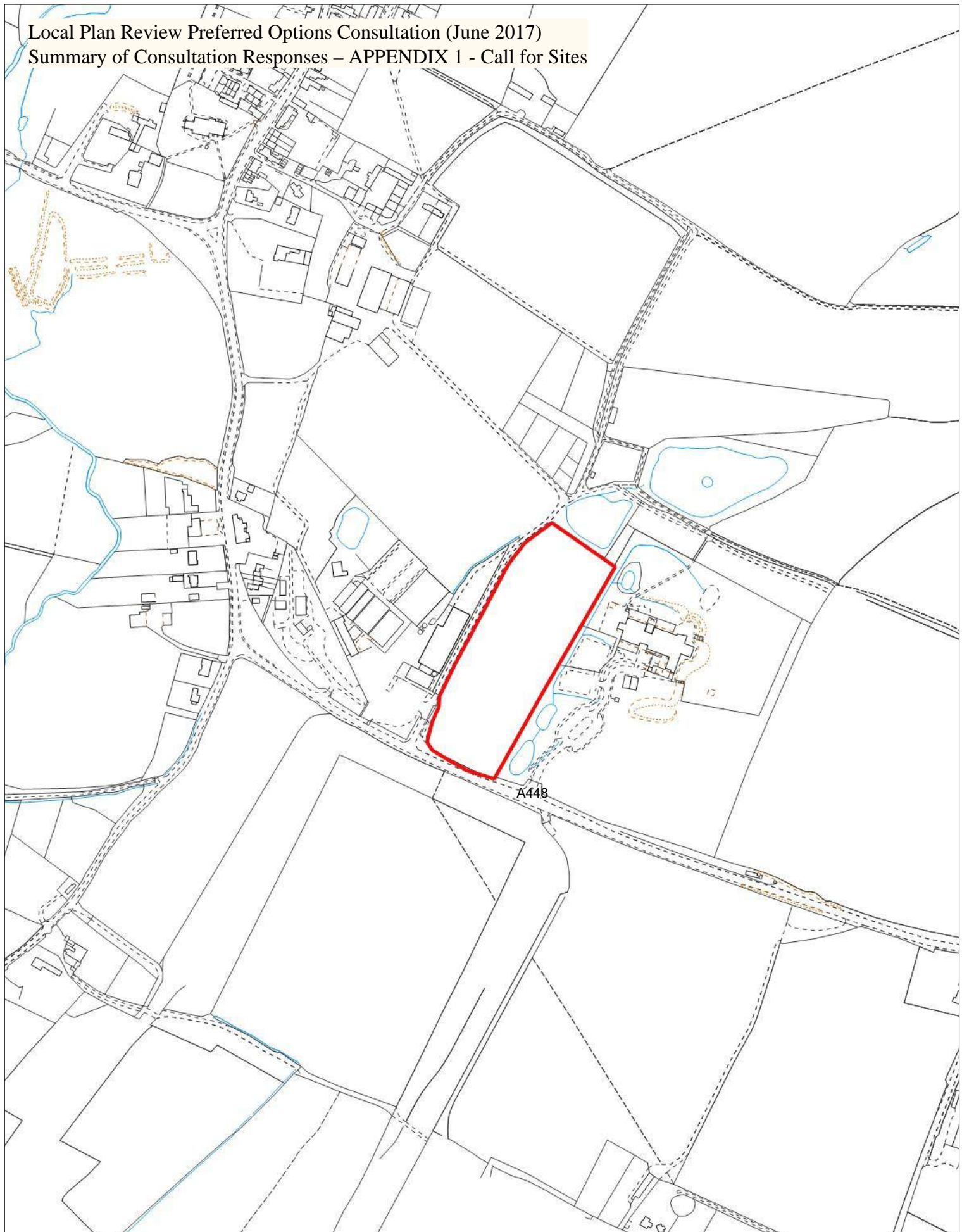
Local Plan Review Preferred Options Consultation (June 2017)
Summary of Consultation Responses – APPENDIX 1 - Call for Sites



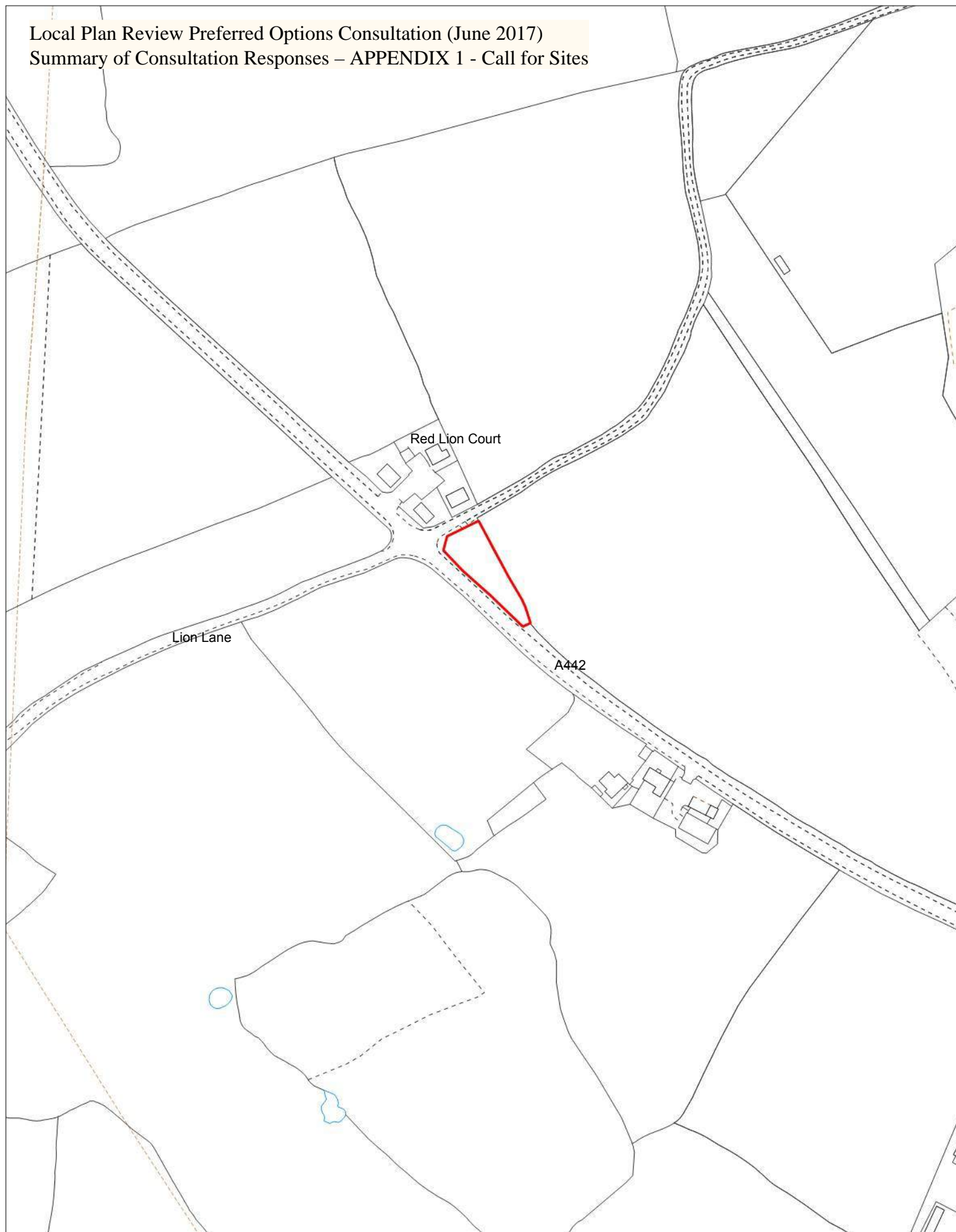
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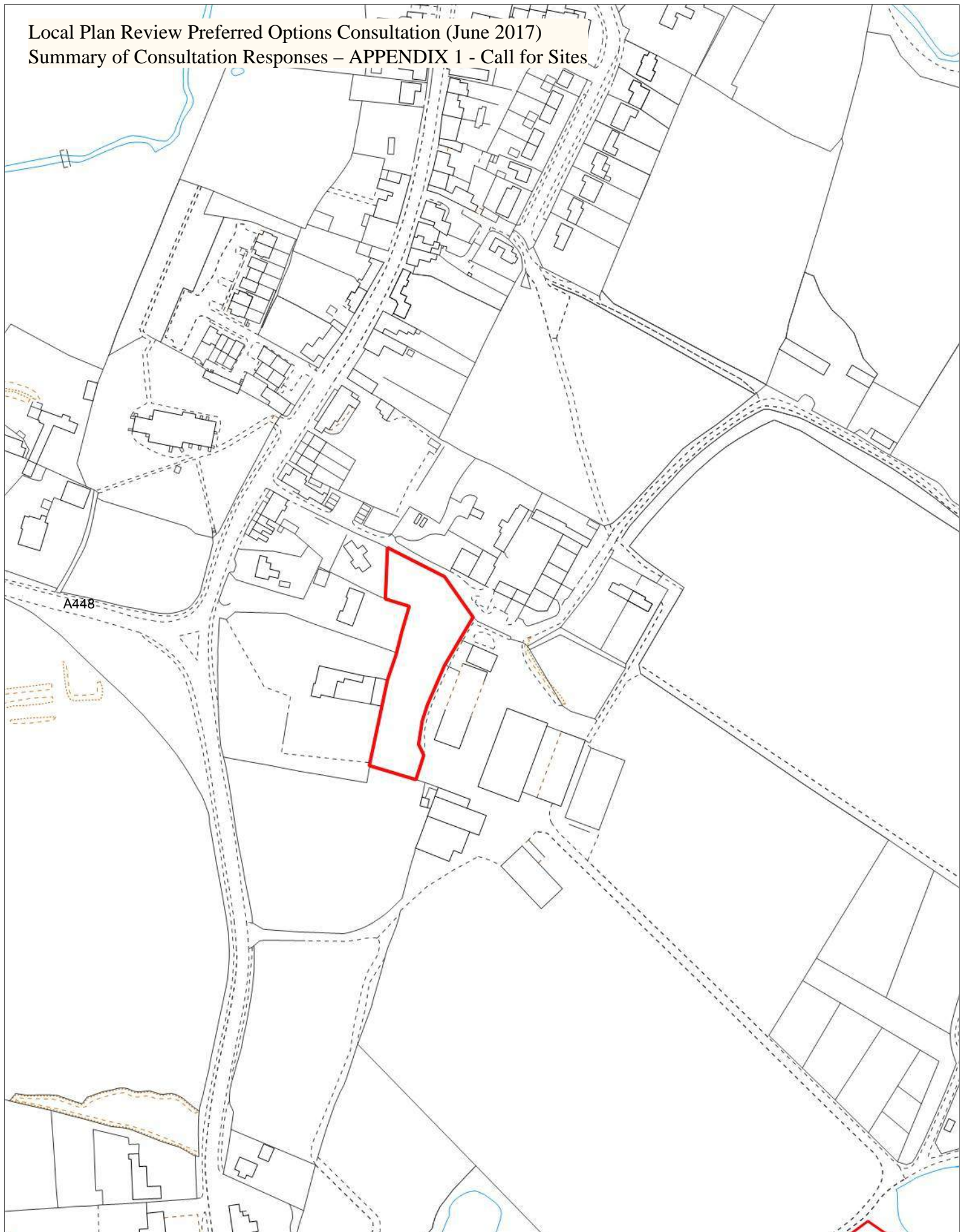
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APPENDIX 2 - RESPONSES AND OFFICER COMMENTS TO SECTIONS 1-28 OF THE PREFERRED OPTIONS DOCUMENT

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Company / Organisation	ID	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
CORE11	LPPO136	1.1	Support	Support for paragraph 1.1.	Support is noted.
CORE11	LPPO137	1-2	Support	Support for paragraph 1.2.	Support is noted.
	LPPO4362	1.3	Comment	Wyre Forest has no option but to find a new building plan to comply with the basically enforced Government legislation, however let us make the right decisions and plans now to resolve the run down areas of the town which can be addressed along with the new building schemes.	Comments noted.
Taylor Wimpey West Midlands	LPPO1548	1.3	Comment	A plan period to at least 2034 is supported. This satisfies national guidance in the NPPF. A plan period of at least 15 years gives certainty to developers and provides clarity to local residents and employers.	Support is noted.
Persimmon Homes Limited	LPPO1420	1.3	Object	<p>NPPF paragraph 157 states Local Plans should have a 15 year time period.</p> <p>The emerging Plan is for a period up to 2034. The plan will not be adopted until February 2019. There is, no leeway should the Plan be delayed at any stage.</p> <p>Factors which could affect the plan making process in Wyre Forest. At the present time the Council has suggested that Wyre Forest has a peripheral relationship to Birmingham City Council and therefore there is no current overriding requirement for the District to make provisions for the growth of the City. Birmingham has unmet housing need and the Black Country Authorities have a shortfall, number yet to be confirmed but likely in</p>	<p>These comments are noted. NPPF para 157 states that Local Plans should “<i>be drawn up over an appropriate time scale, preferably a 15-year time horizon, take account of longer term requirements, and be kept up to date.</i>” The word used here is “preferably”. However, we will consider the possible benefits of increasing the Plan period as we continue our work with the Pre-Submission Plan.</p> <p>We are aware of the housing shortfall in the Black Country and Birmingham HMA areas. Duty to Cooperate meetings have</p>

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Company / Organisation	ID	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
				<p>excess of 22,000 dwellings.</p> <p>This will fundamentally change the way in which the Birmingham figures need to be distributed. It will put pressure on the Local Authorities adjoining the Black Country area to accommodate additional growth. This could in turn result in Wyre Forest being required to accommodate housing to help meet the growth requirements of the conurbation generally. If this is the case, and further work needs to be undertaken to inform the emerging plan, the combination of these factors could result in a delay in the plan making process with the consequence that the timetable for the preparation of the emerging Wyre Forest's Local Plan will slip. Even a relatively modest delay could result in the plan not having a 15 year time horizon from the date of adoption and, therefore, failing the requirements of the Framework.</p> <p>The plan period should be extended by 2 years. If the preparation of the plan progresses as hoped, extending the plan period will have no adverse impacts on the progression of the document. If, however, there are any delays this approach will ensure that the plan is Framework compliant.</p>	and continue to be held with the Black Country and Birmingham Local Authorities.
	LPPO3667	1.3	Object	1.3. states <i>"To consider the amount of development that will be required in response to the most recent official data (including population trends, demand for housing,</i>	Objections noted. It is a legal requirement for the Local Authority to have an up to date Local Plan that meets the identified housing need. The

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				<p><i>economic trends) and locally generated evidence”;</i></p> <ul style="list-style-type: none"> • <u>Demand for housing</u>: where is this demand from? You have not shown sufficient evidence for this demand. There is a national demand for property in large cities but not in Wyre Forest due to lack of employment in the area, lack of quality schooling and infrastructure. • The requirement for 5,400 is shoehorned in to Kidderminster to create an artificial demand. It does not correlate with current demands, trends or growth prospects for the region. • The housing need outlined is incorrect <ul style="list-style-type: none"> ○ Wyre Forest growth in population has not grown as advised. ○ The office of national statistics sub national population projections 2014 provides a projection for 2016 to 2034 of 4.65% 4629. ○ The growth to 2015 has been 2.7% ○ Therefore your growth projections are unsound. ○ The required number of houses are not required ○ A requirement of 200 per annum is more realistic 200 x 17 years. c 3000 houses ○ The report assumes a vacant dwelling rate of 4.5%. As at 2015 it was 2.6% therefore the report is over estimating 	<p>Objectively Assessed Housing Needs (OAHN) Report sets out what our housing need is for the District.</p> <p>Since the Preferred Options consultation in 2017, the Government have released their new Standardised Methodology for calculating housing need in Local Authority areas. Therefore, a revised OAHN study has been commissioned and this will use the new standardised methodology to calculate the housing need for Wyre Forest District. In addition to this, an update to the Employment Land Review has also been requested. Both of these two evidence base studies will be used to inform the future growth options in terms of the site allocations for the emerging Local Plan.</p>

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Company / Organisation	ID	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
				<p>by c900</p> <ul style="list-style-type: none"> The Growth for jobs forecast appears to be very optimistic and not based on current trends or evidence. 	
Gemini Properties	LPPO1189	1.3	Object	<p>NPPF para.157 advises local plans should be drawn up over appropriate timescale - preferably 15 years to take into account long term development requirements. The emerging Plan goes up to 2034 with adoption currently timetabled for February 2019. This gives no leeway for delays. The Housing Distribution report for Birmingham's unmet housing need will not be available until later this year. The Black Country Authorities also are unable to meet their own need. This could potentially result in Wye Forest being required to accommodate housing need from the conurbation. This could well lead to further delays in the Plan which would mean it would not have a 15 year horizon after adoption. Suggest plan period is extended.</p>	<p>These comments are noted. NPPF para 157 states that Local Plans should “<i>be drawn up over an appropriate time scale, preferably a 15-year time horizon, take account of longer term requirements, and be kept up to date.</i>” The word used here is “preferably”. However, we will consider the possible benefits of increasing the Plan period as we continue our work with the Pre-Submission Plan.</p> <p>We are aware of the housing shortfall in the Black Country and Birmingham HMA areas. Duty to Cooperate meetings have and continue to be held with the Black Country and Birmingham Local Authorities.</p>
Stourport High School	LPPO1200	1.3	Object	<p>Timetable suggests that Plan will have a 15 year time horizon from date of adoption - minimum expected by NPPF. Timetable is very ambitious and does not allow for further slippage if growth requirements of conurbation have to be included. Timeframe should be extended by 2 years and thus also the housing requirement on a pro</p>	<p>These comments are noted. NPPF para 157 states that Local Plans should “<i>be drawn up over an appropriate time scale, preferably a 15-year time horizon, take account of longer term requirements, and be kept up to date.</i>” The word used</p>

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				<p>rata basis.</p> <p>Wyre Forest has a peripheral relationship to Birmingham City Council. Birmingham unmet housing need figures will not be made available until later this year. In addition, the Black Country Authorities shortfall is understood to be in excess of 22,000 dwellings.</p> <p>This could in turn result in Wyre Forest being required to accommodate housing to help meet the growth requirements of the conurbation generally. If this is the case, and further work needs to be undertaken to inform the emerging plan and the consideration of these factors results in any delay in the plan making process, the timetable for the preparation of the emerging Wyre Forest's Local Plan will slip. Even a relatively modest delay could result in the plan not having a 15 year time horizon from the date of adoption and therefore, failing the requirements of the Framework.</p>	<p>here is "preferably". However, we will consider the possible benefits of increasing the Plan period as we continue our work with the Pre-Submission Plan.</p> <p>We are aware of the housing shortfall in the Black Country and Birmingham HMA areas. Duty to Cooperate meetings have and continue to be held with the Black Country and Birmingham Local Authorities.</p>
Barratt Homes West Midlands	LPP0765	1.3	Object	<p>Timetable suggests that Plan will have a 15 year time horizon from date of adoption - minimum expected by NPPF. Timetable is very ambitious and does not allow for further slippage if growth requirements of conurbation have to be included. Timeframe should be extended by 2 years and thus also the housing requirement on a pro rata basis.</p>	<p>These comments are noted. NPPF para 157 states that Local Plans should "<i>be drawn up over an appropriate time scale, preferably a 15-year time horizon, take account of longer term requirements, and be kept up to date.</i>" The word used here is "preferably". However, we will consider the possible benefits of increasing the Plan period as we continue our work with the Pre-</p>

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Company / Organisation	ID	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
					Submission Plan. We are aware of the housing shortfall in the Black Country and Birmingham HMA areas. Duty to Cooperate meetings have and continue to be held with the Black Country and Birmingham Local Authorities.
Barratt Homes West Midlands	LPP0812	1.3	Object	NPPF para.157 advises local plans should be drawn up over appropriate timescale - preferably 15 years to take into account long term development requirements. The emerging Plan goes up to 2034 with adoption currently timetabled for February 2019. This gives no leeway for delays. The Housing Distribution report for Birmingham's unmet housing need will not be available until later this year. The Black Country Authorities also are unable to meet their own need. This could potentially result in Wye Forest being required to accommodate housing need from the conurbation. This could well lead to further delays in the Plan which would mean it would not have a 15 year horizon after adoption. Suggest plan period is extended.	These comments are noted. NPPF para 157 states that Local Plans should “ <i>be drawn up over an appropriate time scale, preferably a 15-year time horizon, take account of longer term requirements, and be kept up to date.</i> ” The word used here is “preferably”. However, we will consider the possible benefits of increasing the Plan period as we continue our work with the Pre-Submission Plan. We are aware of the housing shortfall in the Black Country and Birmingham HMA areas. Duty to Cooperate meetings have and continue to be held with the Black Country and Birmingham Local Authorities.
CORE11	LPP0138	1-3	Support	Support for paragraph 1.3.	Support is noted.
CORE11	LPP0139	1-4	Comment	The strategic element and policies noted at 1-4 should	Comment is noted. The NPPF is the

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				be read in conjunction with 1-12. & 1-14. This would clarify the legal requirements from the inspectorate. As the NPPF is not a statutory instrument. However the CORE STRATEGY is.	<p>national planning policy, and therefore the emerging Local Plan must be in conformity with it.</p> <p>Note that planning applications are assessed against the NPPF as well as the Development Plan for the area.</p> <p>The Local Plan Review will be replacing the currently adopted Core Strategy. At Examination, the emerging Local Plan Review will be tested against the soundness test as set out in the NPPF para 182.</p>
CORE11	LPPO140	1-5	Support	Support for paragraph 1.5.	Support is noted.
CORE11	LPPO141	1-6	Comment	After (e.g. roads, schools, utilities) Add, Open Spaces	Comment is noted.
CORE11	LPPO142	1-7	Support	Support for paragraph 1.7.	Support is noted.
Wyre Forest Green Party	LPPO1495	1.8	Comment	Planning must have strong community involvement. Unfortunately, this Local Plan Review has been conducted during summer holidays and many residents have claimed that they do not have adequate time to understand the documents and discuss it with their communities. As mentioned elsewhere The Draft Local Plan offers up a simplistic “Option A” and “B” to residents where many areas are in both (so-called “Core”).	The minimum requirement for a Local Plan consultation event is 6 weeks; the Preferred Options consultation ran for 8 weeks. This gave members of the public an extra 2 weeks than normal to respond. We will however take your comments on board and will consider these issues next time we undertake a consultation event.
	LPPO1570	1.8	Comment	We are a small group who have come together with a	It is disappointing to read that you are

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Company / Organisation	ID	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
				<p>common goal, which is to raise awareness within Burlish and Lickhill Estates, about the proposals Wyre Forest District Council (WFDC) have recently released to build a significant number of houses on greenfield sites in the immediate area, these being:</p> <ul style="list-style-type: none"> • The field at the top of immediately adjacent to the nature reserve (LI /2) • The field which runs parallel with <u>Burlish Crossing and Bewdley Road North (LI/5)</u> <p>The area currently occupied by a garden centre and horse paddocks on <u>Lickhill Road LI/6/7)</u></p> <p>We canvassed a number of our immediate neighbours to determine if they were aware of these proposals and it was clear they were not. Our primary aim was to gauge the extent of knowledge residents had about the plans and whether they were concerned sufficiently to wish to raise an objection or to comment formally to WFDC. We spoke to 197 people in these areas. Many residents were unaware of the consultation and nearly all canvassed expressed concern for the plans to build on Greenfield sites.</p> <p>It is clear the method of communicating the impact of the Local Review Plan falls far short of those expected by a local authority. The consultation period also took place during school holidays and factory shutdown, when many people would have been away from home and therefore not in a position to either see any information</p>	<p>not entirely satisfied with how the Local Plan Review Preferred Options consultation was conducted. There was a full 8 week public consultation which closed on Monday 14th August at 5pm. During this 8 week consultation period we held 8 drop-in sessions across the District for members of the public to come along and have their say. In particular, the two drop-in sessions held within Stourport were very well attended. Leaflets advertising the consultation and the drop-in sessions were posted to households within the District, there were also posters displayed in public areas throughout the District and it was advertised on the Council's website, Facebook and Twitter. There were several articles about the consultation in the Shuttle and the Express & Star, and it was also on local radio stations and on the TV news.</p> <p>We therefore do not agree that the consultation period should have been extended as this consultation had been agreed by our Local Plan Review Panel, Overview and Scrutiny Committee and Cabinet. We will however take your comments on board and will consider</p>

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				regarding the plans or comment upon them. We therefore formally request an extension of the consultation period to 30 September 2017, to allow wider communication and communication to local residents, to include communication with schools, GP surgeries, dentists. We would also urge the Council to further communicate with residents within the Wyre Forest district, perhaps by individual letters to homes including the plans with proposed housing numbers, and/or use of local newspapers such as the Kidderminster Shuttle and Express and Star. We look forward to receiving a positive response to our request.	these issues next time we undertake a consultation event.
	LPP01583	1.8	Comment	We were only notified of the proposed changes to the Local Plan when invited to attend a public meeting in June 2017, despite there being a published SA scoping report of May 2015 and the revised scoping report of September 2015. The failure to notify the residents of the proposed alterations to both Green Belt and loss of amenity of a proposed new northeast to south road does not show the Council in a good light. There is very little time for residents to prepare a response in the full detailed way we would have liked.	It is disappointing to read that you are not entirely satisfied with how the Local Plan Review Preferred Options consultation was conducted. There was a full 8 week public consultation which closed on Monday 14 th August at 5pm. During this 8 week consultation period we held 8 drop-in sessions across the District for members of the public to come along and have their say. The drop-in sessions were all very well attended. Leaflets advertising the consultation and the drop-in sessions were posted to households within the District, there were also posters displayed in public areas throughout the District and it was advertised on the

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					<p>Council's website, Facebook and Twitter. There were several articles about the consultation in the Shuttle and the Express & Star, and it was also on local radio stations and on the TV news.</p> <p>The consultation event was approved by our Local Plan Review Panel, Overview and Scrutiny Committee and Cabinet. We will however take your comments on board and will consider these issues next time we undertake a consultation event.</p>
	LPP03955	1.8	Comment	<p>We have never received any leaflets from either WFDC or the developers Barberry proposing to build on the Baldwin Road site. We were informed by residents in Greenhill. Other residents received the leaflet from Barberry developers and attended the Rose theatre meeting but were not aware about the Local Plan Review. This may account for the poor attendance. Commenting on the WFDC local plan is more important but I fear many people will not be aware of this because they did not receive the WFDC leaflet. Why is this?</p>	<p>The leaflet produced by Barberry developers was nothing to do with the Council.</p> <p>In terms of the Council's Preferred Options consultation, leaflets were sent out to households within the District and advertising and press releases were issued throughout the consultation. There were also eight drop-in sessions.</p>
	LPP03762	1.8	Comment	<p>Having had an opportunity to view the Plan A and B options at the Stourport Civic Centre I would like to put forward the following comments.</p> <p>Firstly, I very much appreciate the authorities setting up an opportunity for local people to view and comment on</p>	<p>Thank you for your positive comments. We will also take on board the issues you have raised to help us improve our next consultation event.</p>

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				<p>the proposals. It was extremely useful to be able to view the diagrams of all the proposed sites – some of which I was previously aware of, and some I was not aware of.</p> <p>It is excellent that the local authority is looking to plan for the future rather than just react to the NOW situation. This would appear a very sensible way to prevent issues and prepare for coming generations.</p> <p>Overall the proposals do seem to be addressing key elements laid out in the full Preferred Options document.</p> <p>However, there are situations where remote people involved in putting together the reasoning for the plan will not be aware of all the specifics of individual locations.</p>	
	LPPO3390	1.8	Comment	<p>I was concerned that at the consultation I attended the emphasis seemed very much biased towards Option A, with little said about Option B, or other alternatives. This cannot be right, particularly when coupled with the knowledge that, without the intervention of our excellent local independent councillor, the planners had no intention of holding a consultation on Spennells.</p>	<p>8 drop-in sessions were held throughout the District during the consultation event and all were very well attended. The drop-in sessions were also held at different times of the day including evenings and weekends to give people the opportunity to attend.</p> <p>The consultation event had been agreed by our Local Plan Review Panel, Overview and Scrutiny Committee and Cabinet. We will however take your</p>

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					comments on board and will consider these issues next time we undertake a consultation event.
	LPPO2816	1.8	Comment	<p>The map within the consultation document is incorrect and misleading, it shows land that we know is being looked at for affordable housing.</p> <p>Some residents living on the MHDC side of Clows Top did not receive any information on this matter from WFDC. We and another resident of Clows Top did our own flyers to alert residents to the full details of the consultation for Clows Top. We feel Rock PC should have been looking to inform the village of this issue, it was not sufficient to put it on their PC agenda on the notice board.</p>	<p>It is disappointing to read that you are not entirely satisfied with how the Local Plan Review Preferred Options consultation was conducted. There was a full 8 week public consultation which closed on Monday 14th August at 5pm. During this 8 week consultation period we held 8 drop-in sessions across the District for members of the public to come along and have their say. All of the drop-in sessions were very well attended. Leaflets advertising the consultation and the drop-in sessions were posted to households within the District, there were also posters displayed in public areas throughout the District and it was advertised on the Council's website, Facebook and Twitter. There were several articles about the consultation in the Shuttle and the Express & Star, and it was also on local radio stations and on the TV news.</p> <p>The consultation event had been agreed by our Local Plan Review Panel, Overview and Scrutiny Committee and</p>

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					<p>Cabinet. We will however take your comments on board and will consider these issues next time we undertake a consultation event.</p> <p>We will ensure that the base maps used in the emerging Local Plan are the most up-to-date versions available to us.</p>
Summerfield Against Land Transformation	LPPO1610	1.8	Comment	<p>We are concerned about:</p> <ul style="list-style-type: none"> the timing and limitations of the consultation the influence of developers, land owners and their agents upon the plan. <p>The overall length of the planning <u>process</u> is problematic. Many members of the public lose track of, or fail to appreciate the significance of, key stages of the process. There is an overreliance on the 'evidence' to emerge from earlier consultation, much of which came from landowners and developers. Much more should have been done to consult earlier on key elements such as the Green Belt Review. The Council needs to do much more to inform, engage with and stimulate an <i>active</i> discussion — <u>at each stage</u> - of such far reaching proposals. Consultations should not be undertaken during the peak holiday period as this disadvantages the public.</p>	<p>The minimum requirement for a Local Plan consultation event is 6 weeks; however, the Preferred Options consultation ran for 8 weeks to take account of the school holidays. This gave members of the public an extra 2 weeks than normal to respond. We will however take your comments on board and will consider these issues next time we undertake a consultation event.</p> <p>The consultation event had been agreed by our Local Plan Review Panel, Overview and Scrutiny Committee and Cabinet. We will however take your comments on board and will consider these issues next time we undertake a consultation event.</p> <p>The Green Belt study was undertaken by consultants who have extensive</p>

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					<p>experience of producing these types of studies. Using consultants also meant that it was an 'independent study' and less open to criticism than if the Council had undertaken the study themselves.</p> <p>Pre-application discussions are confidential discussion that a developer or landowner can request from the Development Management Planning team. It is up to the developer if they want to request pre-application advice before submitting a planning application to the Local Authority.</p>
	LPPO4878	1.8	Comment	<p>At the consultation event I attended there was nothing in detail, it was a struggle to actually get to the tables, and I felt, maybe erroneously, that there was an element of hoodwinking going on. Is there a road to build, if so where and why? Is one example of questions asked and not coherently answered. The timing of this consultation is inappropriate. Schools are now closed, the holiday season is upon us, and there is very limited time for residents to properly digest the full implications of this plan and respond thoughtfully. I feel distressed, rushed, and that matters which affect the town are being pushed through. I sincerely hope that our elected members listen to what is being said, that the plans and future consultations are open, honest, and based on fact.</p>	Comments noted.

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	LPPO5064	1.8	Comment	<p>Having attended the local 'drop in session' at Heronswood School I was appalled by the lack of information on the effect your plans would have on the infrastructure of the area; mainly on the new road proposals which would have a dramatic effect on the environment, with increased traffic, traffic noise and higher emissions of exhaust fumes with resulting increased risk to health.</p> <p>Your officers were unable or did not wish to explain in any detail what your plans were to cope with the effect of building new homes and where the resulting traffic would enter and exit the planned development.</p> <p>As a local resident how do you expect me to make a constructive judgement on your proposed plans if I am denied vital information at the public consultation?</p> <p>I believe you have failed to meet the guidelines detailed in the YOU GOV. framework of consultation procedures and also the Rural and Planning Institute recommendations; and believe you should suspend this consultation until such time that you are prepared to be transparent with your information.</p> <p>Failure to supply adequate information would leave you open to investigation by the Local Government Ombudsman.</p>	<p>It is disappointing to read that you are not entirely satisfied with how the Local Plan Review Preferred Options consultation was conducted. There was a full 8 week public consultation which closed on Monday 14th August at 5pm. During this 8 week consultation period we held 8 drop-in sessions across the District for members of the public to come along and have their say. All of the drop-in sessions were very well attended. Leaflets advertising the consultation and the drop-in sessions were posted to households within the District, there were also posters displayed in public areas throughout the District and it was advertised on the Council's website, Facebook and Twitter. There were several articles about the consultation in the Shuttle and the Express & Star, and it was also on local radio stations and on the TV news.</p> <p>The consultation event had been agreed by our Local Plan Review Panel, Overview and Scrutiny Committee and Cabinet. We will however take your comments on board and will consider these issues next time we undertake a</p>

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					consultation event. We will ensure that the base maps used in the emerging Local Plan are the most up-to-date versions available to us.
	LPPO5069	1.8	Comment	I attended the drop-in centre at Stourport Civic a couple of weekends ago and found it a complete waste of time - any questions that I asked while I was there were answered by flicking through the Plan document itself which, to be honest, I could have just done myself and this gave me no more information than what I had read prior to coming to the drop-in.	Comments noted.
	LPPO5070	1.8	Comment	<p>My original objection, sent to LPR by e-mail on 13th July, “Local Plan Review, Option B”, was initially based on the following early information through my front door. (In no order of delivery significance to me.)</p> <ul style="list-style-type: none"> • <u>Aggborough & Spennells Independence Team</u> (4no. A4 papers) • <u>Spennells Conservative Party</u> (1no. A4 paper.) • <u>WFDC – Local Plan Review</u> (1no. B5 paper.) Directing to libraries, hub – presumably for hard-copy of plans and proposal’s, (that should have been mail-shot, at least to the Spennells populace.) Then all other information to a digital source for the same drawings and other written word. (Again another presumption that there is access for the 	Comments noted.

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				<p>majority to the digital source.)</p> <ul style="list-style-type: none"> • <u>Spennells Pensioner</u> – “Spennells Green Belt is at Risk.” • <u>Spennells Pensioner</u> – “Spennells Against Further Expansion.” <p>All of these five sources of perceived relative information seem to trip over each other in one aspect or another depending on which side of the argument one is tending to favour.</p> <p>Since my objection was submitted, other lengthy papers have been introduced – again with contradictions by way of interpretation. Plus an awful lot of apparent supposition, if developers have been named – Cox and Persimmon, then one can guess that a lot more developers have shown an interest, and deals have been ‘Done – subject to approval’.</p> <p>I think it should be reiterated that from the very beginning of this Planning Review, that the time scale is based on proposals and public consultation for a couple of years and then a projected time lapse of fifteen years to execute the plans. Then remember that Wyre Forest is not the biggest conurbation in the country and that its aspirations should reflect that of a relatively small rural district of three quite independent towns.</p>	
	LPPO4793	1.8	Comment	Comments on the consultation process.	Comments noted.

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				<ol style="list-style-type: none"> 1. The AS flyer distributed by post was delivered with junk mail 2. Document is difficult to navigate 3. One paper copy in each library is not inadequate 4. The drop-in session in Bewdley was very crowded, more and longer sessions would have helped. 	
	LPPO276	1.8	Comment	<ul style="list-style-type: none"> • Preferred Options should be left till after October 30th 2017. • The reason being Gladman developments appeal will be decided by then. • If they win there appeal for nearly 200 houses there will be no need to take land from the Green Belt. • With there success rate at these appeals we should wait till after the appeal decision. 	<p>The Gladman Appeal Public Inquiry was held during October 2017; however the Planning Inspector who conducted the Inquiry did not publish his decision until March 2018. The appeal was dismissed.</p> <p>It is a legal requirement for the Local Authority to have an up to date Local Plan in place. Therefore, we have to progress with our emerging Local Plan, but in this case the outcome of the Public Inquiry has been considered.</p>
	LPPO2106	1.8	Comment	<p>I am sceptical about the process as I only found out about plans to build on the Green Belt via a sign by Persimmon's telling me not to enter the fields because it was now private property owned by them. Only after questioning social media did I find out about the consultation (to be held in the Summer holidays!). It made me feel like this was being kept quiet! Why didn't I know about it and how many others haven't known about it until quite late on in the process?</p>	<p>It is disappointing to read that you are not entirely satisfied with how the Local Plan Review Preferred Options consultation was conducted. There was a full 8 week public consultation which closed on Monday 14th August at 5pm. During this 8 week consultation period we held 8 drop-in sessions across the District for members of the public to</p>

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					<p>come along and have their say. All of the drop-in sessions were very well attended and were held at different times of the day, including evenings and weekends. Leaflets advertising the consultation and the drop-in sessions were posted to households within the District, there were also posters displayed in public areas throughout the District and it was advertised on the Council's website, Facebook and Twitter. There were several articles about the consultation in the Shuttle and the Express & Star, and it was also on local radio stations and on the TV news.</p> <p>The consultation event had been agreed by our Local Plan Review Panel, Overview and Scrutiny Committee and Cabinet. We will however take your comments on board and will consider these issues next time we undertake a consultation event.</p>
	LPPO3004	1.8	Comment	In my opinion, WFDC did not provide residents with enough information. Many residents will either not have seen, or realised the importance of the small, 'flyer' style leaflet. Many residents are still not aware of the 'Local Plan' and how it might affect them. More detailed information, along with a comments form, ought to have	It is disappointing to read that you are not entirely satisfied with how the Local Plan Review Preferred Options consultation was conducted. There was a full 8 week public consultation which closed on Monday 14 th August at 5pm.

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				been sent to residents. This would have given everyone a fair chance to comment, including those unable to attend meetings, and those without internet access etc.	<p>During this 8 week consultation period we held 8 drop-in sessions across the District for members of the public to come along and have their say. All of the drop-in sessions were very well attended. Leaflets advertising the consultation and the drop-in sessions were posted to households within the District, there were also posters displayed in public areas throughout the District and it was advertised on the Council's website, Facebook and Twitter. There were several articles about the consultation in the Shuttle and the Express & Star, and it was also on local radio stations and on the TV news.</p> <p>The consultation event had been agreed by our Local Plan Review Panel, Overview and Scrutiny Committee and Cabinet. We will however take your comments on board and will consider these issues next time we undertake a consultation event.</p>
	LPP05077	1.8	Comment	<p>Having attended the <i>planning review</i> debacle at Heronswood School yesterday afternoon, I would like to give my conclusion regarding this presentation.</p> <p>On entering the room there was an emphasis as to</p>	Comments noted.

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				<p>demonstrate the positives of living in Wyre Forest, especially Kidderminster.</p> <p>I've only lived in Kidderminster a short period of time, and it doesn't take a great deal of imagination to realise Kidderminster is a deprived, run down under invested town, with basically nothing going for it other than beautiful local country side, which you now intend to decimate and to encourage more people to come and live here.</p> <p>Your colleagues from the Planning Office were asked numerous question regarding the proposed plans and the options being put forward, the general consensus was "they were unable to answer many of the question asked, people found this very frustrating and annoying as YOU the council will be making decisions which will have an enormous impact on all of us living within this proposed development area.</p>	
	LPPO273	Local plan review housing development options	Object	<p>I would like to comment / object regarding P194 the proposed development of Lea Castle.</p> <p>I object to Options A & B on the grounds that there is a lack of local infrastructure to support this. In terms of schools, doctors' surgery, shops and transport Cookley is already at capacity. The access and highways infrastructure would also not cope with the additional traffic and some additional visibility splays and traffic</p>	Objection and comments noted.

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				<p>lights will not do anything to help this.</p> <p>600+ houses in the Lea Castle area would need an additional School and Dr's surgery. Cookley Sebright is full and has no room for expansion. It has no usable playing field, to expect it to take more children is ludicrous. Additionally the Dr's surgery is so busy it is hard to get appointments. The nearest High School is the smallest in the district - how will these schools cope with the proposed additional demand these options suggest??</p> <p>I would like to object to Option A in that it would effectively link Cookley to Kidderminster making it an extension of Kidderminster. In the local plan Cookley is referred to as an extension of Kidderminster, it is not, it is a village. As a separate village it should be allowed to expand in line with its own needs. In being asked to accommodate 600+ houses it is expanding to Kidderminster's needs and being expected to carry this burden on its already stretched infrastructure.</p> <p>While I agree that a development of the Lea Castle site is needed this needs to be done more sensitively with a view to supporting local infrastructure and need. The current plans do not do this.</p> <p>Local action groups are recommending development of Lea Castle but Cookley is a village. It is not an extension of Kidderminster and it should not be sacrificed to</p>	

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				<p>support Kidderminster's needs.</p> <p>As per the NPPF as outlined in the proposal, Green Belts serve various purposes such as checking the unrestricted sprawl of large built up areas, preventing the neighbouring towns merging into one another, assisting in safeguarding the countryside from encroachment and preserving the setting and special character of historic towns. I cannot see how either Option A or B will do anything other than go against these purposes listed.</p>	
	LPPO128	1.8	Object	<p>Maps were either distributed previously at the consultation, or not supplied.</p> <p>The plastic display boards were badly designed as the maps were all below waist height so had to squat down to see them, I am an OAP and the development officer asked me to stand as he was struggling – poorly thought out.</p>	<p>We will take these comments about the conduct of the consultation on board and will consider these issues next time we undertake a consultation event.</p> <p>Note that chairs were available at nearly all of the drop-in sessions we held (except for 1 drop-in session).</p>
	LPPO611	1.8	Object	<p>Your consultation website does not support https protocol</p> <p>For a local government website to not protect users data by encrypting traffic in 2017 is woefully inadequate</p>	<p>The online consultation website was an externally hosted site. We have informed them of this issue and future consultations will use the https (secure protocol).</p> <p>In terms of the Councils website, the Council is looking into the use of https for its main website.</p>
	LPPO3936	1.8	Object	The plan and accompanying documentation does not	It is disappointing to read that you are

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				<p>provide residents with a balanced view. This is supported by the fact that initially no 'drop in' session was planned for the Spennells area, an area which would feel the greatest impact if Option A were secured.</p> <p>With regard to the process of the WFDC consultation, I feel that it has been:</p> <ul style="list-style-type: none"> • <u>Untimely</u> (School holidays would possibly mitigate against full participation. A September start date would have been preferable.) • <u>Limited</u> ('Drop ins' where planners clearly favouring one option, therefore a distinct lack of impartiality. Literature which provided a broad brushstroke of the Local Plan, again emphasising the value of the infrastructure package, despite no detail regarding the proposed Eastern Relief road) • <u>Filtered</u> (It would appear that accessibility to information to guide residents' thinking was comparable to a post code lottery. Many communities around the district, even now, pleading for more time to consider the issues, as feeling not fully informed) • <u>Unequal</u> (Areas of Wyre Forest excluded from the Draft Local Plan, e.g. Blakedown, Churchill, Wolverley. Individual District Councillors, have, as a result of their particular roles and responsibilities, attended Parish Council Meetings. I assume there is agreed Council protocol/code of practice, regarding how Parish Councils are updated on District Council matters, in order to ensure equality of access to information) • <u>Discriminatory</u> (The Wyre Forest Draft Local Plan and 	<p>not entirely satisfied with how the Local Plan Review Preferred Options consultation was conducted. There was a full 8 week public consultation which closed on Monday 14th August at 5pm. During this 8 week consultation period we held 8 drop-in sessions across the District for members of the public to come along and have their say. All of the drop-in sessions were very well attended and were held at different times of the day, including evenings and weekends. Leaflets advertising the consultation and the drop-in sessions were posted to households within the District, there were also posters displayed in public areas throughout the District and it was advertised on the Council's website, Facebook and Twitter. There were several articles about the consultation in the Shuttle and the Express & Star, and it was also on local radio stations and on the TV news.</p> <p>The consultation event had been agreed by our Local Plan Review Panel, Overview and Scrutiny Committee and Cabinet.</p> <p>We will however take your comments on</p>

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				<p>Objective Assessment of Housing Need Report has been available online. Hard copies of these documents have been available in the library. No consideration has been given to maybe elderly residents who are either not conversant or familiar with accessing information online, and may face difficulties in visiting the library. The entire Draft Local Plan is 206 pages and OAHN is 176 pages. Could not summaries been made available? The Council also seem to have overlooked residents with disabilities, in particular those residents with a visual impairment. There is a charity, Wyre Forest Talking Newspaper, which could possibly have helped.)</p> <p>Wyre Forest District Council, as a body, have not offered a presentation of the Draft Local Plan, hosted possibly at Kidderminster Town Hall, or to secure further improved engagement, in local High Schools, across the District, namely Stourport, Bewdley, Wolverley. This would have provided for' face to face' questions to be raised by the electorate.</p> <p>To summarise, I believe the consultation process has been inadequate.</p>	board and will consider these issues next time we undertake a consultation event.
	LPPO3385	Option A	Object	<ul style="list-style-type: none"> The draft plan consolation period began at peak holiday time and coincided with the approval of the Blakedown Neighbourhood Plan. Blakedown and Wolverley should be included in developments. 	The minimum requirement for a Local Plan consultation event is 6 weeks; the Preferred Options consultation ran for 8 weeks. This gave members of the public an extra 2 weeks than normal to respond. We will however take your

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					<p>comments on board and will consider these issues next time we undertake a consultation event.</p> <p>Comments on Blakedown and Wolverley are noted.</p>
	LPPO2748	1.8	Object	<p>Consultation evening held at Heronswood Primary School on Monday July 10th. Different answers to the same questions were given depending on who one spoke to, whether a local councillor or someone from the planning office. I was told “It is not 1700 houses <u>only</u> 900”, as if 900 houses is a small number.</p> <p>At the beginning of the local plan it states: “Virtually static population growth”.</p> <p>So why does the Wyre Forest need these houses?</p> <p>The timing of this consultation could not be worse. School holidays are personal holidays taking place. One might think that this was deliberate on the part of Wyre Forest District Council in order that residents would not have the time to take notice of the proposed plans and or to object and protest against the plan.</p>	<p>The minimum requirement for a Local Plan consultation event is 6 weeks; however, the Preferred Options consultation ran for 8 weeks to take account of the school holidays. This gave members of the public an extra 2 weeks than normal to respond. We will however take your comments on board and will consider these issues next time we undertake a consultation event.</p> <p>The local authority has a statutory duty to produce a Local Plan. The Local Plan looks at the future growth over the next 20 years. The population continues to expand due to births, migration, and an aging population that continue to stay in their own home. This all puts pressure on the housing need for the area. The Local Plan has to cater for this housing need and plan for the future growth. There are a number of evidence base studies that have and continue to inform</p>

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					the emerging Local Plan, including the Objectively Assessed Housing Needs (OAHN) study.
	LPPO2972	1.8	Object	The consultation process is flawed. The people are not being asked what they want, they are being given two options only, neither of which are acceptable. I have not heard of any surveys being done to find out what people want. People had to demand more drop-in sessions. There is no real plan. A new eastern bypass <u>may</u> be built by the County Council? There <u>may</u> be a new school if one of the developers builds more than 1,000 homes in one place? Health provision is overlooked? Planning officials at the drop-in session seem not to know the local area.	Objection and comments noted.
	LPPO2240	1.8	Object	Objects to the process and the unfairness of expecting the general public to arrive at a conclusion and wants WFDC to <ul style="list-style-type: none"> • Suspend “Drop in Sessions” • Revisit the LPDR • Provide more comprehensive mapping 	Objection and comments noted.
	LPPO4473	1.8	Object	Lack of information. We only found out about it when a neighbour told us on Sunday 7th August and the consultation was held when people were away on holiday. The entire process should be restarted in the autumn with better communication from the council.	It is disappointing to read that you are not entirely satisfied with how the Local Plan Review Preferred Options consultation was conducted. There was a full 8 week public consultation which closed on Monday 14 th August at 5pm.

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					<p>During this 8 week consultation period we held 8 drop-in sessions across the District for members of the public to come along and have their say. All of the drop-in sessions were very well attended and were held at different times of the day, including evenings and weekends. Leaflets advertising the consultation and the drop-in sessions were posted to households within the District, there were also posters displayed in public areas throughout the District and it was advertised on the Council's website, Facebook and Twitter. There were several articles about the consultation in the Shuttle and the Express & Star, and it was also on local radio stations and on the TV news.</p> <p>The consultation event had been agreed by our Local Plan Review Panel, Overview and Scrutiny Committee and Cabinet. We will however take your comments on board and will consider these issues next time we undertake a consultation event.</p>
	LPPO4475	1.8	Object	I was shocked that the Council provided no official notification to our home about the proposed large scale development in Stourport. I only found out about the	It is disappointing to read that you are not entirely satisfied with how the Local Plan Review Preferred Options

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				matter when a kindly neighbour places a note through our door in the last few days.	<p>consultation was conducted. There was a full 8 week public consultation which closed on Monday 14th August at 5pm. During this 8 week consultation period we held 8 drop-in sessions across the District for members of the public to come along and have their say. All of the drop-in sessions were very well attended and were held at different times of the day, including evenings and weekends. Leaflets advertising the consultation and the drop-in sessions were posted to households within the District, there were also posters displayed in public areas throughout the District and it was advertised on the Council's website, Facebook and Twitter. There were several articles about the consultation in the Shuttle and the Express & Star, and it was also on local radio stations and on the TV news.</p> <p>The consultation event had been agreed by our Local Plan Review Panel, Overview and Scrutiny Committee and Cabinet. We will however take your comments on board and will consider these issues next time we undertake a consultation event.</p>

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	LPPO4489	1.8	Object	<ul style="list-style-type: none"> • Spennells drop-in session was disorganised and chaotic and we were ill-informed about • Neighbourhood plans with councillors have a lot of involvement with are crucial to deliver the local plan - councillors main aim is to ring-fence their areas from the plan - 'Nimbyism' or what? • Some parishes have been working on their neighbourhood plan for years having many chances to re-submit it and having it adopted by WFDC before the consultation period had ended - down to inside information and not good fortune. • Kidderminster has no neighbourhood plan - counsellors should have made Kidderminster Town Council pursue this. • Little information on the eastern link road at the drop-in sessions despite being integral in plans. • Hard to discover support/advice to different areas in Wyre Forest - fears that areas are treated differently due to councillors input from their many different roles. 	<p>The Spennells drop-in session was the first drop-in session the Council held during the consultation event and there was a very good turnout of people. We learnt from this first drop-in session and improved the other sessions by providing more Officers, improving the displays and providing sign-posting to direct people into the event.</p> <p>Neighbourhood Plans are not prepared by the Council but we do have a duty to cooperate with any Parish or town Council that wishes to prepare a Neighbourhood Plan. The decision on whether to prepare a Neighbourhood Plan is up to the Parish or Town Council.</p>
	LPPO4592	1.8	Object	It is not in accordance with the guidelines for Public Consultation and falls short of both YouGov and Rural and Town Planning Institute best practice and needs to be revisited.	Disagree. The consultation ran for 8 weeks, which is two weeks extra than the minimum requirement. The documents were made publically available throughout the whole of the consultation period, both online and in hard copy form at public venues. There

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					were 8 drop-in sessions with Officers attending to answer questions and display information.
	LPPO4630	1.8	Object	Timing of the local drop-in sessions during the beginning of the school holidays and "factory fortnight", which is perhaps the busiest time of year, when many people are away on holiday, is frankly disgusting! I appreciate that details could be found on your own website but without a reason to go there, without that initial knowledge, why would anyone look?	It is disappointing to read that you are not entirely satisfied with how the Local Plan Review Preferred Options consultation was conducted. There was a full 8 week public consultation which closed on Monday 14 th August at 5pm. During this 8 week consultation period we held 8 drop-in sessions across the District for members of the public to come along and have their say. All of the drop-in sessions were very well attended and were held at different times of the day, including evenings and weekends. Leaflets advertising the consultation and the drop-in sessions were posted to households within the District, there were also posters displayed in public areas throughout the District and it was advertised on the Council's website, Facebook and Twitter. There were several articles about the consultation in the Shuttle and the Express & Star, and it was also on local radio stations and on the TV news.
	LPPO4633	1.8	Object	I must raise my concern about the lack of publicity regarding the plan. Until Thursday evening I was	It is disappointing to read that you are not entirely satisfied with how the Local

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				<p>blissfully unaware of the revised plan and impending planning meeting.</p> <p>I am currently on holiday and trying to read a 200 documentary page document on a mobile phone is not ideal.</p>	<p>Plan Review Preferred Options consultation was conducted. There was a full 8 week public consultation which closed on Monday 14th August at 5pm. During this 8 week consultation period we held 8 drop-in sessions across the District for members of the public to come along and have their say. All of the drop-in sessions were very well attended and were held at different times of the day, including evenings and weekends. Leaflets advertising the consultation and the drop-in sessions were posted to households within the District, there were also posters displayed in public areas throughout the District and it was advertised on the Council's website, Facebook and Twitter. There were several articles about the consultation in the Shuttle and the Express & Star, and it was also on local radio stations and on the TV news.</p>
	LPPO4689	1.8	Object	<p>The consultation process was terrible, Spennells School was filled with residents with only two planning people to speak with. Most of us didn't get a chance to ask any questions to clarify plans or put our views across. The area to be developed was tiny to view on the maps. No plans were given as to where roads would be created. The deadline for views to be given in is over the school</p>	<p>Disagree that there were only two planning officers present at the Spennells event – there were in fact several officers from the planning team present at this event to answer questions but the number of residents attending was greater than what we had</p>

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				holidays and in August when most people are away on holiday. It all gives the impression that planning options have already been decided and the public's views and residents of Spennells views are unimportant to the process.	anticipated. However, as it was our first drop-in session we did learn from this experience and provided more officers at the next drop-in sessions which ran a lot smoother.
	LPPO4748	1.8	Object	I do not feel the consultation process to be fair, inclusive or within the spirit of the NPPF. I have had to actively seek access to all documents that have helped shape my opinion – even requesting that documents were correctly, chronologically ordered on WFDC portal. The language and terminology used can be at best described as ambiguous. This would have negated many residents being able to fully comprehend the magnitude of the proposed options.	The Preferred Option Plan and the supporting evidence base documents were made available on the Council's website for public viewing throughout the whole of the consultation period, and remain on there now. The documents were also available at the eight drop-in sessions held throughout the District during the consultation event. Hard copies of the Preferred Options Plan were also available at the Council Hub and local libraries in the District.
	LPPO4772	1.8	Object	<p>This consultation has not been forthcoming with any detailed information. No clear information, detailed road plans and answers to questions raised by the local population have been forthcoming.</p> <p>With ref to the roadshow at Heronswood School no representative was available from the Highways to discuss the proposed road, the layout and effect on the local population. The local planning officers did not know or was unwilling to pass on any information, the only reply was "it's only a draft plan at the present time"</p>	As the Preferred Options was only the second stage of plan-making, not all the information was available as further evidence base studies needed to be undertaken, such as the Transport Modelling. The next stage of plan-making which is known as the Pre-Submission stage will provide further detail. The Transport Modelling work will also be available at this next stage.

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				well we need to know.	
	LPPO2693	1.8	Object	<p>Flawed Nature of the Consultation</p> <p>a. When the Consultation commenced, there was no intention to hold a drop-in session for Spennells. Even though potentially most affected group. This omission cannot be accidental.</p> <p>b. Consultation deliberately timed to include the end of July and half of August. Can only be assumed to be timed to reduce the opportunity for those who will be affected to scrutinise the plans.</p> <p>c. The Draft Local Plan and the OAHN are extremely complicated and not designed to allow ordinary people to understand them and have a fair opportunity to agree or disagree. The figures in them are mixed and different figures for the same item appear in different places. The figures that I have chosen to use seem fair but I could have chosen others from within the documents.</p> <p>d. The Consultation is very much aimed at getting a response from the question – ‘Do you want plan A or plan B?’. This is a totally flawed approach attempting to bludgeon people to accept what they consider to be the least worst option. The third option of rejecting the entire plan should have been made crystal clear.</p> <p>e. At drop-in session, officials were loath to discuss the relief road. They insisted that a plan does not exist. The Chair of Planning then added that we had no right to see the road plan as it wasn’t part of this Consultation. This is an utterly incorrect approach. It is impossible for citizens to give their backing to the destruction of the</p>	<p>It is disappointing to read that you are not entirely satisfied with how the Local Plan Review Preferred Options consultation was conducted. There was a full 8 week public consultation which closed on Monday 14th August at 5pm. During this 8 week consultation period we held 8 drop-in sessions across the District for members of the public to come along and have their say. In particular, the drop-in session held at Spennells was very well attended. Leaflets advertising the consultation and the drop-in sessions were posted to households within the District, there were also posters displayed in public areas throughout the District and it was advertised on the Council’s website, Facebook and Twitter. There were several articles about the consultation in the Shuttle and the Express & Star, and it was also on local radio stations and on the TV news.</p> <p>The consultation event had been agreed by our Local Plan Review Panel, Overview and Scrutiny Committee and Cabinet. We will however take your</p>

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				Green Belt without full understanding of the consequences. To defer this discussion until after the land has been taken out of the Green Belt is totally wrong. Overall this has been a totally biased and unfair consultation. The current Draft Local Plan should be rejected in its entirety.	comments on board and will consider these issues next time we undertake a consultation event.
	LPPO2887	1.8	Object	<p>There has not been sufficient consultation for such a far reaching plan. Timescales insufficient to enable residents to consider the implications, or comment.</p> <p>Consultation portal difficult. Paper consultation form off-putting especially identifying paragraph. Timing of the consultation period being in peak holiday period with meetings being held in 'office hours' when people are at work. Process should be high profile, easily accessible for all residents and totally transparent. This process has failed and the consultation process should be extended. Loss of our Green Belt is a major issue for all residents of Wyre Forest and as a result should be treated as a special case with an extended consultation period.</p>	It is disappointing to read that you are not entirely satisfied with how the Local Plan Review Preferred Options consultation was conducted. There was a full 8 week public consultation which closed on Monday 14 th August at 5pm. During this 8 week consultation period we held 8 drop-in sessions across the District for members of the public to come along and have their say. All of the drop-in sessions were very well attended and were held at different times of the day, including evenings and weekends. Leaflets advertising the consultation and the drop-in sessions were posted to households within the District, there were also posters displayed in public areas throughout the District and it was advertised on the Council's website, Facebook and Twitter. There were several articles about the consultation in the Shuttle and the Express & Star, and it was also on local radio stations and on

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					<p>the TV news.</p> <p>In terms of responding to the consultation, there were several methods of submitting responses to us, but the online digital approach is always encouraged as it saves officer time in dealing with the consultation responses and is also more environmentally friendly as it saves paper.</p> <p>The consultation event had been agreed by our Local Plan Review Panel, Overview and Scrutiny Committee and Cabinet. We will however take your comments on board and will consider these issues next time we undertake a consultation event.</p>
	LPPO5004	1.8	Object	<p>We only found out about the proposals on 23rd July 2017. This was from a note drop by Councillor David Little encouraging us to attend a drop in consultation on 29th July. If it wasn't for him, we would have no idea about the plans.</p> <p>We notified residents the field side of Burlish Crossing, all residents on Bewdley side of the lights and all the houses that back onto the fields. We informed them of the proposals and encouraged them to go to the consultations and gave them the dates. Everyone we</p>	<p>It is disappointing to read that you are not entirely satisfied with how the Local Plan Review Preferred Options consultation was conducted. There was a full 8 week public consultation which closed on Monday 14th August at 5pm. During this 8 week consultation period we held 8 drop-in sessions across the District for members of the public to come along and have their say. All of the drop-in sessions were very well</p>

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				spoke to said that they had not received any notification about the proposals, although some had received the note drop from Councillor David Little. I'm very disappointed about the lack of consultation time given and that all dates in the consultation period fell into the first 2 weeks of the summer holidays, when many residents are away and half of the dates had already passed by the time residents were informed, preventing them from engaging in the process.	<p>attended. Leaflets advertising the consultation and the drop-in sessions were posted to households within the District, there were also posters displayed in public areas throughout the District and it was advertised on the Council's website, Facebook and Twitter. There were several articles about the consultation in the Shuttle and the Express & Star, and it was also on local radio stations and on the TV news.</p> <p>The consultation event had been agreed by our Local Plan Review Panel, Overview and Scrutiny Committee and Cabinet. We will however take your comments on board and will consider these issues next time we undertake a consultation event.</p>
	LPPO5079	1.8	Object	I feel that the whole process of this 'consultation' has been designed to confuse the local population. I have 2 adult daughters living in Kidderminster, neither of whom had the original green leaflet delivered to their homes. They would not have known about any of this had I not told them. The consultation period has been planned for a time when many people are on holiday. The meetings have been arranged for times not suitable for all to attend, and at small sites. The meeting I attended was packed meaning I could not see the information clearly	It is disappointing to read that you are not entirely satisfied with how the Local Plan Review Preferred Options consultation was conducted. There was a full 8 week public consultation which closed on Monday 14 th August at 5pm. During this 8 week consultation period we held 8 drop-in sessions across the District for members of the public to come along and have their say. All of the

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				or speak to staff. The staff I heard speaking to others seemed to know very little and were unable to answer questions posed. The process has been designed to pit residents against each other by choosing Option A or B. There was no mention in the wording of objecting to both options. Why were residents not consulted about the so called Core areas which appear on both plan options?	<p>drop-in sessions were very well attended. Leaflets advertising the consultation and the drop-in sessions were posted to households within the District, there were also posters displayed in public areas throughout the District and it was advertised on the Council's website, Facebook and Twitter. There were several articles about the consultation in the Shuttle and the Express & Star, and it was also on local radio stations and on the TV news.</p> <p>The consultation event had been agreed by our Local Plan Review Panel, Overview and Scrutiny Committee and Cabinet. We will however take your comments on board and will consider these issues next time we undertake a consultation event.</p> <p>With regards to the 'Core Sites' they were consulted on during the Preferred Options. The 'Core Sites' were common to both Option A and Option B – however comments could still be made on the 'Core Sites'.</p>
	LPPO4333	1.8	Object	You have made it very difficult to comment. The web pages are not user friendly, neither is this form. The idea	There were several ways in which people could comment on the Plan. The number

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				that my comments should relate to a particular page number of a 195 page document beggars belief; I have however been to a consultation meeting, talked with officers and perused the documentation.	of responses we have received proves that this has been successful.
	LPPO4745	1.8	Object	Having spoken at the drop in session with planning officers I felt that they preferred Option A as it is the cheapest and I felt that we were not getting a fair and open choice. They were unable to answer specific questions, felt the road would not be used by trucks or as a cut through, both of which are a given, in order to avoid the Black Bridge and most staggeringly nobody from the Highways was available to discuss these issues. It was also sounding as if the Council had decided but were following protocol in order to say they had listened to the residents and concerned parties, although it had been noted that until the Local Councillor spoke up Spennells were not deemed important enough to even be given a drop in session to see the proposals. This again looks as if a deal has been struck and we have no say. I may like to point out that the Council are elected by the people and can easily be unelected, especially after hearing some of the County Councillors remarks. I also feel that we have not been given all the relevant facts and details which points to a flawed consultation.	The consultation event had been agreed by our Local Plan Review Panel, Overview and Scrutiny Committee and Cabinet. We will however take your comments on board and will consider these issues next time we undertake a consultation event.
	LPPO4873	1.8	Object	I think I speak for many when I say that these proposals have come as quite a shock to the local residents, there has been talk of the Council informing us with a leaflet or a mention in the local paper. This appears to have gone unnoticed by the majority of locals, and it seems	It is disappointing to read that you are not entirely satisfied with how the Local Plan Review Preferred Options consultation was conducted. There was a full 8 week public consultation which

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				<p>we now have an unreasonable consultation period in which to voice our concerns and consider in a balanced measure “the people's “objections. It is unfair to pursue a campaign in which we lose our beautiful countryside through ignorance, whilst others stand and keep their ground having been better informed. It appears we now have an inordinately small and derisory period of time to rally and consider our rights as landowners and citizens of this district to express our thought and beliefs on this matter.</p> <p>Hence I would like to add my strong objections to the deadline you imposed on us for this building project which appears to be a most ill conceived set of plans.</p>	<p>closed on Monday 14th August at 5pm. During this 8 week consultation period we held 8 drop-in sessions across the District for members of the public to come along and have their say. All of the drop-in sessions were very well attended. Leaflets advertising the consultation and the drop-in sessions were posted to households within the District, there were also posters displayed in public areas throughout the District and it was advertised on the Council’s website, Facebook and Twitter. There were several articles about the consultation in the Shuttle and the Express & Star, and it was also on local radio stations and on the TV news.</p> <p>The consultation event had been agreed by our Local Plan Review Panel, Overview and Scrutiny Committee and Cabinet. We will however take your comments on board and will consider these issues next time we undertake a consultation event.</p>
CORE11	LPPO144	1-8	Support	Support for paragraph 1.8.	Support is noted.
	LPPO5005	1.8	Support	Firstly, thank you for taking the time and trouble to put	Support and comments noted.

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				the presentation together on 26th July at Areley Kings Village Hall. It was very informative and a great way to get lots of detailed information to the public.	
	LPPO3715	1.11	Object	The level of development is entirely dependent upon the OAHN which uses subjective assumptions to derive the recommendations. The document has no clear line of sight from its source data to its final conclusions bringing in figures at table G1 without justification.	Since the Preferred Options consultation, the Government has introduced a Standardised Methodology. The OAHN study is therefore being revised to use this new standardised methodology.
Education & Skills Funding Agency	LPPO1050	1.12	Comment	ESFA encourages close working with LPAs during all stages of planning policy development.	Comments are noted.
	LPPO3716	1.12	Object	There is no methodology to demonstrate the process by which the Council will actively consider the comments from the Consultation at all. There is lack of democracy and the process is flawed.	The Statement of Community Involvement (SCI) sets out how the Council intends to engage with local residents during consultations on Development Plan documents. The SCI is available on the Council's website for public viewing.
CORE11	LPPO145	1-13	Comment	The legally compliant and soundly based should refer to the statutory CORE STRATEGY as the NPPF is not a statutory instrument.	Disagree. The Local Plan Review will be replacing the currently adopted Core Strategy. At Examination, the emerging Local Plan Review will be tested against the soundness test as set out in the NPPF para 182.
Land Research & Planning	LPPO538	1.14	Comment	Land should be designated for housing development adjacent to or on the outskirts of smaller	As part of the Local Plan Review process we are considering affordable housing

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Associates Ltd				<p>settlements should the landowner offer at least 50% affordable homes and/or starter homes.</p> <p>WFDC is no different to the majority of other Local Planning Authorities in that the provision of affordable homes is falling further and further behind when Government is encouraging and supporting them</p>	and there will be policies in the Local Plan which stipulate the affordable housing requirement expected from sites. This will be based on evidence, which includes the revised OAHN study and the Viability Assessment.
	LPPO305	1.14	Comment	<p>I am fully supportive of this consultation document.</p> <p>I must stress that as well as larger housing and infrastructure requirements, it is vital that smaller locality based needs are addressed. I live in a small hamlet just outside Blakedown/Belbroughton/Hagley. The majority of the houses in this area are large family homes, or small cottages. There are many elderly residents that wish to downsize to suitable accommodation to suit their retirement needs and varying degrees of disability. They wish to stay in the area they have lived in for many years.</p> <p>It is vital that smaller individual sites are looked at to see if those needs can be accommodated as there is a distinct lack of bungalows and the type of property they need. Please ensure that this is included in the local plan assessment.</p>	Support and comments are noted.
CORE11	LPPO146	1-14	Support	Support for paragraph 1.14.	Support is noted.
CORE11	LPPO147	1-15	Support	Support for paragraph 1.15.	Support is noted.

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	LPPO416	1.16	Object	<p>I object to Option A and Option B</p> <p>Green Belt land should be used only as a VERY LAST RESORT.</p> <p>The 5 year rolling time frame should allow for regular reviews of brown field sites and enable changes to be incorporated into the plan.</p> <p>Why are unnecessary decisions being taken now e.g. in 1999 who could have predicted the impacts of the 2007/08 economic collapse or changes caused by online shopping?</p>	<p>Objections noted. It is a legal requirement for the Local Authority to have an up to date Local Plan that meets the identified housing need. The Objectively Assessed Housing Needs (OAHN) Report sets out what our housing need is for the District. Unfortunately, we do not have enough deliverable brownfield sites left in the District. We therefore have to release some greenfield sites to be able to meet our housing requirements. This will include some greenfield sites within the Green Belt.</p> <p>We will be undertaking reviews of the Local Plan in the future, in line with Government requirements. Future Local Plans may also require Green Belt release if the housing need cannot be accommodated on land not in the Green Belt.</p>
Land Research & Planning Associates Ltd	LPPO535	1.17	Comment	<p>By increasing the existing major conurbations for housing leads to the rural settlements becoming the "Cinderellas" of the planning system. It creates social divide and risks rural settlements not remaining sustainable and simply dying away because of an ageing population.</p>	Comments noted.

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				The expansion of rural settlements should be proportionate to that of the major settlements and this PO document is not sufficiently balanced to take account of this.	
	LPPO391	1.16	Object	<p>I object to Option A and Option B.</p> <p>Green Belt land should be used only as a VERY LAST RESORT.</p> <p>The 5 year rolling time frame should allow for regular reviews of brownfield sites and enable changes to be incorporated into the plan.</p> <p>Why are unnecessary decisions being taken now e.g. in 1999 who could have predicted the impacts of the 2007/08 economic collapse or changes caused by online shopping?</p>	<p>Objections noted. It is a legal requirement for the Local Authority to have an up to date Local Plan that meets the identified housing need. The Objectively Assessed Housing Needs (OAHN) Report sets out what our housing need is for the District. Unfortunately, we do not have enough deliverable brownfield sites left in the District. We therefore have to release some greenfield sites to be able to meet our housing requirements. This will include some greenfield sites within the Green Belt.</p> <p>We will be undertaking reviews of the Local Plan in the future, in line with Government requirements. Future Local Plans may also require Green Belt release if the housing need cannot be accommodated on land not in the Green Belt.</p>
	LPPO3547	Whole Plan	Object	I object to the whole plan.	Objection is noted.

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Land Research & Planning Associates Ltd	LPPO536	1.18	Comment	<p>The PO should take better account of the lack of affordable homes and introduce a Policy where if land owners are willing to provide land near or adjacent to smaller rural settlements to accommodate a minimum of 50% affordable homes and/or starter homes this land should be designated in the PO particularly on the western side of the WFDC area which is not in Green Belt.</p> <p>It is not in compliance with the fully objectively assessed needs for market and affordable housing as the provision. Of the latter has not been properly addressed in the PO land/sites designation.</p>	As part of the Local Plan Review process we are considering affordable housing and there will be policies in the Local Plan which stipulate the affordable housing requirement expected from sites. This will be based on evidence, which includes the revised OAHN study and the Viability Assessment.
Environment Agency	LPPO1187	Water Cycle Study	Comment	<p>It is imperative that a robust WCS is in place to inform a 'sound' plan that fully recognises the timings and costs associated with infrastructure planning in the water environment. Securing effective water resource policies and allocating development in appropriate areas, with adequate infrastructure in place (or planned), is an important element of the strategic planning remit.</p> <p>Site BR/RO/1 at Clows Top has issues with mains drainage connection and we have previously raised concerns with Severn Trent about the appropriateness of a non-mains foul drainage scheme in this location.</p> <p>We note table 10-1 of the WCS highlights some physical wastewater infrastructure capacity constraints in red. Whilst this does not appear to imply a significant barrier</p>	<p>The Water Cycle Study will be updated following the preferred options consultation and as part of the pre-submission plan stage. These comments from the EA will be considered as part of the WCS update.</p> <p>As part of the WCS update we will consider changes to the policy / guidance and plans, which will include the adoption of TAL as mentioned in this consultation response.</p> <p>We are not proposing to undertake any additional water quality modelling at this stage.</p>

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				<p>to development, we trust Severn Trent Water Limited will confirm following their further assessment. On this basis we have no significant cause for concern in relation to environmental infrastructure matters, related to water quality, as a result of the proposed development growth. We therefore consider the evidence base document robust enough to inform the Plan.</p> <p>In section 6.1.8 of the report, reference is made to the phosphate (P) treatment trials due to be completed in 2017. Wording in section A.10.8 and 6.1.8 could be amended. Although TAL is 0.25 is it could still be possible to achieve the required P limit; so this should not prove a barrier to proposed growth.</p> <p>In Table 7 the WwTW future growth concentration is still reported as 4.94. We question whether this should have been updated to reflect the current observed P concentration of 0.63 (as in table 8). Note this has not impacted on the River Quality Planning (RQP) result.</p> <p>We would also question whether the BOD River target in table 13 should be 'high' rather than 'good' status.</p> <p>We note strong recommendations are made to utilise SuDS for surface water drainage from development, and we support this approach. We also support the fact that all aspects of sewerage network constraints, sewage treatment works capacity and related issues such as odour and flood risk from increased waste water</p>	

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				discharges have been considered.	
Persimmon Homes Limited	LPP01599	1.18	Comment	<p>Paragraph 182 of the NPPF - must adhere to in order to meet the tests of soundness, Plans must be positively prepared, justified, effective and consistent with national policy.</p> <p>Concern with the current drafting of the local Plan which needs to be addressed in order for the plan to be properly justified and effective as a tool to shape growth in the District. The Plan does not provide sufficient certainty that the Local Plan is capable of delivering growth which sufficiently boosts the supply of housing, as required by paragraph 47 of the NPPF and has not been prepared positively.</p> <p>Concern with proposed strategy in the Local Plan options and the distribution options proposed by the Council. Lack of housing provision in Bewdley, which have not been appropriately captured within the distribution strategy options. One new site (Catchems End) is proposed as part of one of the Council's options, this is tied up within a wider growth strategy that the Council to consider to be less sustainable than the preferred option. There is a risk that should the Council opt for its preferred option, Bewdley will not be assigned a level of growth appropriate to meeting the future needs of the town.</p>	Comments noted.

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Environment Agency	LPPO1186	SFRA	Comment	<p>Strategic Flood Risk Assessment (February 2017)</p> <p>We previously queried discrepancies between flood zones and 1 in 100 year event plus climate change outline in detailed site summary maps. Note that section 5 has been updated and describes limitations of 2D modelling including effect on conveyance of floodwater through culverts and bridges. We advise that detailed modelling may be required to inform site specific FRAs for sites in flood zones 2 & 3. Recommend that caveat is included for those sites affected.</p> <p>We previously identified lack of information on flood defences and climate change impacts. Note that section 4.6 of SFRA has been updated. We note that generally defences are expected to overtop increasing extent and depth of flooding. SFRA confirms detailed site specific FRAs should determine the extent of flood risk impacts on developments with regards to issues such as the setting of appropriate finished floor levels.</p> <p>Section 4.6 notes effects of climate change on some sites - BHS/11, BHS/16, FHN/9 which benefit from Kidderminster Flood Alleviation Scheme. SFRA confirms that residual risk should be addressed in site specific FRAs. Advise that caveat is included for site allocations.</p> <p>Note that section 7 includes further detailed assessment of climate change including implications for development and residual risk. Modelled outputs have</p>	Comments are noted. The SFRA will be updated for the Pre-submission stage and these comments from the Environment Agency will be considered and actioned in the update. The updated SFRA will be used to inform the final site selection.

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				<p>been used to give indication of risk of flooding above existing defence standards of protection and how climate change may affect this. The structural safety of dwellings and structures is also assessed.</p> <p>However, we have concerns that River Stour/Severn confluence has not had modelling done to assess flood scenario on River Stour. Site specific FRAs should investigate this to ensure safe development.</p> <p>Detailed site summary tables are comprehensive. However, table 12-1 does not include sites with ordinary watercourses such as OC/11, OC/12 and OC/13. These need to be assessed to inform flood risk. According to our maps, WA/BE/3 has a main river through the site with areas of FZ1, 2 & 3. Table 12-1 states that 100% is in FZ1. This site should have been carried through to Level 2 Assessment.</p> <p>For site allocations which include areas of Flood Zones 2 and/or 3, we recommend your Council are satisfied there is sufficient land available within Flood Zone 1 to accommodate the proposed development (i.e. number of houses or hectares (ha) of employment land).</p>	
	LPPO3717	1.18d	Object	<p>The proposals are unsustainable to continually allocate development land. We live on an island with finite land. What will the Council do when all of the land is used up – think of solutions that should have been put in place now? This simply passed the ultimate solution to our</p>	<p>Objection noted. It is a legal requirement for the Local Authority to have an up to date Local Plan that meets the identified housing need.</p>

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				children because the present Council is incapable of planning outside a never ending supply of land.	
	LPPO417	1.18	Object	<p>I object to Option A and Option B</p> <p>Green Belt land should be used only as a VERY LAST RESORT</p> <p>The 5 year rolling time frame should allow for regular reviews of brown field sites and enable changes to be incorporated into the plan.</p> <p>The plan fails in its stated aim to "to use a robust and up-to-date evidence base to ensure that the local plan meets the full, objectively assessed needs for market and affordable housing in the housing market area" instead it aims to justify what developers want to deliver rather than meet the needs of Kidderminster residents.</p> <p>Previous attempts to build an Eastern relief road have failed - the plan fails to present evidence based data that supports it in economic or environmental terms - at the consultation session I was informed this would be a single carriageway 40 mph limit road following the same route as the current road routed from the Worcester Road through Mustow Green to the Birmingham Road - is it really a relief road at all?</p>	<p>Objections noted. It is a legal requirement for the Local Authority to have an up to date Local Plan that meets the identified housing need. The Objectively Assessed Housing Needs (OAHN) Report sets out what our housing need is for the District. Unfortunately, we do not have enough deliverable brownfield sites left in the District. We therefore have to release some greenfield sites to be able to meet our housing requirements. This will include some greenfield sites within the Green Belt.</p> <p>We will be undertaking reviews of the Local Plan in the future, in line with Government requirements. Future Local Plans may also require Green Belt release if the housing need cannot be accommodated on land not in the Green Belt.</p> <p>A transport study is being undertaken to inform the next stage of plan-making. This will provide evidence on what road improvements will be required to</p>

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					sustain the level of proposed development in the District. This evidence will help to establish if the 'eastern relief road' that was consulted on at preferred options is necessary or if an alternative solution can be reached.
	LPPO3668	1.18	Object	<p>I note you have omitted certain key requirements under the NPPF. I would draw your attention to the following:</p> <p><u>Section 4.</u> <i>Transport: “Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. “</i></p> <ul style="list-style-type: none"> This has not been sufficiently evidence in your plan to support the vast increase in commuters who will most definitely travel to Birmingham and other key cities using public transport. Your proposals are insufficient to meet the proposed demand. <p><u>Section 8:</u> <u>Section 70.</u> <i>“The Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. Local</i></p>	Objection and comments noted.

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				<p><i>planning authority should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education.”</i></p> <ul style="list-style-type: none"> You have not shown sufficient evidence in your plan to meet the above requirements. Schools are in adequate and not sufficient to meet the needs of the number of additional residents proposed under the housing developments. <p><i>Be genuinely plan-led, empowering local people to shape their surroundings, with succinct local and neighbourhood plans setting out a positive vision for the future of the area.</i></p> <ul style="list-style-type: none"> I believe you have already begun negotiations with Persimmon homes and others before offering this. I will be submitting a freedom of information request <p>Section 8: Section 76: Local communities through local and neighbourhood plans should be able to identify for special protection green areas of particular importance to them. By designating land as Local Green Space local communities will be able to rule out new development other than in very special circumstances.</p> <ul style="list-style-type: none"> You have not evidence special circumstances. The fields at Spennells satisfy all requirements to 	

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				<p>be protected under Green Belt.</p> <p><i>Section 77 :The designation can be used where the green area is demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field),tranquillity or richness of its wildlife;</i></p> <p>Section 9. Green Belt: <i>“The Government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to <u>prevent urban sprawl</u> by keeping land permanently open; the essential characteristics of Green Belts are their <u>openness and their permanence</u>. Green Belt serves five purposes:</i></p> <ul style="list-style-type: none"> <i>• to check the <u>unrestricted sprawl</u> of large built-up areas;</i> <i>• to prevent neighbouring towns merging into one another;</i> <i>• to assist in safeguarding the countryside from encroachment;</i> <i>• to preserve the setting and special character of historic towns; and</i> <i>• To assist in urban regeneration, by encouraging the recycling of derelict and other urban land.”</i> 	
CORE11	LPPO148	1-18	Support	Support for paragraph 1.18.	Support is noted.

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	LPPO471	1.19	Comment	We are part of the Greater Birmingham and Solihull LEP and we need to ensure any development is in keeping with the uniqueness of Wyre Forest District, I think that the need to increase our housing stock by such a large amount is to attract commuters from Birmingham and surrounding areas. This I think is not the best way forward for Wyre Forest District. Commuters will not bring income into our shopping centres or our tourism activities as they will be spending where they work and spending their leisure time in town.	Comments noted.
	LPPO418	1.19	Comment	<p>Wyre Forest, Greater Birmingham, Solihull and Worcestershire should collectively review overall brown field site availability and plan housing development accordingly.</p> <p>Many people commute into / and out of Kidderminster now (hence the railway station development) - and have done so for many years;</p> <p>Whilst economic development in Kidderminster will be welcome - past experience shows this will take time</p> <p>Artificial borders should not apply when making decisions to destroy the Green Belt.</p>	<p>Comments noted. The Black Country Local Authority areas are undertaking a joint Local Plan Review. Solihull Council is also undertaking a review of its Local Plan. Birmingham City Council adopted their Local Plan in January 2017. The other Worcestershire Local Authorities have started a review of their Local Plans. All of these Local Authorities will be looking at what brownfield sites they have in their Local Plan Reviews.</p> <p>In terms of the emerging Local Plan for Wyre Forest, we have looked at brownfield sites but we don't have enough deliverable brownfield sites to accommodate all of our housing need.</p>
	LPPO433	1.18 (d)	Comment	What percentage buffer will WFDC have to incorporate into the plan? What has the past performance of WFDC	The Inspector's report for the Gladman appeal public inquiry (published March

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				been?	2018) concluded that a 20% buffer should be applied to the Council's 5 year housing land supply calculation. However, the Council will follow National Planning Policy guidance on this matter which has been published since the appeal case.
	LPPO4897	1.19	Comment	The proposed Option A (and also Option B to a large extent), concentrates development along the eastern side of Kidderminster. A requirement of the Local Plan is that development should be proportionate to the capacity of the district. The potential of several thousand dwellings being built along this corridor is surely disproportionate.	Comments noted.
	LPPO3718	1.19	Object	It is preposterous to state that the two LEP's provides Wyre Forest with a range of opportunities to further enhance its economic position, access funding streams and ensure that the area is able to continue to look both towards the rest of Worcestershire and the conurbation in the same way that it has done for many years. It also brings a range of challenges in terms of ensuring that development is balanced, proportionate to the capacity of the District. This is the reason why Easter Park has laid 50% empty since construction, many of the shops in Oxford Street, Worcester Street and Coventry Street and others lay empty creating an eye sore of unattractive town centre environment and security problem at night. This is evidence that the planning team are not in tune with reality and how to address what is really required	Objection is noted.

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				<p>for the town of Kidderminster. There is little confidence in this plan and to the level of development planned for the area when they have struggled in the past to achieve ambition.</p> <p>I take note of the statement ‘...and does not undermine the unique character of the area’ which certainly would be the case if the proposed level of development goes ahead. There is evidence of a disconnect between what is proposed and what happens in practice. I object to the plan as proposed, the development should be scaled down to meet realistic demand and not to undermine the character of the area to become sole-less like Redditch.</p>	
	LPPO2933	1.19	Object	<p>Policies of the Local Plan Review do not seem to require flexible design and layouts ‘future proofing’ development so as to take account of important population changes such as ‘ageing’ over the plan period.</p> <p>Although the LPR states (1.19) that Wyre Forest housing market ‘constitutes a self contained Housing Market Area’, considering the statistics at table 8.0.4 and 2.9 the social issues of</p> <ul style="list-style-type: none"> • static population growth; • a very high proportion of resident aged 65+ • the need to ensure that residential development 	Objection and comments noted.

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				<p>caters for all groups in society’,</p> <p>It makes limited proposals for how this apparent lack of appropriate housing mix could be achieved (8.16, beyond bungalows for the 65+ age group). Higher quality homes and those that 65+ might be prepared to downsize to are not represented in any detailed way, although affordable housing is mentioned. Para 6.9 only refers to what ‘might’ happen, rather than what ‘will’ happen-seeking to address the management of supply in all its house-type range/ownership, via approved policies that follow through from the comments of 8.16. Where is adaptability for the future and building codes?</p>	
	LPPO393	1.18	Object	<p>I object to Option A and Option B</p> <p>Green Belt land should be used only as a VERY LAST RESORT</p> <p>The 5 year rolling time frame should allow for regular reviews of brown field sites and enable changes to be incorporated into the plan.</p> <p>The plan fails in its stated aim to "to use a robust and up-to-date evidence base to ensure that the local plan meets the full, objectively assessed needs for market and affordable housing in the housing market area" instead it aims to justify what developers want to deliver rather than meet the needs of Kidderminster residents.</p>	<p>Objection noted. It is a legal requirement for the Local Authority to have an up to date Local Plan that meets the identified housing need. The Objectively Assessed Housing Needs (OAHN) Report sets out what our housing need is for the District. Unfortunately, we do not have enough deliverable brownfield sites left in the District. We therefore have to release some greenfield sites to be able to meet our housing requirements. This will include some greenfield sites within the Green Belt.</p> <p>The Transport evidence base work that is being produced to inform the Pre-</p>

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				Previous attempts to build an Eastern relief road have failed - the plan fails to present evidence based data that supports it in economic or environmental terms - at the consultation session I was informed this would be a single carriageway 40 mph limit road following the same route as the current road routed from the Worcester Road through Mustow Green to the Birmingham Road - is it really a relief road at all?	Submission Plan will establish what road improvements the proposed new development will require and if an eastern relief road is necessary.
	LPPO395	1.19	Comment	<p>Wyre Forest, Greater Birmingham, Solihull and Worcestershire should collectively review overall brownfield site availability and plan housing development accordingly.</p> <p>Many people commute into / and out of Kidderminster now (hence the railway station development) - and have done so for many years;</p> <p>Whilst economic development in Kidderminster will be welcome - past experience shows this will take time.</p> <p>Artificial borders should not apply when making decisions to destroy the Green Belt.</p>	Comments noted.
Gladman Developments Limited	LPPO1572	1.21	Comment	Any issues of unmet housing need arising from relevant neighbouring and near-by local authorities must be fully considered through the preparation of the Local Plan, working under the auspices of the 'duty to cooperate'. This should involve all other LPAs in the HMA plus any others that there is a clear functional relationship with.	Comments noted. We continue to have Duty to Cooperate meetings with our neighbouring Local Authorities throughout the Local Plan making process.

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				<p>Where necessary, a strong policy mechanism will be required within the Local Plan to demonstrate that unmet housing needs arising from relevant neighbouring authorities and those with a clear functional relationship will be met during the plan period.</p> <p>In order to fulfil the objectives of the Plan it is essential that the relationship of the area with its neighbours is carefully considered and that the housing and economic development requirements of the wider area are fully explored and given appropriate consideration through the plan making process.</p>	
	LPPO4469	OAHN	Comment	Concern over the Housing figures - District stated as having stagnant population growth yet the Consultants have identified the need for so many new houses?	Comment is noted. The Objectively Assessed Housing Needs Study will be updated using the Government's new standardised methodology for calculating housing need. The latest population and household projections will also be used.
Taylor Wimpey West Midlands	LPPO4948	LI/5 - Green Belt Review	Comment	In Green Belt Review site is identified as making a 'contribution' to the purposes of the GB. "The site is part of large tract of land forming a substantial part of the open countryside between Stourport, Kidderminster and Bewdley which makes a significant contribution to preventing sprawl, merger of towns, encroachment and the identity of towns. Thus, in principle, development would constitute harm to the Green Belt, although the local geography modifies this. Overall the land does make a contribution	Comments noted.

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				<p>to Green Belt purposes, specifically in respect of sprawl and protection against encroachment into open countryside. The enclosed character of this site and its close relationship with the existing urban edge means that damage to the purposes of the Green Belt is reduced.”</p> <p>TW has considered release of site from GB within context of 5 GB purposes.</p> <p><i>1) To check the unrestricted sprawl of large built-up areas</i></p> <p>Site has strong defensible boundaries which would round-off town at this location. Northern part of site is not proposed for development so any development would be contained well within existing building line. It will ensure visual separation of Stourport and Bewdley.</p> <p><i>2) To prevent neighbouring towns merging into one another</i></p> <p>Considerable green gap between Stourport and Bewdley. Development would not close this gap.</p> <p><i>3) To assist in safeguarding the countryside from encroachment</i></p> <p>Site offers opportunity to provide strong and defensible</p>	

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				<p>boundaries.</p> <p><i>4) To preserve the setting and special character of historic towns</i></p> <p>Stourport's conservation areas and associated Listed Buildings are not located in vicinity of site. Release of site will not compromise setting of heritage assets.</p> <p><i>5) To assist in urban regeneration, by encouraging the recycling of derelict and other urban land</i></p> <p>Release of this site would not prevent derelict and urban land coming forward. It can be phased in the housing trajectory to take account of availability and deliverability of brownfield sites.</p> <p>TW assert that site makes a 'limited contribution' to Green Belt purposes. Given the enclosed nature of the site and the prevailing building line and development limit to the north-east, the development of the site would not result in increased sprawl towards Bewdley.</p>	
Taylor Wimpey West Midlands	LPPO4950	Sustainability Appraisal AKR/15	Comment	<p>The site represents a sustainable location for development as evidenced within SA which forms part of Local Plan evidence base. The site has been scored against 13 objectives.</p> <p>TW broadly support the SA findings but feels SA objective 5 (reduce need to travel etc.) should not be '-'</p>	Comments noted.

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				but '+' as site is in sustainable location and a travel plan will be submitted for the development. Objective 8 (to protect/enhance landscape) - do not agree that development will have negative impact on landscape - no scheme details yet. There is more than enough space to provide significant landscape enhancements to improve relationship between urban edge and landscape. Suggest score is changed to '0' or '?'. Objective 13 (maintain/enhance settlement identity) - scores '-'. Disagree as scale of development is small within context of larger settlement. Development is capable of reflecting local character and identity through layout and use of materials.	
Campaign to Protect Rural England	LPPO956	1.22 HELAA	Comment	We have looked at all sites assessed as indicated by the Assessment sheets on the website. We have not commented on every site, particularly not those with an active planning consent or which are urban brownfield. The comments appear in alpha-numeric order by settlement. The views expressed range from supportive of the Council's position to hostile to it. Comments attached in separate document.	Comments noted.
Taylor Wimpey West Midlands	LPPO2249	Sustainability Appraisal site LI/5	Comment	The site represents a sustainable location for development, as evidenced within Sustainability Appraisal (SA), which forms part of the Local Plan evidence base. Taylor Wimpey broadly supports the findings. However, objective 5 (to reduce need to travel etc.), should be either a '+'. Feel that development can reduce need to travel as is in sustainable location.	Comments noted.

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				<p>Development will include submission of travel plan.</p> <p>Objective 8 - TW feel do not agree that site would have minor impact on landscape and townscape as no details of scheme are known at this stage. Significant landscape enhancements are likely. Suggest score should be '0' or '?'.</p> <p>Objective 13 - disagree with '-' score. Scale of development within context of Stourport is not significant so will not erode identity. Development is capable of reflecting local character through layout and use of materials. Consider site should score '0' or '?' at this stage.</p>	
Taylor Wimpey West Midlands	LPPO4920	OC/13 - Green Belt Review	Comment	<p>Green Belt: Land at Comberton Road lies within West Midlands Green Belt. Review of Green Belt undertaken by Amec Foster Wheeler assesses different parcels against Green Belt purposes.</p> <p>In response to this analysis, the LPRPO includes significant reinforcement of western boundary of site including large amounts of open space and landscaping.</p> <p>TW has considered the release of the site from the GB in context of 5 purposes of GB and concludes that sites makes a limited contribution:-</p> <p><i>1) To check unrestricted sprawl of large built-up areas</i></p>	Comments noted.

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				<p>Site boundaries would be reinforced by 30m planting buffer along length of development. This would strengthen urban edge. It would not encourage sprawl.</p> <p><i>2) To prevent neighbouring towns merging into one another</i></p> <p>Gap of >10km between Kidderminster and Bromsgrove. Site is located immediately adjacent to existing built-up area and is clearly separated from nearby settlements by extensive agricultural land.</p> <p><i>3) To assist in safeguarding the countryside from encroachment</i></p> <p>Site offers opportunity to provide strong defensible boundaries to protect countryside and maintain visual and physical separation between Kidderminster and surrounding settlements.</p> <p><i>4) To preserve the setting and special character of historic towns</i></p> <p>Kidderminster's conservation areas and associated listed buildings are not located close to site. Listed buildings scattered within village of Stone are closer and their sensitivity will be taken into consideration. Release of this site will not compromise setting or character of historic towns.</p>	

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				<p>5) To assist in urban regeneration, by encouraging the recycling of derelict and other urban land</p> <p>Release of this land would not prevent recycling of derelict and other urban land. Supply of brownfield sites is now reducing and development of this site can be appropriately phased within housing trajectory to take account of availability and deliverability of brownfield sites.</p>	
Taylor Wimpey West Midlands	LPPO4946	Sustainability Appraisal site OC/13	Comment	<p>Sustainability: Site represents sustainable location as evidenced in SA. SA has assessed site against 13 objectives. TW do not agree with scoring for objective 8- no details of a scheme are known so cannot assert that development would have minor impact on landscape and townscape. Scheme could provide significant landscape enhancements - score should be '0' or '?' at this stage.</p> <p>Taylor Wimpey supports the notion that the development of the site would enhance the provision and accessibility of local services and facilities as well as reducing the need to travel by unsustainable modes.</p>	Comments noted.
Taylor Wimpey West Midlands	LPPO4947	Sustainability Appraisal site OC/6	Comment	<p>Sustainability: Site represents sustainable location as evidenced in SA. SA has assessed site against 13 objectives. TW do not agree with scoring for objective 8- no details of a scheme are known so cannot assert that development would have minor impact on landscape and townscape. Scheme could provide significant landscape enhancements - score should be '0' or '?' at</p>	Comments noted.

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				<p>this stage.</p> <p>Site scores single negative against objective 9b - but with no scheme details known impact on protected species cannot be known at this stage.</p> <p>Taylor Wimpey supports the notion that the development of the site would enhance the provision and accessibility of local services and facilities as well as reducing the need to travel by unsustainable modes.</p>	
	LPPO4139	1.22 HELAA	Comment	<p>The HELAA Report draws on Government policy and makes a clear statement of how important it is to protect open green space for the health of the community. The report also shows that if the actual need for new houses was less than 3697, no Green Belt land would be required, and if the actual need were less than 4476, only brownfield Green Belt land would be required.</p> <p>8378 Green field Green Belt sites have been identified! This number obviously shows the absolute need to protect the Green Belt immediately and permanently.</p>	<p>The HELAA shows that if all the non-Green Belt sites came forward for development at the capacity stated, then 3696 dwellings could be provided. However, the HELAA also states at paragraph 3.1 that many of the urban brownfield sites are likely to come forward for a mix of uses and until further viability work is undertaken, the exact mix cannot be determined. Many of the site capacities are likely to be lower than shown. Also, not all of the listed urban brownfield sites will necessarily be available for residential development. Some may be retained for commercial uses.</p> <p>Open space, sports and recreational land is protected by policy. These are sites</p>

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					outside of the Green Belt. The Green field Green Belt sites listed have almost all been submitted by landowners. In most cases, capacity has been calculated using a standard methodology as set out in the HELAA report. There is no suggestion in the report that these sites should be developed. All sites will be assessed against the full set of evidence studies and a decision on whether to propose allocation or not will be taken once the results of these different studies have been assessed. It should be noted that Greenfield Green Belt sites are not the same as open space, sports and recreational land.
	LPPO4838	1.22 Green Belt Review	Comment	<p>My knowledge and interest are in the “Option A” proposals relating to the following areas:</p> <ul style="list-style-type: none"> • Rear of Spennells & Easter Park (AS/10) • Land off Stanklyn Lane (WFR/ST/2) • Stone Hill South (OC/13) – Part, the field to the south bounded by Stanklyn Lane, a PRow to the west, a hedge to the north and a field locally known as “The Gallops” to the east. Carrots are currently being grown in this field. <p>The AMEC report commissioned by WFDC appears to be balanced although some of the detail is questioned. This</p>	Comments noted.

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				<p>is not reflected in the in the WFDC Preferred Options Document (POD) which seems to lean towards Option A. The POD does not acknowledge the full input and importance of this AMEC report as it is clearly a major piece of work identifying the sites. It is briefly referred to and does state that ‘these studies demonstrate that across the District the Green Belt fulfils its intended strategic purpose as part of the West Midlands Green Belt with many instances of more than one Green Belt purpose being fulfilled’.</p> <p>The AMEC Report clearly identifies significant encroachment and impact on the Green Belt, which, it claims, can be dealt with by “Masterplanning”. This is a very vague argument.</p> <p>There is no justification for demand based upon projected population increase as shown in the Worcestershire County Council research.</p> <p>The AMEC report notes that: ‘The most significant impact on the Green Belt is to the south east and north east of Kidderminster, the two locations which are the focus for much of the development. In each case the scale of development means that a new relationship between town and country will need to be created through comprehensive masterplanning. What is meant by the statement that ‘ ... a new relationship between town and country will need to be created through comprehensive masterplanning’ in my opinion can be</p>	

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				<p>interpreted any way required and as such is not a useful argument for or against option A.</p> <p>Land at Stone Hill (Part as described previously) OC/13: I cannot disagree with the statement that ‘.....although the scale and topography of the site means that a new relationship between town and country would be created, extending development into visually exposed land where thus far development has used the topography to limit such exposure. This is particularly the case for land extending towards Stanklyn Lane, in combination with proposed land immediately to the southwest, although further work on long and medium distance visual receptors would be needed’. It is not clear what is meant by the statement that ‘visual receptors would be needed’. If this part was developed on it’s own it certainly would be a rectilinear intrusion and sprawl into the Green Belt. The report fails to note the presence of National Grid electricity power lines and pylons crossing the site from Stanklyn Lane. These would inhibit development. The site falls towards Stanklyn Lane causing drainage problems but not in the Council or AMEC Reports. Successful crops of potatoes, onions and currently carrots are grown here.</p> <p>Land off Stanklyn Lane WFR/ST/2: I agree with the statement made by the AMEC report that ‘the site slopes from the plateau at 60m, which holds and conceals the urban edge, down to Stanklyn Lane and has extensive views south eastwards across open</p>	

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				<p>countryside’. It goes on to say that ‘the site has substantial hedgerow boundaries, apart from that abutting the urban edge which comprises garden fences, but is visually exposed to Stanklyn Lane because of its sloping aspect’. This last statement gives the impression that the urban boundary is exposed to Stanklyn Lane but it is not. In fact, this boundary is the boundary of the old Municipal Borough of Kidderminster as shown on historic OS maps The AMEC Report has already stated that it is concealed behind the plateau. In its existing form there is complete connection with the wider open countryside and the impression of urban sprawl is concealed. The statement that ‘...there is a degree of connection with the wider open countryside’ appears to me to be misleading. There is complete connection with Stanklyn Lane in the valley of the rolling countryside each side. I strongly disagree with the statement that ‘landscape character and condition is of average quality, but with some evidence of the withdrawal of active land management evidenced through poor crop growth (in contrast to arable cultivation on land immediately to the north east)’. The photographs in the report evidencing this were clearly taken some time ago. Some attempts at organic farming had taken place with what appeared to be limited success and there had been crop failures. The farmer currently working the land is having a successful crop of Barley and there have been other successful crops of sugar beet in particular. It is my understanding that the current farmer rents the land from the landowner and it must therefore be commercially viable.</p>	

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				<p>I would say that the character of the landscape is very good and not average as stated in the AMEC Report. I have seen flocks of linnets and the occasional yellowhammer and corn bunting amongst others. I understand these species of birds are endangered.</p> <p>Views from the plateau are magnificent with Brown Clee to the north, St Mary's Church, Stone, and the Clent Hills beyond to the east and Abberley and Woodbury Hills to the west. The latter being the site of the encounter in 1405 between the armies of Owen Glendower and Henry IV.</p> <p>The AMEC Report goes on to state 'that development would create a new urban edge to the town on south easterly facing site, although in combination with adjacent sites, masterplanning could mitigate the direct visual impact of development and hence perception of spillage of the town into open countryside'. In my view the use of the word "masterplanning" can mean anything you want and does not contribute to the argument one way or the other.</p> <p>The AMEC report continues: 'overall the site makes a contribution to Green Belt purposes by virtue of its role in containing the southern edge of Kidderminster and having a strong visual connection with the wider countryside across Stanklyn Lane'. If the statement is referring to the current Green Belt I cannot disagree</p>	

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				<p>with it.</p> <p>Land R/O Spennells & Easter Park AS/10: I agree with the statement in the AMEC Report that ‘The site contributes to the Green Belt in this location, in combination with land to the east, containing the southerly edge of Kidderminster and connecting visually (in combination with adjacent land to the east) with the wider countryside to the south’.</p> <p>I disagree with the statement that ‘The site is well contained, level and not visually exposed, and as such development would not create uncontrolled sprawl overly intrusive encroachment into open countryside’.</p> <p>As shown on the contours of OS maps there is at least a 10m fall across the site towards Stanklyn Lane. The site touches the boundary with Wychavon District Council and if developed there would be no Green Belt on this boundary within Wyre Forest District.</p> <p>There is a high risk of flooding on the southern boundary. The site falls towards Stanklyn Lane causing drainage problems as previously discussed in my comments but not in the Options or AMEC Reports.</p>	
	LPPO4438	Growth	Comment	Wyre Forest has a population growth below the national average and within the guidance, Housing and Economical Development Needs Assessments 2015, it states that the ‘Assessing development needs should be proportional and does not require local councils to	Comment is noted. The Objectively Assessed Housing Needs Study will be updated using the Government’s new standardised methodology for calculating housing need. The latest

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				consider purely hypothetical future scenarios, only future scenarios that could be reasonably expected to occur'. It seems that the Council have over-estimated the number of houses required. In your own document, you state that there has been a virtually static population growth, so why do we need 4800 to 6000 extra houses?	population and household projections will also be used.
	LPPO2697	OAHN, HELAA,	Object	<p>Wyre Forest District Council contents of their own documents:</p> <p>Draft Local plan: <i>'Virtually static population growth.'</i></p> <p><i>'National Planning Policy Framework (NPPF) makes it clear that it is necessary for the evidence base for all Local Plans to be up to date.'</i></p> <p>Helaa:</p> <p><i>'2.20 The protection of open space is vital for ensuring healthy communities. Existing open space, sports and recreational land should not normally be released for development unless it can be demonstrated to be surplus to requirements, be replaced elsewhere or need for the development clearly outweighs its loss.'</i></p> <p><i>'2.21 Inappropriate development in areas of flood risk should be avoided by directing development away from areas of highest risk. Where development is necessary, mitigation measures should be put in place to ensure</i></p>	Objection is noted. The Objectively Assessed Housing Needs Study will be updated using the Government's new standardised methodology for calculating housing need. The latest population and household projections will also be used.

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				<p><i>that flood risk is not increased elsewhere. Sites which suffer from fluvial or surface water flooding will only be considered suitable where it can be shown that development would not increase flood risk.'</i></p> <p>OAHN:</p> <p><i>'the latest 2014 mid-year population estimate (MYE) for Wyre Forest suggests a population of 98,960, a 2.1% increase since 2001. This rate of growth is lower than the West Midlands regional average of 8.2% and the average England growth rate of 9.8%'</i></p> <p>1. <u>Brief Summary</u></p> <p>The Draft Local Plan is based on the OAHN. This document is totally flawed in that it fails in its legal duty to use the latest statistical data in its calculations. Specifically the Vacancy rate used is out of date. It assumes that a further 1.3% of houses will become vacant after the plan is completed. This will be a disaster for Kidderminster as it will cause a collapse in house values. Whilst this will not help people who simply cannot afford to buy houses it will damage current house owners and the developers who are to build the houses. The draft local plan states that the population of Wyre Forest is static and it then allows the OAHN to use a population growth of 8%. This is evidently incorrect. It is very difficult to understand why Wyre Forest District Council has accepted this number when it is obviously</p>	

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				<p>wrong and will lead to unnecessary development on Green Belt Land.</p> <p>a) The primary duty of Wyre Forest District Council is to care for its residents. Building housing which is not required and destroying Green Belt is the opposite of what the council should be doing. The plan virtually ignores the housing requirements of the most needy assuming that people can leap from homeless to affordable housing. It shows no care for those who can-not afford affordable housing.</p> <p>b) The Consultation process is flawed and unsafe.</p> <p>c) There are very profitable possibilities to build homes and considerably improve Kidderminster which haven't been considered.</p> <p>d) Wyre Forest District Council are being deliberately evasive about the route and the nature of the relief road, not wishing to 'come clean' until Plan A has been approved.</p> <p>e) Wyre Forest District Council have disregarded the damage to the well being and health of considerable numbers of people who rely on these fields, and are prepared to destroy the habitat of a large number of species including threatened species</p> <p>3. <u>Analysis of Housing Requirements Projections</u></p> <p>I. <u>HELAA report</u></p>	

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				<p>I have added up availability presented in the Helaa report.</p> <table><thead><tr><th>Section</th><th>No of Dwelling Units</th></tr></thead><tbody><tr><td>A. Sites Under construction</td><td>582</td></tr><tr><td>B. Non implemented Planning Permissions</td><td>393</td></tr><tr><td>C. Deliverable sites next 5 years</td><td>1405</td></tr><tr><td>D. Urban Brownfield Sites beyond 5 years</td><td>490</td></tr><tr><td>E. Urban Greenfield Sites beyond 5 years</td><td>116</td></tr><tr><td>F. Rural Brownfield Sites</td><td>29</td></tr><tr><td>G. Rural Green Field Sites</td><td>681</td></tr><tr><td>H. Green Belt Brownfield Sites</td><td>779</td></tr><tr><td>I. Green Belt Green Field Sites</td><td>8377</td></tr></tbody></table> <p>1. If the actual need were less than 3697, no Green Belt land would be required.</p> <p>2. If the actual need were less than 4476, only brownfield Green Belt land would be required.</p> <p>3. 8377 Green field Green Belt sites have been identified. This number obviously shows the absolute need to protect the Green Belt immediately and permanently.</p>	Section	No of Dwelling Units	A. Sites Under construction	582	B. Non implemented Planning Permissions	393	C. Deliverable sites next 5 years	1405	D. Urban Brownfield Sites beyond 5 years	490	E. Urban Greenfield Sites beyond 5 years	116	F. Rural Brownfield Sites	29	G. Rural Green Field Sites	681	H. Green Belt Brownfield Sites	779	I. Green Belt Green Field Sites	8377	
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				<p>II. <u>Rounding – Justification?</u></p> <p>If the OAHN report is accepted, then the requirement is calculated at 284 dwellings per year. The report then rounds up this number to 300 dwellings per year. This simple unjustified action requires the building of 240 houses over the 15-year period</p> <p>A section of Green Belt land will be used for building 240 houses purely because of a rounding up. Who does the rounding up benefit? It allows developers to build more executive houses and therefore increase their profits. Is the Council not here to serve the residents?</p> <p>III. <u>Vacancy rate</u></p> <p>The OAHN report says that the number of vacant properties in Wyre Forest is 3.2%</p> <p>It says that there are currently 44490 dwellings in Wyre Forest</p> <p>It then increases the allowance for vacant properties to 4.5 %. Whilst the 4.5% figure is taken from the 2011 census, Wyre Forest District Council is legally obliged to use the most up to date data available, i.e., the current Council Tax data. There is no logical reason to use the 4.5% figure instead of 3.2%</p>	

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				<p>The difference between 3.2% and 4.5% is 1.3%</p> <p>There are 44490 dwellings in Wyre Forest</p> <p>This means that extra 44490 x 1.3% dwellings will be built or 578 dwellings (39 per year).</p> <p>In other words, because the OAHN consultants have chosen, without statistical justification, to increase the vacancy rate by 1.3%, 578 houses will be built on the Green Belt in order to allow for them to remain vacant.(I have based the vacancy rate on 44490 making it an underestimate)</p> <p>IV. <u>The main OAHN calculation of housing requirement.</u></p> <p>It is impossible for a mere mortal to analyse the OAHN report and discover how the housing requirements were calculated making it impossible to analyse and challenge.</p> <p>I have tried to replicate the calculations using data provided by the OAHN report.</p> <p>I have looked at 2 population growth figures, 8.2 % which is a national average that obviously doesn't apply to Wyre Forest, and 2.1% which is the actual growth</p>	

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				<p>figure of population in Wyre Forest since 2001.</p> <p>Whilst I have used this figure it is my understanding that the population growth was all weighted to before 2011 and there has been nil growth since 2011. The figures also make no attempt to factor in potential population decline as the considerable number of European citizens in Wyre Forest falls post Brexit.</p> <p>I will try to explain my calculations as I do them: Latest population figure for Wyre Forest: 98960</p> <p>Number of occupied dwellings: 43086</p> <p>Average number of occupants per dwelling (98960/43086): 2.2968</p> <p>(note: I have not made any attempt for allowing this average to decrease)</p> <table><tr><td></td><td>Population Growth</td></tr><tr><td></td><td>2.1%</td></tr><tr><td>Population Growth from 98960</td><td></td></tr><tr><td></td><td>2078</td></tr><tr><td>Dwellings required</td><td></td></tr><tr><td>(growth divided by 2.2968)</td><td>904</td></tr></table>		Population Growth		2.1%	Population Growth from 98960			2078	Dwellings required		(growth divided by 2.2968)	904	
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				<p>Dwellings per year</p> <p>(over 15 yrs) 60</p> <p>As a check as to whether my calculations work, if I add together the increased number of houses to be left vacant and the houses required for increased population at 8.2% it comes to $235 + 39 = 274$ per year. This is so close to 284 that I feel that my simplistic calculation is somewhat less flawed than the number by which the consultants have rounded their calculation up.</p> <p><u>V. Conclusion</u></p> <p>The figures used to calculate the housing requirement have been deliberately maximised to produce the highest possible number of houses required.</p> <p>There is absolutely no need to round the figures upwards.</p> <p>The use of 4.5% vacancy is out of date and should not have been used.</p> <p>The population growth figure taken by the OAHN has no basis in the reality of Wyre Forest. 2.1% is a far more realistic figure.</p>	235

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				This means that the housing requirement over the 15 year period of the local plan is far closer to 904 than 6000. The plan is totally flawed and must be totally withdrawn. There is absolutely no requirement to build on the Green Belt in Wyre Forest.	
	LPPO2805	Housing Numbers	Object	The statistics used are unfounded. 284 homes per annum are needed but this has been rounded up to 300 by Wyre Forest District Council is slap dash. That not all these houses would be affordable homes is unbelievable. To use statistics based on other parts of the country is deliberately misleading. The population of Wyre Forest & Kidderminster is static or likely to fall in the light of Brexit.	Objection is noted. The Objectively Assessed Housing Needs Study will be updated using the Government's new standardised methodology for calculating housing need. The latest population and household projections will also be used.
	LPPO4591	Green Belt Review	Object	In the Green Belt review, some of the assessment is wrong and coalescence will occur if Option A were to be pursued.	Objection is noted.
	LPPO3269	Evidence base	Object	Conflicting statistics available that state the number of new dwellings required and associated infrastructure is considerably less than is proposed in the Local Plan review. Figures from the ONS suggest that the additional population requirement is more like 100-200 homes per year. The 6,000-home target is completely unnecessary.	The 6,000 figure was calculated from the Objectively Assessed Housing Needs (OAHN) Study which concluded that 300 new dwellings per annum would be required over the plan period. In addition to this there is a requirement for C2 use (i.e. care homes for the elderly). However, since the Preferred Options document was published, the Government has introduced a

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					standardised methodology for calculating housing need. The OAHN study is therefore being updated to use the new standardised methodology and will also use the most up-to-date population and household projection data available. This revised housing need requirement will be used to inform the emerging Pre-Submission Plan.
	LPPO3719	1.22	Object	The evidence presented within the OAHN is flawed as it is not objective but subjective in core areas. The text states that the information has simply been taken into account and does not say how this has been checked, challenged or audited in anyway and exposes the Council to development that is overly stated and unsustainable. Again, the plans are unsustainable and based upon subjective rather than objective evidence.	Objection is noted. The Objectively Assessed Housing Needs Study will be updated using the Government's new standardised methodology for calculating housing need. The latest population and household projections will also be used.
	LPPO3938	1.22 OAHN	Object	<p>The OAHN is fundamentally flawed and ambiguous. It concludes: In conclusion a review of Market Signal data suggests that the housing market across Wyre Forest is relatively stable and that currently there are no indicators prompting a need for adjusting the housing dwelling requirement. However, the Council should monitor comparable data on a regular basis to ensure it has up to date information from which to review dwelling targets.'</p> <p>The Housing and Economic Development Needs Assessments (GOV.UK) states 'There is no one</p>	Objection is noted. The Objectively Assessed Housing Needs Study will be updated using the Government's new standardised methodology for calculating housing need. The latest population and household projections will also be used.

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				<p>methodological approach or use of a particular dataset (s) that will provide a definitive assessment of development need. The use of this standard methodology set out in this guidance is strongly recommended because it will ensure that the assessment findings are transparently prepared. The assessment should be thorough but proportionate.</p> <p>In my view, further investigation into the process by which Wyre Forest District Council have arrived at their assessment of housing needs, should take place, in order to comply with the above.</p> <p>The OAHN Report states that the census is a relevant source, which would be the most accurate measurement of growth within Wyre Forest over the past 15 years. This data is then discarded and in replacement it uses arbitrary national and regional figures to arrive at the final growth rate. WFDC are able to utilise census data to inform a growth rate of 3000, which could be accommodated within brownfield sites.</p> <p>8.6 quote ‘We propose that the OAHN should be 300 dwellings per year. The figure sits at the upper end of the dwelling requirements’</p> <p>If the lower end figure of required dwellings were accepted, it could result in up to 100 fewer dwellings required per annum, and could possibly meet anticipated housing need, whilst reducing the</p>	

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				<p>requirement for release of Green Belt land. It would also comply with the Council's duty to regularly monitor housing need, as concluded in OAHN Report.</p> <p>The OAHN Report recommends that dwelling requirements per annum are in the region of 199 — 326. WFDC are using the worst case scenario. A further in-depth examination of the figures suggests that the need for land could be reduced.</p> <p>I am concerned that, given the static, ageing population, current available housing stock of 1400 plus dwellings, why a more conservative figure cannot be considered by Wyre Forest District Council. It would appear that, further challenge of the data is required.</p> <p>The Office for National Statistics Sub National Population Projections (SNPP) evidences a growth in population for the period of 4.75 and a requirement of 199 dwellings per annum. This would bring about a reduction of 1818 dwellings over the period bringing the total down from 5400 to 3582. The plan figure of 300 dwelling per year seems to be based on a population growth of 7.7%, which is considerably higher than the last 14 years.</p> <p>8.12 quote 'No cross boundary demands from neighbouring authorities have been identified in current plans. However, discussions are on going regarding a shortfall of provision in Greater Birmingham HMA'</p>	

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				<p>Is there financial gain for WFDC from Government or other sources to release and trade Green Belt land in order to supply an unknown quantity of dwellings to satisfy an unknown greater than 'local' need?</p> <p>It would seem that the Council have been misinformed by the independent Amion Report and a further review of housing need, at a clearly reduced level of need is imperative, to minimise loss of Green Belt, and provide a robust analysis of housing need.</p> <p>It would appear also that central government require that 'Planning Authorities are required to demonstrate a 5 year land supply for the delivery of housing'. Why therefore is there a need for a 15 year defined supply? Compare Bromsgrove Local Plan timescales.</p> <p>Is therefore the OAHN a report designed to provide an estimated forecast of Wyre Forest District local needs and inform the Wyre Forest Draft Local Plan or has the interpretation of the term 'Local' come to have an entirely different meaning?</p> <p>In conclusion, the OAHN Report is not fit for purpose, is flawed and not objective. It requires further scrutiny and revisiting.</p>	
	LPPO3941	1.22 HELAA	Object	The Wyre Forest Strategic Housing and Economic Land Availability Assessment, 2016 identifies all sites regardless of the amount of development need to provide an audit of available plan.	The HELAA is a technical study which demonstrates the locations and potential capacity of available development sites. In terms of Green Belt sites listed, these reflect (in the

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				<p>Table J Green Belt Greenfield sites deliverable beyond 5 years and further tables report non deliverable sites beyond 5 years.</p> <p>No reference is made to this data in the Draft Local Plan, or during discussions at ‘drop ins’. There has been insufficient information to provide residents with an audit trail of supporting documents, in order to inform their consideration of preferred options.</p> <p>If the availability of sites is totalled, as referenced in the HELAA, several scenarios can be considered. If the actual need were less than 3697, no Green Belt land would be required.</p> <p>If the OAHN is accurate, then the requirement is calculated at 284 dwelling per annum. The report then rounds up this number to 300 dwellings per year.</p> <p><i>This simple unjustified action requires the building of 240 dwelling over a period of 15 years. It would appear that a section of Green Belt could be used for housing purely as a result of ‘rounding’ exercise.</i></p> <p>The OAHN Report suggests an annual dwelling requirement of between 199 and 291 (Table 3.2) with further flexing there is partial return to 2008 Headship rates giving 239-332 (Table 3.4) 199 is derived from the Office for National Statistics Sub National Populations</p>	<p>main) those pieces of land that have been put forward by landowners. The sites listed in Table J are Greenfield sites in the Green Belt which could only be released for development if taken out of the Green Belt via the Local Plan process. The totals given for each category of HELAA site are estimates (other than those sites with permission in place) and there is no guarantee that all these sites could come forward for residential uses. In fact, the status of a number of sites listed has changed and an updated HELAA document will be available alongside the draft submission. This will also include additional sites submitted at Preferred Options consultation.</p> <p>The HELAA is just one of a number of pieces of technical work used to select sites to go into the final submission document. A site selection paper will be submitted alongside the final document which will explain how the many different factors were weighed up in order to come up with a final list of sites.</p> <p>The OAHN is being refreshed using the</p>

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				<p>Projections (SNPP) 2014.</p> <p>Our population is acknowledged as 'static'. In the Draft Local Plan Section 6A, 300 dwellings is assumed, but if we take PG Short Term data which indicates a population increase of 5.8%, this equates to more than double the rate in recent times and requires only 229 dwellings per year, 1278 less than figures suggest. There would therefore be no need to sacrifice the Green Belt to the rear of Spennells.</p> <p>Section 4.16 indicates that due to ageing population, economic activity and employment are projected to decline.</p> <p>Cambridge Econometrics suggest an increase in jobs of 76 per year. Oxford Economics suggest increase in jobs of 2 per year.</p> <p>Experian suggest -61 per year.</p> <p><i>The above, seemingly inconsistent findings would suggest they do nothing to inform the process and should be discounted.</i></p> <p>It would appear that, even if we assume population growth figures equating to more than double, when compared with trends from 2001-2015, we do not need to consider the use of the Green Belt land, with particular reference to the fields at the rear of Spennells. By assuming this growth level and in reducing the vacant dwelling % to current levels, there would be a need for</p>	Standardised Methodology and the latest population data.

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				<p>3243 dwellings over the period, which would equate to 180 per year.</p> <p>It is my view that, after careful consideration of information sources available, that WFDC should undertake a comprehensive review of the Draft Local Plan. There are inconsistencies within the OAHN, which if accepted without challenge, could result in discriminatory sacrifice of our of Green Belt areas of the district.</p> <p>Whilst I strongly object to Option A, I believe no presently offered options should be considered or pursued, until further scrutiny and review of housing development need is conducted.</p>	
	LPPO4144	1.22 Issues and Options Responses	Object	<p>Regarding the LPR Issues and Consultation Paper – Responses September 2015 which informed the Draft Local Plan, little was made of this important consultation paper in the Draft Local Plan. Indeed the only reference to it was Under Section 6 – Summary of Issues and Options Responses there is just one point. This does not represent the weight of objections to Option 3 (now Option A): ‘Local opposition from local residents (particularly the Spennells Housing Estate) in respect of an Eastern Kidderminster extension (Option 3) although some support for this approach was expressed from other quarters’.</p> <p>In the opening comments 7 out of 18 were from building</p>	Objection and comments are noted. The consultation responses from the Issues and Options consultation undertaken in 2015 have been used by the Local Authority to inform the emerging Local Plan. The results of the Issues and Options consultation responses were made available on the Council's website during the Preferred Options consultation. However, your comments are noted and it is helpful to have feedback on our consultations so we can make improvements for future consultation events.

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				<p>contractors (39%). Only 4 were made by members of public (22%) and comments about difficulty in ordinary people accessing the consultation were made– WFDC comment about leaflet drops. All other questions at least 20% comments are from builders.</p> <p>For Option 1 – all in support of brownfield regeneration</p> <p>For Option 3. Brownfield regeneration focussed on the main towns and expansion of Kidderminster to the south-east via a sustainable urban extension. There were 21 responses, 15 objected and 2 commented negatively – 81%.</p> <p>Question 14 is leading and an example of a leaning towards the WFDC own preferences: Do you think a Sustainable Urban Extension to the south east of Kidderminster is the most sustainable location for greenfield development? If so, do you have any views or suggestions on appropriate development sites in this area?</p> <p>Regarding the actual Draft Local Plan, the “on-line survey of key stakeholders” and interviews with estate and lettings agents, the space in the document allocated to this gives the impression that it was a substantive piece of work, whereas it was not. The survey population is not numerically defined, so a response rate cannot be determined and so the value of the exercise and the representativeness of the answers is limited.</p>	<p>In terms of the various options considered at the Issues and Options stage, the Sustainability Appraisal Report and the Site Selection Paper consider these options in detail and explain why some options were taken forward and others were not in the plan making process.</p>

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				Given “25 individuals replied” and confusingly “16 responded to the survey questions” - and anything less than 30 is a ‘small number’ statistically - it is hard to justify the author’s view that it represents “an invaluable view on the current housing market and related issues in Wyre Forest”. This is compounded by 4 interviews conducted with local estate and letting agents. Whilst qualitative information is of value in support of a quantitative survey, the quality of the work on both fronts is so flawed as to render the findings meaningless.	
	LPPO4872	1.22 Green Belt Review	Object	I challenge the validity of the Green Belt Review and the consequences this has, in respect of Option A for the fields between Spennells and Summerfield. These fields have a massive impact upon social amenity, biodiversity and the integrity and identity of the hamlets of Summerfield and Stone	Objection noted.
	LPPO495	1.24	Object	I don't believe that this plan will work. Not sure where the economic growth will come from? Some of the units on Worcester Road that were built a few years ago are still empty. We are in a downturn. The only people that will benefit the development of Green Belt are the developers not people on the housing waiting list.	Objection is noted.
	LPPO3720	1.24	Object	The previous plans from the Council have not achieved sustainable economic growth and this one is no different. It contains unrealistic thinking, takes no account of Brexit with the risk of slowdown in investment together with other wider impacts and risks. There has been no sensitivity analysis conducted to	Objection is noted. A number of evidence base studies have informed the emerging Local Plan, these include the Objectively Assessed Housing Need Study, and the Employment Land Review.

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				determine how sensitive each economic factor is to wider impacts to gather a risk appraisal of setting up a grossed up scale of development that will turn out to be damaging to the towns.	
Land Research & Planning Associates Ltd	LPPO537	1.24	Object	<p>Not in terms of proper consideration of adequate or sufficient land for affordable homes. The only way to address this is to release more land around the rural settlements to ensure economic growth is sustained in those areas.</p> <p>Our clients have land at Far Forest that would accommodate this.</p>	Objection is noted.
	LPPO396	1.24	Comment	<p>The plan fails to recognise changes in shopping habits - in particular the failure to 'tidy up' following the migration of Kidderminster town centre to Weavers Wharf and Crossley Retail Park.</p> <p>Many retail premises left behind have been empty for 8 /9 years - half the life of the proposed new plan!</p> <p>There is a need for fresh thinking that enables Kidderminster to become a modern, contained and attractive town centre that incorporates retail leisure and residential opportunities rather than pursue outdated models from the past - 'mixed use' communicates little other than the elements of 'wishful thinking' so often reported in the local press.</p>	Comments noted.
Land Research &	LPPO534	1.25	Comment	Noted. The present Local Plan is becoming increasingly	Comment is noted.

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Planning Associates Ltd				out of date in terms of housing requirement (5 HLS) because it does not encourage or provide sufficient land to accommodate affordable homes.	
	LPPO157	Whole document	Object	I did not receive official notification of this development planning process, I am not the only one, and the consultation process as it stands is fatally flawed. I received a notification from another local resident who said there was a development planning consultation in process. I suggest that the whole of the notification process be reviewed and the consultation should be re-run when correct open and transparent notifications have taken place.	<p>It is disappointing to read that you are not entirely satisfied with how the Local Plan Review Preferred Options consultation was conducted. There was a full 8 week public consultation which closed on Monday 14th August at 5pm. During this 8 week consultation period we held 8 drop-in sessions across the District for members of the public to come along and have their say. The drop-in sessions were all very well attended. Leaflets advertising the consultation and the drop-in sessions were posted to households within the District, there were also posters displayed in public areas throughout the District and it was advertised on the Council's website, Facebook and Twitter. There were several articles about the consultation in the Shuttle and the Express & Star, and it was also on local radio stations and on the TV news.</p> <p>The consultation event was approved by our Local Plan Review Panel, Overview and Scrutiny Committee and Cabinet.</p>

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					We will however take your comments on board and will consider these issues next time we undertake a consultation event.
	LPPO2310	Preferred Options	Object	<p>My objection is in letter form as your response form is not fit for purpose!</p> <p>A flawed plan with so many inaccuracies and heavily weighted in one direction (totally unfair).</p>	Objection is noted.
	LPPO566	Various	Comment	<p>I accept additional dwellings have to be built however:-</p> <ol style="list-style-type: none"> 1. I understand there is sufficient land already 'available' to satisfy the building needs for the next 10 years, I suggest this stock be exhausted before any additional land be released from the Green Belt. Green Belt land will be easier, cheaper, more profitable for developers thus will be developed before the existing stock of available land. 2. Any affordable dwellings should be reserved for people with connections to the district, i.e. currently live in the district, have close family ties, work in the district etc. 3. A plan that just concentrates on the dwellings is unacceptable. I realise the district council does not have responsibility for roads, schools etc. but plan does not include COMMITMENTS to how the impact on these services is to be met 4. Possibility of an eastern relief road has been mentioned, do not use this as a carrot to 	<p>Comments are noted. Infrastructure providers have been consulted in the Local Plan process. Details of the infrastructure requirements for the Local Plan can be found in the Infrastructure Delivery Plan (IDP).</p> <p>Worcestershire County Council, the highways authority, has also been consulted and they are preparing a Transport Modelling evidence base study. This will inform the site selection process and will help to evidence what highways improvements will be required, and whether an eastern relief road is necessary.</p>

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				<p>persuade people to accept the plans only to conveniently forget it in the future, as has happened in the past. I understand the county council has done virtually no work on this proposal therefore it should not be included unless it is a strong PROBABILITY of it happening.</p> <p>5. With regards to the areas of Green Belt to be released, especially the rear of Baldwin Road and to the eastern fringes of Comberton, Offmore and possibly round to the A449, this will be a relatively narrow development with no heart to the development and will therefore place an unrealistic load existing overstretched primary schools, doctors surgeries etc. I can understand the benefits of building to the eastern side of Kidderminster to attract commuters from Birmingham and Wolverhampton. A more centralised development would justify a new primary school, doctors, and have less impact on the surrounding people. The obvious place is Lea Castle.</p> <p>6. Any plan must specify how people are to travel from the new dwellings to the various places they need to visit and their place of work. Not just how they get in and out of the development.</p>	

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	LPPO178	Foreword	Comment	<p>Before any future new developments are ever considered, important factors must be resolved now.</p> <p>Hospital care will only increase with an increased population, plus other health provision i.e. doctors surgeries etc. How will hospitals cope?</p> <p>Education provision should be firmly planned for now, not left for a future thought.</p> <p>All on going sites that have been left and not developed should be finished before any green fields are even touched e.g. Sion Hill School, Yew Tree Pub, Broadwaters and Lee Castle Hospital. Sion Hill feeling that the developer hopes he can use Green Belt behind the school.</p> <p>The centre of Kidderminster is a disgrace, now is time have a complete rethink. Many empty retail premises will never ever change back. The area should be developed for both residential and commercial use bringing life back into a dying town, making it a young vibrant area.</p> <p>All roads and transport infrastructure must clearly defined and planned for before any future development go ahead.</p>	<p>Comments are noted.</p> <p>Worcestershire ACUTE NHS trust has been consulted as part of this planning consultation. Any future infrastructure needs for the hospitals will be identified by them as the provider. Policy 12 enables future infrastructure needs to be met.</p> <p>Worcestershire County Council as a statutory consultant has provided evidence on all school place requirements.</p> <p>A number of the sites referred to have been proposed as site allocations, i.e. Sion Hill, Lea Castle former hospital site.</p> <p>In terms of roads and transport infrastructure, we have consulted with the infrastructure providers as part of the Local Plan process to identify their infrastructure requirements. This is evidenced in the Transport modelling work and also the Infrastructure Delivery Plan (IDP).</p>
Shrawley Parish	LPPO1418	Foreword	Comment	WFDC consulted Malvern Hills District Council (MHDC) It	Comment is noted.

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Council				is extremely disappointed that MHDC has not cascaded this down to those villages, such as Shrawley, which have a specific interest in some of the proposals. This remains a concern.	
	LPPO331	AKR/15 and AKR/14	Object	<p>Saddened to see the above fields suggested for development. The views are superb & used by walkers to relax from the hustle & bustle and enjoy the fauna/flora. Dunley Road is already becoming increasingly congested, on Friday mornings especially with the car boot, traffic comes to a standstill as it enters Bridge Street. I fear another high air dioxin area being created. I have witnessed the floods on the fields of Pearl Lane, a known flooding black spot, which is bound to be increased with more housing and hard surfacing. The view from Areley Kings church conservation area will also be worsened if housing sprawl is allowed to encroach along the Ribbesford Road into grade 3 agricultural land.</p> <p>Please make more use of un-kept and run down premises in Kidderminster and Stourport town centres. In Areley Kings the Squirrel Inn, Areley Common, is abandoned as is the former sports centre. Areas around the Tesco Store in Stourport town centre are still unused. The former Parson Chain premises and the "shopping mall" in Bridge Street are not being used. In Kidderminster, there are endless opportunities all along Worcester Street & with the former sugar beet premises and lea castle sites the area is blessed with so many</p>	<p>Objection is noted. The emerging Local Plan has considered the brownfield sites available for development in the District. Evidence of this can be found in the HELAA document and also the Brownfield Land Register. Unfortunately, we do not have enough available and deliverable brownfield land to accommodate all of our development needs.</p> <p>A number of these sites mentioned are already being considered as possible allocation sites, i.e. Parsons chain site, Bridge Street Basins, Lea Castle, and the remaining sites in the former sugar beet premises.</p>

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				brown field sites. Please retain the fields for future generations to enjoy.	
	LPPO267	Detailed response	Object	Why build on the Green Belt. There is plenty of 'Brown' land to use i.e. the old power station site in Stourport and the ex British Sugar corp. site in Kidderminster. Indeed there many sites in KR which have derelict and unused buildings which could be used.	Objection is noted. The emerging Local Plan has considered the brownfield sites available for development in the District. Evidence of this can be found in the HELAA document and also the Brownfield Land Register. Unfortunately, we do not have enough available and deliverable brownfield land to accommodate all of our development needs.
	LPPO460	Potential site for travelling showpeople Habberley Rd	Object	<p>I object to the potential use of the site at Habberley Rd, Bewdley on following grounds:</p> <p>I don't consider that the site satisfies the criteria of the council's policy as the requirement is not an exceptional circumstance, it is not suitable for storage and would harm the appearance of the area. An earlier attempt to include an adjacent site was dismissed at an early stage a few years ago on the grounds of Highways concerns re large vehicles accessing the site in an accident black spot close to the Mercure Hotel.</p> <p>The site is currently in a good state and in current use and being close to the afore mentioned hotel and Pines Golf Club could impact on tourism.</p>	Objection and comments noted.

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				<p>There are potential environmental issues - planning permission on adjacent sites have been refused on grounds of proximity of potential bronze age burial mound and encroachment on area separating Kidderminster/Bewdley.</p> <p>Use could not be restricted to one user.</p> <p>Other proposed sites are more suitable.</p>	
	LPPO517	Appendix A	Object	<p>Objection to Use of Green Belt land for housing developments to the of rear Baldwin Road & Spennells Fields, REFERENCE NUMBERS: OC/4, OC/5, OC/6, OC/13, Hurcott BW/4, WFR/ST/2 & AS/10</p> <p>PRECIS</p> <p>Object to the use of Green Belt land for housing development to the rear of Baldwin Road and Spennells fields etc. This would irrevocably destroy the appeal and beauty of the area and bring with it added health, pollution and social problems.</p> <p>Alternative brown field sites are available along with pockets of derelict land ripe for redevelopment.</p> <p>The amount of development required has been vastly overestimated, the actual amount needed could be sustained on alternative brown sites (Lea Castle, disused pubs, disused factories such as those in Park Lane,</p>	<p>Objection and comments are noted. The Objectively Assessed Housing Needs Study will be updated using the Government's new standardised methodology for calculating housing need. The latest population and household projections will also be used.</p> <p>The Preferred Options consulted on a number of site options. The Pre-Submission Local Plan will identify the Council's final proposed list of site allocations. These will then be considered by the Planning Inspector during the examination of the Local Plan.</p>

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				<p>Sladen/Sion Hill schools).</p> <p>POPULATION</p> <p>For Kidderminster & Stourport the Local Plan seeks to bring in population from outside areas. Such a population would no doubt work outside the area adding to traffic pollution. New affordable houses should be earmarked for local people trying to get on the property ladder.</p> <p>Restrictions should apply so the intended “local people” actually become the purchasers as opposed to those not intended for when built. Instead we predict the bulk of development will be 4/5 bedroom houses with tiny gardens, ignoring what local people want. These developments provide little green space for community wellbeing and habitats for nature. Conversely, Bewdley, Chaddesley & other villages are required to provide "housing to meet local needs." Why the difference?</p> <p>We question the need for 300 houses p.a. which is based on a growth rate of 7.7% & not the actual 2.7% (2001-15) which is way below the national average used to arrive at the large figure required. The true figures based on Kidderminster's census figures could easily be accommodated in brown sites like Lea Castle.</p> <p>These growth rates figures are based on assumptions prior to the Brexit vote which will impact reducing the</p>	

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				<p>migration of European people to this county that would have had a housing requirement. The predicted growth rates are fundamentally flawed in many ways meaning the migration to this area will be greatly reduced therefore the growth rates cannot be used to predict the requirements for housing growth required in the WFDC area.</p> <p>POLLUTION</p> <p>Development of these areas would substantially increase the already heavy traffic pollution. We have seen a steady increase in an unacceptable level of traffic (including a lot of very large commercial vehicles) on these residential roads to avoid the lights at Birmingham Road. We have monitored the traffic and the amount of use is large and mainly by non residents travelling to the West Midlands! Also the speed of this traffic is seriously dangerous, especially to children, the vulnerable and animals. This development would further impact on air quality and is contrary to National Planning Policy Framework especially para. 109-124. Add to this an increase in the already incessant traffic noise levels.</p> <p>The proposed development to the rear of Baldwin Road infers that Hurcott Lane will require the road to be blocked for vehicle access at either the Birmingham Road or Stourbridge Road ends but this will not prevent traffic flow just divert more traffic into Hurcott Road increasing pollution and volumes of traffic on roads only</p>	

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				<p>designed for local residential traffic which have inadequate flow characteristics.</p> <p>This is not a healthy and community spirited decision to develop the area and increase traffic on our already overused residential roads which are being used akin to A roads. Baldwin Road is similarly treated like a rat run and as for the Horsefair how much more can this bottle neck sustain? We are trying to improve the look of this run down area not destroy it and end all hope of engendering a happy community spirit. Extra housing would require a by-pass to be built as the aforementioned roads just cannot sustain more traffic and the pollution it brings.</p> <p>WILDLIFE</p> <p>The area is known and loved for its beauty and wildlife. It is treasured by local folk and visitors. Green Belt plays an aesthetic role in separating the town from the West Midlands conurbation and these green fields are the first introduction to Kidderminster on the A451 and A456. Do not bulldoze this asset as safeguarding the district's Green Belt preserves its attractiveness to both locals and visitors. Consider the importance of recreational activities in terms of health, wellbeing and tourism. People need space to thrive but its unlikely developers would provide sufficient open spaces or parks as there's no money in it! Compared with neighbouring towns like Stourbridge we are lucky to</p>	

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				<p>have such big green spaces. Don't destroy it for future generations when alternative brown or derelict sites are available.</p> <p>Endangered species and wildlife in general would be threatened. In our garden we have seen bats, newts, badgers, a heron and dragonflies. Development would seriously impact and cause irrecoverable change to wildlife habitats especially on buffer zones for Hurcott and Podmore SSIs.</p> <p>Some proposed development sites have steep gradients which could raise the risk of potential flooding. The proposed development behind Baldwin Road has the potential to flood, on one side with run off towards the Birmingham Road with a natural hollow in the main road and on the other side run off towards the lower end of Hurcott Road where it is a narrow lane which in turn would run off into the outfall from Hurcott Pool and transfer to Broadwaters with the potential for flooding the adjacent main road.</p> <p>Land to the rear of Offmore and Baldwin Road is generally much higher than the rest of the area so any development would be very visible and not blend in spoiling the beauty of the area. The field height to the rear of Baldwin Road means that the proposed properties would adversely overlook the existing properties & their gardens at the lower end of Baldwin</p>	

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				<p>Road.</p> <p>The Government's own policy regarding planning decisions is to prevent harm to biodiversity and geological interests. In brief all planning decisions must consider location on alternative sites to green fields.</p> <p>AMENITIES and COMMUNITY SPIRIT</p> <p>We suffer from a lack of amenities in this area. One shop in which our post office was taken off us. A smattering of shops in Spennells and Offmore. Can local schools accommodate extra housing on this level? Offmore is already full and can't be developed. We no longer have an acute hospital so all this extra population would place more pressure on Worcester Royal already facing special measures. This also raises questions with regards the existing level of doctors, dentists and opticians in the area. Public transport is poor and infrequent.</p> <p>Big developments generally have no community spirit. Building on smaller pockets of land fosters integration. Large sprawling estates increase social isolation, antisocial behaviour and crime rates as acknowledged by the WFIDP. Doubling the size of Spennells would not be a wise move.</p> <p>CONCLUSION</p> <p>We need smaller numbers of houses proposed which</p>	

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				<p>can be sustained by brown sites like Lea Castle. Smaller pockets of once used land should be considered like factories on Park Lane, closed pubs (The Broadwaters?) closed schools like Sladen and Sion Hill.</p> <p>We need to reinvigorate existing eyesores such as disused schools & factories which are frequently vandalised and this will improve some of the more rundown areas rather than permanently erode Green Belt sites, which once gone they are gone forever.</p> <p>Don't bulldoze Green Field sites prior to using up every brown field or derelict site in the locality.</p>	
	LPPO634	Foreword	Object	You state that the Council believes that it is very important that everyone responds to this consultation	Objection is noted.
CORE11	LPPO135	Foreword	Support	Support for Foreword.	Support is noted.

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	LPP0345	2.1	Comment	If we extend planned developments to our Green Belt areas, you are going against what you have said in this paragraph and not continuing to make the most of brownfield regeneration; an example of this is Westhead, which I can find no mention of any plans for.	Previous policy has concentrated development on brownfield land, however, much of the brownfield land has now been developed. The policy of the Council is for the development of brownfield sites however, the amount of housing required within Wyre Forest District is much greater than the availability of brownfield land. Therefore greenfield sites and Green Belt land needs to be considered.
	LPP0397	2.1	Comment	Wyre Forest, Greater Birmingham, Solihull and Worcestershire should collectively review overall brownfield site availability and plan housing development accordingly. Artificial borders should not apply when making decisions to destroy the Green Belt.	The authorities are all separate authorities who are at different stages in the local plan process. Wyre Forest District has its own housing market which is separate from the other authorities housing market areas. In Wyre Forest District there has been as assessment of brownfield sites and there is a brownfield land register.
	LPP0420	2.1	Comment	Wyre Forest, Greater Birmingham, Solihull and Worcestershire should collectively review overall brown field site availability and plan housing development accordingly. Artificial borders should not apply when making decisions to destroy the Green Belt.	The authorities are all separate authorities who are at different stages in the local plan process. Wyre Forest District has its own housing market which is separate from the other authorities housing market areas. In Wyre Forest District there has been as assessment of brownfield sites and there is a brownfield land register.
	LPP0346	2.2	Comment	The relatively static population would suggest	The Local Authority has evolved their strategy

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				<p>that plans for large scale developments are not merited under those statistics.</p> <p>We recognise however that small scale developments are needed.</p>	<p>for development based on evidence. This includes an Objectively Assessed Housing Need (OAHN) in 2016 and updated in 2018.</p> <p>Between 2001 and 2011 the population in Wyre Forest District increased by 1.1%, the population increased by a further 1.1% from 2013 to 2015, and a further 1.1% between 2015 and 2017. The population of Wyre Forest District is projected to increase by 4.9% over the course of the Plan Period 2016-2036, from 100,000 in 2016 to 105,300 in 2036[1].</p> <p>[1] ONS 2016-based Subnational Population Projections</p>
	LPP0472	2.2	Comment	<p>The population of Wyre Forest has risen by around 1,200 since 2001, representing an increase of around 1.2% and by about 100 persons since mid-2011. http://www.worcestershire.gov.uk/info/20044/research_and_feedback/795/population_statistics/8</p> <p>Accordingly I do not see the need to increase the dwellings by 300 p.a.</p>	<p>The Local Authority has evolved their strategy for development based on evidence. This includes an Objectively Assessed Housing Need (OAHN) in 2016 and updated in 2018.</p> <p>Between 2001 and 2011 the population in Wyre Forest District increased by 1.1%, the population increased by a further 1.1% from 2013 to 2015, and a further 1.1% between 2015 and 2017. The population of Wyre Forest District is projected to increase by 4.9% over the course of the Plan Period 2016-2036, from 100,000 in 2016 to 105,300 in 2036[1].</p>

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					[1] ONS 2016-based Subnational Population Projections
Kidderminster Civic Society	LPP01165	2.2	Comment	We note that the population of Wyre Forest has been almost static for some time. In making our comments we rely on the accuracy of your figures for the number of houses required by the government to be built in Wyre Forest up to 2034 and your forecast for the district.	<p>The Local Authority has evolved their strategy for development based on evidence. This includes an Objectively Assessed Housing Need (OAHN) in 2016 and updated in 2018.</p> <p>Between 2001 and 2011 the population in Wyre Forest District increased by 1.1%, the population increased by a further 1.1% from 2013 to 2015, and a further 1.1% between 2015 and 2017. The population of Wyre Forest District is projected to increase by 4.9% over the course of the Plan Period 2016-2036, from 100,000 in 2016 to 105,300 in 2036[1].</p> <p>[1] ONS 2016-based Subnational Population Projections</p>
	LPP04047	2.2	Comment	<i>Page 12, Para 4.2 “However, after a decade with a population increase of only 1. 1% (2001-201 1), the population increased by a further 1. 1% from 2013 to 2015” — It is assumed the 2001-1 1 figure is derived from the census report — where is the evidence for the 2013 to 2015 figure?</i>	Population between the census years are based on Office for National Statistics (ONS) Population estimates.
	LPP0159	Population	Object	With Wyre Forest losing more jobs than it is gaining, there is no need to build on Greenfield sites. Central areas of Kidderminster can be	There is a requirement for additional dwellings within the district as identified in the Objectively

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				built on to accommodate any increase in population. More housing could be built at Blakedown to ease pressure on the main roads.	Assessed Housing Need (OAHN) 2016. The whole District has been looked at to consider where development should be situated. Policy 22A has been amended so that where appropriate, other uses such as residential, recreation, employment and leisure will be supported to bring vitality into the town centre of Kidderminster as retail patterns have changed.
Historic England	LPPO1261	Settlement hierarchy	Support	Supportive of the varied comments relating to the historic environment throughout the document and the description of what is locally distinctive about the different settlements in Wyre Forest	Support for the Settlement Hierarchy is noted.
	LPPO347	2.3	Comment	It should be noted that community identity is even stronger within villages, especially Cookley, and therefore should be preserved and not merged and attached to Kidderminster.	Agree that community identity can be strong in smaller communities.
	LPPO434	2.2	Comment	What percentage increase of the current WF population has been calculated/ assumed for the period of the new plan? Does the number of new proposed houses reflect the calculated/ assumed increase in WF	An Objectively Assessed Housing Need (OAHN) to assess the number of dwellings required was carried out in 2016 and updated in 2018. The population of Wyre Forest District increased by 1.1% from 2013 to 2015, and a further 1.1%

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				<p>population?</p> <p>If there is a difference in these numbers, what does this difference represent?</p>	<p>between 2015 and 2017. The population of Wyre Forest District is projected to increase by 4.9% over the course of the Plan Period 2016-2036, from 100,000 in 2016 to 105,300 in 2036^[1].</p> <p>^[1] ONS 2016-based Subnational Population Projections</p>
	LPPO3669	2.3	Object	<p>2.3 The character, community identity and distinctiveness you refer to in the plan, will be lost as Kidderminster becomes a soulless commuter town. You have not shown any evidence as to how these additional residents will contribute to the growth and of Kidderminster as they will continue to shop and use facilities external to the town such as Merry Hill, Birmingham and beyond.</p> <p>Kidderminster is a market town with historic characteristics, links to the carpet industry, a rural outlook. You have not shown any evidence as to how these characteristics will be maintained and how the additional residents will add to the characteristics and distinctive nature of the town.</p>	Comments noted.
	LPPO473	2.3	Support	Support for para 2.3	Support for paragraph 2.3 is noted.
	LPPO170	2.6	Comment	As Bewdley attracts tourists, a coach park should be made available again.	Comments noted.

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	LPPO348	Transport	Comment	I would disagree and say that Cookley does not have reasonable transport as this service is temporary and does not run after 6pm. The continuation of the existing bus service is vital to numerous residents who feel isolated due to lack of transport facilities. The continuation of a temporary bus service is vital to numerous residents who already feel isolated and cannot visit or go for a night out away from the village for fear of missing the last bus home.	Cookley is not as well served as Kidderminster in terms of bus services however it is much better served than the villages in the west of the district. Cookley is very well served in terms of facilities including retail.
Land Research & Planning Associates Ltd	LPPO539	2.7	Comment	<p>The reason that areas like Far Forest and similar rural settlements have fewer facilities is because the local plan structure of the past Local Plans has continued for over three decades containing each of these settlements with a tightly drawn settlement boundary or none at all. This has had an unhealthy constraint and discouraged growth so that young people can remain locally.</p> <p>PPG001 has not been followed in this PO document. Rural settlements growth should be encouraged. This document particularly Option A does not deal with this.</p>	Comments noted.
	LPPO2410	2.9	Object	Para 2.9 notes the poor air quality at Welch Gate Bewdley, yet this apparently intractable and severe problem does not appear to have been considered in the Council's preferred options. Until, or if, the air quality is improved	Both the AQMA's and Green Belt are taken into consideration when assessing sites. A comprehensive Green Belt review has been carried out as part of the evidence base studies for the emerging Local Plan.

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				<p>to at least acceptable standards, there is no scope for increasing housing in Bewdley on the west of the river, as this will inevitably increase traffic (regardless of the nature of the housing) and hence exacerbate the poor air quality.</p> <p>This paragraph also notes the importance of protecting, conserving and, where it is possible to do so, enhancing the District's rich natural environment and historic assets. This does not appear to have been taken into account sufficiently in relation to proposed development of Green Belt. In my view, it is also important, for maintaining the distinctiveness of each of the two towns, to preserve the current area of Green Belt between Bewdley and Kidderminster.</p>	
	LPPO2934	2.9	Object	<p>Policies of the Local Plan Review do not seem to require flexible design and layouts 'future proofing' development so as to take account of important population changes such as 'ageing' over the plan period.</p> <p>Although the LPR states (1.19) that Wyre Forest housing market 'constitutes a self contained Housing Market Area', considering the statistics at table 8.0.4 and 2.9 the social issues of</p> <ul style="list-style-type: none"> • static population growth; 	<p>Design and layout of residential sites will form part of the planning application for a site.</p> <p>Comments noted.</p>

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				<ul style="list-style-type: none"> • a very high proportion of resident aged 65+ • the need to ensure that residential development caters for all groups in society’, <p>It makes limited proposals for how this apparent lack of appropriate housing mix could be achieved (8.16, beyond bungalows for the 65+ age group). Higher quality homes and those that 65+ might be prepared to downsize to are not represented in any detailed way, although affordable housing is mentioned. Para 6.9 only refers to what ‘might’ happen, rather than what ‘will’ happen-seeking to address the management of supply in all its house-type range/ownership, via approved policies that follow through from the comments of 8.16. Where are adaptability for the future and building codes?</p>	
	LPP03670	2.9	Object	<p>2.9: How can you ensure that working age people will work in Kidderminster? You have shown no evidence of the employment for these people. Their employment will continue to lie outside of the area. How can you ensure that there will be the professional, manufacturing, employment needs required other than small retail outlets which will not be sufficient to grow the town as you suggest.</p> <p>The evidence you provide will not create</p>	<p>It is not possible to ensure that residents work in Kidderminster however by allocating land for employment purposes means job creation within the District which may encourage residents to work in the District.</p> <p>The 2016 Employment Land Review found that the majority of residents living in Wyre Forest District also work in the District.</p>

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				enough quality employment in the key areas to enhance the town as you suggest.	
	LPPO398	2.9	Comment	<p>This section describes attempts to 'engineer' the make up of the population rather than address residents' needs.</p> <p>The focus needs to be on recreating the attractive Kidderminster town centre we once had - and thereby present Kidderminster to potential investors as a proactive and forward thinking authority rather than one in denial e.g. a council member recently describing Kidderminster as having a 'thriving' town centre when interviewed by Central News.</p> <p>The council would benefit from independent advice on how to regenerate to meet modern needs.</p>	<p>The Local Authority has considered alternative uses to retail in the town centre to enhance vitality.</p> <p>Policies consider alternative uses in the town centres. Policy 22A - In secondary shopping areas, support will be given for change of use of retail units to alternative uses such as leisure, recreation, employment and residential.</p>
Wyre Forest Friends of the Earth	LPPO1306	Public Transport	Comment	In the previous consultation the respondents' highlighted "Very poor public transport" Developing sustainable transport over the plan period will be difficult because of the current low levels of investment in public transport particularly the bus service.	Comments noted.
Wyre Forest Green Party	LPPO1407	2.10	Comment	The previous consultation highlighted respondents' issue with "Very poor public transport" Developing sustainable transport over the plan period will be difficult because of	Comments noted.

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				the current low levels of investment in public transport particularly the bus service.	
	LPP02729	2.10	Comment	Comment - Key Issues and Challenges - paragraph 2.10, page 16 - A lot of people will resist the development of Green Belt sites as long as there are brownfield sites which haven't been built on. A policy needs to be put into place that ensures that all brownfield sites have been built on prior to any construction on Green Belt land. Brownfield sites simply being 'earmarked' for construction is not enough since many sites have been earmarked for development for some time without much in the way of progress being made.	Wyre Forest District Council has to allocate greenfield or Green Belt sites as there are not enough brownfield sites left, however, it is not within the power of Wyre Forest District Council to make developers develop brownfield sites before greenfield.
	LPP01756	2.10	Object	<p>Objects to building on Green Belt. Concerned about traffic, pollution, impact on health, animal habitats and the natural environment.</p> <p>Concerned about being saturated with continual housing that has an impact on crime rates and house prices.</p> <p>Strongly objects to both Plan A and Plan B.</p>	<p>Wyre Forest District Council has to allocate land for development. If the Local Plan was not reviewed and the Council did not have a 5 year housing land supply developers could apply for planning permission anywhere in the District.</p> <p>The Local Authority has evolved their strategy for development based on evidence. This includes an Employment Land Review (ELR) and Objectively Assessed Housing Need (OAHN) both in 2016 and updated in 2018 and supported by the Sustainability Appraisal.</p> <p>The policy of the Council for many years has been to build on brownfield land but there is not</p>

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					enough left and so greenfield and Green Belt sites have to be considered.
	LPP02726	2.10	Object	Table 2.10 details that there are very poor public transport services and high traffic density. Therefore whichever option is provided, these need to be addressed, otherwise it is not local planning but letting local market demands drive developments.	2.10 are the comments received from respondents from the Issues and Options consultation. Sites in the emerging Local Plan have been considered by the highways department at Worcestershire County Council.
	LPP0289	2.10	Support	Support for para 2.10	Support for paragraph 2.10 is noted.
CORE11	LPP0149	2-10	Support	Support for paragraph 2.10.	Support for paragraph 2.10 is noted.
	LPP036	Leisure facilities	Comment	<p>If more people are to be encouraged to use the swimming pool and gym, why was it</p> <p>a. Built in such an out of way place with no public transport facilities and</p> <p>b. a small car park. The only way people can get there is to use their cars, and if the car park is full, the only option is to park on the road.</p> <p>At least in the centre of town it was easily accessible to all people, including children who could walk or use public transport to get to it, but now they haven't any means to accessing it.</p>	<p>The position of the leisure centre is serviced by the Route 1 Kidderminster circular service, a half hourly service, from Kidderminster bus station. Passengers are able to flag down a bus immediately opposite the leisure centre.</p> <p>The Council have sought planning permission for the car park at the leisure centre to be extended to increase the parking available to users of the leisure centre.</p>
	LPP02165	Social and	Comment	The district council seems to be indicating that	Comment is noted.

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
		Economic Issues		<p>in order for the area to prosper, we as a community need to encourage working age families to the area so that there is a better balanced 'Circle of Life' in the area.</p> <p>This makes sense. There does need to be room to allow younger generations to come through and make Wyre Forest an aspirational place for them to live.</p>	
Wyre Forest Green Party	LPP01406	Table 2.0.1	Comment	The Horsefair Air Quality Management Area (AQMA) extends well beyond the Horsefair. It includes the Ringway to its junction with Coventry Street and includes Coventry Street to the junction with Radford Avenue. This is important when considering the impact of additional traffic.	Both proximity to the AQMA's and traffic impact are considerations that are taken into account when assessing sites.
	LPP0288	Table 2.0.1	Comment	<p>Population age profile is not surprising given the lack of work and training opportunities. Opportunities need to be created to address this issue.</p> <p>Looking at the retail profile, Wyre Forest is seen as a low wage area and therefore one generally has to travel to other areas for better quality options.</p>	<p>The age profile shows that the District has an ageing population and fewer numbers of young people due to the lower birth rates.</p> <p>Wyre Forest District does have a lower wage area, employment land will be allocated through the Local Plan which may give more employment options within the District.</p>
	LPP0474	Table 2.0.1	Comment	I wish to highlight the phrase "Virtually static population growth".	The Local Authority has evolved their strategy for development based on evidence. This includes an Objectively Assessed Housing Need

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
					<p>(OAHN) in 2016 and updated in 2018.</p> <p>Between 2001 and 2011 the population in Wyre Forest District increased by 1.1%, the population increased by a further 1.1% from 2013 to 2015, and a further 1.1% between 2015 and 2017. The population of Wyre Forest District is projected to increase by 4.9% over the course of the Plan Period 2016-2036, from 100,000 in 2016 to 105,300 in 2036[1].</p> <p>[1] ONS 2016-based Subnational Population Projections</p>
	LPPO502	2.9	Comment	<p>Why do we need 5400 houses built as the population is static? Older people do not want to move from their homes where they have lived in for many years. I work with older people and it becomes very important that people with memory loss stay as long as possible in familiar surroundings.</p> <p>As Weavers Wharf was developed the rest of the older town centre has started to die. New developments do not mean that the Town improves it just shifts the money from older established retail outlets to those that have a national feel and a tight marketing strategy behind them.</p>	<p>The Local Authority has evolved their strategy for development based on evidence. This includes an Objectively Assessed Housing Need (OAHN) in 2016 and updated in 2018.</p> <p>Between 2001 and 2011 the population in Wyre Forest District increased by 1.1%, the population increased by a further 1.1% from 2013 to 2015, and a further 1.1% between 2015 and 2017. The population of Wyre Forest District is projected to increase by 4.9% over the course of the Plan Period 2016-2036, from 100,000 in 2016 to 105,300 in 2036[1].</p> <p>The Local Authority has considered alternative uses to retail in the town centre to enhance</p>

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
				Once you allow the development of the Green Belt on the Eastern part of the town it will not suddenly give higher grades to students, lower body mass index of school children or raise wages. It will give developers more money, it will cause even greater transport problems as most people work outside of Kidderminster, And the Green Belt will be lost to all for ever. The environmental 'look' driving in to Kidderminster from Blakedown will be very different. Biodiversity will be reduced.	vitality. Policy 10B and Policy 22A consider alternative uses in the town centres. Policy 22A - In secondary shopping areas, support will be given for change of use of retail units to alternative uses such as leisure, recreation, employment and residential.
Worcestershire County Council, Planning Economy & Performance	LPPO1075	Table 2.0.1 2.9	Comment	<p>Table 2.0.1 in section 2.9 correctly highlights that population growth in Wyre Forest district is not going to be high over the next 20 years, and that a high proportion of residents are aged 65+.</p> <p>Between 2016 and 2026, there is likely to be a significant increase in people aged 75+. Due consideration therefore needs to be given to the needs of an ageing (and elderly) population and their needs particularly as people are not only living longer but are also living longer with poor health or complex health issues.</p>	<p>Comments noted.</p> <p>The population of Wyre Forest District is projected to increase by 4.9% over the course of the Plan Period 2016-2036, from 100,000 in 2016 to 105,300 in 2036^[1]. There will be a marked increase in the number and proportion of older residents. The population aged 65+years is expected to increase by 28.1% from 24,200 in 2016 to 31,800 in 2036^[2].</p> <p>A major strategic challenge for the Council is to ensure a range of appropriate housing provision, adaptation and support for the District's older population. The number of people across the Wyre Forest aged 65 or over is projected to increase significantly during the Plan Period, from 24,200 in 2016 to 31,800 by 2036 (31.4%</p>

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
					increase) The increase in the population aged 80 or over is considerable, rising from 5,900 to 11,200 persons during the period 2016-2036 (89.8% increase). [1] ONS 2016-based Subnational Population Projections [2] ONS 2016-based Subnational Population Projections
Historic England	LPP01262	Table 2.0.1	Comment	Within the table relating to environmental issues we would recommend that 'historic assets' is amended to 'heritage assets' to comply with National Planning Policy Framework (NPPF) terminology.	This has been amended in line with the comments.
Wyre Forest Friends of the Earth	LPP01305	Environmental Issues	Comment	The Horsefair AQMA extends well beyond the Horsefair. It includes the Ringway to its junction with Coventry Street and includes Coventry St to the junction with Radford Avenue. This is important when considering the impact of additional traffic.	Both proximity to the AQMA's and traffic impact are considerations that are taken into account when assessing sites.
	LPP0324	2.0.1	Comment	No plan seems to account for social issues. We need parks and open space to encourage activity for all age groups.	Comments noted.
Land Research & Planning Associates Ltd	LPP0533	2.8 - 2.9	Comment	There is a substantive area to the west of WFDC area that is not Green Belt that could accommodate some more housing around the	Comments will be considered.

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
				<p>smaller settlements where landowners are willing to allow say at least 50% affordable homes or starter homes. This would accommodate a considerable amount of the shortfall and help sustainability to rural areas.</p> <p>PPG 001 states that Rural Settlements should be allowed development in order to remain alive and sustainable. This does not appear to be the case in this PO document either for OPTION A or B.</p>	
	LPP0350	Aging population	Comment	<p>As you state, we have an aging population and these residents may need smaller affordable accommodation. Large scale developments could put them in danger of being priced out of the market and a low level supply of affordable rented accommodation.</p> <p>Therefore not catering for our communities needs.</p>	Wyre Forest District Council wants to ensure that developments have a range of size of dwellings to cater for communities including an ageing population. The Council also wants a range of affordable accommodation including affordable rented accommodation.
	LPP0354	Table 2.0.1	Comment	<p>If the population growth is 'virtually static', why the need for so much development?</p>	<p>The Local Authority has evolved their strategy for development based on evidence. This includes an Objectively Assessed Housing Need (OAHN) in 2016 and updated in 2018.</p> <p>Between 2001 and 2011 the population in Wyre Forest District increased by 1.1%, the population increased by a further 1.1% from 2013 to 2015,</p>

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
					and a further 1.1% between 2015 and 2017. The population of Wyre Forest District is projected to increase by 4.9% over the course of the Plan Period 2016-2036, from 100,000 in 2016 to 105,300 in 2036[1]. [1] ONS 2016-based Subnational Population Projections
Land Research & Planning Associates Ltd	LPP0540	2.0.1	Comment	Needs thinking in how to ensure young persons are and can be accommodated in local rural areas/settlements. The opportunity exists to allow rural settlements away from the Green Belt to expand and thrive. We are now starting the age of the ELECTRIC CAR and transport or similar types of energy to promote this. Electric charging can now take place at home. The majority of the population use a motor car. The need of the use of the motor car meaning development is not sustainable is now outdated and is not good argument in respect of the lack of sustainability and fresh thinking on this is urgently needed.	There is a cost involved owning an electric vehicle or a petrol/diesel vehicle, many people cannot afford a car and are dependant on public transport so sustainability is relevant.
	LPP02935	East of Kidderminster (S)	Comment	The LPRPO document states "Virtually static population growth", so why is the plan suggesting an extra 6000 plus houses?	An Objectively Assessed Housing Need (OAHN) to assess the number of dwellings required was carried out in 2016 and updated in 2018. The population increased by 1.1% (2001-2011), however the population increased by a further 1.1% from 2013 to 2015, and a further 1.1%

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
					<p>between 2015 and 2017.</p> <p>The population of Wyre Forest District is projected to increase by 4.9% over the course of the Plan Period 2016-2036, from 100,000 in 2016 to 105,300 in 2036^[1]. There will be a marked increase in the number and proportion of older residents. The population aged 65+years is expected to increase by 28.1% from 24,200 in 2016 to 31,800 in 2036^[2].</p> <p>Agree that the elderly may want to downsize and this would free up larger family homes, however this does mean that some suitable accommodation for the elderly may need to be built.</p> <p>^[1] ONS 2016-based Subnational Population Projections</p> <p>^[2] ONS 2016-based Subnational Population Projections</p>
	LPPO2962	Table 2.0.1	Comment	<p>Loss of recreational land/long-term air pollution will put further stress on the local healthcare system</p> <p>Building on large areas of the Green Belt will also increase the possibility of flash floods and drainage problems</p>	<p>The Local Authority seeks to protect Green Belt as much as possible, however, however additional development is required based on evidence which includes an Employment Land Review (ELR) 2016, updated 2018 and Objectively Assessed Housing Need (OAHN)</p>

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
					<p>studies 2016, updated 2018.</p> <p>The location of Air Quality Monitoring Areas (AQMA's) are considered when possible sites are assessed.</p> <p>The emerging Local Plan seeks to ensure that residents can access open space by footpaths and cycle ways for their health, well being and fitness.</p>
	LPP04048	Table 2.0.1	Comment	<p>Page 14, Para 2.9 Table 2.0.1 <i>“Although population static, there has been a 9% increase in the number of households as the number of residents per unit of accommodation is falling”</i>. Over what period of time? What where is the evidence?</p>	<p>The information is from household projections (2012-based) which show that in Wyre Forest District, the number of households is predicted to grow by 9% 2012-2037.</p> <p>Over the same period, the average household size in Wyre Forest is projected to fall from 2.25 to 2.12. 2.32 to 2.18.</p>
	LPP04171	Table 2.0.1	Comment	<p>The WFDC Consultation Document states that the district has “virtually static ‘population growth’ and ‘. Has a low level of in-migration’ This is confirmation that there is no strong demand for the proposed quantity of new housing. This lack of demand is further confirmed by the fact that the average paid house price in Worcestershire is £244,562, whereas in Kidderminster it is only £201,124. The document later states that there is a</p>	<p>Between 2001 and 2011 the population in Wyre Forest District increased by 1.1%, the population increased by a further 1.1% from 2013 to 2015, and a further 1.1% between 2015 and 2017.</p> <p>The population of Wyre Forest District is projected to increase by 4.9% over the course of the Plan Period 2016-2036, from 100,000 in 2016 to 105,300 in 2036[1].</p>

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
				growing population. As there is little or no natural growth, in my opinion, any sudden increase would have to be fuelled by in-migration from an undisclosed agreement with Birmingham to accept overspill.	[1] ONS 2016-based Subnational Population Projections
	LPP04710	2.0.1	Comment	<p>From Table 2.0.1 - Virtually Static Population Growth.</p> <p>This means that there is no need for large developments of housing to satisfy local need. Although conceding that some development may be needed to accommodate the 9% increase in the number of households due to the number of residents per unit of accommodation falling. However this would be nothing like on the scale that is envisaged. If large developments are constructed it is inevitable that the majority of the houses will be sold to people moving in from outside the area. These will most likely already have jobs outside the immediate local area in places such as Birmingham and Worcester. This will inevitably lead to more commuting, largely by car. There is, quite rightly, much concern at the moment about pollution and air quality a high proportion of which is from motor vehicles. Environmentally this is very bad. We should be encouraging people to live close to their places of work, where sustainable means</p>	<p>An Objectively Assessed Housing Need (OAHN) to assess the number of dwellings required was carried out in 2016 and updated in 2018.</p> <p>The population of Wyre Forest District increased by 1.1% from 2013 to 2015, and a further 1.1% between 2015 and 2017. It is projected to increase by 4.9% over the course of the Plan Period 2016-2036, from 100,000 in 2016 to 105,300 in 2036[1].</p> <p>Changes in retail patterns have had a detrimental effect on Kidderminster town centre. The Local Authority has considered alternative uses to retail in the town centre to enhance vitality.</p> <p>Policy 10B and Policy 22A consider alternative uses in the town centres. Policy 22A - In secondary shopping areas, support will be given for change of use of retail units to alternative uses such as leisure, recreation, employment and residential</p>

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
				<p>of transport such as walking, cycling and public transport can be encouraged.</p> <p>Kidderminster already suffers from acute congestion at peak time and this will add to that. Even those who commute by train are likely to drive to the station adding to local congestion and pollution.</p> <p>On Social Issues</p> <p>“High costs of providing healthcare for an ageing population with high obesity. Results in more medical intervention; for example, hospital stays or visits and visits to GPs.”</p> <p>Walking is one the most accessible forms of exercise and with high positive improvements to health. As stated earlier the Green Belt area between Spennells and Stanklyn Lane is a very valuable amenity area well used by walkers, the loss of this is hardly likely to help with the above.</p> <p>“Diversify the economy, create more skilled jobs to reduce out of District commuting and increase the retention of young educated residents.” This is a worthwhile aim but will take time, in the short to medium term the current plan is going to draw in people from</p>	<p>[1] ONS 2016-based Subnational Population Projections</p>

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
				<p>outside the area currently in employment elsewhere increasing out of district commuting.</p> <p>Under Key Issues and Challenges Economic Issues for Wyre Forest it states</p> <p>“Other areas of the town centre which have been traditionally retail could change to other uses and the primary shopping area could be redefined.”</p> <p>Since the development of Weavers Walk the main retail centre has shifted and much of the old retail area is run down and underused. I would strongly support some of this having change of use from retail to either residential, or mixed use residential/commercial and the construction or adaption of existing buildings either completely or partially (above retail/commercial) outlets into flats. This could at least partially meet the 9% extra predicted local need. As this increase is due to the occupancy rate of existing accommodation falling much of this increase would be for couples or single people who would not need larger family homes. Many of these are likely to be older people who would appreciate being within walking distance of the amenities and facilities that a revitalised town centre could</p>	

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
				provide.	
	LPP02724	Table 2.0.1	Object	<p>Table 2.01 highlights the social and economic issues affecting the district.</p> <p>Clearly the economic issues impact the social issues, and therefore these should be given priority when considering district planning. Therefore planning for businesses should be given paramount attention. West Midlands Safari Park and Severn Valley Railway being high profile businesses that can create inward migration that will cascade to the smaller local businesses. It is also paramount that strategic planning takes full advantage of HS2 investment, as if not fully planned and delivered initially there is no second chance. So high profile lobbying needs to be done now, so we don't miss out on this huge national investment.</p> <p>This is particularly relevant when the qualification levels at GCSE and above require improvement. This can only be done with commitment in the form of structure educational planning and resources provision.</p>	Social, economic and environmental issues are all linked so these three issues all need to be taken into consideration in the emerging Local Plan.
	LPP01682	Table 2.0.1	Object	<p>1. states “Virtually static population growth” which negates the need for a massive number of houses. Smaller numbers as identified by table 2.0.1 for</p>	The Local Authority has evolved their strategy for development based on evidence. This includes an Objectively Assessed Housing Need

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
				affordable housing/downsizing can be met through Brownfield sites/town centre regeneration. This LPR is fatally flawed in its projection of 6000 new dwellings.	(OAHN) in 2016 and updated in 2018. Between 2001 and 2011 the population in Wyre Forest District increased by 1.1%, the population increased by a further 1.1% from 2013 to 2015, and a further 1.1% between 2015 and 2017. The population of Wyre Forest District is projected to increase by 4.9% over the course of the Plan Period 2016-2036, from 100,000 in 2016 to 105,300 in 2036. [1] ONS 2016-based Subnational Population Projections
	LPP01683	Table 2.0.1	Object	All social, economic and environmental points raised in above table are reasons NOT to pursue the LPR. The extrapolations used to estimate number of new dwellings is flawed, being based on national figures NOT on actual local figures, as proved by the statement in table 2.0.1 “Virtually static population growth.”	The Local Authority has evolved their strategy for development based on evidence for Wyre Forest District. This includes an Employment Land Review (ELR) and Objectively Assessed Housing Need (OAHN) both in 2016 and updated in 2018 and supported by the Sustainability Appraisal.
	LPP03377	Option A	Object	<ul style="list-style-type: none"> The population growth figures aren't accurate as they appear to have been rounded up. 	<p>The Local Authority has evolved their strategy for development based on evidence. This includes an Objectively Assessed Housing Need (OAHN) in 2016 and updated in 2018.</p> <p>Between 2001 and 2011 the population in Wyre Forest District increased by 1.1%, the population increased by a further 1.1% from 2013 to 2015,</p>

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
					and a further 1.1% between 2015 and 2017. The population of Wyre Forest District is projected to increase by 4.9% over the course of the Plan Period 2016-2036, from 100,000 in 2016 to 105,300 in 2036[1]. [1] ONS 2016-based Subnational Population Projections
	LPPO3411	Option A	Object	<ul style="list-style-type: none"> Projected population figures aren't realistic. 	<p>The Local Authority has evolved their strategy for development based on evidence. This includes an Objectively Assessed Housing Need (OAHN) in 2016 and updated in 2018.</p> <p>Between 2001 and 2011 the population in Wyre Forest District increased by 1.1%, the population increased by a further 1.1% from 2013 to 2015, and a further 1.1% between 2015 and 2017. The population of Wyre Forest District is projected to increase by 4.9% over the course of the Plan Period 2016-2036, from 100,000 in 2016 to 105,300 in 2036[1].</p> <p>[1] ONS 2016-based Subnational Population Projections</p>
Gemini Properties	LPPO1190	Table 2.0.1	Support	Table highlights key considerations that need to be taken into account including ageing population, need to attract economically active people, need to diversify economic base and	Many key considerations are being taken into account in the plan making process which includes evidence base studies.

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
				<p>retain younger people and improvements to shopping offer and improvements in Kidderminster town centre.</p> <p>This requires a flexible approach to development. Kidderminster town centre needs to provide a range of retail opportunities and supporting facilities such as restaurants and leisure uses. This will also broaden the economic base. It would also be appropriate to direct new care facilities or the elderly to the town centre. Flexible uses should be encouraged to sites within and surrounding the town centre. Para.14 of NPPF requires plans to be flexible and able to adapt to rapid change throughout the plan period.</p>	<p>The Local Authority has considered alternative uses to retail in the town centre to enhance vitality.</p> <p>Policies in the emerging Local Plan consider alternative uses in the town centres. Policy 22A - In secondary shopping areas, support will be given for change of use of retail units to alternative uses such as leisure, recreation, employment and residential.</p>

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO SECTION 3: VISION FOR THE AREA IN 2034

Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
CORE11	LPP0150	3-1	Support	Support for paragraph 3.1.	Support is noted.
	LPP0435	3.0.1. Para iii	Comment	<p>Kidderminster town centre has a large proportion of retail outlets that remain unoccupied and are not maintained - this has been the case for a number of years.</p> <p>Are there any plans to convert unused town centre retail or unoccupied property to housing use? If not, why not?</p>	Comments noted. The council works with Empty Property owners who want to bring properties back into use and would support conversion of units where it is appropriate to do so.
CORE11	LPP0151	3-3	Support	Support for paragraph 3.3.	Support is noted.
Land Research & Planning Associates Ltd	LPP0544	3.4	Comment	Insufficient land is proposed to satisfy the severe critical shortage of affordable homes.	Comments are noted. The OAHN Study published in April 2017 identified the housing need for Wyre Forest District for the plan period. This study informed the level of new housing development that would be required in the district, including affordable housing. The proposed site allocations presented in the Preferred Options document were informed by the evidence in the OAHN study. Since the Preferred Options consultation, the Government has published their new Standardised Methodology for calculating housing need. The OAHN study is therefore being revised and will use the Governments new Standardised Methodology. The final selection of site allocations in the emerging Local Plan will be based on this revised

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO SECTION 3: VISION FOR THE AREA IN 2034

Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
					OAHN study.
	LPP02413	3.4	Object	Para 3.4 makes clear that the plan should set out a clear economic vision and strategy for the area, which positively and proactively encourages sustainable economic growth. I cannot see such a vision and strategy reflected in the preferred options. And, again, recent developments have shown WFDC to be too ready to accept developments offering only poor quality, low paid employment while sacrificing other objectives. I cite again the planning approval for the water park on Green Belt at the Safari Park as an example here. The plan provides rhetoric of a limited ambition for the area, but fails to convince that even these modest aims would be likely to be achieved.	Comments are noted.
	LPP0436	3.4 para d)	Comment	What is the percentage buffer to be incorporated into the 5 year housing plan by WFDC? How have WFDC performed in the past?	The percentage buffer is set out in the NPPF, para 47 where it states that in order for LPAs to boost significantly the supply of housing LPAs should “identify and update annually a supply of specific deliverable sites sufficient to provide five years worth of housing against their housing requirements with an additional buffer of 5% (moved from later in the plan period) to ensure choice and competition in the market for land. Where there has been a record of persistent under delivery of housing, local planning authorities should increase the buffer to

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO SECTION 3: VISION FOR THE AREA IN 2034

Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
					<p>20% (moved forward from later in the plan period) to provide a realistic prospect of achieving the planned supply and to ensure choice and competition in the market for land."</p> <p>The Council's Five Year Housing Land Supply Report shows how Wyre Forest District has performed in the past. This report is published and available on the Council's Planning Policy web pages for viewing.</p>
	LPPO3724	Paragraph 3.5	Object	<p>Previous plans produced by the Council have failed to deliver. The Council lacks the required skills to correctly and objectively formulate a workable plan that is practicable and takes full account of risks and impact to the 'idealised fictitious vision' it feels it has to be seen to be in pursuit.</p> <p>The passage refers to a singular Preferred Option which is at odds with the document's Foreword that considers two Preferred Options. This gives little confidence in the document produced by the Council as to what it is talking about.</p>	Comments are noted.
Wyre Forest Green Party	LPPO1408	Table 3.0.1	Comment	The "Vision" section of this document states that by 2034 residents and businesses will rely increasingly on energy from locally generated renewable sources. This is quite an ambitious	Comments noted.

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO SECTION 3: VISION FOR THE AREA IN 2034

Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
				<p>target. In contrast this policy is very unambitious particularly the requirement for a minimum of only 10% of on-site renewable energy. The policy also states “unless it has been demonstrated that this would make development unviable”, so even the 10% target can be ignored</p> <p>How will “reduced levels of traffic congestion” (ix.) be achieved? We are sceptical of this without:</p> <ol style="list-style-type: none"> 1. Reversing the decline in bus services; 2. Creating a network of safe and direct cycle routes; 3. Investing in attractive and safe pedestrian routes. <p>The plan to have a bus interchange at Kidderminster Rail Station seems to have been dropped. The latest plan publicised in the local newspapers has no area for buses.</p>	
Wyre Forest Green Party	LPP01469	Vision	Comment	<p>“Residents and businesses rely increasingly on energy from locally generated renewable sources” (ii.) Other than small scale micro-generation such as domestic solar panels there is no evidence that there are any plans for renewable generation on a larger scale. A reduction in energy demand for domestic and commercial properties is vitally important. A</p>	Comments noted.

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				programme of insulating older properties and building energy efficient new homes would reduce fuel bills and bring energy demand to a level which could be substantially locally generated.	
Persimmon Homes Limited	LPP01598	Table 3.0.1	Comment	<p>The vision and objectives should relate to the local area and aim to meet the expectations of national policy and guidance. The NPPF is clear about boosting housing supply in Local Planning Authorities areas to ensure that areas can continue to grow in a sustainable way.</p> <p>Aim should be an aspirational but realistic vision of how the Council wish to promote sustainable growth in the District. First bullet point to “maintain their distinctive and separate identities.” could be more positively worded to allow for the idea that growth can occur in the District in a planned and sustainable way.</p> <p>Fifth objective states that Bewdley will remain a thriving market town which meets the local community need. The overall vision for Bewdley needs to be more positive towards growth of housing to attract the people that it needs.</p>	Comments are noted.
Taylor Wimpey West Midlands	LPP01711	Table 3.0.1	Comment	Vision broadly supported. The Vision envisages that new development is properly supported by the timely provision of suitable infrastructure. Taylor Wimpey recognises that the delivery of	Comments noted.

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				new infrastructure will be necessary to support new development to mitigate for needs arising from new residents and the opportunities that may exist for assisting in delivering strategic infrastructure projects that have a far wider benefit to businesses and residents within the District and could assist in addressing a number of the highlighted issues.	
	LPP037	2034	Comment	Nobody can tell how Wyre Forest will look in 2034. I have been here 36 years and have seen Kidderminster transformed from a well established, pleasant living area to a run down and derelict slum.	Local Plan documents always include a vision for the area that they are aiming to achieve by the end of the plan period. The NPPF in para 150 states: “Local Plans are the key to delivering sustainable development that reflects the vision and aspirations of local communities.” It should reflect a collective vision for the sustainable development of the area. It should be aspirational but also realistic.
	LPP0251	question	Comment	Great vision! But will it happen? Not if you carry on with your present methods i.e. compulsory purchase of an old established business (Lloyds Garage) then knock it down and do nothing with the land! Except turn it into the most expensive rubble car park in the midlands. Do something about Buftons/the shopping mall on the north side of bridge street, this building has been empty for about 20 years, it looks an	The Lloyds Garage site that is referred to in this response is the proposed site allocation AKR/1 – Bridge Street Basins. The Buftons site is in the HELAA document and has therefore been considered as part of the Local Plan Review process.

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				eye sore that and the rubble car park make a complete mockery of your so called plans for improvement to the area.	
	LPP0399	3.1	Comment	This is nothing short of what I'd expect in 2017.	Comments are noted.
	LPP0421	3.0.1	Comment	This is nothing short of what I'd expect in 2017	Comments are noted.
Land Research & Planning Associates Ltd	LPP0541	3.0.1	Comment	<p>Part (i.)</p> <p>In respect of "The outlying villages have grown organically to meet their own needs"</p> <p>Unless settlement boundaries are expanded to facilitate further housing this will not happen. Where landowners are willing to provide land for up to 50% affordable homes and/or starter/self build homes to allow outlying villages to remain sustainable, and/or could incorporate further facilities such as a local shop/primary school or similar included then a Policy should be considered and adopted to allow such expansion.</p>	The emerging Local Plan has sought to identify possible sites for future housing allocations. Policy 18B also considers small scale residential developments on infill plots within the settlement boundaries of the three main towns and villages.
The Woodland Trust	LPP0531	Vision	Comment	We welcome the reference to the importance of green infrastructure in the vision for Wyre Forest. We would like to see the importance of trees and woods, as an important component of green infrastructure, recognised in the vision. Trees, in a variety of locations (e.g. street trees,	Comments are noted. Trees and woodland have been recognised in our emerging policy on Green Infrastructure (i.e. Policy 11D and Policy 14).

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				trees in parks and housing areas and in woodland) can also make an important contribution to tackling climate change, both in absorbing carbon and in enabling adaptation to the impacts of climate change (e.g. by alleviating the urban heat island effect or by reducing surface water flooding, providing shade for farm animals etc)	
Horton Estates Ltd	LPP0842	Vision	Comment	<p>Bullet point viii. within Table 3.0.1 relates to the economy. We consider that specific reference should also be made to the contribution that existing industrial estates in the rural area, such as Cursley Distribution Park, will make during the plan period to the District's economy. We request that the final sentence be reworded as follows: "...they are supported by the rural economy including several existing and significant industrial estates where sustainable growth will have occurred, and sustainable tourism."</p> <p>We also request an additional bullet point be added to refer to the effective reuse of PDL throughout the District in accordance with paras. 17 and 111 of the NPPF (where it is not of high environmental value). This would be supported by Objective 5 within Table 3.0.2: "Previously-developed land, which is not of high environmental value, will have been prioritised to meet development needs."</p>	Comments are noted.

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North Worcestershire Water Management	LPP0900	Section 3.1 Table 3.0.1	Comment	<p>Objective ii) in Table 3.01 needs rewriting as there is no programme of floodplain management as such and the impact of increased water efficiency upon the risk of flooding is questionable. This objective currently reads: "The risk of flooding is reduced due to a programme of floodplain management, increased water efficiency, softer landscaping and extensive use of SuDS in new developments."</p> <p>Suggested wording: "The risk of flooding is reduced due to flood management and the extensive use of SuDS both in new developments and retrospectively"</p> <p>OR</p> <p>"Water management forms an integral part of the planning and design of developments. This includes the mitigation of flood risk, water efficiency and widely used SuDS."</p>	Comments are noted.
Kidderminster Harriers Football Club	LPP0927	Table 3.0.1	Comment	<p>The proposed 'Vision for the area' should also include stronger support for improved sports, academic and cultural facilities in the district.</p> <p>To support the NPPF (para. 7) requirement that the planning system performs a social role including supporting health, social and cultural well-being.</p>	Comments are noted.

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				Add extra bullet; <u>Sport and recreational facilities are expanded in the district with their increased use, resulting in health and welfare benefits. This will include the improvement of existing facilities on land to be a centre for sporting excellence, south of Kidderminster for the relocated Kidderminster Harriers Football Club.</u>	
Chaddesley Corbett Parish Council	LPP01033	Table 3.0.1 / 3.0.2	Comment	<p>Vision for the economy and employment needs (tables 3.0.1 and 3.0.2)</p> <p>Realising this vision will need:</p> <ul style="list-style-type: none"> • A strategy and policies that will attract and retain higher value employers • Provision of locations for employment that have easy and rapid connection to the regional transport infrastructure (motorways and inter-city rail) <p>This argues for greater collaboration with neighbouring authorities that are closer to major transport infrastructure, rather than taking a purely parochial view.</p>	Noted and agreed. The Council continues to have Duty to Cooperate discussions with its neighbouring Local Authorities.
Place Partnership Ltd	LPP01088	Table 3.0.1	Comment	Place Partnership Limited (PPL) manages the combined estates of Warwickshire Police (WP), West Mercia Police (WMP), Hereford & Worcester Fire and Rescue Service (HWFRS),	Comments are noted and agreed.

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				<p>Worcestershire County Council, Worcester City Council and Redditch Borough Council.</p> <p>The following are joint representations on behalf of WP, WMP and HWFRS to the consultation document. They concern only those policies and paragraphs that directly relate to the concerns and service priorities of the three emergency services:</p> <p>Table 3.0.1 – What will Wyre Forest District be like in 2034?</p> <p>The three emergency services are supportive of the direct reference in paragraph (x) of Table 3.0.1 that by 2034 crime and disorder in the District remain low and local residents feel safer.</p> <p>This ensures the Local Plan’s consistency with paragraphs 58 and 69 of the National Planning Policy Framework (NPPF), which state that planning policies and decisions should create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion.</p> <p>The reference in paragraph (x) also helps to ensure the alignment of Vision with the vision for Wyre Forest contained within the ‘Single Sustainable Community Strategy for</p>	

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				<p><i>Worcestershire, which similarly envisages a ‘district which people want to live in and visit; where they feel free from the fear of crime...’</i></p> <p>Paragraph (x) also ensures consistency between the vision and the following paragraphs and policies in the Local Plan on this topic:</p> <ul style="list-style-type: none"> • Paragraph 5.4 (b) (iv) • Policy 9 (5) • Paragraph 11.12 • Policy 27A (xiii) • Policy 27c (C) (v) • Paragraph 27.21 <p>Overall, the reference in paragraph (x) ensures an effective and sound message in the Vision. This will promote community safety, crime prevention and the provision where necessary of the design measures and infrastructure necessary to ensure this.</p>	
National Farmers Union West Midlands Region	LPP01117	Vision	Comment	We welcome the vision but we feel it ought to express more support for rural communities via the delivery of local housing and employment opportunities and also acknowledge the continued importance of agriculture to the economy.	Comments are noted.
Wyre Forest	LPP01307	Vision	Comment	The “Vision” section of this document states that	Comments noted.

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Friends of the Earth				<p>by 2034 residents and businesses rely increasingly on energy from locally generated renewable sources. This is quite an ambitious target. In contrast this policy seems very unambitious particularly the requirement for a minimum of only 10% of on-site renewable energy. The policy also states “unless it has been demonstrated that this would make development unviable”, without stating who would decide that it was non-viable.</p> <p>ii. “Residents and businesses rely increasingly on energy from locally generated renewable sources” Other than small scale micro-generation such as domestic solar panels there is no evidence that there are any plans for renewable generation on a larger scale. A reduction in energy demand for domestic and commercial properties is vitally important. A programme of insulating older properties would reduce fuel bills and bring down energy demand to levels which could be locally generated.</p> <p>ix. How will “reduced levels of traffic congestion be achieved”? It is difficult to see how this will be achieved without</p> <p>a) Reversing the decline in bus services.</p> <p>b) Creating a network of safe and direct cycle routes.</p> <p>c) Investing in attractive and safe pedestrian</p>	

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				<p>routes.</p> <p>The plan to have a bus interchange at Kidderminster Rail Station seems to have been dropped. The latest plan publicised in the local papers has no area for buses.</p>	
	LPP02411	Table 3.0.1	Object	Table 3.0.1 lists an interesting set of descriptors for the district in 2034, but there is insufficient information on how the proposed developments would achieve these descriptors, even if all were desirable. This vision is further undermined by recent developments, such as the large KFC near to WFDC's headquarters, which would seem to discourage, rather than enhance, the likelihood of reducing obesity, one of the increasingly negative features of the area.	There is further work to do on the emerging Local Plan, but the Vision is what the Plan as a whole is aiming to achieve by the end of the plan period. The policies within the Plan will help to achieve the vision.
	LPP03721	Table 3.0.1 viii	Object	<p>Paragraph 3.1 table 3.0.1 part viii</p> <p>I object to the unrealistic vision for the South Kidderminster Enterprise Park to become 'the main focus for employment' The idea to 'industrialise' a traditional market town to compete with West Midlands is not based upon competitive advantage to which industrialists look for viability. Unless there is cheap land, cheap building, low business rates, low wages these aspects will not compensate for the costs of route to market for products from a town lacking connectivity to national transportation and</p>	The Vision in viii states "The urban areas of Kidderminster and Stourport-on-Severn and the South Kidderminster Enterprise Park are the main focus for employment but they are supporting by the rural economy and sustainable tourism." Therefore, the Vision is not just referring to 'South Kidderminster Enterprise Park'. Employment development is an important element of making a place sustainable.

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				communication infrastructure. These aspects will all needs to be addressed before investors are attracted to a viable business model. The Council is operating beyond practical attainment with occluded thinking. The focus for employment should be dispersed throughout the town to avoid areas becoming run-down.	
	LPP03722	Table 3.0.1 x	Object	<p>Paragraph 3.1 table 3.0.3 part x</p> <p>This statement is completely at odds with the current planning proposals to pave over large swathes of green belt and conflicts with vulnerable users, healthier lifestyles. It is also inconsistent with 3.2 table 3.0.2 Objective 6.</p>	Comments noted. Green Belt release will be required to provide enough land to meet the Districts development requirements. The Local Authority has a statutory duty to meet housing and employment need for the District.
	LPP0443	3.0.1	Object	<p>Your plans do not support your vision. You foresee "...outlying villages have grown organically to meet their own needs..." and "...the larger villages of Cookley and Blakedown continue..." but your plans are to double the size of Cookley with the core site at Lea Castle. Doubling the size of a village is most certainly NOT growing organically. Should Option A at Lea Castle be selected, Cookley will be annexed to Kidderminster (you will be able to walk from Kidderminster centre to Cookley centre without passing through any fields, greenbelt etc). Cookley will not be a village, it will be a suburb of Kidderminster.</p>	Disagree. The Lea Castle site does not form part of Cookley village.

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Taylor Wimpey West Midlands	LPP01549	Table 3.0.1	Support	<p>Vision broadly supported.</p> <p>The Vision envisages that new development is properly supported by the timely provision of suitable infrastructure. Taylor Wimpey recognises that the delivery of new infrastructure will be necessary to support new development to mitigate for needs arising from new residents and the opportunities that may exist for assisting in delivering strategic infrastructure projects that have a far wider benefit to businesses and residents within the District and could assist in addressing a number of the highlighted issues.</p>	Support for the Vision is noted.
	LPP0475	Table 3.0.1	Support	<p>I agree with this plan for the future and particularly wish to highlight the phrase "The outlying villages have grown organically to meet their own needs". As a resident of Cookley I am concerned about the plans to build up to 600 properties on the old Lea Castle Hospital Site and wonder about the pressure it will put on the school and the Doctors surgery in Cookley. I also wish to highlight this phrase "New development in Wyre Forest is properly supported by the timely provision of suitable infrastructure." At the moment there is insufficient infrastructure for this type of development.</p>	Infrastructure is being considered as we progress with the site allocations in the emerging Local Plan. An Infrastructure Delivery Plan (IDP) was produced for the Preferred Options and will continue to be updated as we develop the Local Plan. The revised IDP will be published at the next consultation on the emerging Local Plan.
Homes England	LPP0792	Table 3.0.2	Comment	<p>HCA generally supports the Council's objectives in Table 3.0.2, particularly in relation to addressing the challenges of housing delivery to meet local</p>	Comments noted.

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				needs and the housing requirements for the District.	
Horton Estates Ltd	LPP0844	Aims and Objectives	Comment	Supports Objective 5 relating to maximising the reuse of PDL both within and beyond the main towns. Significant areas of PDL exist beyond the main towns, including industrial estates such as Cursley Distribution Park, and it is important that sustainable redevelopment and growth of these sites is supported even where they lie within the Green Belt (in accordance with paragraph 89 of the NPPF). Following on from the above, the view is taken that Objective 6 should be expanded to refer to the Local Plan's identification of specific PDL sites.	Comments are noted.
Kidderminster Harriers Football Club	LPP0929	Table 3.0.2	Comment	To support the NPPF (para. 7) requirement that the planning system performs a social role including supporting health, social and cultural well-being. Add to Plan Objectives, Point 1 To address the key challenges facing the District especially in terms of housing, employment, <u>health</u> and transport.	Comment is noted and agreed. The word 'health' to be added to the objective wording. (Policy 9 is about 'Health and Well Being'.)
Kidderminster Harriers Football Club	LPP0930	Table 3.0.2	Comment	To promote sporting opportunities in the district and improved health in accordance with NPPF. And to address some of the health issues of the district as identified by the evidence and highlighted in the Issues and options responses.	Comments are noted.

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				Add to Plan Objectives, Point 9. <u>To increase provision and to facilitate greater access to sport, recreational and other community facilities in order to encourage improvements in the population of the district's health and welfare.</u>	
Historic England	LPPO1264	Table 3.0.2 Plan Objective 8	Comment	We would recommend an amendment to Plan Objective 8 as we do not consider that the sentence is appropriate in its current format. We would recommend that there is a specific heritage objective that sets out how the plan will have a positive strategy for the historic environment, as per the NPPF.	<p>Comment on Table 3.0.2 Plan Objective 8 noted.</p> <p>ACTION:</p> <p>Amend Plan Objective 8 to read:</p> <p>"To maximise opportunities for the inclusion of Green Infrastructure into high quality development in order to provide a good quality of life and maximise the benefits of walking and cycling."</p> <p>Insert a separate heritage objective 9 to read:</p> <p>"To promote the historic environment and conserve heritage assets in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of this and future generations".</p>

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Wyre Forest Friends of the Earth	LPP01308	Aims and Objectives - Point 6	Comment	Point 6. We are against any intrusion into the Green Belt and do not believe that this will be necessary for reasons set out later in our response.	Comments noted.
	LPP0290	3.0.2	Comment	There are traffic issues to address in Bewdley and Stourport, not just in Kidderminster.	Comment noted and agreed.
	LPP0355	Table 3.0.2 - Point 7	Comment	<p>Point 7 - the traffic in Kidderminster is certainly a major issue, but I think the 'Kidderminster-Blakedown-Hagley' bypass idea of a good few years ago is not feasible anymore, due to development along the original route.</p> <p>Regarding rail, London Midland has lost its franchise and the new 'West Midlands Trains' is promising more and longer trains...we shall see. However, what Kidderminster lacks is an integrated transport system: there is an extremely poor bus connection from the station and I know several people who simply will not walk from the bus station to the rail station due to the ring road underpasses, as they do not feel safe.</p>	Comments are noted. We are working with the Highways Authority (Worcestershire County Council) to address the transport issues around new housing developments. The County Council have also published their Local Transport Plan, which was adopted in 2017.
Taylor Wimpey West Midlands	LPP01714	Table 3.0.2	Comment	<p>Aim and Objectives are broadly supported.</p> <p>However, there is not a specific objective relating to Stourport-on-Severn. It is the second largest town within the District, it would be prudent to identify an objective specifically related to the</p>	Comments noted.

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				town in order to contribute towards achieving the identified aim.	
Taylor Wimpey West Midlands	LPP01550	Table 3.0.2	Comment	Aim and Objectives supported.	Comments are noted.
Land Research & Planning Associates Ltd	LPP0542	3.0.2	Comment	3.0.1 is repeated.	Comment noted.
	LPP04755	3.0.2	Comment	<p><u>Objective: To encourage economic diversification and make sufficient high quality sites available</u></p> <p>The definition of ‘high quality site’ depends on the use to which that site is to be put. Economically, small industrial /commercial units in small towns are likely to be more attractive to business, although previous experience does appear to suggest that Kidderminster has probably got an excess of such units. The availability of more than enough unoccupied units is unattractive to potential purchasers/tenants and will detract from property values/rental values in the District.</p> <p><u>Objective: To maximise the use of previously developed land.</u></p> <p>This, together with the sensitive redevelopment of Kidderminster town centre and other existing</p>	Comments are noted. Green Infrastructure Concept Plans are being prepared for the larger urban extension sites.

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				<p>sites, has to be the most important aspect of the Council's priorities, in order to avoid the temptation of taking the easy, cheaper and less acceptable option of unnecessarily developing countryside and, more importantly, Green Belt sites.</p> <p><u>Objective: To maximise the inclusion of green infrastructure and heritage assets into well designed developments to provide a good quality of life and encourage walking and cycling.</u></p> <p>So far as this relates to the south-east of Kidderminster, the wholesale destruction of Green Belt would make these objectives difficult to achieve, irrespective of design. It beggars belief that such proposals can in any way be considered to encourage walking and cycling (or any of the other healthy, countryside activities presently enjoyed by local residents). Improvement in the "quality of life" as an objective is, quite frankly, unrealistic and, one has to assume that "green infrastructure" is an objective reserved for other parts of the district?</p> <p>Wyre Forest has few heritage assets but it is accepted that these have to be protected. It is however unlikely this consideration will have had much relevance to the choice of development</p>	

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				sites and will have little relevance to a choice between Options A or B.	
Worcestershire Wildlife Trust	LPPO1030	Table 3.0.2 Aims and Objectives	Object	We would strongly recommend that a specific objective to protect and enhance the district's biodiversity be added to the list. Protection and enhancement of biodiversity is an important component of sustainable development and is captured in legislation and planning policy to such a degree that it ought to be reflected in the main objectives of the local plan (see for example Section 40 of the Natural Environment and Rural Communities Act 2006 and NPPF paras. 9 and 109 for justification). Such an objective would also link to the first line of Aim ii of the overall Plan vision, which is otherwise not captured in the objectives.	Comments are noted.
	LPPO3723	Table 3.0.2 Objective 7	Object	Paragraph 3.2 table 3.0.2 Objective 7 The alternative route for though traffic will encourage an increase on undesirable use of road transport for Worcester traffic which will bypass the town core and bring no business to Kidderminster. Possible traffic calming measures would reduce benefits of the business case for the new road.	Comments noted. The Transport Modelling study will inform what road improvements are needed for the District. We also seek advice on transport issues from the Highways team at Worcestershire County Council.
	LPPO2412	Table 3.0.2	Object	The plan objectives in 3.0.2 do not address important factors such as air quality in Bewdley, even though the air quality at Welch Gate is	Comments noted. Air pollution and Air Quality Management Areas (AQMA) is addressed in Policy 16A.

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				already well below the allowed standard. While this may be a difficult problem to address, a local plan that ducks this issue is weak, inappropriate and unsupportable.	
Bromsgrove & Redditch DC	LPP0896	Table 3.0.2	Support	The Bromsgrove Council supports the aims and objectives of the plan and think that it has the potential to provide a strong base for planning in Wyre Forest once adopted, although a number of reservations do exist where clarity needs to be provided in order to the Council's concerns to be allayed.	Support and comments are noted.
Kidderminster Civic Society	LPP01173	Table 3.0.2 Aims of the plan	Support	Fully Support the aims of the plan.	Support is noted.
Sport England	LPP0208	Table 3.0.2	Support	Welcome last bullet. Note active lifestyles can be promoted more widely than just via green infrastructure and heritage assets and in particular would advocate embedding 'Active Design' in local plan policy to increase opportunities for physical activity. https://www.sportengland.org/facilities-planning/active-design/	Support is noted.
Land Research & Planning Associates Ltd	LPP0543	3.0.3	Comment	Parts B & C should ensure that sufficient housing land is allocated as per sections 28 and 35 to allow expansion of rural areas to provide social and economic benefits as per 2 of the bullet	Comment noted. The proposed sites continue to be evaluated to identify the most suitable sites and the final proposed site allocations will be included in the pre-submission documents.

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				<p>points in the NPPF.</p> <p>The present PO document is deficient and does not provide for this. It is therefore not in accordance with the advice in the NPPF and that of PPG 001.</p>	
	LPP01757	Sections 8, 9, 11, 13	Object	<p>Objects to building on Green Belt. Concerned about traffic, pollution, impact on health, animal habitats and the natural environment.</p> <p>Worried about being saturated with continual housing hat has an impact on crime rates and house prices.</p> <p>Strongly objects to both Plan A and Plan B.</p>	<p>Objections noted. It is a legal requirement for the Local Authority to have an up to date Local Plan that meets the identified housing need. The Objectively Assessed Housing Needs (OAHN) Report sets out what our housing need is for the District.</p> <p>Unfortunately, we do not have enough deliverable brownfield sites left in the District. We therefore have to release some greenfield sites to be able to meet our housing requirements. This will include some greenfield sites within the Green Belt.</p>
Gladman Developments Limited	LPP01196	Paragraph 3.1	Comment	<p>Recommend that the vision is amended at point vii to include a positive reference that makes clear that the identified needs of the housing market area will have been met in full by 2034. This is in line with NPPF.</p> <p>Point v on Bewdley highlights that this will be a 'thriving market town which meets the local community's needs'. This should mean both market and affordable housing needs. Bewdley Housing Survey Report (2016) should be taken</p>	Comments noted.

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				<p>into account. In summary house prices are seen as unaffordable with a shortfall of 213 affordable homes in the next 10 years, especially 2 bed. over 18 years of the plan period this would equate to 383 dwellings. Vision needs to be clarified to explain that Bewdley will meet its market and affordable housing needs in full.</p> <p>Welcome recognition in objectives that Plan will address key challenges in terms of housing employment and transport. This objective would be bolstered further through recognition that these challenges can only be met by positively planning to meet objectively assessed development needs in full.</p> <p>A suitably positive vision must be fully reflected through policies that are capable of securing its delivery. Issues faced in the wider West Midlands area should not be forgotten when considering the context for Wyre Forest through its local plan vision and objectives.</p>	
	LPPO4814	Vision	Comment	There is no vision in this plan. Why not develop new villages around the district with modest enlargements of exiting villages? This is what people want. The Consultants report commissioned by Wyre Forest District Council talks of Masterplanning. Although this is a Local planning review, I see no signs of Masterplanning	Chapter 3 sets out the Vision for the Plan area and sets out the Plan Aims and Objectives. The NPPF requires us to locate new development in the most sustainable locations. The most sustainable locations in the District are the three towns, i.e. Kidderminster, Stourport and Bewdley. The

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO SECTION 3: VISION FOR THE AREA IN 2034

Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
				in the overall approach. Wyre Forest District Council has a chequered history with Masterplanning. There was a Masterplan for the Spennells development which was excellent, but was silently dropped when the Head of Planning retired.	majority of the new development is therefore focussed on these three towns. For further information, please refer to the Sustainability Appraisal and the Site Selection Topic Paper.
	LPPO3671	Section 3	Object	<ul style="list-style-type: none"> You have not shown evidence how the distinctiveness will remain as the town becomes a commuter town. The varied landscapes and rural nature will be threatened, you have not shown enough evidence to ensure they will be protected. The remaining areas will become crowded, at increased risk of fly tipping, flooding as you build over Green Belt and remove natural barriers to flooding; trees land. Kidderminster has not to date benefited from existing regeneration. What evidence is provided to ensure that this will differ? There are empty homes, on previous developments and retail outlets in the town plus on the Worcester Street remain vacant. By removing fields and greenfield sites you will increase potential for poor health as you remove facilities such as dog walking, cycling, and walking in open countryside. You have not shown any evidence as to how the air quality will 	<p>Objection is noted. The emerging Local Plan is based on evidence – this is known as the evidence base documents in which there is a whole range of documents, including in particular the Objectively Assessed Housing Need Study, Employment Land Review, Green Belt Study, Retail study, etc.</p> <p>The emerging Plan has also been informed by the Strategic Flood Risk Assessment study which has helped to identify the sites which would be more susceptible to flood risk.</p> <p>The council works with Empty Property owners who want to bring properties back into use and would support conversion of units where it is appropriate to do so.</p> <p>The OAHN study tells us what the District requirement is for C2 use, i.e. care homes for the elderly, during the plan period.</p> <p>The Employment Land Review study tells us</p>

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
				<p>be improved with the onset of increased traffic flows, congestion, and removal of green field sites and destruction of the countryside.</p> <ul style="list-style-type: none"> • There are currently a large number of care homes with vacancies - What evidence is provided to ensure care home will not be surplus to requirements. You have talked of regeneration however this is contradictory to your plans to build more homes for the elderly. • You have shown no evidence to confirm how the jobs of sufficient number to meet the needs of the 6000 homes in Kidderminster. To suit what is effectively a new town, there needs to be a much wider range of jobs than tourism, minor manufacturing and small retail outlets. 	what the employment requirement is for the District during the plan period.
Historic England	LPP01263	Vision	Support	We support the vision and the reference to heritage throughout.	Support for Section 3 Vision for the Area noted.

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO SECTION 4: CORE POLICIES INTRODUCTION

Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
Land Research & Planning Associates Ltd	LPPO545	4.1	Comment	<p>The drastic need of land to provide the critical shortage of affordable homes has not been addressed in this document.</p> <p>Simply sacrificing the shortage of affordable homes by attempting to say the plan is sound in that there may be sufficient land to accommodate normal market homes is not acceptable, nor is it in accordance with 47 - 49 of the NPPF. So the plan is not sound as it stands.</p>	Comments are noted. The OAHN Study has identified the housing need for Wyre Forest District during the plan period. This study informs the level of new housing development that is required in the district, including affordable housing.
CORE11	LPPO152	4.2	Support	Support for paragraph 4.2.	Support is noted.

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
Land Research & Planning Associates Ltd	LPP0546	Policy 5A	Comment	<p>Recent Case Law (03 July 2017) gives rise to the argument that if land is within a settlement boundary the premise of "the presumption of sustainable development" should apply. Generally means that any planning application on any land outside a settlement boundary is considered not sustainable.</p> <p>Development is "Plan Led" and provides a framework to assess planning applications. Unless rural settlement boundaries are relaxed during the plan making process the amount of development within them is limited to the extreme. Settlement boundaries hierarchy began in the 1980s, many rural settlements have had little or no expansion to their boundaries since. This situation leads to a massive social division. There is no properly considered expansion of rural settlements in this PO document during the plan assessment process and consequently this document is not in accordance with PPG001 nor the NPPF.</p>	Policy 6B sets out the Settlement Hierarchy for the District. As this is a Green Belt District we have undertaken a Green Belt review which has helped to inform which areas of the Green Belt should be released. Many of our villages are washed over by Green Belt and the Study has advised that this should remain the case.
Worcestershire County Council, Planning Economy & Performance	LPP01077	Policy 5A	Comment	<p>Item (v) under sub-section (c) in paragraph 5.4 refers to</p> <p><i>"Protecting important historic buildings, monuments, sites of archaeological significance and the integrity of local planning designations".</i> This</p>	Comments noted and amendments agreed.

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
				<p>raises the question of what the definition of <i>"important"</i> is, as used here? What will constitute an important heritage asset? The NPPF consistently uses <i>"significance"</i>, although <i>"importance"</i> is mentioned once in NPPF paragraph 128. In any event, what level of significance or importance does this policy imply is required to render these heritage assets and designations worthy of protection? Use of the word <i>"important"</i> here may unintentionally result in conflict/debate about the importance of any heritage assets that are affected by development proposals and, while the NPPF does specifically make reference to determining the <i>"value"</i> of heritage assets that would be affected by development proposals in paragraph 129, this is again couched in terms of <i>"significance"</i>. We therefore suggest that consideration is given to either omitting the word <i>"important"</i>, substituting it for <i>"significant"</i>, or perhaps introducing some form of weighting/value in the reasoned justification as to what constitutes important. As an example, in this context important sites and designations could potentially include designated heritage assets (e.g. listed buildings, scheduled monuments, registered parks and gardens, or conservation areas), non-designated heritage assets of archaeological interest that are demonstrably of equivalent significance to scheduled monuments,</p>	

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO SECTION 5: OVERARCHING SUSTAINABLE DEVELOPMENT PRINCIPLES

Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
				<p>and heritage assets included on a Local List.</p> <p>Part B of Policy 5A states that:</p> <p><i>"Planning applications that accord with the policies in the Plan (and where relevant, with policies in Neighbourhood Plans) will be approved unless material considerations indicate otherwise".</i> We consider that the wording of this policy point requires some adjustment to reflect the fact that the Waste Core Strategy and Minerals Local Plan also form part of the Development Plan covering Wyre Forest District. We would suggest rephrasing the policy point as follows (additions in bold, deletions in strikethrough):</p> <p>"Planning applications that accord with the policies in the</p> <p>Development Plan (and where relevant, with policies in Neighbourhood Plans) will be approved unless material considerations indicate otherwise", and referencing the Waste Core Strategy, Minerals Local Plan and Neighbourhood Plans in the supporting Reasoned Justification. For the same reasons, part C should also refer to the Development Plan.</p>	
Taylor Wimpey	LPP01459	Policy	Comment	Policy 5A is consistent with the presumption of	Comments on Policy 5A are noted.

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
West Midlands		5A		sustainable development as in the NPPF. Policies and proposals in the Local Plan need to positively seek opportunities to meet the development needs of Wyre Forest, including the OAHN and provide flexibility to adapt to rapid change.	
Taylor Wimpey West Midlands	LPPO1715	Policy 5A	Comment	Policy 5A is consistent with the presumption of sustainable development as in the NPPF. Policies and proposals in the Local Plan need to positively seek opportunities to meet the development needs of Wyre Forest, including the OAHN and provide flexibility to adapt to rapid change.	Comments on Policy 5A are noted.
	LPPO3963	Development	Comment	Overall, the plan does not require enough of prospective developers. Some of the sites are significant areas and masterplans, guiding principles and 'green infrastructures' should be required at this stage in the Local Plan and at Outline. Specifying the need for future-proofing designs, layout principles so as to drive uniqueness in Landscape, access, housing and open space, as well as providing for housing designs adaptability for future purposes, with regard to new technologies as well as existing green ones, should be made explicit in the Local Plan. It would set a standard that reassures local communities that new areas will add	Comments are noted. Green Infrastructure Concept Plans and Masterplans will be required for the larger site allocations as the Local Plan evolves. This will include green infrastructure proposals.

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
				to their betterment in living near to it- it will have direct benefits for them- by green routes connected open spaces and clear identities by block designs and legibility. Such broad principles have to be set out in the Local Plan now so as to be sustainable for the future and deliver excellence where there is already a presumption of approval by NPPG guidance.	
Campaign to Protect Rural England	LPP0920	Policy 5A	Object	The emphasis of the policy is inappropriate. It seems to imply that any proposal that a developer may bring forward can potentially be made acceptable. There is no point in having a plan, if it is not made clear that proposals for major development of unallocated sites will be refused. If that is not done, developers will argue that sites that have been considered in the course of the site selection process and rejected are also sustainable, so that planning consent should be given. A further clause should be added to Policy 5A to make it clear that such applications will be refused.	Comments noted. However, if we are unable to maintain our Five Year Housing Land Supply in the future then it is important that we have a policy such as Policy 5A in the Local Plan. Also, the NPPF sets out a presumption in favour of development.
	LPP03672	Policy 5A	Object	The plan is not sustainable. Green Belt land cannot be used indefinitely. I do not agree with 5A and do not believe the report has reasoned justification as the Housing Need report does not back this up.	Objection is noted.
Worcestershire	LPP01031	Policy	Support	Support policy.	Support is noted.

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
Wildlife Trust		5A			
Gladman Developments Limited	LPP01197	Policy 5A	Support	Gladman are fully supportive of the emphasis of Policy 5A. It provides assurance of a local approach that will proactively seek to improve the social, environmental and economic well-being of the area by ensuring that development demonstrably contributes to the specific strategic and local vision and objectives of the Local Plan. The ethos of sustainable development is key to assessing planning proposals.	Support for Policy 5A is noted.
CORE11	LPP0153	5.2	Support	Support for paragraph 5.2.	Support is noted.
Land Research & Planning Associates Ltd	LPP0547	5.3	Comment	The Plan does not provide sufficient land for the vital social need for affordable/starter homes. This is essential economically, environmentally and socially.	The Local Plan aims to provide good quality housing serving a range of needs, types and tenures, including affordable housing.
Land Research & Planning Associates Ltd	LPP0548	5.4	Comment	Requires serious modifications covered in previous comments.	Comments noted.
	LPP0444	5.4	Comment	<p>An Economic Role: None of the items listed are supportive of development at Lea Castle - effectively a group of houses in a field. None of the requirements listed are met.</p> <p>A Social Role: None of the items listed are supportive of the development at Lea Castle - Cookley does not require 600 (or more) new</p>	Issues are noted. Employment use will form part of the Lea Castle development. Lea Castle does not form part of Cookley village; it is a separate area in its own right. Impact on natural environment will be addressed through on-site specific or off-site works via compensatory measures such as Biodiversity offsetting contributions,

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				<p>houses, and a strong sense of place is most certainly not encouraged by doubling the size of the village and then (should Option A be agreed) annexing it to Kidderminster. Your proposals will destroy Cookley as a village. None of the requirements listed are met.</p> <p>An Environmental Role: At the Lea Castle site the environment will be decimated. Whilst the tree line will be left, it will be removed from the greenbelt and therefore will be unprotected in the future. None of the requirements listed are met.</p>	financial contributions to restore or improve existing ecologies and environments. A Green Infrastructure Concept Plan is being produced for the Lea Castle site and will help to inform the site allocations policy and help shape future development on site.
North Worcestershire Water Management	LPP0902	5.4	Comment	Under 5.4 c An environmental role I miss a link to flood risk/water management?	Noted. Amendment required.
Wyre Forest Friends of the Earth	LPP01309	5.4	Comment	a.iii Promoting accessibility to everyday facilities for those who want to move away from car use or do not have the use of a car will require a determination by the local authority to ensure that basic services are located close to communities they serve. A good rule of thumb is that facilities should be no more than 15 minutes walking distance from any point in a local community.	Comments are noted.
Wyre Forest	LPP01411	5.4 bullet	Comment	Promoting accessibility to everyday facilities for	Comments are noted.

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
Green Party		point a.iii		those who want to move away from car use or do not have the use of a car will require a determination by the local authority to ensure that basic services are located close to communities they serve. A good rule of thumb is that facilities should be no more than 15 minutes walking distance from any point in a local community.	
	LPP04593	5.4 (b)	Comment	<p>There appears to be little increased health capacity provision in both the OAHN report and the Local Plan.</p> <p>Large Urban estates have evidenced increased anti-social behaviour and increased crime rates, which is acknowledged in the OAHN report but this is not covered in the Local Plan consultation.</p>	Infrastructure is a key issue that is being addressed through the Infrastructure Delivery Plan (IDP). Further infrastructure will be delivered through financial contributions and local or health authority investment to address any issues arising, where necessary and appropriate. Ongoing discussions with health authorities are being had as the Plan progresses.
	LPP04756	5.4	Comment	<p><u>Objective: The sensitive consideration of climate change issues.</u></p> <p>The Plan requires more houses, more industrial/commercial units and, takes account of an influx of more people to take up the new jobs. That inevitably produces a greater requirement for even more houses and more vehicles, which creates more pollution. That's inevitable and the damage is self-perpetuating. There is no apparent reference to climate change in the proposals, although specifications for new builds may be required to</p>	Comments noted. It is a legal requirement for the Local Authority to have an up to date Local Plan that meets the identified housing and employment need. The Objectively Assessed Housing Needs (OAHN) Report sets out what our housing need is for the District. The Employment Land Review (ELR) sets out the employment requirement for the District.

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
				include specific features.	
	LPO503	5.4	Object	Building 5400 homes will have a negative impact on biodiversity, landscape and traffic pollution, especially on the Eastern side.	It is a legal requirement for the Local Authority to have an up to date Local Plan that meets the identified housing need. The Objectively Assessed Housing Needs (OAHN) Report sets out what our housing need is for the District.
	LPO3726	5.4	Object	Paragraph 5.4.a.i. The reference to 'sufficient' is not objective and is open to interpretation by different readers. The plan does not clarify when 'sufficient' land will no longer be obtainable for future generations after towns have spread out into each other following 'sustainable' development plans such as this one. The plan does not recognise that there is finite land availability for an island nation and this will at some point become consumed by plans having no regard for the wider picture. As such this is not a plan that is sustainable.	Objection noted. The word 'sufficient' is taken from the National Planning Policy Framework (NPPF) paragraph 7, bullet point 1.
	LPO292	5.4	Support	Support for para 5.4	Support is noted.
Place Partnership Ltd	LPO1089	5.4 (b)(iv)	Support	WP, WMP and HWFRS fully support the inclusion of this reference and agree that the achievement of it is a fundamental component of truly sustainable development. It also ensures the Local Plan is consistent with paragraphs 58 and 69 of the NPPF on the same subject.	Support is noted.

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
				<p>Paragraph 5.4 (b) (iv) also accords with national planning practice guidance, which states:</p> <p><i>'...The prevention of crime and the enhancement of community safety are matters that a local authority should consider when exercising its planning functions under the Town and Country Planning legislation...'</i></p> <p>Paragraph: 010 Reference ID: 26-010-20140306</p> <p>Revision date: 06 03 2014</p> <p>Therefore the inclusion of the reference will ensure the effectiveness and soundness of the Local Plan.</p>	
	LPPO3729	5.5	Support	I support this statement.	Support is noted.
Wyre Forest Friends of the Earth	LPPO1310	5.6	Comment	"....promotion of local food production....."Intrusion into the green belt will reduce local food production. The proposed extension of Spennells will mean the loss of good quality agricultural land which in June 2017 was growing a crop of barley.	Comment noted.
Wyre Forest Green Party	LPPO1403	5.6	Comment	Section 5.6 mentions "....promotion of local food production....." whilst the planned intrusion into the Greenbelt will reduce local food production. The proposed extension of Spennells, for example, will mean the loss of good quality agricultural land which in summer 2017 was growing barley. Past	Comments noted.

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
				years have seen crops of wheat, peas, potatoes and beets	
	LPP03731	5.6	Support	The 'well designed buildings and places' should also consider multi-story apartments to make efficient use of scarce land and suit the lower dwelling occupancy rate sighted in paragraph 2.9 table 2.0.1 bullet 7	Support and comments noted.
	LPP0504	5.6	Support	The Land is used as farm land why build on it?	It is a legal requirement for the Local Authority to have an up to date Local Plan that meets the identified housing need. The Objectively Assessed Housing Needs (OAHN) Report sets out what our housing need is for the District. Unfortunately, we do not have enough deliverable brownfield sites left in the District. We therefore have to release some greenfield sites to be able to meet our housing requirements. This will include some greenfield sites within the Green Belt.

**LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO SECTION 6: A SUSTAINABLE FUTURE –
DEVELOPMENT STRATEGY (excluding paragraphs 6.54-6.57)**

Company / Organisation	Response Number	Para /Policy	Type of Response	Summary of Response	Officer Response - WFDC Officer Response
Barratt Homes West Midlands	LPPO814	policy 6A	Object	We believe the plan period should be extended beyond 2034 by at least 2 years to allow for potential delays and still be NPPF compliant. Development requirements should be adjusted accordingly. The emerging plan does not make provision for growth requirements from outside of Wyre Forest. It is possible that Wyre Forest will be asked to help with need from Birmingham and the Black Country. The development requirements of Policy 6A should be referred to as a 'minimum' requirement. This will help to foster sustainable development.	Agree that the plan period should be extended by 2 years. For the pre-submission plan we have extended the plan period by 2 years to 2036, giving a 20 year plan period (2016 to 2036). We continue to have Duty to Cooperate discussions with our neighbouring local authorities. These discussions have included the Black Country LAs and Birmingham City Council.
Horton Estates Ltd	LPPO845	Policy 6A	Comment	RPS has made separate and detailed representations on the proposed housing requirement under this Policy on behalf of Persimmon Homes South Midlands. Our Clients support these representations, which assert that the Council's current housing target of 300dpa is not reflective of the evidence presented within the 2017 Objective Assessment of Housing Need (OAN) Study. The Council's own evidence indicates that, when adjusted to account for migration trends and suppression of household formation, the demographic need for housing increases to 332dpa, which is already higher than the Council's proposed requirement figure. Furthermore, when taking market signals and affordable housing into account, this need increases further to 468dpa. RPS considers that the minimum OAN that should be considered by the Council in Policy 6A is 468dpa, which would significantly increase the	The OAHN study published in April 2017 followed the government guidance on OAHNs available at the time. The OAHN study will be updated in line with changing guidance in the NPPF / PPG and will use the Government's new standardised methodology.

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Company / Organisation	Response Number	Para /Policy	Type of Response	Summary of Response	Officer Response - WFDC Officer Response
				<p>housing requirement figure over the plan period to 8,424 dwellings. A summary of the OAN steps involved is provided below:</p> <ul style="list-style-type: none"> • Demographic Starting Point – 199dpa • Demographic Adjusted Figure <ul style="list-style-type: none"> ○ Longer term migration trends – 291dpa ○ Household formation adjustment – 332dpa • Employment Led – 332dpa • Market Signals – 398dpa • Affordable Housing – 468dpa 	
	LPPO394	Policy 6A	Object	There have been many new houses built in Kidderminster over recent years, in particular on the Stourport Road and the old Sugar Beet site, where there is still space for more houses. I question whether the quantity of new housing being proposed is actually required.	Objection noted. The former sugar beet site is one of the proposed site allocations.
Gemini Properties	LPPO1191	Policy 6A	Object	We believe the plan period should be extended beyond 2034 by at least 2 years to allow for potential delays and still be NPPF compliant. Development requirements should be adjusted accordingly. The emerging plan does not make provision for growth requirements from outside of Wyre Forest. It is possible that Wyre Forest will be asked to help with need from Birmingham and the Black Country.	<p>Agree that the plan period should be extended by 2 years. For the pre-submission plan we have extended the plan period by 2 years to 2036, giving a 20 year plan period (2016 to 2036).</p> <p>We continue to have Duty to Cooperate discussions with our neighbouring local</p>

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Company / Organisation	Response Number	Para /Policy	Type of Response	Summary of Response	Officer Response - WFDC Officer Response
				The development requirements of Policy 6A should be referred to as a 'minimum' requirement. This will help to foster sustainable development.	authorities. These discussions have included the Black Country LAs and Birmingham City Council.
Campaign to Protect Rural England	LPPO921	Policy 6A	Support	We welcome the requirement for zero extra comparison retail. The number of empty shops in the upper (or eastern) part of Kidderminster Town Centre makes it clear that Kidderminster has more than enough retail space. The also applies to the other two towns. A separate paper on managing retail decline accompanies this.	Support is noted.
Gladman Developments Limited	LPPO1340	Policy 6A	Object	<p>Policy 6A will set development requirements for district over plan period 2016-34. These should be minimum requirements based on robust and credible evidence. Gladman are concerned with the manner in which OAHN has been established for Wyre Forest District in terms of definition of Housing Market Area and consideration of multiple factors set out in NPPF and NPPG. it is considered there is significant justification to warrant adoption of 332 dpa from the OAHN range presented by Amion in their report as a minimum requirement.</p> <p>Any issues of unmet development needs arising from the wider area should be clearly considered through this policy.</p> <p>Housing need should be expressed as a minimum target over the plan period and the capacity of the</p>	The OAHN study published in April 2017 followed the government guidance on OAHNs available at the time. The OAHN study will be updated in line with changing guidance in the NPPF / PPG and will use the Government's new standardised methodology.

**LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO SECTION 6: A SUSTAINABLE FUTURE –
DEVELOPMENT STRATEGY (excluding paragraphs 6.54-6.57)**

Company / Organisation	Response Number	Para /Policy	Type of Response	Summary of Response	Officer Response - WFDC Officer Response
				<p>housing allocations contained within the plan should be capable of meeting and exceeding this minimum requirement whilst maintaining a rolling five year housing land supply.</p> <p>Still awaiting publication of Government's proposed methodology for calculating housing needs. Question whether figures in Policy 6A are appropriate. A revised approach is likely to be required at the next stage of the Local Plan.</p>	
Persimmon Homes Limited	LPPO1421	Policy 6A	Object	<p>Plan Period should be extended beyond 2034, by at least two years to introduce flexibility should any delays in its preparation occur. As a consequence, the development requirements should be adjusted to take account of the extended time period.</p> <p>The emerging plan does not currently make provision to accommodate development to meet the growth requirements of Birmingham, the Black Country or any other Local Authority area. It is suggested that Wyre Forest District forms its own Housing Market Area (HMA), notwithstanding the robustness of this claim. However, ongoing discussions will need to be held with the neighbouring authorities in order to consider the strategic priorities and the delivery of new homes.</p> <p>No agreed distribution of Birmingham City housing need shortfall of 37,900 dwellings and the Black</p>	<p>Agree that the plan period should be extended by 2 years. For the pre-submission plan we have extended the plan period by 2 years to 2036, giving a 20 year plan period (2016 to 2036).</p> <p>We continue to have Duty to Cooperate discussions with our neighbouring local authorities. These discussions have included the Black Country LAs and Birmingham City Council.</p>

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO SECTION 6: A SUSTAINABLE FUTURE – DEVELOPMENT STRATEGY (excluding paragraphs 6.54-6.57)

Company / Organisation	Response Number	Para /Policy	Type of Response	Summary of Response	Officer Response - WFDC Officer Response
				<p>Country Authorities shortfall which is understood will be at least 22,000 dwellings. It is suggested that Wyre Forest forms its own HMA, it is extremely close to the administrative area of Dudley, which is part of Black Country area. In addition, Wyre Forest is in relatively close proximity to Birmingham City and is easily accessible by road and rail to the West Midlands conurbation. As a consequence, it is entirely possible that Wyre Forest will be asked to assist with meeting the growth requirements of the conurbation.</p> <p>This has two potential impacts. First, it could delay the preparation of the emerging Wyre Forest Local Plan, and this supports the extension of the plan period as suggested. Second, it could result in the housing requirement in the plan being increased. As a consequence, the overall housing requirement should be kept under review and policy 6A will need to be substantially revised following the publication of the Black Country Core Strategy.</p> <p>NPPF supports housing in sustainable locations. It requires Local Authorities to “boost significantly” the supply of housing land. It also supports sustainable economic development. The development requirements of Housing Policy 6A should be referred to as “minimum” development requirements that can be exceeded through sustainable development proposals. This approach has been adopted by a</p>	

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				<p>significant number of authorities elsewhere in order to support and foster the delivery of sustainable development.</p> <p>The SHMA identifies an OAHN requirement for 5,400 dwellings during the plan period. It is good practice to over allocate to ensure that the OAHN figure is met. There is some uncertainty regarding delivery of some brownfield allocations. Plan should allocate 15% more housing than the OAHN figure (6,210 dwellings), in order to ensure that the need for housing is met. If WFDC need to accommodate housing need from the Black Country, it will be necessary to increase the housing provision in Wyre Forest by some 2200 so overall need will be 8,410 for the plan period to 2034 (i.e. 467 pa) and to 9,344 if the plan were to be extended by 2 years. These figures do not include the allowances for C2 uses.</p> <p>This increase will also help to accommodate some of the Birmingham's overfill. The existing rail link between Birmingham and Kidderminster, together with the direct road link via the A456, means that the Wyre Forest area also has a functional link with the Birmingham conurbation. Positive planning to accommodate housing pressures will help to reduce house price inflation and ensure that houses are provided for local people too. This will ensure that the workforce can be accommodated in order to fulfil the</p>	

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				economic aspirations of the plan area.	
Persimmon Homes Limited	LPP01571	Policy 6A	Comment	<p>Evidence underpinning this assessment is the 2017 OAN Study. This supersedes the previous 2016 OAN Study, which identified a range of scenarios for the determination of housing need, before settling upon a midpoint of 254dpa. The Council's latest evidence indicates an uplift in the housing need for the District, led in part by the inclusion of newer population and household projections (2014-based).</p> <p>We offer comments on the existing methodology in the context of consistency with the NPPF and NPPG.</p> <p>As part of the Council's modelling, a number of scenarios have been tested to consider what the impact of varying assumptions will have on the determination of the Council's housing need.</p> <p><i>Demographic Uplifts</i></p> <p>Table 3.2 of the Council's 2017 OAN Study indicates a number of sensitivity tests undertaken to the 2014-based population projections to consider the impacts of longer term migration trends than those used in as part of the government forecasts. The short term forecasts (PG-Short Term/PG-Short Term X) broadly follow the migration profile of the 2014-based projections, whereas the long term scenarios (PG-Long</p>	The OAHN study published in April 2017 followed the government guidance on OAHNs available at the time. The OAHN study will be updated in line with changing guidance in the NPPF / PPG and will use the Government's new standardised methodology.

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				<p>Term/PG-Long Term X). These scenarios indicate that when using longer term trends than those of the 2014-based population projections, there are increases to the total population change, and consequently, increases to the baseline dwelling stock. As indicated in Table 3.3 of the 2017 OAN Study, the longer term migration profiles draw on population estimates from the previous years which include higher proportions of working age population. This presents a population profile which serves to narrow the old age dependency ratio (percentage of 16-64 against 65+ population), thus responding to the notable ageing of the population in Wyre Forest. RPS is of the view that for Wyre Forest, the longer term population scenarios offer a more appropriate population profile than the 2014-based projections. The 2017 OAN Study has not modelled a 10-year migration scenario and on this basis, the PGLong Term X is considered the most appropriate scenario, which takes a 14 year migration profile, excluding Unattributable Population Change (UPC). This would present an annual household change of 291dpa.</p> <p>In addition to modelling alternative migration profiles the 2017 OAN Study has also considered making adjustments to the household formation rates which underpin the 2014-based household projections. This scenario (modelled under Table 3.4 of the 2017 OAN Study) takes into account suppression to household</p>	

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				<p>formation for the 25-34 and 35-44 age cohorts and proposes that these are returned to levels expressed in the 2008-based forecasts. Making adjustments to household formation rates is supported through the PPG and underpinned by academic research¹ in the area. RPS considers that this is an appropriate adjustment to make which, under the PG-Long Term X migration scenario, would increase the OAN to 332dpa.</p> <p><i>Labour Force and Employment Implications</i></p> <p>This section of the 2017 OAN Study seeks to demonstrate an alignment of the population and labour force, taking into account projections from Cambridge Econometrics, Experian and Oxford Econometrics. RPS agrees that these are appropriate sources of information to draw from though would also encourage the Council to consider how the growth in housing aligns with the proposed targets for employment growth.</p> <p>The three employment forecasts have been derived through a combination of past trends in the District and an assessment of future economic activity which would impact on the projections of growth. The Council's 2017 OAN Study indicates that the highest job forecast (Cambridge Econometrics) can be met through the adjusted long term migration scenarios,</p>	

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				<p>however consideration does not appear to have been given to whether the OAN is capable of supporting the Council's employment growth target of 40ha included within emerging Policy 6A. This assessment should also be undertaken to ensure that the Council's approach is thorough and robust.</p> <p>The 2017 OAN Study indicates that the demographic adjusted figure of 332dpa is capable of meeting the expected employment growth in the District through the plan period. Although RPS has not tested this in detail, for the purposes of this assessment, the figure of 332dpa has been taken forward in the OAN calculation process, albeit it should be treated as a minimum, given the Council may need to revisit this assessment in light of the employment growth targets as part of emerging Policy 6A.</p> <p><i>Market Signals</i></p> <p>Section 6 of the 2017 OAN Study reviews information associated with market signals in Wyre Forest, taking the view that the housing market in the District is relatively stable and there is no need for further adjustment to the OAN (paragraph 6.14 refers). RPS does not agree with this view and considers that the relationship of affordability pressures in the District warrant the need for further uplifts.</p>	

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				<p>The 2017 OAN Study makes a number of references to the recommendations of the Local Plans Expert Group (LPEG), which have been taken on board as part of the approach for the adjustment to household suppression. The LPEG recommendations also propose a methodology for the consideration of market signals, based on two indicators; median quartile housing affordability and lower quartile rental affordability. The LPEG recommendations (Appendix 6) indicates four brackets of potential market signals uplift ranging from 0% to 25% depending on the severity of affordability issues, which are replicated below:</p> <p>i. House Price Ratio less than 5.3 and Rental Affordability less than 25% = No uplift</p> <p>ii. House Price Ratio at 5.3 - 6.9 and/or Rental Affordability between 25% - 29% = 10% uplift</p> <p>iii. House Price Ratio at 7.0-8.6 and/or Rental Affordability between 30% - 34% = 20% uplift</p> <p>iv. House Price Ratio at 8.7+ and/or Rental Affordability is +35%= 25% uplift</p> <p>In terms of the median House Price Ratio, the latest data published for 2016 has been published by ONS, having taken over responsibility from the DCLG. ONS has provided two data sets for median affordability,</p>	

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				<p>based on ‘workplace’ and ‘residence’ based earnings. The workplace figures for Wyre forest indicate a ratio of 7.26 for 2016 compared to the residence based ratio of 6.35 Under the care of the DCLG the information that was gathered on affordability ratios was residence based earnings to house prices. The residence based dataset is considered a more appropriate dataset to use, which aligns with the historical projections provided by DCLG. The figure of 7.26 is therefore the most appropriate to use.</p> <p>In terms of rental prices, this can be calculated using lower quartile wages taken from ONS data, aligned with monthly rental data from the Valuation Office Agency (VOA). Set against a monthly lower quartile rental price of £475, this indicates that the rental affordability ratio for Wyre Forest is 33.2%.</p> <p>Relating this data to the LPEG methodology, it is clear that market signals do exist in Wyre Forest and an uplift of 20% should be attributed to the adjusted projections. When taking into account the migration adjusted profile and household formation rates, this increases the OAN from 332dpa to 398dpa.</p> <p><i>Affordable Housing</i></p> <p>The 2017 OAN Study acknowledges that the net annual affordable housing need is 229 dwellings per annum.</p>	

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				<p>Paragraph 8.11 of the study indicates that any new build required to meet this need can be accommodated within the OAN. Over the plan period 2016-2034, this equates to 4,122 dwellings. RPS does not consider that the Council has taken an honest appraisal of what the plan is expected to deliver.</p> <p>Draft Policy 8B of the consultation Local Plan indicates that the Council expect a minimum of 30% affordable housing to be delivered on schemes of 11 or more. Under the optimistic assumption that all of the 5,400 dwellings planned by the Council triggered this policy, this would only deliver 1,620 affordable homes, only 39% of the total affordable housing need. Even under the policy approach advocated under the market signals (398dpa), this would still only be capable of meeting 52% of the overall affordable housing need. It is clear that the affordable housing need in the District is severe and is not capable of being met under the current housing requirements.</p> <p>Paragraph 7.9 of the 2107 OAN Study once again considers the recommendations of the LPEG report to Government as a way of considering an appropriate uplift to the OAN, indicating that an adjustment should be made to the OAN where the total number of homes necessary to meet the affordable housing need is greater than the adjusted OAN. The same paragraph of the study indicates that where this is the case, the OAN</p>	

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				<p>should be uplifted by a further 10%. This is only partially true, as the LPEG study indicates that in such cases an adjustment of 10% can be made or an uplift which will allow for the affordable need to be met in full. Under the Council's current affordable housing target, this would require 763dpa to be built, in order to address the affordable need of 229dpa and set against the 10% uplift, the OAN would increase to 468dpa. RPS considers that whilst the Council should aim to meet the OAN for market and affordable need in full, a 10% figure appears to be more realistic at this point in time.</p> <p><i>Summary</i></p> <p>Consider that the Council's current housing target of 300dpa is not reflective of the evidence presented in the 2017 OAN Study. The Council's own evidence indicates that the when adjusted to account for migration trends and suppression of household formation, the demographic need for housing increases to 332dpa, which is already higher than the Council's proposed requirement. When taking market signals and affordable housing into account, this need increases further to 468dpa. RPS considers that the minimum OAN that should be considered by the Council in Policy 6A is 468dpa, which needs to be factored into the later stages of plan making. A</p>	

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				<p>summary of the OAN steps involved is provided below:</p> <p>Demographic Starting Point – 199dpa</p> <p>Demographic Adjusted Figure</p> <ul style="list-style-type: none"> o Longer term migration trends – 291dpa o Household formation adjustment – 332dpa <p>Employment Led – 332dpa</p> <p>Market Signals – 398dpa</p> <p>Affordable Housing – 468dpa</p>	
	LPPO2232	Policy 6A - Development Needs	Object	<p>Believes that the Wyre Forest assessment of housing need of 5400 is an exaggeration and a little over 3000 is more realistic. Account has not been taken of reduced immigration due to Brexit and of an aging population seeking to downsize making more larger homes available. Therefore little green belt should be needed over the next 15 years. The greenbelt beyond Spennells and much of the core are east of Kidderminster should be removed from the plan.</p> <p>In the local press (July 6, 2017) it was stated that funding for the new station had been made available from deals with Greater Birmingham and Solihull Local</p>	<p>The OAHN study published in April 2017 followed the government guidance on OAHNs available at the time. The OAHN study will be updated in line with changing guidance in the NPPF / PPG and will use the Government's new standardised methodology.</p> <p>It is a legal requirement for the Local Authority to have an up to date Local Plan that meets the identified housing need. The Objectively Assessed Housing Needs (OAHN) Study sets out what our housing need is for the District. Unfortunately, we do not have enough</p>

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				Enterprise Partnership for £1,8 million. A 'Deal' implies action by both parties. Is the other side of the 'Deal' that Kidderminster makes overspill housing available for Birmingham? Have Birmingham council also indicated that they will help to fund the eastern link road? Birmingham needs 89,000 new homes in the next 15 years, their Development Plan has been given the go-ahead to build 51,100. (Birmingham Mail 21 April 2016) Birmingham and Solihull Local Enterprise Partnership lists the names of its overspill satellite towns and names Wyre Forest as the one remaining area not at present a dormitory town.	<p>deliverable brownfield sites left in the District. We therefore have to release some greenfield sites to be able to meet our housing requirements. This will include some greenfields sites within the Green Belt.</p> <p>Wyre Forest District does not form part of the wider Black Country or Birmingham Housing Market Areas and therefore does not directly need to accommodate any additional growth needs arising from these local authority areas. However, Duty to Cooperate discussions continue to be had with these neighbouring LAs as the Local Plan Review process progresses. Duty to Cooperate discussions between neighbouring local authorities are a requirement of the NPPF.</p>
	LPPO1830	Housing Need	Object	<p>I disagree that we need to use this Green Belt at all. You quite clearly state that there is only need for 199 dwellings per annum according to The National Statistics Sub National Population Projections (SNPP) 2014 . Why then have you escalated this to 300 per annum when you also quite clearly state that the population growth in our area is virtually static!</p> <p>Is this to take advantage of the governments incentive of £9000 per dwelling? along with the extra income of council tax? If so then I would point out that the 33%</p>	The housing need is based on population data which includes births and death rates. It is also based on household projections. As the plan period is for 20 years, there will be an increase in population over this time. Also, there is an increasing elderly population in the district which means people are living longer and therefore staying in their homes for longer. In addition to this, the family unit is changing with more single parent families occurring. This puts pressure on the current housing stock.

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				of social housing will attract an element of housing benefit clients and this will of course force up your overall expense.	<p>There simply isn't enough housing to cater for all these different needs over the plan period. In addition to this, people migrate into the area as well as moving out.</p> <p>Since the Preferred Options document was consulted on, the Government have published their Standardised Methodology for calculating housing need. The Council is therefore undertaking a revised OAHN study which will use the Government's new standardised methodology.</p>
	LPPO3030	Policy 6A - OAHN	Comment	<p>1.) The OAHN, based predominately on the Amion Report, appears to have been accepted and the figure of 300 new houses a year has now become fact. In reality the 300 is at the upper end of all the projections and at best is a guess based arguably on historic evidence.</p> <p>2.) I understand that it is necessary to give a definite figure for the number of new houses required to satisfy some bureaucratic obligation, but that does not mean that we should commit to building this number whether we need the houses or not.</p> <p>3.) Kidderminster has been identified as a "self contained housing market" and as such, any new housing will depend largely on an increasing need for</p>	<p>Comments noted.</p> <p>The OAHN study published in April 2017 followed the government guidance on OAHNs available at the time. The OAHN study will be updated in line with changing guidance in the NPPF / PPG and will use the Government's new standardised methodology.</p>

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				<p>employment. However, there does not currently appear to be any employer requiring a large increase in the work force in the area. So any future employment growth will depend on relatively small business requirements. I know that Kidderminster is endeavouring to attract new business, but it is also apparent that there is a limit to how many small businesses Kidderminster can support. Looking around the area there are a lot of empty business premises, so I would suggest that we are approaching that new business limit. Indeed, the Amion Report in Section 4 shows no appreciable increase in employment over the period being considered. Also, just recently 2 of the remaining carpet factories have made significant redundancies.</p> <p>So where are all these new jobs for people requiring all this extra housing?</p> <p>4.) The Amion Report refers to the increasing relatively large number of retired generation, but in the longer term the effect of the “baby boomers” will disappear. Also, the latest report shows that the UK’s increasing longevity has considerably slowed down. This, together with the raised pension age should in time lessen the increase in the number of retired people.</p> <p>5.) Since the economic recession of 2008 we are now understandably going through a “catch up” of new</p>	

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				<p>house building everywhere. But, this will surely slow down once we have caught up with the current needs.</p> <p>6.) If the statement in the conclusion by Amion of “8.13 It is not envisaged that available land supply will inhibit achievement of the OAHN figure” is true, then why do we need to even consider releasing Green Belt Sites for building?</p>	
	LPPO4141	Policy 6A	Comment	<p>I am in favour of the council having a long term plan for the Wyre Forest, and recognise the need for some additional affordable housing in the future. However, I believe that the plan as it currently exists is desperately wrong in many aspects, inaccurate, and misjudged.</p> <p>I would like to know on what basis or accurate analysis the suggested growth of the future population has been based. What outreach and analysis has been to objectively look at what the future may look like in terms of revitalising Kidderminster overall? What are the alternatives for replacing the carpet and manufacturing base of our town? Without a planned and costed attempt to bring good jobs to the area I feel that planning for thousands of houses is futile. I desire to see a vibrant lively town, attracting a diverse population, with a properly planned coherent infrastructure to support them in every way. Both my children have now moved away to well paid jobs in</p>	<p>Comments noted. The housing requirement is base on the Objectively Assessed Housing Need (OAHN) study. The OAHN follows the guidance for determining housing needs as laid out in guidance available at the time and will be updated to reflect changes in the NPPF and PPG.</p> <p>The emerging Local Plan does include policies for affordable housing and will also look to provide a mix of housing types to cater for the needs of the community, i.e. 2 bed, 3 bed, 4 bed family homes. There will also be a C2 use requirement to cater for the needs of the elderly population.</p>

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				other areas of the country where the opportunities are better. I imagine I will not be alone within the projected time scale of this plan in needing to downsize my property, or be in need of care. Has any allowance been made for the age profile of the WF population with increased mortality rates and so many youngsters, like my own, moving away? My feeling is that the town will not require the number of houses planned, and I would welcome serious evaluation of indigenous population growth. This would more actually reflect actual future need.	
	LPPO4223	Policy 6A - OAHN	Object	I do not consider there is a proven need for 300 houses per year as Kidderminster population rate is below the national average. The countryside should be safe guarded by the Council and not used for housing.	Objection noted. The housing requirement figure was based on the OAHN study published in April 2017.
	LPPO4249	Policy 6A - Housing Needs	Comment	Having read LTP4, Green Belt Review and now the Local Plan Review I must conclude the statistics for housing requirement quoted within the documents commissioned are not accurately substantiated and, as such, should be challenged by WFDC before any decision on release of any Green Belt made. Wyre Forest has had a 'virtually static population growth' since 2001-2015 (2.2% at most using ONS statistics). Looking at the population of Kidderminster alone, from 2001 -2011 it dropped by 0.14%. An increase from 2011 Census to current estimate of population set in 2016 of 2.1% at most. If the figures were accurately reviewed and if the true objective of the LPR is to meet	Comments noted. The statistics used for the OAHN are statistics published by the Government from the Office of National Statistics. The OAHN follows the guidance for determining housing needs as laid out in guidance available at the time and will be updated to reflect changes in the NPPF and PPG. Since the Preferred Options document was consulted on, the Government have published

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				<p>future housing needs of Wyre Forest in line with current projected growth figures – all development could be achieved on brownfield sites. It is therefore the duty of WFDC to ensure developers are not allowed to sit on brownfield sites and that all development of brownfield sites are completed before approving plans for Green Belt development.</p> <p>I believe the Local Plan Review to be a cynical attempt to provide a quick, unsustainable fix for the failing local economy. The LPR identifies a ratio imbalance of elderly to young and the increased impact that is having on services and ultimately finances of WFDC. The LPR identifies that educational standards within Wyre Forest are below that of national average – thus leading to low paid jobs and zero hour contracts, with very little opportunity for home ownership and personal development. Health within Wyre Forest is generally poor and a proactive stance on high levels of obesity is required. The LPR should identify these problems as core issues that need addressing and not covering over with a temporary influx of cash. The LPR promotes actively pursuing in-migration to resolve such issues.</p> <p>Whilst the new homes allowance of £9,000 per unit is an attractive incentive and 1735 units will generate £15,615,000 for WFDC, this is a shortsighted answer to the long-term problems facing Kidderminster and</p>	<p>their Standardised Methodology for calculating housing need. The Council is therefore undertaking a revised OAHN study which will use the Government's new standardised methodology.</p>

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				<p>Wyre Forest as a whole. The introduction of new residents alongside the initial flush of cash will place a burden on already over stretched services. Even considering additional council tax, the proposed development of 3 & 4-bedroom family homes will not help balance the books.</p> <p>It is disingenuous to assume much of the aging population are not contributing to the local economy or are tying up family homes. My own family home will support three generations very shortly. My husband and I both work and run a small business, paying taxes at every level, not least business rates. We fall outside the optimum demographics laid bare within the LPR – which WFDC and their 'Pro Growth Agenda' are chasing. Are we to then interpret the LPR as saying in-migration (affluent) is the answer to supporting low paid, zero hour contracts and benefits, rather than WFDC addressing the root cause.</p> <p>Cala homes at Hagley are offering 100% exchanges for their Wychbury Fields development. The homes are within a perfect commuter corridor; have great access to rail links and outstanding schools – yet can't sell.</p> <p>It is understandable that WFDC are scratching their heads whilst looking for an answer to the issues surrounding the economy of Wyre Forest. However, in only actively pursuing in-migration I believe you are</p>	

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				diverting your responsibilities away from an entire generation.	
	LPPO3376	Insufficient homes too many people	Comment	<p>Questions population growth within the UK and the impact it has.</p> <p>Believes that if more roads are built there will be more cars, could this analogy be relevant to homes as well.</p> <p>It creates a number of other major issues.</p> <ul style="list-style-type: none"> • Schooling • Hospitals • Traffic • Waste management • Job shortages 	Comments noted.
Worcestershire County Council, Planning Economy & Performance	LPPO1083	Policy 6A - Development Needs 2016-2034	Comment	<p>This policy states that 40 hectares of employment land is needed in Wyre Forest over the life of the plan. In "Duty to Co-operate" discussions we have previously highlighted the need to ensure any employment land provision is sufficient to enable some <i>Sui Generis</i> uses such as waste management facilities within the allocated areas. The Reasoned Justification supporting policy 6A focuses on housing provision, with little information provided about the requirements for employment land and we consider that there may be an opportunity to clarify this. However, we welcome the support given to "Waste Developments on</p>	Comments noted. We will consider these comments when updating the policies in the Plan.

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				<p>Employment Land" by Policy 21A (Urban Employment Land) and the supporting Reasoned Justification in paragraph 21.8.</p> <p>We note that similar support is not included within Policy 21B (Rural Employment). The Waste Core Strategy includes a Geographic Hierarchy, and parts of Level 1 (Kidderminster Zone) and Level 2 (Droitwich Spa Zone) of this Geographic Hierarchy are within Wyre Forest District. These cover parts of the rural hinterland surrounding the urban areas, and as such it would be reasonable to expect that some waste development may take place on rural employment land. Policy 21B as worded currently does not appear to favour such development on any scale. We would welcome some amends to the supporting text to acknowledge this and ensure that there is no conflict between development plan documents.</p>	
Stourport High School	LPP01127	Policy 6A Development Needs	Object	<p>The Plan Period should be extended beyond 2034. The Framework is clear that Local Plans should have a 15 year time horizon. The plan is currently expected to be adopted in 2019. Any delays in the plan making process has the potential for the adoption date to slip and the plan to not have a 15 year time period from the date of adoption and therefore not be a Framework compliant plan. The Plan Period should be</p>	<p>Agree that the plan period should be extended by 2 years. For the pre-submission plan we have extended the plan period by 2 years to 2036, giving a 20 year plan period (2016 to 2036).</p> <p>We continue to have Duty to Cooperate discussions with our neighbouring local</p>

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				<p>extended by at least two years to introduce additional flexibility should any delays in its preparation occur. As a consequence, the development requirements should be adjusted to take account of the extended time period.</p> <p>The emerging plan does not currently make provision to accommodate development to meet the growth requirements of Birmingham, the Black Country or any other Local Authority area. It is suggested that Wyre Forest District forms its own Housing Market Area (HMA). Ongoing discussions will need to be held with the neighbouring authorities in order to consider the strategic priorities and the delivery of new homes.</p> <p>At the present time there is no agreed distribution of the significant Birmingham City housing need shortfall of 37,900 dwellings. In addition, the Black Country Authorities have recently confirmed that the emerging Black Country Core Strategy 2 will be unable to allocate sufficient land to meet the emerging objectively assessed housing figure. Whilst the full extent of the shortfall is yet to be established, it is understood that it will be at least 22,000 dwellings. As a consequence, an approach needs to be agreed for the distribution of this significant housing shortfall elsewhere. Whilst it is suggested that Wyre Forest forms its own HMA, it adjoins the administrative area of Dudley, which is part of Black Country area. In addition Wyre Forest is in</p>	<p>authorities. These discussions have included the Black Country LAs and Birmingham City Council.</p>

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				<p>relatively close proximity to Birmingham City. As a consequence it is entirely possible that Wyre Forest will be asked to assist with meeting the growth requirements of the conurbation.</p> <p>This has two potential impacts. Firstly it could delay the preparation of the emerging Wyre Forest Local Plan, and this supports the extension of the plan period as suggested. Secondly, it could result in the housing requirement in the plan being increased. As a consequence, the overall housing requirement should be kept under review and policy 6A require substantial revisions following the publication of the Black Country Core Strategy.</p> <p>Also it is a clear objective of Framework to support the delivery of housing in sustainable locations. Paragraph 47 of the Framework requires Local Authorities to “boost significantly” the supply of housing land. The Framework is also clear that sustainable economic development should be supported. The planning system should not act as an obstacle to sustainable economic growth. As a consequence, it is our view that the development requirements of Housing Policy 6A should be referred to as “minimum” development requirements that can be exceeded through sustainable development proposals. This approach has been adopted by a significant number of authorities elsewhere in order to support and foster the delivery</p>	

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				of sustainable development.	
Dudley Metropolitan Borough Council	LPPO1045	Table 6.0.1	Comment	<p>As a member of GBSLEP, WFDC took part in Strategic Housing Needs Study. This confirmed that WFDC did not form part of wider housing market area. As the south Worcestershire authorities have a recently adopted plan, for this plan WFDC is a freestanding HMA. Amion OAHN report 2017 notes ageing population and internal migration as main source of population growth. This mainly comes from Greater Birmingham and Black Country. OAHN study suggest OAN of 300 dpa, compared to demographically driven figure of 199 to take into account need for economic growth inline with the approach adopted by South Worcestershire.</p> <p>The Birmingham Development Plan acknowledges a shortfall of 37,900 dwellings and further evidence of a shortfall is emerging in the Black Country. With established migration patterns with WFDC from both these areas, it is logical to conclude that increased supply in WFDC is likely to be met by additional migration from GBBC HMA. The proposed modification to the Telford and Wrekin LP reflect this issue.</p> <p>We would welcome opportunity to discuss this matter under Duty to Cooperate procedure</p>	<p>The OAHN study published in April 2017 followed the government guidance on OAHNs available at the time. The OAHN study will be updated in line with changing guidance in the NPPF / PPG and will use the Government's new standardised methodology.</p> <p>WFDC have undertaken a number of Duty to Cooperate meetings with Birmingham City Council and the Black Country Local Authorities and will continue to do so during the Local Plan Review process.</p>

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Hagley Parish Council	LPPO777	Policy 6A Development Needs	Object	<p>Housing Numbers</p> <p>NPPF requires WFDC to meet its Objectively Assessed Housing Need (OAHN). A paper was produced in 2016 indicating that the need was 254 dwellings per year, which exactly matched what had actually been delivered in recent years. 254 is greater than the old target under WFCS, which suggest that WFDC has not refused any applications on housing supply policy grounds. It follows that 254 represents unrestricted housing demand, which ought to be a very good indication of housing need. It thus seems that the target in the Consultation Document, far from being Objectively Assessed Need is a highly subjectively selected target. The target should only be $254 \times 18 = 4572$.</p> <p>Mitigation</p> <p>If WFDC pursue a target above its OAHN to meet Birmingham's housing needs, and makes a contribution to its alleged housing land deficit, some very substantial offsite expenditure will be required to mitigate the damage to Hagley:</p> <p>A bypass round Hagley, or link road past it between A456 and A491, south of Hagley.</p> <p>Measures to make rail commuting more</p>	<p>The OAHN study published in April 2017 followed the government guidance on OAHNs available at the time. The OAHN study will be updated in line with changing guidance in the NPPF / PPG and will use the Government's new standardised methodology.</p> <p>The Infrastructure Delivery Plan (IDP) sets out the infrastructure requirements for the emerging Local Plan.</p>

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				attractive. Currently a lack of car parking capacity at stations on the Kidderminster-Stourbridge-Birmingham line. Stourbridge Junction Station is full fairly early in the morning, and there is no easy way to enlarge it. The car park at Hagley holds 25-30 cars, with nowhere to provide more. Blakedown Station has little parking at all, and there is little capacity at Kidderminster Station. There is a large field next to Blakedown Station, immediately east of it, between A456 and the railway. The Plan should designate this as a potential rail-related Park and Ride car park.	
Bromsgrove & Redditch DC	LPP0897	Policy 6A	Comment	Bromsgrove DC has no reason to dispute the Development Needs outlined in table 6.0.1. Pleased to see reference at para.6.8 to duty to cooperate requirement. Acknowledge that WFDC does not form part of wider Birmingham HMA. It is important that Wyre Forest LP has sufficient mechanisms in place should a request to meet any needs from the wider BHMA are forthcoming.	WFDC continues to undertake Duty to Cooperate discussions with its neighbouring Local Authorities during the Local Plan Review process.
Birmingham City Council	LPP0893	Table 6.0.1	Comment	As a member of GBSLEP, WFDC took part in Strategic Housing Needs Study. This confirmed that WFDC did not form part of wider housing market area. As the south Worcestershire authorities have a recently adopted plan, for this plan WFDC is a freestanding HMA. Amion OAHN report 2017 notes ageing population and internal migration as main source of population growth. This mainly comes from Greater Birmingham and Black Country. OAHN study suggest	The OAHN study published in April 2017 followed the government guidance on OAHNs available at the time. The OAHN study will be updated in line with changing guidance in the NPPF / PPG and will use the Government's new standardised methodology. WFDC have undertaken a number of Duty to Cooperate meetings with Birmingham City

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				<p>OAN of 300 dpa, compared to demographically driven figure of 199 to take into account need for economic growth inline with the approach adopted by South Worcestershire.</p> <p>The Birmingham Development Plan acknowledges a shortfall of 37,900 dwellings and further evidence of a shortfall is emerging in the Black Country. With established migration patterns with WFDC from both these areas, it is logical to conclude that increased supply in WFDC is likely to be met by additional migration from GBBC HMA. The proposed modification to the Telford and Wrekin LP reflect this issue.</p> <p>We would welcome opportunity to discuss this matter under Duty to Cooperate procedure.</p>	Council and the Black Country Local Authorities and will continue to do so during the Local Plan Review process.
Rentplus	LPPO1107	Policy 6A and Development Strategy	Comment	<p>This policy rightly sets a clear annual target for affordable housing, which is fully supported as this sets a clear ambition for the Council to deliver housing to meet local needs. It is important to meet the full range of housing needs in order for the District's residents to thrive, as encouraged by the recent White Paper. Crucially, that Paper made widening the definition of affordable housing a central theme to planned tweaks to the NPPF and it is this that will need to inform the future direction of the Local Plan Review. Once those changes have been published (as we expect later this year) it will be important to review the evidence base</p>	Support and comments noted.

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				once more to ensure the maximum level of affordable housing can be delivered through an appropriate policy base. In addition to those points referenced at paragraph 6.9, we recommend that a specific mechanism be included in Policy 6A to require specific measures to be taken if housing supply falls below (or rises above) a set point. This should prioritise measures and specific sites (dependent on the preferred option that is chosen for the Development Strategy) that may bring forward a greater supply of housing, and particularly schemes with a high proportion of affordable housing.	
	LPP0496	Policy 6A	Object	Plan states Insufficient sustainably located readily available brownfield or non-Green Belt land to accommodate the necessary housing and employment growth required in the plan period.” This only arises if Wyre Forest District need to allow land for developing 6,000 properties, due to the historically low changes to the number of residents in the Wyre Forest District then I do not believe we need this at all.	Objection noted. It is a legal requirement for the Local Authority to have an up to date Local Plan that meets the identified housing need. The Objectively Assessed Housing Needs (OAHN) Study sets out what our housing need is for the District. Unfortunately, we do not have enough deliverable brownfield sites left in the District. We therefore have to release some greenfield sites to be able to meet our housing requirements. This will include some greenfield sites within the Green Belt.
Taylor Wimpey West Midlands	LPP01464	Policy 6A	Comment	Market Housing Wyre Forest District Council has commissioned an objectively assessed needs (OAN)	The OAHN study published in April 2017 followed the government guidance on OAHNs available at the time. The OAHN study will be updated in line with changing guidance in the NPPF / PPG and will use the Government’s new

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				<p>Consideration of alternative scenarios and household projections is supported, Over plan period, likely to be contrasting economic cycles. A 14 year period, upon which trends should be replicated, is reasonable.</p> <p>Appropriate to make adjustment for headship rates to provide for households that have not previously formed (due to economic circumstances and low housing supply) to form in the future and not remain constrained.</p> <p>Level of employment growth arising from the long-term demographic scenarios are in excess of what all three employment growth projections generated. Would be useful to provide an analysis on previous annual levels of employment growth to put the new data into context.</p> <p>Amion suggests a dwelling requirement of 300 dwellings per annum, 5,400 dwellings over the plan period. This is near the upper end of the alternative scenarios considered and most comparable to long term trends. The dwelling figure is 32 dwellings per annum short of the scenario, which does not include UPC. Clearly, if ONS has been incorrect by including UPC and migration patterns are higher, there is a risk that the dwelling requirement is insufficient to meet those needs. Whilst it is proposed, as considered below, that an additional 400 dwellings will be added</p>	<p>standardised methodology.</p> <p>WFDC have undertaken a number of Duty to Cooperate meetings with Birmingham City Council and the Black Country Local Authorities and will continue to do so during the Local Plan Review process.</p> <p>The Employment Land Review is also being updated in line with changing guidance in the NPPF / PPG and will use the plan period up to 2036.</p>

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				<p>to the supply to allow for under delivery, if the higher dwelling requirement of 332 is needed as forecasted the excess will be wiped out resulting in a very lean land supply.</p> <p>The OAN evidence is a good baseline assessment of the housing requirements in Wyre Forest, the local planning authority should further consider published economic past trends against those put forward by the independent forecasting houses to determine, which is more accurate. Further work to identity if, in the context of Wyre Forest, it is appropriate or not to include UPC in the projections of the scenarios tested.</p> <p>There is unmet need arising from neighbouring HMAs. There is a shortfall in excess of some 50,000 homes in the Greater Birmingham HMA, which must be provided for. It is important that given the close relationship Wyre Forest has with the nearby authority Dudley (which is in the Greater Birmingham HMA), as evidenced by Figure 2.3 (migration flows) and 2.4 (labour flows), that appropriate provision for the unmet need is made available.</p> <p>Wyre Forest is within the Greater Birmingham & Solihull and Worcestershire Local Enterprise Partnership area. The level of housing provision proposed needs to be consistent with the aspirations of the LEPs. Having reviewed the evidence, it appears</p>	

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				<p>that such economic aspirations have not been tested and it is unclear whether the level of dwelling provision is appropriate to meet those needs. It is suggested that further work is commissioned to test whether the dwelling requirement is fit for purpose and is joined up with other strategies and plans to achieve wider strategic aspirations.</p> <p>Affordable Housing</p> <p>Requirement for 1,620 affordable homes or 90 dwellings per annum, which is 30% of the overall dwelling requirement. When comparing this to the affordable housing need evidence, the 90 dwellings per annum is far less than the 229 dwelling affordable need identified by Table G1 within Appendix G: Affordable Housing Need Calculations within the Amion OAN Report of April 2017. The reason for the reduced policy requirement is potentially due to the fact that affordable housing delivery has been quite poor in previous years (as set out in Table G4) achieving an annual average of 47 dwellings per annum over the last four years. It is advised that in order to ensure the affordable housing requirement is deliverable, affordable housing viability work should be undertaken by the Council.</p> <p>C2/ Institutional/ Care Home</p>	

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				<p>540 bed spaces for C2/ Institutional/ Care Homes categories is supported and will assist to ensure the specific needs of the population are met. The principle of separating the C2/Institutional/Care Home requirement from the C3 requirement is supported, any consideration of housing land supply position contained within the housing trajectory should also exclude the C2 provision.</p> <p>Employment Land</p> <p>The 40ha requirement of employment land is informed largely by the June 2016 ELS by Lichfields, which notes that the Wyre Forest District economy has been behind regional and national trends in jobs growth over the period 1997-2015. The baseline forecasts, labour supply scenarios and subsequent analysis of past development rates lead the ELS to arrive at employment land requirements up to 2032 of between 31ha and 37ha. The 40ha requirement in the Local Plan looks to be broadly in line with these estimates, given it looks at requirements for a period up to 2034 – two additional years compared to the ELS timeframe. This analysis all seems logical and is a fair reflection of what future land demand could look like in Wyre Forest if past trends continue.</p> <p>A concern with the 40ha employment land requirement is that it does not appear to take into</p>	

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				<p>account what could be needed if Wyre Forest District saw stronger economic growth under a “policy -on” scenario. Such a scenario is discussed in the ELS, which specifically mentions the importance of the Hoo Brook Link Road Phase 2 project and the impact this will have on employment land requirements in the District. The resulting land requirements under this scenario could see Wyre Forest need around 60ha of employment land. By taking the lower figure of 40ha, there is a risk that the economy of Wyre Forest District remains stagnant over the period of the Local Plan and falls behind other parts of the region. For example, the Worcestershire Local Enterprise Partnership’s Strategic Economic Plan has a vision to grow the LEP economy by 25,000 jobs by 2025 and to support growth sectors such as advanced manufacturing. It is unlikely that Wyre Forest District will make much of a contribution to this target if its economy only grows under baseline conditions. Consideration should therefore be given to increasing the quantum of employment land brought forward by the Local Plan.</p> <p>2.23 If employment growth is increased, the level of housing need should be reconsidered accordingly to ensure a jobs balance ratio that ensures a level of self-sufficiency and sustainability.</p>	

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	LPPO1981	Policy 6A	Object	<p>Policy 6A - Development needs 2016 - 2034.</p> <p>The amount of dwellings proposed seems to be vastly overestimated when correlated with figures for population projections from the ONS. WFDC state that 5400 dwellings will be required. Taking the ONS average household occupancy of 2.4 people per dwelling, this equates to a population growth of 12960 people between 2019 and 2034. ONS projections indicate that Wyre Forest population will grow from 100,000 in 2019 to 104,000 in 2034. This projected growth of 4000 people equates to a requirement for 1667 dwellings or just 31% of the 5400 stated in the proposal.</p> <p>The Wyre Forest District is effectively stagnant in terms of economic development and population growth and has been for several decades. Therefore the District Council have an obligation to facilitate change in these circumstances, but even if economic regeneration was to lead to a requirement for <u>double</u> the population growth projected by the ONS this would still only require an additional 3300 properties, nowhere near the 5400 anticipated in the proposal.</p> <p>Given that Objective 12 of the SA Framework is "To Maintain the integrity of the Green Belt within the District", all housing requirements could be easily accommodated without encroaching on any Greenbelt</p>	<p>Objection noted.</p> <p>The OAHN study published in April 2017 followed the government guidance on OAHNs available at the time. The OAHN study will be updated in line with changing guidance in the NPPF / PPG and will use the Government's new standardised methodology.</p> <p>It is a legal requirement for the Local Authority to have an up to date Local Plan that meets the identified housing need. The Objectively Assessed Housing Needs (OAHN) Study sets out what our housing need is for the District. Unfortunately, we do not have enough deliverable brownfield sites left in the District. We therefore have to release some greenfield sites to be able to meet our housing requirements. This will include some greenfield sites within the Green Belt.</p>

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				<p>land as proposed under Policy 30. Using your figures from Table 30.0.1 to 35.0.1, and removing all sites that would require removal of the land from Green Belt, 2190 dwellings could be built on identified sites, many more than would be required using the ONS figures of projected population growth. There are also other possible sites within the Wyre Forest District not currently within the Green Belt that could be considered for residential development not identified in the proposal - the current town centre zombie streets of Worcester Street, the lower end of Coventry Street and much of the pedestrianized area being one in particular. No-one would particularly miss either The Swan Centre or Rowland Hill centre. The possibilities for urban regeneration here, combined with green spaces are tremendous.</p> <p>Therefore I object to all proposed residential development on existing Green Belt detailed in sections 30 to 35. Justification 31.1 is also invalid as no development on Green Belt is required.</p> <p>In summary this plan is fundamentally flawed with unrealistic anticipated population growth. The Council need to go back to the drawing board and, using realistic figures based, make a new proposal.</p>	
Summerfield Against Land	LPPO1621	Development	Object	<ul style="list-style-type: none"> If the 2016 OAHN is accepted that would fulfil the combination of the Core need and <i>all</i> the 	The OAHN study published in April 2017 followed the government guidance on OAHNs

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Transformati on		Needs		<p>Option B housing requirements for Kidderminster, Stourport and Bewdley i.e. 4572 dwellings</p> <ul style="list-style-type: none"> • We reject the numerical argument that you advance in respect of Option A, especially the transformation of the dwellings requirement from 5,400 to 6,304, which represents a 16.7% increase and is equivalent to a 21-year build. • It is unclear why the annual requirement increased from 254 p.a. in 2016 to 300 p.a. in 2017. Also, to make allowance for sites not coming forward the maximum number of dwellings in Option A rises to 6,304 dwellings or 350 p.a. and Option B to 6,559 or 364 p.a. • We conclude that the 2016 OAHN could be met with very limited use of the Green Belt (Option B) and that the subsequent increase the “critical mass” proposition together with your ‘margin of error’, justifies the use of Green Belt and supports the proposed relief road, especially in Option A. This is overdevelopment on an industrial scale. 	available at the time. The OAHN study will be updated in line with changing guidance in the NPPF / PPG and will use the Government’s new standardised methodology.
	LPP02777	Policy 6A	Object	Assessment of housing needs should be scaled down to the more realistic population growth projection of 5.1%.	Objection noted.
Spennells Against	LPP01725	Housin g Need	Object	The NPPF states that we should consider only future scenarios that could <u>reasonably be expected</u> to occur.	Objection noted.

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Further Expansion				<p>The National Statistics Sub National Population Projections (SNPP) 2014 evidences a growth of population for the outlook period at 4.7%. Using this growth figure the need is 199 dwellings per annum (2985 in total to 2034). This negates the need to take Green Belt land.</p> <p>Even the PG Short Term Data shows an increase of 5.8% which is twice the growth of the last 15 year period and still only has a need for 229 dwellings per annum. We firmly believe that growth figures will be less than 5.8% based on national projections. With the forthcoming government attempts to reduce net immigration, this will bring the figure much closer to the 2.7% experienced over the last 15 years.</p> <p>The Amion Report assumes a much higher rate of population growth than the actual growth over the past 15 years and we believe it is therefore flawed.</p> <p>Increasing the allowance for vacant properties to 4.5% and the vacancy rate by 1.3% means that the housing demand has been unnecessarily increased by 578 dwellings (or 39 per annum).</p> <p>The need for new dwellings in Wyre Forest up to 2034, is realistically around the 3000 number and therefore the need to use any Green Belt land is unnecessary.</p>	<p>The OAHN study published in April 2017 followed the government guidance on OAHNs available at the time. The OAHN study will be updated in line with changing guidance in the NPPF / PPG and will use the Government's new standardised methodology.</p>

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				<p>WFDC do not have to accept the OAHN targets for housing, especially if there are large amounts of Green Belt or other protected land. Brighton and Hove, Watford, Hastings and Crawley have</p> <p>recently set housing targets of only half their assessed need.</p>	
Wyre Forest Community Housing	LPPO1639	Policy 6 A	Comment	<p>We argue that the standard approach to housing need is somewhat flawed and underestimates the housing need and feel that the conclusion underestimates both demand and need.</p> <p>Table 8.04 clearly describes how unaffordable market sale and market rent solutions are within the District.</p> <p>The numbers for affordable homes seems at odds with the Wyre Forest District Local Plan Review Objective Assessment of Housing Need April 2017, which on page 48 states:</p> <p>“8.11 The analysis undertaken suggests and annual requirement of 229 dwellings per annum to support affordable housing needs requirements.”</p> <p>Our own research based on our Group’s Housing Needs Register, which we maintain on the District Council’s behalf, demonstrates a waiting list of just over 2,100. Of these, some 1,300 have the highest</p>	The OAHN study published in April 2017 followed the government guidance on OAHNs available at the time. The OAHN study will be updated in line with changing guidance in the NPPF / PPG and will use the Government’s new standardised methodology.

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				“Gold” priority with 64 statutory homeless, 486 homeless or threatened with homeless, and 184 overcrowded (July 2017).	
Taylor Wimpey West Midlands	LPPO2251	Table 6.0.1	Comment	<p>Key concerns :</p> <ul style="list-style-type: none"> • OAN - need to compare published economic past trends with economic forecasts to test appropriateness of requirement • Consider requirement to take some of Greater Birmingham's housing need once work is published in light of close relationship with Dudley • Ensure that C2 institutional requirement is kept separate from land supply calculations • Employment land requirement of 40Ha does not consider a 'policy on' scenario of stronger economic growth as per Worcestershire LEP Strategic Economic Plan • Housing land supply should be increased to allow for 20% buffer in line with LPEG recommendations • Options A and B have both benefits and dis-benefits. Suggest a combination would ensure rolling 5 year supply can be maintained as SUE may not be completed in plan period. Recommend that Plan period is extended or further ADRs proposed around Kidderminster to provide an enduring Green Belt boundary. 	<p>The OAHN study published in April 2017 followed the government guidance on OAHNs available at the time. The OAHN study will be updated in line with changing guidance in the NPPF / PPG and will use the Government’s new standardised methodology.</p> <p>WFDC have undertaken a number of Duty to Cooperate meetings with Birmingham City Council and the Black Country Local Authorities and will continue to do so during the Local Plan Review process.</p> <p>The Employment Land Review is also being updated in line with changing guidance in the NPPF / PPG and will use the plan period up to 2036.</p>

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				<ul style="list-style-type: none"> Housing policies need to be more flexible to allow new development to reflect local character and needs 	
	LPPO4299	Policy 6A	Comment	We question the need for 5,400 houses up to 2034. Why would that many people want to move into a town such as Kidderminster which seems to have lost its industrial base?	Comment noted. The housing requirement is based on the evidence provided in the OAHN study.
	LPPO4046	Annual requirement	Object	I don't think it is a good idea to build 300 houses a year. I do not approve if this and would like it not to happen. Building of these houses will cause major environmental damage over the up coming years.	Objection noted.
	LPPO4051	Policy 6A	Comment	<p>There are no time lines in terms of site! infra-structure development other than a house building figure of 300/year. Which sites and when? Does the WFDC intend to review the "Final plan" after the 2021 and 2031 census figures are released and modify accordingly?</p> <p>The Local Plan is flawed and the basic needs for Wyre Forest over the next two decades should be reconsidered</p>	The Preferred Options document did include details and maps of the potential site allocations. These sites were consulted on as part of the consultation.
	LPPO4068	Employment Needs	Comment	Easter Park brings another concern. We understand not all units are taken – why is this? Maybe wrong size, shape, position etc. so how is it known what is	Some employment sites are still recovering from the effects of the recession. The success of an employment site is dictated by the

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				required by each potential business – from a one employee one through to possibly a 500+ one. How can such vast requirement be addressed – no doubt by leaving ‘land for industrial building’ untouched for years on end.	climate of the economic market. For the district to be sustainable, it needs both housing and employment sites so people can live and work in the district.
	LPPO4308	Policy 6A	Comment	<p>Quote from Government news:</p> <p>"Getting the right homes built in the right places</p> <p>Consulting on the principle of a new, standardised way of calculating housing demand to reflect current and future housing pressures. Every local area will need to produce a realistic plan and review it at least every 5 years.</p> <p>Currently 40% of local planning authorities do not have an up to date plan that meets the projected growth in households in their area. Fixing this will help make sure enough land is released for new homes to be built in the parts of the country where people want to live and work and ensure developments take heed of local people’s wishes, while continuing with maximum protections for the Green Belt.</p> <p>Councils and developers will also be expected to use land more efficiently by avoiding building homes at low density and building higher where there is a shortage of land and in locations well served by public transport</p>	Comments noted. The NPPF Para 83 states that “Local planning authorities with Green Belts in their areas should establish Green Belt boundaries in their Local Plans which set the framework for Green Belt and settlement policy. Once established, Green Belt boundaries should only be altered in exceptional circumstances, through the preparation or review of the Local Plan.” As the Council is undertaking a Local Plan Review, it can amend the Green Belt boundaries through this process. This will be tested at examination stage by the Planning Inspector.

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				<p>such as train stations."</p> <p>I do hope you will listen to all the information you receive during the consultation period, especially since your plan does not meet the government guidelines to protect Green Belt.</p>	
	LPPO4461	Development Needs	Comment	<p>It seems that the main thrust behind this Plan is the stated Government requirement for Wyre Forest DC to provide 6000 houses by 2034. If there is any direct evidence for this number in the review then it is not shown clearly. What is clear is that the population of the Wyre Forest District is, and has been, practically static for a number of years. So why does the district require such a large amount of additional housing? Is this something being driven by the GBSLEP? If so why? Would this be accompanied by jobs or would Wyre Forest become a 'dormitory district' with all the attendant problems of a large commuting population.</p>	<p>There is a legal requirement for Local Authorities to meet their housing need for their areas. The OAHN Study published in April 2017 calculated the housing need for the district, which was used as the evidence to inform the Preferred Options plan. Since the Preferred Options consultation, the Government has published their Standardised methodology for calculating housing need. The Council is therefore undertaking a revised OAHN study which will use the Government's new standardised methodology.</p>
	LPPO4442	Development Needs	Comment	<p><u>Housing Needs and Numbers</u></p> <p>I believe that the Council's projections for the population growth of Wyre Forest in the local plan are unrealistic. Over the last 10 years, the population growth has virtually been static and has only risen by approximately 1000, which is below the national average. Our population is also described as "ageing". We do not have the industry to attract younger workers to the area.</p>	<p>The housing need is based on population data which includes births and death rates. It is also based on household projections. As the plan period is for 20 years, there will be an increase in population over this time. Also, there is an increasing elderly population in the district which means people are living longer and therefore staying in their homes for longer. In addition to this, the family unit is changing with more single parent families occurring. This</p>

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					<p>puts pressure on the current housing stock. There simply isn't enough housing to cater for all these different needs over the plan period. In addition to this, people migrate into the area as well as moving out.</p> <p>The emerging plan will also be allocating employment sites. This is so people can live and work in the district, creating a more sustainable place.</p>
	LPPO4637	Housing need	Comment	<p>Finally it seems to me that the new build for Lea Castle is not designed to meet the needs of the local population but that of those further afield who would like to live in a semi rural area but commute to their employment in Birmingham and Worcester. Please understand that commuters bring little to their residential areas, often using eateries and retail outlets either close to their work place or in large retail parks such as Merry Hill.</p> <p>It would be beneficial to the local population if the housing met our needs and also include such organisations as care homes, sheltered housing and hospice to meet the needs of our expanding ageing population.</p>	Comments noted. The proposed site allocations in the emerging Local Plan are to meet the needs of the District in terms of housing and employment. The evidence for this need is shown in the OAHN study and the ELR study – both of which are being revised and updated for the pre-submission plan in light of Government changes to national planning policy.
	LPPO4898	Policy 6A	Comment	Puzzled by the figures used for deciding on the required number of new builds. In 6.8 of the plan it states 'The housing requirement reflected by this plan	The housing need is based on population data which includes births and death rates. It is also based on household projections. As the plan

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				<p>is based solely by that required by the needs of the Wyre Forest.' Given that the population is expected to remain fairly static, and that inward migration is minimal, even allowing for an increase in inward migration, a 12% increase in housing stock seems excessive.</p> <p>I would also question the need to provide more industrial units. There are many vacant plots on the various industrial estates in the district, why free up more land when there is obviously a supply of units and plots of varying size to suffice for years to come.</p>	<p>period is for 20 years, there will be an increase in population over this time. Also, there is an increasing elderly population in the district which means people are living longer and therefore staying in their homes for longer. In addition to this, the family unit is changing with more single parent families occurring. This puts pressure on the current housing stock. There simply isn't enough housing to cater for all these different needs over the plan period. In addition to this, people migrate into the area as well as moving out.</p> <p>Since the Preferred Options document was consulted on, the Government have published their Standardised Methodology for calculating housing need. The Council is therefore undertaking a revised OAHN study which will use the Government's new standardised methodology.</p> <p>With regards to the employment land, the Council is also updating the Employment Land review study. There is a legal requirement for the Council to provide for its employment need as well as its housing need. To make a place sustainable it needs employment as well as housing. By creating employment opportunities it enables people to live and</p>

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					work within the district.
	LPPO407	Locating development	Comment	<p>Not convinced that any green field sites need to be developed to provide the dwellings that you say will be needed. There appears to be a massive brownfield site that has not been considered at all. This is pretty well the whole of Kidderminster Town Centre. It is a ghost town during the evening. A huge proportion of the shop premises are empty. There is a very significant number of charity shops - these appear to help to freeze out proper businesses that have to pay their staff proper wages, pay for their new stock etc.</p> <p>European town centres in the evenings are full of people going about normal activities and this leads to a feeling of safety and enjoyment. The reason for this is that there is housing in the town centres. All the shops have apartments above them.</p> <p>We have been told that there is nothing that the council can do to encourage property owners to convert some or all of their premises into living accommodation. I cannot believe that it is in anyone's</p>	Comments noted. Housing provision in the town centre is being considered as part of the Local Plan Review process. We also have an emerging Policy on housing for older people.

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				interest to keep all these shops empty and some pressure points should be sought.	
Gemini Properties	LPP01192	Policy 6B	Object	Generally support criteria identified but feel additional ones are required. In order for sites to be allocated for development they should be "deliverable" - be available now, offer a suitable location of development now and be available with a realistic prospect that development will take place. The proposed location should be market facing and clear evidence should be available that the housing allocations are suitable and achievable during the course of the plan period.	Objection noted. This is already covered by the NPPF so no need to add it to the policy wording in Policy 6B.
Stourport on Severn Civic Society	LPP01296	Policy 6B	Comment	In relation to Stourport-on-Severn: Development on the Green Belt should be minimal and brown field sites fully optimised. It is essential to retain the character of the town and its separate identity. Further development on the edges of the town would cause deterioration of a valuable landscape as well as a loss of worked farming land.	Comments noted.
Chaddesley Corbett Parish Council	LPP01035	Policy 6B	Support	We support this segmentation of locations for any new developments.	Support is noted.
Persimmon	LPP01427	Policy	Comment	Support aspirations of Policy 6B in terms of its	Comments noted. Agree that employment

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Homes Limited		6B		<p>approach to the location of new development.</p> <p>Concerned that the proposed approach to distributing development in Policy 6B is not reflected by allocations included within the emerging Plan.</p> <p>A number of proposed allocations are on existing employment land. Employment sites should not be allocated for residential development unless there is clear market evidence presented to demonstrate that the sites will not come forward for an employment purpose.</p> <p>We support the recognition that it is necessary to facilitate the delivery of sufficient accessible housing to meet objectively assessed needs. Necessary to ensure that proposed housing sites are in suitable and deliverable locations.</p>	<p>sites should not be allocated for housing where possible, but these particular sites had remained unused for a long period of time. As they were brownfield sites suitable for housing development they needed to come forward for housing. The NPPF Para 22 states: “Planning policies should avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose. Land allocations should be regularly reviewed.”</p>
Gladman Developments Limited	LPP01342	Policy 6B	Comment	<p>Gladman welcomes commitment to facilitate development to meet OAN but this should be at least the minimum requirement. <i>Aii</i> refers to delivery of 'sufficient' housing. This should be removed. Housing requirement should be based on assessment of need that fully reflect housing market area and requirements of NPPF/NPPG.</p> <p>Aiv- strategy should consider and seek to recognise the intrinsic character and beauty of the countryside in line</p>	Comments noted.

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				<p>with the core planning principles of NPPF rather than seeking to safeguard such areas.</p> <p>Avi - urban focus of plan broadly reflects services and facilities provision. However, market towns and rural centres are also sustainable locations where development should be promoted inline with NPPF. This will help to maintain vitality of rural communities.</p> <p>C - neighbourhood plans will need to be consistent with Local Plan as a whole and have a role to play in supporting district in meeting development needs in full.</p> <p>D - open countryside is defined as land beyond a development boundary where development should be strictly controlled. However, this is not consistent with presumption in favour of sustainable development and would restrict development coming forward on edge of settlements. The policy approach taken through the Plan should more closely follow the Framework's emphasis on the need to recognise the intrinsic nature and beauty of the countryside as part of the wider consideration of sustainability (alongside other core planning principles), rather than an out of date approach of protecting the countryside for its own sake.</p> <p>Bewdley - is highly sustainable and offers wide range</p>	

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				of services as well as being close to Kidderminster's services and employment opportunities. Current plan seeks to deliver 10% of overall housing requirement to Bewdley. No explanation in emerging plan as to how housing has been allocated. No justification for level of Green Belt land proposed for release in Bewdley and whether this is enough to meet needs. Policy 6B seeks to meet local needs in Bewdley but proposed allocations would not do this. Bewdley Housing Study Report says affordable housing requirement over plan period will total 383 dwellings, whilst proposed allocations only total 251 dwellings. If the Local Plan fails to tackle affordable housing needs over the plan period current housing inequalities will get even worse for the next generation.	
Persimmon Homes Limited	LPP01585	Policy 6B	Comment	<p>Bewdley is named as a Market Town and is third in the settlement hierarchy, there appears to be a negative stance within the Plan for development within this area, being described as a settlement with “fewer services”. However, as Bewdley is named as a Market Town the Plan should be more positively worded in order to encourage the much needed growth which is required in the area.</p> <p>As the amount of brownfield land available has reduced the Council now needs to look at appropriately located sites so may need to adopt a more flexible approach towards greenfield sites if the</p>	Comments noted.

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				<p>OAN is to be met in full. As Bewdley is third in the settlement hierarchy it is necessary that development is undertaken and encouraged in this area.</p> <p>Within the Wyre Forest Settlement Hierarchy Technical Paper (2009) Bewdley was ranked very similarly to Stourport. Whilst Stourport received a score of 21 Bewdley was awarded a score of 20 which saw Bewdley have many of the same facilities as Stourport. However, whilst Stourport is in line to receive a significant amount of housing, Bewdley has been marginalised for growth. Due to the lack of potential development land within the District it is considered that a fresh approach needs to be taken for development in Bewdley in order to satisfy the local and wider need.</p>	
	LPP01878	Brownfield sites.	Comment	Run down areas with empty building, develop them such as The old law courts and Glades.	Comments noted. These sites are being considered.
	LPP02592	Policy 6B	Object	It is very important that every effort is made to use the considerable brownfield sites still available for development before greenfield sites are considered. Developers will always prefer to develop on green field land because it is easier and cheaper. However this is no reason to zone large areas of the Green Belt for housing just for this reason. Are there any existing industrial or retail areas that could be rezoned for high density housing? For example, Worcester Street in	<p>Objection noted.</p> <p>It is a legal requirement for the Local Authority to have an up to date Local Plan that meets the identified housing need. The Objectively Assessed Housing Needs (OAHN) Study sets out what our housing need is for the District. Unfortunately, we do not have enough deliverable brownfield sites left in the District.</p>

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				<p>Kidderminster has ceased to become a viable retail zone and could be redeveloped for high density housing instead of poor quality shopping. The Crown House site in central Kidderminster could also be similarly rezoned for high density housing. Both these opportunities would go some way to revitalising the Town Centre especially at night and would be highly sustainable close to transport and other facilities.</p> <p>If Green Belt land is required for housing I reluctantly accept that land east of Kidderminster may be the best option as it is the closest to transport links to the economic hub of the West Midlands conurbation where most economic activity takes place. Locating development here will mitigate further traffic growth through Kidderminster. However, I feel that it is disingenuous to attempt to sell the Council's preferred options for housing development on the basis that they will fund a by pass for Kidderminster. The proposed road through the development is not a by pass but a single carriageway 40mph (at most) access road to the new development. What is really needed is a rejuvenation of previous proposals for a proper dual carriageway by pass starting from the Bewdley by pass and running south of Kidderminster and Blakedown to reach the A456/A491 island at Hagley. This would hugely improve access to Wyre Forest district and therefore the economic performance of the area.</p>	<p>We therefore have to release some greenfield sites to be able to meet our housing requirements. This will include some greenfield sites within the Green Belt.</p> <p>Transport modelling work is being undertaken to inform the final site allocations. This evidence based work will be made available at pre-submission consultation stage for public viewing on our website.</p>

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	LPPO3216	6B Greenbelt	Object	<p>We DO NOT support development on existing Green Belt land when there are other options</p> <p>The Conservative party election manifesto promised "We will protect the Green Belt. We will ensure that brownfield land is used as much as possible for new development" How can this 'promise' be reconciled by Wyre Forest District Council's ruling Conservative Party? Yes, we need new housing to provide for our young people and people trying to get onto the property ladder - but NOT by decimating our Green Belt.</p> <p>The 'Call for Sites' - 'easy money' offered by developers to get their hands on Green Belt land.</p> <p>We urge Wyre Forest District Councillors to take on board the concerns.</p> <p>We appreciate that difficult decisions have to be made, but ask for you to balance such decisions with realistic future needs - development MUST only take place in the RIGHT places and Green Belt countryside should be a very last resort.</p> <p>Predictions for future growth are just that - no-one knows how demand for new housing will develop - will we see sprawling row upon row of empty or</p>	<p>Objection noted.</p> <p>It is a legal requirement for the Local Authority to have an up to date Local Plan that meets the identified housing need. The Objectively Assessed Housing Needs (OAHN) Study sets out what our housing need is for the District. Unfortunately, we do not have enough deliverable brownfield sites left in the District. We therefore have to release some greenfield sites to be able to meet our housing requirements. This will include some greenfield sites within the Green Belt.</p>

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				ugly homes.	
	LPPO3587	Policy 6B - Locating new development	Object	<p>Has the council thoroughly checked that brownfield sites have been identified and that these be used for development and that instead of offering green belt land to developers.</p> <p>Grade A agricultural land or any agricultural land and green belt, must never be built on, this land is very productive and employs many people during and before harvest, consider food miles and sustainability.</p> <p>Wild life will also suffer at the loss of their habitat.</p>	<p>Objection noted.</p> <p>It is a legal requirement for the Local Authority to have an up to date Local Plan that meets the identified housing need. The Objectively Assessed Housing Needs (OAHN) Study sets out what our housing need is for the District. Unfortunately, we do not have enough deliverable brownfield sites left in the District. We therefore have to release some greenfield sites to be able to meet our housing requirements. This will include some greenfield sites within the Green Belt.</p>
	LPPO3655	Policy 6B	Object	<ul style="list-style-type: none"> Green Belt, though not sacrosanct, is there for good reason – creeping urbanisation from the Birmingham conurbation only makes sense in <u>exceptional</u> circumstances. A requirement of the Local Plan is that development should be proportionate to the capacity of the district. The potential for around 4000 dwellings being built along this eastern corridor is surely disproportionate? 	<p>Objection noted.</p> <p>Comments noted. The housing requirement is based on the Objectively Assessed Housing Need (OAHN) study. The OAHN follows the guidance for determining housing needs as laid out in guidance available at the time and will be updated to reflect changes in the NPPF and PPG.</p> <p>The emerging Local Plan does include policies</p>

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				<ul style="list-style-type: none"> The Provisional Local Plan states that there is virtually static population growth due to an ageing population and a higher proportion of residents being over 65. As well as a requirement for more care home places surely there is a need to look at the likely housing needs of an ageing population. Many may be looking to live near to amenities in the town centre – close to shops, transport etc. and not on housing estates on the periphery. Movement to the town centre would free up family homes and reduce the need for more ‘housing estate’ type of new builds. Young people coming into the area to work would also be attracted to town centre living with all facilities on their doorstep e.g. affordable housing in the form of town centre apartment 	for affordable housing and will also look to provide a mix of housing types to cater for the needs of the community, i.e. 2 bed, 3 bed, 4 bed family homes. There will also be a C2 use requirement to cater for the needs of the elderly population.
	LPP02916	Policy 6B	Comment	<p>Empty properties in Green Street and Worcester Street could be turned into apartments to provide affordable housing.</p> <p>The town needs to be regenerated to attract people to live in the area. There are a lot of empty shops and unemployment in the area.</p>	<p>Comments noted. Brownfield sites have been considered as part of the plan process – the site next to Tesco in Stourport is included in the Plan (AKR/20 – Carpets of Worth, and AKR/2 – Cheapside). The Sladen School (BW/3) site is also included.</p> <p>The council works with Empty Property owners</p>

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				<p>Also there is the old Sladen school site could also provide housing.</p> <p>The old Sarsons vinegar site could be used for housing as the road network is there and it is close to local amenities.</p>	who want to bring properties back into use and would support conversion of units where it is appropriate to do so.
	LPPO3366	Policy 6B	Object	<p>The green belt plays a vital job in separating the town from the W.M conurbation. This land is highly regarded locally, as it supports much wildlife, birds, mammals and invertebrates including endangered species, hedgehog, skylarks etc. The impact on the habitat the impactand on the buffer zones for Hurcott and Podmore SSI's would be very damaging.</p> <p>Because we are a small town is doesn't mean that we need to spread so far into large areas of green belt. Open countryside is important to everyone, wildlife and the existing population. These areas are the green lung to eastern Worcestershire.</p>	Objection noted.
	LPPO4126	6B	Object	<p>Any development to the west of the river Severn would carry such massive infrastructure costs.</p> <p>Creating approx 1000 new homes to the west of Stourport, must inevitably require a new Severn crossing. Currently going from the west, crossing the river at Stourport can easily take 30 minutes.</p> <p>The schools, Doctors and other requirements, must</p>	Objection and comments noted.

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				<p>surely make the whole concept run into many Millions.</p> <p>Increasing traffic would make the situation far, far worse.</p> <p>Population levels in Wyre Forest are below the national average. The same is true of housing stock, where prices have struggled to get near the national average increases over the past few years.</p>	
	LPPO3579	Green Belt	Object	I would like to raise an objection to the use of green belt sites to build houses as there is insufficient jobs to sustain the number of people, and insufficient infrastructure to support them.	Objection noted.
	LPPO4133	6B	Comment	<p>We are mystified by the total lack of explanation of the total failure to look into and comment on why the proposals have not included any land whatsoever to the north, south or the west of the town. Not bothering to mention these areas and the reasons for the omission shows a complete lack of regard for the electorate.</p> <p>Our initial comment is that developing towards Hartlebury would present no danger of linking the village to Kidderminster, this is certainly not the case with extending the town towards Blakedown and thence to Hagley.</p> <p>This is also clearly not a problem with extending</p>	Comments noted. Sustainable locations are sought when identifying site allocations in the emerging Local Plan. The site selection process is informed by a number of evidence base documents, which include the HELAA, Employment Land Review, Strategic Flood Risk Assessment, and the Green Belt study to name but a few. The Local Plan Review is also informed by the Sustainability Appraisal. A Site Selection Paper will also be published at pre-submission stage – this paper gives further details as to why some sites have been chosen as opposed to other sites.

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				towards Bridgnorth. This begs the question as to why one quarter of the town must bear the whole impact, whilst three quarters, with less danger of negative impact, are not even looked at.	
Anonymous	LPPO5093	6B - Locating new development	Comment	<p>It would be naive to believe Kidderminster, Stourport & Bewdley will not be forced at some point to build on Green Belt. I believe it would be constructive is to engage with Wyre Forest District Council about how the Green Belt land is developed in a more sensitive and thought through manner (i.e. not another Spennells stuck on the edge of the community increasing the already present traffic issues and meaning the location of existing services need to be moved rather than improved).</p> <p>See response LPPO5094 re types of dwellings – that could be spread out in more of a lane fashion retaining adjacent fields to be used for cycling, dog walking and the general enjoyment of the whole community. In terms of traffic, the lanes should access more than one major road. The hope would also be that the majority of target residents (65+) would not add to the existing morning commute traffic issues in the area as they are already retired, or over the next decade, would be reaching retirement age. This is not to say traffic would not increase in general, hence the reason for providing many routes to the major roads already in place.</p>	Comments noted.
Worcestershi	LPPO1085	Site	Comment	With regards the specific sites proposed for allocation,	Comments noted and welcomed. We look

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re County Council, Planning Economy & Performance		allocations policy - Policy 6B		<p>we are concerned that we have been unable to identify a background evidence base or work to consider these sites in relation to green infrastructure or its constituent elements of landscape assessment, biodiversity, blue infrastructure or historic environment, whether individually or holistically. It is therefore difficult to assess the potential for the sites individually or collectively to deliver sustainable development or for the plan to meet the requirement of NPPF paragraphs 109 and 110.</p> <p>We recommend that ecological site assessment should be undertaken as early as possible in the planning process, prior to site allocation, and should be used to inform both the final site allocation and to develop a comprehensive and holistic approach to consideration of the impacts of the proposed development. The Worcestershire Green Infrastructure Partnership would welcome the opportunity to work with WFDC to develop a green infrastructure approach to site allocations within the plan, including desk based assessment and to discuss more detailed site assessment as appropriate.</p> <p>With regards to green infrastructure we support neither option A or B, but instead a hybrid approach which removes from the final allocation those sites which have significant environmental constraints upon deliverability. This should be informed by further work</p>	forward to working with WCC on this suggested approach.

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				<p>including desk based assessment. The final allocation should cohesively treat the remaining sites in a manner which will facilitate the sustainable development aspirations as set out within the Plan's vision for the area.</p> <p>We'd suggest this maximises the development quanta via the key strategic areas of: the East Kidderminster Corridor (including Option B); Urban Kidderminster and Stourport; the Kidderminster and Stourport Waterfront Sites; and the larger Lea Castle Complex (Options B).</p> <p>In order to realise the quanta of development within such a 'hybrid' approach, it will be necessary to cohesively treat groups of sites which naturally sit together. The advantages of this approach go beyond securing an ecologically functional landscape and would facilitate a quanta of growth required to trigger essential accompanying infrastructure as advocated by the Worcestershire Green Infrastructure Partnership.</p> <p>This approach would work well if each cohesive 'cluster' of allocations were supported by tailored Green Infrastructure Concept Plans designed to maximise the environmental benefits for each group of allocations. Additionally, this would help achieve the aspirations of Policy 14.</p>	
Stourport	LPP01130	Policy	Comment	Support a number of the aspirations of Policy 6B in	Comments noted. Agree that employment

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High School		6B Locatin g New Develo pment		<p>terms of its approach to the location of new development. However, concerned that the proposed approach to distributing development outlined by Policy 6B is not reflected by the allocations included within the emerging Plan.</p> <p>A number of the proposed allocations are on existing employment land. It is our view that employment sites should not be allocated for residential development unless there is clear market evidence presented to demonstrate that the sites will not come forward for an employment purpose.</p> <p>Support the recognition that it is necessary to facilitate the delivery of sufficient accessible housing to meet objectively assessed needs. As part of this, it is necessary to ensure that the proposed housing sites are in suitable and deliverable locations. In addition, if the housing requirement is to be met, it must be ensured that there is a sufficient variety of sites available to meet the needs of the market. Concerned that the Kidderminster allocations in particular will result in a market saturation on the eastern edge of Kidderminster. Such a significant amount of development in this location will not be deliverable during the course of the plan period as the market will not support the delivery rates required. Furthermore, housing should be distributed so that it reflects the settlement hierarchy..</p>	<p>sites should not be allocated for housing where possible, but these particular sites had remained unused for a long period of time. As they were brownfield sites suitable for housing development they needed to come forward for housing. The NPPF Para 22 states: “Planning policies should avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose. Land allocations should be regularly reviewed.”</p>

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Worcestershire County Council, Planning Economy & Performance	LPO1133	Policy 6B - Locating New Development	Comment	The Worcestershire Archive and Archaeology service has no specific comments regarding the site allocations. A brief examination of the proposed allocations against the Worcestershire Historic Environment Record suggests that none of the proposed allocations would directly impact upon a designated heritage asset. On this basis any issues regarding the presence/absence of any undesignated heritage assets of archaeological interest, and any design or mitigation works that may be required as a consequence, could be dealt with as part of the normal planning and development process.	Comments noted. A Heritage Impact Assessment evidence base study has been produced to inform the pre-submission plan and will be published for the pre-submission consultation.
Kidderminster Civic Society	LPO1166	Policy 6B - re-use of brownfield	Support	Supports the re-use of brownfield sites, thus reducing the need to use Green Belt.	Support is noted.
Kidderminster Civic Society	LPO1167	Policy 6B - Locating New Development	Comment	Suggest that the new housing requirements would best be distributed over the three towns and outer areas.	Comments noted.
Wyre Forest District Council - Development	LPO1204	Policy 6B	Comment	Within table 6.0.2, under both Kidderminster & Stourport there is a bullet point that simply reads "Utilisation of appropriate brownfield and greenfield sites". Does this require further clarification, as this	Comment noted. This will be considered in policy update.

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t Control				implies that any development (housing/commercial/retail) might be appropriate.	
Taylor Wimpey West Midlands	LPPO1468	Policy 6B	Comment	<p>The principles, upon which the Development Strategy is based are sound. The principles align to the delivery of the overarching Vision and the Plan's Aim and Objectives, ensuring the delivery of homes, jobs and focusing development to the most accessible locations whilst having regard to the provision of infrastructure.</p> <p>Kidderminster is identified as the 'Main Town' within the District. As the highest order settlement within the District, its role as the administrative centre of the District and focus for public services and employment is supported.</p>	Comments noted.
Hurcott Village Management Committee	LPPO1630	Policy 6B - Locating New Development	Comment	A requirement of the Local Plan is that development should be proportionate to the capacity of the district. The potential for around 4000 dwellings being built along this eastern corridor is surely disproportionate when compared to the required 5100 homes predicted requirement for 2034?	The NPPF Para 6 states: "The purpose of the planning system is to contribute to the achievement of sustainable development." There are three dimensions to sustainable development: an economic role, a social role, and an environmental role. As Kidderminster is the main town for the District and is served by a railway station with trains running to Worcester, Birmingham and London, it is considered to be the most sustainable location for future development.
Wyre Forest Community	LPPO1647	Policy 6B	Support	We support the principles set out in the policy, but emphasise the need to bring forward schemes in	Support is noted.

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Housing				villages and rural areas. This would support us to be more proactive in meeting the rural housing needs across the District.	
	LPPO1941	Brownfield Use	Comment	Please use brown building sites first even if they are more difficult and expensive to develop. Is it possible to use sites such as Lea Castle, Sladen School, Crown House, and the site of the old swimming pool? Also use fill-in sites for smaller pockets of development that have less impact on surrounding areas.	Comments noted.
Victoria Carpets	LPPO1499	Policy 6B	Comment	The principles underpinning the development strategy and the site allocations in the emerging Plan are in accordance with the NPPF in relation to supporting economic development, creation of accessible housing and effective provision of infrastructure.	Comments noted.
Stanmore Properties Ltd	LPPO1505	Policy 6B	Comment	Kidderminster as focus for development is supported. Kidderminster has the greatest housing need, easy access to the most extensive range of services and facilities and the provision of infrastructure and cost of public service delivery is low. In addition, Kidderminster is well connected by public transport, notably train, to higher order settlements of the conurbation. Growth should be focused in the most sustainable locations in accordance with the Core Planning Principles set out in paragraph 17 of the NPPF. This	Comments noted.

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				<p>supports:</p> <ul style="list-style-type: none"> the transition to a low carbon future, taking account of flood risk, encouraging the reuse of existing resources; encouraging the effective use of land that has been previously developed; actively managing patterns of growth to make fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable. <p>The main towns, particularly Kidderminster offer the most sustainable option for growth.</p>	
Offmore Comberton Action Group - Local Plans	LPP01569	Policy 6B	Comment	Whatever final sites are decided we believe that NO land should be released from the existing confirmed Green Belt (i.e. excluding previous ADR sites) until ALL Brown Field sites have been developed.	Comments noted.
Summerfield Against Land Transformation	LPP01612	Policy 6B	Comment	<p>We reject the hierarchy of settlement argument as unfair and disproportionate, a fairer and more imaginative approach is required.</p> <p>The plan contains many underlying assumptions which we challenge. The settlement hierarchy has face validity in terms of population distribution but your proposals result in some 77% (Option A) or 61% (Option B) of the proposed housing development</p>	Comments noted. Sustainable locations are sought when identifying site allocations in the emerging Local Plan. The site selection process is informed by a number of evidence base documents, which include the HELAA, Employment Land Review, Strategic Flood Risk Assessment, and the Green Belt study to name but a few. The Local Plan Review is also informed by the Sustainability Appraisal. A Site

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				falling upon Kidderminster and its environs. This is an unfair distribution and undue burden on the population. This approach is further justified by the limitations imposed by the rivers and canal that flow through the District. Whilst these features do pose challenges to development they do not, in our view, exclude development, or, justify the scale and distribution of development you propose in Option A.	Selection Paper will also be published at pre-submission stage – this paper gives further details as to why some sites have been chosen as opposed to other sites.
Taylor Wimpey West Midlands	LPP01716	Policy 6B	Comment	<p>The principles, upon which the Development Strategy is based are sound. The principles align to the delivery of the overarching Vision and the Plan's Aim and Objectives, ensuring the delivery of homes, jobs and focusing development to the most accessible locations whilst having regard to the provision of infrastructure.</p> <p>Stourport-on-Severn (including Areley Kings) is identified as a 'Large Market Town' within the District. As the second highest order settlement within the District, its role in supporting the provision of large scale housing is supported.</p>	Comments noted.
Spennells Against Further Expansion	LPP01738	Policy 6B - Locating new development	Object	<p>When using the SNNP figures of 199 p.a. there is sufficient brownfield land (including previously developed land at Lea Castle) and Greenfield land available to meet the 15 year land supply (2985) without the need to use Green Belt at all.</p> <p>Kidderminster town centre has at least 40 large shops and office blocks that stand empty, some for well over</p>	It is a legal requirement for the Local Authority to have an up to date Local Plan that meets the identified housing need. The Objectively Assessed Housing Needs (OAHN) Study sets out what our housing need is for the District. Unfortunately, we do not have enough deliverable brownfield sites left in the District. We therefore have to release some greenfield

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				<p>a decade. Compulsory Purchase Orders should be made on some of the larger shops that stand no chance of ever being filled due to their size. There are also sites at Sladen School and Sion Hill School. Why are there plans for a cinema on the old Glades site when WFDC claim that land for housing is the priority.</p> <p>WFDC could request Government action in order to encourage Developers in the local area who have been given planning permission to build houses within a reasonable time frame, not just to sit upon Land Banks for speculative purposes e.g. Cheapside in Stourport (AKR/2) and Sladen School.</p> <p>Stourport also has a number of brownfield sites which are in need of development. The now defunct Wyre Forest golf course has released some land and there is no reason why the rest should not be released for housing development.</p> <p>Brownfield regeneration MUST take priority over the development of Green Belt. We contest that there is any need to build on Green Belt within the next 15 years of the plan, and therefore no Green Belt review or land (except Lea Castle) is required for housing.</p>	<p>sites to be able to meet our housing requirements. This will include some greenfields sites within the Green Belt.</p> <p>The sites referred to have already been considered and suggested as potential allocation sites in the emerging Local Plan, i.e. Sladen School site (BW/3), Sion Hill School site (WFR/WC/18), Cheapside (AKR/2) and Carpets of Worth (AKR/20).</p>
	LPPO1854	Policy 6B Brownf	Comment	Consider brownfield sites like large building in the town centre rear of Matalan that has been empty for years before greenbelt land is used	Comments noted.

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		ield Sites			
	LPPO1912	Brownfield sites	Comment	There are Brown field sites available which could cater for a more accurate assessment of the real housing needs plus Kidderminster town centre has empty shops/offices/building which could provide the required need.	Comments noted.
	LPPO1948	Development	Comment	<p>Many people will object on the important ecological grounds. Everyone talks about global warming and we talk about destroying the countryside. It seems like a ploy to get funding for an eastern bypass, with no thought to wildlife.</p> <p>My major concern relates to the amount of traffic on the A456 to Birmingham. If you currently travel at rush hour, you will understand the problem. Not understanding means that your alternative will be to do so before confirmation of the options is completed.</p> <p>The irony of the whole situation is that we are not allowed to have a mobile phone mast at the bottom end of Offmore Farm, but you can contemplate these measures.</p> <p>School places are already under pressure. Appointments with the doctors, likewise. Fire services are down to a minimum and parking is already at a</p>	Comments noted. Transport modelling is being undertaken to help inform the site selection for the pre-submission version of the emerging Local Plan. The Infrastructure Delivery Plan (IDP) is also being produced alongside the Local Plan. The IDP sets out the infrastructure requirements for the emerging Local Plan.

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				premium. Sounds like a well thought out plan.	
	LPPO3320	Policy 6B	Comment	Removal of potential employment sites will add to the significant loss of employment through out the area. Stourport has had no improvements in infrastructure despite the current increase in population of in excess of 10% including both sides of the river. These proposals will increase the population by a further 10% over current numbers still with no infrastructure improvements. It will become a dormitory town with no access to major roads, railway or dependable bus services. The whole area will become a point from which people will travel elsewhere for work.	An Employment Land Review study has been undertaken to inform the Local Plan. Transport Modelling is also being undertaken to inform the final site allocations. This evidence based work will be made available at pre-submission consultation stage for public viewing on our website. The Infrastructure Delivery Plan (IDP) is also being produced alongside the Local Plan. The IDP sets out the infrastructure requirements for the emerging Local Plan.
	LPPO3443	Locating new development	Object	Building all of these houses will cause major environmental damage over the upcoming years. Some of the sites proposed are very near SSSI's (sites of scientific and special interest e.g. sites near Hurcott). They will also be threats to public rights of way. Adding more people to the communities will push GP surgeries.	Objection noted. The Infrastructure Delivery Plan (IDP) is also being produced alongside the Local Plan. The IDP sets out the infrastructure requirements for the emerging Local Plan.

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				<p>Schools are at full capacity.</p> <p>It will strip us of our near countryside.</p>	
	LPPO2420	Policy 6B	Object	<p>Can I please register my objection to the proposed planning local plan review on the following basis;</p> <p>1/ Building on a greenfield site is nothing short of environmental destruction. At a time when the UK numbers of wildlife are falling at a dramatic rate, to further add to this growing trend of removing habitat would be a crime to future generations. Once done, there is no going back. If houses need to be built, brownfield sites should be the limit of further intrusion into our beautiful countryside.</p> <p>2/ The area of the Wyre Forest is already suffering from too much traffic and constant delays, to add to this is simply burying one's head in the sand.</p> <p>3/ This is clearly purely a scheme to make money for the few to the detriment of the most.</p> <p>4/ The services of the area are at breaking point, the time has come to say no more to large scale developments of this kind</p>	<p>Objection noted.</p> <p>It is a legal requirement for the Local Authority to have an up to date Local Plan that meets the identified housing need. The Objectively Assessed Housing Needs (OAHN) Study sets out what our housing need is for the District. Unfortunately, we do not have enough deliverable brownfield sites left in the District. We therefore have to release some greenfield sites to be able to meet our housing requirements. This will include some greenfields sites within the Green Belt.</p> <p>The sites that were considered as part of the Local Plan Review process can be found in the Housing & Economic Land Availability Assessment (HELAA) document. The Site Selection Paper also provides detail on the process taken.</p> <p>Transport modelling is being undertaken to help inform the site selection for the pre-</p>

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				<p>5/ One of the key strengths of the area is of its outstanding natural beauty, why would you wish to take away what we have?</p> <p>6/ The residents of Wyre Forest are speaking, they do not want this. You are here to serve the wishes of the electorate.</p> <p>I have the following questions that do not appear to be in the public domain;</p> <ul style="list-style-type: none"> Exactly where were the brownfield locations that were considered and rejected? Is the commercial value of the proposed land development the main driver behind these plans. Presumably there will be considerable profit to build on these sites, please advise the figures and individuals who will benefit from these proposals. It is clear to all that the existing infrastructure cannot support the current demand. Kidderminster, Stourport and Bewdley roads are often grid locked and burdened with too much demand. These problems should be resolved and increased for further demand before even more strain is even considered. To suggest an eastern relief road will not only ease the existing problems but accommodate further traffic is laughable. What are the short, 	<p>submission version of the emerging Local Plan. The Infrastructure Delivery Plan (IDP) is also being produced alongside the Local Plan. The IDP sets out the infrastructure requirements for the emerging Local Plan.</p> <p>Ecological appraisals and Green Infrastructure Concept Plans have been prepared to inform the pre-submission Plan. There are also GI policies within the emerging Local Plan.</p>

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				<p>medium and long term plans to solve the traffic issues of the district?</p> <ul style="list-style-type: none"> • Schools, hospitals etc are also at breaking point. The plan appears just to add more burden in order to tick a Government housing requirement box. • What plans are there in place to support, improve and protect the local environment? In the last 40 years plus, wildlife numbers have nose dived, habitat lost and there are now more red listed wildlife species then ever before. What is being done to halt this decline and reverse it? • What plans are in place for future housing developments? Bird boxes should be required to be built into the brick, corridors of hedgerow for wildlife movement incorporated into the plans. Trees / ponds, meadows and fruit bearing shrubs should all be required to be incorporated into any developments. The answer that this cannot be afforded is wrong, it is in fact that we cannot afford not to reverse the trends and errors of the past. What plans for new trees to be planted, areas restored for wildlife? <p>You need to plan for today, tomorrow and the next 50 years. The plan appears to be for today and then lumber the problems this creates onto future</p>	

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				<p>generations.</p> <p>Solve the current problems first and then plan to benefit all (including our natural environment).</p> <p>You have an opportunity to lead, don't follow the past and repeat the same mistakes. I see no vision for the next 30-50 years.</p> <p>Let's have proper visibility, no smoke and mirrors. We require honesty, clarity and true long term planning.</p>	
	LPPO2604	Locating new development	Comment	<p>When deciding where to build the new houses, special regard should be taken of the social and employment needs of the people who will be living in the new houses and these fall into two categories.</p> <p>Category one: those people who choose to live in the Wyre Forest but their employment is within the surrounding towns and cities.</p> <p>Category two: those who do not work, or choose to walk, cycle or use public transport to get to work.</p> <p>For those who fall into category one, and we believe this is the vast majority of the adult population, it is essential that their houses are built within easy access of the major arterial roads of the A449 (North), A451, A456, A448, A442 and the A449 (South). It is</p>	Comments noted. Transport modelling work is being undertaken to inform the final site allocations. This evidence based work will be made available at pre-submission consultation stage for public viewing on our website.

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				essential that they are not built in areas that will cause extra traffic to be routed through the known major congestion areas of the Wyre Forest, such as Stourport: Gilgal/Mitton Street, Burlish Crossing, Vale Road and Kidderminster: Foley Park and Bewdley Hill.	
	LPPO3380	Policy 6B	Object	<p>The green belt land plays a vital role in separating the town from the West Mids conurbation, it is home to many bird/animal and invertebrate species, including endangered and priority species: hedgehog, small tortoise shell butterflies, skylarks, corn bunting, house and town sparrows, starlings to name a few. The impact on wildlife habitats on the buffer zones for Hurcott and Podmore SSIs would be tremendously damaging in a time when we are trying to maintain and increase wild habitat recovery.</p> <p>Sir David Attenborough, who wrote the foreword to the State of Nature report, said: “The natural world is in serious trouble and it needs our help as never before. We continue to lose the precious wildlife that enriches our lives and is essential to the health and well-being of those who live in the UK.” I believe these proposals negate this.</p>	Objection noted.
	LPPO4050	Locating development	Object	The allocation of housing in the two “preferred options” provide Stourport with a choice of either a 10% (Option A) or 20% (Option B) rise in population by 2034 — some choice! Whereas the equivalent figures for Kidderminster are 8% & 7% and for Bewdley 5% &	Objection noted. As the District’s strategic centre and the largest town within the district, it is the most sustainable location for future housing growth.

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				8%. The overall figures for Wyre Forest are under 6% for both Options. This is a totally unfair allocation and would result in infra-structure problems in Stourport where the current roads and bridge are already over stressed.	
	LPPO4194	Planning decisions/options	Comment	<p>Planning decisions/options should be informed by the following principles, a number of which I recognise are implicit if not explicit in the options you offer:</p> <ul style="list-style-type: none"> • The individuality/personality of the three towns in the District must be sustained and protected. • The existing and in some cases already diminishing/threatened/remaining open space between the must be protected. • No greenfield sites should be considered/built on when brownfield/derelict sites are still available (e.g Power Station land adjacent to Tescos in Stourport, Timber Yard by canal in Kidderminster, Workhouse site, part of Dog Lane site in Bewdley etc.) • Empty/underused retail spaces in centre of towns should be converted into housing. • The capacity of Kidderminster to support additional housing/population e.g in relation to availability of brownfield sites/proximity to often underused and therefore vulnerable 	<p>Comments noted. Brownfield sites have been considered as part of the plan process – the site next to Tesco in Stourport is included in the Plan (AKR/20 – Carpets of Worth, and AKR/2 – Cheapside). The Timber yard site in Kidderminster is also included (BHS/16 – Timber Yard).</p> <p>The council works with Empty Property owners who want to bring properties back into use and would support conversion of units where it is appropriate to do so.</p>

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				retail capacity and main line rail links is greater than that of the other two towns. Keeping additional housing close to existing transport and underused retail capacity would also reduce pollution/traffic congestion across the Wyre Forest District.	
	LPPO4471	Churchill and Blakedown	Comment	No sites in Churchill & Blakedown were put forward in the Call for Sites. The Churchill & Blakedown Neighbourhood Plan only provides for small scale housing to meet identified local need.	Comments noted.
	LPPO4746	Policy 6B	Comment	This consultation has not been in my opinion unbiased or transparent. I do not see why Wolverley, Chaddesley Corbett, Blakedown along with other outlying areas have not been included.	Comments noted.
	LPPO4899	Policy 6B	Comment	It is stated in the plan that there is virtually static population growth, with an ageing population, and a high proportion of residents being over 65. As well as a requirement for more care home places, surely there is a need to look at the likely housing needs of this ageing population, I would suggest that many of these would be looking to live in a town centre, close to shops and transport facilities, and not on housing estates on the periphery. Movement to the town centre would free up homes for families and lessen the	Comments noted. Housing provision in the town centre is being considered as part of the Local Plan Review process. We also have an emerging Policy on housing for older people.

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				need for more 'housing estate' new builds. Likewise young people coming to the area to work would also be attracted to living in a town centre with all facilities on their doorstep. There would obviously be a higher density than that provided on a housing estate, negating the need for committing so much Green Belt land for development.	
	LPPO3712	6C	Comment	COMMENT ON Policy 6C We do not believe there is evidence to support Kidderminster as the 'tourist hub' for the area; Bewdley and Stourport are the tourist attractions in the Wyre Forest.	Agree with these comments. The emerging Local Plan does recognise Bewdley and Stourport as having important tourist attractions also.
Summerfield Against Land Transformation	LPPO1622	Town Centre Regeneration	Support	We support Wyre Forest DC's ambition to develop and regenerate Kidderminster town centre. This is best served by building in and close to the town centre, promoting the use of sites such as The Glades, Crown House and the Park Lane timber yard. This would address housing need, revitalise the town centre and offer opportunity for small businesses.	Support and comments noted. The former Glades site and the Timber yard site are already included as possible site allocations. There are also future plans for Crown House which the Council's Economic Development & Regeneration team are exploring.
Taylor Wimpey West Midlands	LPPO1472	Policy 6C	Support	Kidderminster's role as the strategic centre of the District is supported. As the existing 'centre' for commercial, employment, retail, office and leisure facilities it is the most sustainable location for meeting future housing needs. The reference to sustainable urban extensions to	Support and comments noted.

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Company / Organisation	Response Number	Para /Policy	Type of Response	Summary of Response	Officer Response - WFDC Officer Response
				Kidderminster are welcomed and considered necessary to ensure the sustainable growth of the town and to support future commercial and leisure development to support Kidderminster's role as a strategic centre, promoting the town as a tourism 'hub' and assisting in the creation of a diverse evening/night time economy.	
West Midland Safari Park	LPPO1325	Policy 6C	Comment	<p>Generally support the general essence of this policy, particularly in relation to seeking sustainable transport links and infrastructure to promote ease of access to among other places, West Midland Safari Park. However, we object to the policy as currently drafted, and request that it be amended to more closely reflect paragraph 32 of the National Planning Policy Framework.</p> <p>The policy as presently drafted gives rise to the possibility that the transport links and infrastructure will be in part or wholly funded by developer contributions in the absence of a CIL charging schedule. Such an approach should be proportionate to the scale of the impact on the transport network, and the viability of the scheme for which contributions are sought should be a key consideration in the determination of planning applications. The last sentence should therefore be amended as follows: "Where the residual cumulative impacts of development are severe, sustainable transport links and infrastructure to promote ease of access to the</p>	<p>Objection noted.</p> <p>The Infrastructure Delivery Plan (IDP) is also being produced alongside the Local Plan. The IDP sets out the infrastructure requirements for the emerging Local Plan.</p>

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				Wyre Forest, Stourport-on-Severn, Bewdley, West Midlands Safari Park and Kidderminster Railway Station will be sought, where practical and viable.”	
Kidderminster Harriers Football Club	LPPO933	Policy 6C	Comment	Additional text; This includes the provision of supporting facilities such as <u>sports</u> , hotels, conferencing facilities and developments that improve the evening / night time economy and cultural offer of the town.	Comments noted.
Miller Homes	LPPO928	Policy 6C	Support	<p>Support Policy 6C for Kidderminster to be the strategic centre for the District and for Kidderminster’s role in providing a focus for new housing, commercial, employment, retail, office and leisure development to be enhanced, including through the use of sustainable urban extensions.</p> <p>The Local Plan Review Preferred Options consultation document identifies that Wyre Forest District Council (WFDC) considers that “<i>the urban areas of the District have the greatest housing needs and are the locations where the cost of public service delivery is relatively low</i>”¹. Kidderminster is the largest settlement (urban area) in the District and already plays an important role in providing a considerable quantum of retail, leisure and employment uses, along with mainline rail links. It is also noted that the WFDC Settlement Hierarchy Technical Paper proposes that Kidderminster is classified as a Strategic Centre², at the top of the District settlement hierarchy, and accordingly is</p>	Support and comments noted.

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				considered to be the most sustainable settlement in the District ³ . It is therefore entirely appropriate for Kidderminster to continue to be the focus for the majority of the additional housing growth and other uses required to meet the needs of the District over the next plan period, which in turn will also support the vitality and viability of the town.	
Gladman Developments Limited	LPPO1343	Policy 6C	Support	Gladman support the broad intention for Kidderminster to be a focus for regeneration and new development. However, this should not be at expense of the sustainability of other settlements. It is vital that the delivery expectations across the portfolio of previously developed sites and urban extensions is suitably evidenced in order to support the preparation of a realistic housing trajectory to accompany the Local Plan and demonstrate the availability of a robust housing land supply. Intention to further develop sustainable transport links between Kidderminster / Kidderminster railway station and other settlements such as Stourport and Bewdley is welcomed.	Support and comments noted.
Gemini Properties	LPPO1193	Policy 6C	Comment	generally supportive of policy as it supports growth of Kidderminster as strategic centre and aspires to regenerate sites within and adjacent to the centre. Policy seeks to make Kidderminster a tourism hub and encourage overnight stays. in order to do this, the retail and leisure offer needs to be enhanced. A flexible approach to site development in and around the centre should be taken.	Comments noted.

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	LPPO130	6c	Comment	Supportive of development plans for Kidderminster being linked to improving access to the town centre - links to Paragraph 5.4.iii (making travel easier around the area generally for non car owners) and health improvement. Currently access on foot to the town from the North and East via Blackwell Street, Birmingham Road or Comberton means using subways which feel unsafe, unpleasant and do nothing to promote Kidderminster as a place to visit or work in.	Comments noted.
	LPPO4493	6.19 Kidderminster Town Centre	Comment	<p>Believes that Kidderminster is not an attractive town due to the following reasons:</p> <ul style="list-style-type: none"> • The monstrosity of Crown House together with empty shops, broken windows, broken beer bottles in the street gives the impression of an impoverished slum town. The money spent on opening up Worcester St must be spent on taking Crown House down. Is this building to be left until it is unsafe? • Empty shops will never be occupied by retailers unless large incentives offered by the Council do not encourage visitors. • Town centres will never be what they were 50 years ago. There is nothing in Kidderminster to attract young people to shop, they shop mostly on line and in shopping malls. They are only attracted to pubs and coffee shops. • Depressing grey paving outside the Town Hall 	Comments noted. Kidderminster town is the main town for the District and is a focus for regeneration and new development in the plan.

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				<p>and shared space, is not attractive and does not complement some very nice brick buildings in Vicar St. "record" seats already look as if they have been in situ for the past 30 years!</p> <ul style="list-style-type: none"> • Drunken behaviour throughout the day is intimidating • Empty and broken beer bottles littering pavements; smashed windows • Green Belt land should be there for the health and well being of residents. The nation is becoming more obese, not helped by Councillors and planners agreeing to more "Take Aways" and "Coffee Shops" We should be encouraging private enterprise. • We worry about obesity in the young and pollution but the Council allowed a drive in coffee shop . • The area where the coffee shop and Kentucky Fried Chicken have been built should have been for accommodation 	
Taylor Wimpey West Midlands	LPPO1474	Policy 6D	Support	<p>Urban extensions at Kidderminster are supported as insufficient amount of sustainably located, readily available land within the town, to support the necessary level of development growth to meet the objectively assessed housing and employment needs.</p> <p>Taylor Wimpey has significant land interests within the</p>	Support is noted.

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Company / Organisation	Response Number	Para /Policy	Type of Response	Summary of Response	Officer Response - WFDC Officer Response
				proposed 'East of Kidderminster' Urban Extension and would welcome ongoing proactive discussions with the District Council in bringing forward these land interests within the Plan period.	
Stourport High School	LPP01131	Policy 6D Kidderminster Urban Extensions	Comment	Policy 6D is superfluous as there is a specific policy (Policy 31) that provides guidance on the Kidderminster's proposed urban extensions. Our response to Policy 31 should be read in conjunction with this representation.	Comments noted.
Worcestershire Wildlife Trust	LPP01032	Policy 6D Kidderminster Urban Extensions	Object	We have significant reservations about Section ii of this policy. There are likely to be considerable adverse ecological impacts associated with the proposed allocations to the east of Kidderminster and additional work to understand these will be required prior to finalising the allocations here. In particular the likely impact of development on designated sites including Hurcott and Podmore Pool Site of Special Scientific Interest (SSSI); Captains and Stanklyn Pools, Spennells Valley and Hoo Brook Local Wildlife Sites (LWS); and species of principle importance listed under Section 41 of the NERC Act 2006, including Corn Bunting, Hornet Robberfly and Tower Mustard, must be fully	Objection noted. Ecological appraisals of sites have since been undertaken to help inform the final site selection process. We have also worked with the Green Infrastructure Partnership who has since prepared a number of Green Infrastructure Concept Plans, including a GI Concept Plan for the eastern corridor area.

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				<p>understood prior to allocation of any of the sites set out in the consultation. So far as we can ascertain no such information has been used in the decision-making process to date and so we are concerned that the allocations may be unsound. Whilst mitigation for some of the biodiversity issues may well be possible it will require land take that is likely to have implications for the net developable area (and accordingly the number of dwellings allocated) set out in the plan. Rigorous consideration of this is essential and we cannot find anything in the evidence base to suggest that this has been undertaken to date.</p> <p>This is a particular problem to the east of Kidderminster because the designated sites in question generally run in an east-west orientation and so the impact of the proposed eastern relief road (shown on the Proposals Map) will be particularly severe unless significant mitigation can be put in place. A clear understanding of the need for the road and the costs associated with mitigation will therefore be important considerations if a meaningful assessment of the two proposed plan options are to be undertaken. Given the high degree of corridor severance likely to be caused by the indicative relief road route we would strongly advocate that it be deleted from the plan and a reduced level of development brought forward in this part of the district. It follows that for this area Option B appears to be the less harmful option but as yet we do</p>	

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				<p>not believe there is sufficient clarity to fully inform that decision. Given the very significant environmental issues likely to arise from the relief road it may be better to seek alternative access arrangements, including improvement to the existing network of local roads, to serve a reduced quantum of development in this area.</p> <p>Regardless of the final Option chosen in this area we would strongly recommend that allocations here are grouped together and that the council works closely with the Worcestershire Green Infrastructure Partnership to deliver an overarching Green Infrastructure Concept Plan for the area so that the extension to eastern Kidderminster achieves the best GI outcomes possible. We would be pleased to discuss this further with the council if that would be helpful. Please see our response in relation to paragraphs 6.54 – 6.56 and Policy 31 for further comments on the matters set out above.</p>	
Gladman Developments Limited	LPP01344	Policy 6D	Support	Gladman acknowledges role that strategic sites such as urban extensions can play in contributing to development needs. However, it is essential that well developed assumptions are applied when determining timing and extent of delivery that are expected to be achieved over the plan period.	Support is noted.
Persimmon Homes	LPP01439	Policy 6D	Object	Elements of Option A are to be preferred as will achieve the most benefits in terms of infrastructure	Objection noted.

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Limited				<p>provision and will enable the entire Kidderminster East expansion to be planned as a comprehensive basis. For this reason Option A should be included in its entirety.</p> <p>Some elements of Option B may be deliverable, to provide continuity of supply, but does not favour the Lea Castle site or its proposed extension. Have commented on other sites which should be excluded from the plan for policy, technical and environmental reasons. Option A should be included together with those elements of Option B which are not objected to. The sites can contribute to the increased housing requirement which will be needed to meet the overspill requirement from the Black Country and Birmingham.</p>	
Churchill and Blakedown Parish Council	LPP01022	Policy 6D	Comment	Only one proposed site in the Parish (employment site at Hodge Hill) so proposals not wholly in conflict with Neighbourhood Plan (July 2017). However, serious concerns re traffic implications of proposed developments, especially core sites proposed east of Kidderminster.	Comments noted.
Miller Homes	LPP0949	Policy 6D	Support	Support the principle of an urban extension to the east of Kidderminster. Whilst it is recognised that the proposed composition of the urban extension(s) to Kidderminster is not yet fixed, due to the fact that there is a choice between Option A and Option B sites within the consultation document, our client supports	Support is noted.

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				the approach set out for having a number of key Core Sites which will form the basis of the urban extension(s) irrespective of which additional Option sites are chosen. As part of this process, and for the reasons set out in the response to proposed Policies 7 and 31, our client also endorses the decision to include the Hurcott Area of Development Restraint (ADR) as one of the Core Sites.	
Barratt Homes West Midlands	LPPO770	Policy 6B	Comment	Policy 6D is superfluous given that there is a specific policy included within the plan (Policy 31) that provides guidance on the Kidderminster's proposed urban extensions. We consider the proposed urban extensions to be inappropriate. See response to Policy 31.	Comments noted.
Homes England	LPPO801	Policy 6D	Comment	Policy 6D proposes two urban extensions at Kidderminster to deliver a significant proportion of the housing required for the Town. One of these is the former Lea Castle Hospital site, which the HCA supports. Redevelopment of this brownfield site will deliver up to 600 new homes, employment and community facilities, providing publically accessible open space. The site is within the Green Belt, but it is a brownfield site, and its redevelopment would better use of the site, which currently lies redundant and in a derelict state.	Comments and site options noted.

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				<p>The site is in a sustainable location on the north-eastern edge of Kidderminster, providing good access into the Town and surrounding areas. The site is enclosed by woodland, its redevelopment would not harm the character of the landscape. The inclusion of this site as a proposed urban extension and a core housing site, and inclusion of the site within the Council's housing supply, is supported. The site is available for development and a planning application has been submitted for its redevelopment.</p> <p>The second urban extension is 'East of Kidderminster'. It is noted that the composition of this urban extension is to be determined through this Preferred Options consultation. It is considered that further development around the former Lea Castle Hospital would provide an appropriate location for further large scale development, such as land to the east of the hospital site, included as potential housing site Lea Castle Hospital Extension (East) under Option B. High level technical work has been undertaken in relation to this site to demonstrate how the site could be developed for around 360 dwellings. This is set out in the accompanying Supporting Document which is to be read in parallel with this representation. It should also be noted that the HCA owns the land to the west of the Lea Castle Hospital site which could also support the Council's objectives of delivering housing should the Council consider the site to be appropriate for</p>	

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				development.	
Campaign to Protect Rural England	LPPO924	Table 6.0.6	Object	We accept the need for the main part of the Lea Castle Hospital site to be redeveloped but question need for other substantial urban extensions.	Objection noted.
Sport England	LPPO210	Policy 6D - Kidderminster Urban Extensions	Comment	<p>The ex hospital site at Lee Castle includes an existing playing field. Whilst the live planning application aims to protect that playing field as part of the scheme no evidence is provided to show this is adequate to meet the needs of new residents and no ref. has been made to the forthcoming PPS. Both protecting existing and providing new playing fields to ensure there is sufficient supply of playing fields needs addressing in the light of the PPS.</p> <p>There appears to be no playing field issues relating to East of Kidderminster</p>	Comments noted. An Open Space Study, Playing Pitch Strategy, and Indoor & Built Facilities Strategy has been published and will be updated for the pre-submission consultation.
	LPPO296	6D	Support	Generally supporting this policy as most employment for residents likely to be on the East and North sides of the district.	Support is noted.

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	LPP0297	6E	Support	Support for Policy 6E.	Support is noted.
Sport England	LPP0211	Policy 6E - Role of Market Towns	Comment	Cross ref. to the PPS should be made to ensure sufficient protection/provision of outdoor sports facilities.	Comment noted.
Campaign to Protect Rural England	LPP0932	Policy 6E	Comment	The policy is generally unobjectionable. However we would question the appropriateness of some of the urban extensions proposed for Stourport and Bewdley. These are dealt with in our site-specific comments.	Comment noted.
Bewdley Town Council	LPP0824	Policy 6E	Support	<p>The Town Council is in agreement with the overall description of Bewdley as "an attractive historic market town and popular visitor destination" and happy with the town's place in the Settlement Hierarchy. It is felt that Bewdley's development needs can be met without adjusting the settlement boundary.</p> <p>Agree with Policy 6E and paragraphs following. Many of the draft policies in the Bewdley Neighbourhood Plan echo this policy. Conserving Bewdley's historic setting and landscape character is very important.</p> <p>Bewdley Town Council support the limited release of specific sites from the Green Belt. These sites are the Neighbourhood Plan's preferred development sites.</p>	Support and comments are noted.

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Barratt Homes West Midlands	LPP0771	Policy 6E	Support	We support the recognition in Policy 6E that Stourport-on-Severn should make an “important” contribution to meet the District’s requirement for new homes. Stourport-on-Severn is the second largest settlement within the District. It accommodates approximately 20% of the District’s population. It should, therefore, be a focus for growth. We are, however, concerned that the emerging plan fails to make a sufficient number of allocations at the town to meet its growth requirements. Indeed, under Option A only 13.89% of the housing requirement will be delivered in Stourport. We comment on this matter further in our response to a Key Choice for Development Strategy and our response to Policy 32.	Support is noted. The Site Selection Paper provides detail on the decisions that have been made in terms of the development growth strategy for the District. This is also evidenced in the Sustainability Appraisal report.
Chaddesley Corbett Parish Council	LPP01036	Policy 6E	Comment	The acceptability of any green belt release should be determined against the criteria for rural exception sites.	Green Belt release has been informed by the Green Belt study. Policy 8C sets the criteria for rural exception sites.
Stourport on Severn Civic Society	LPP01293	Policy 6E	Comment	<p>We question some of the assumptions behind this Review:</p> <ul style="list-style-type: none"> Local retail sector in Stourport does not just cater for local needs, as in Bewdley. We have three large supermarkets which cater for a district-wide market. The comment in 6E that “New retail development proposals should be appropriate to the town’s position in the District’s settlement hierarchy” reflects an 	Comments noted.

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				<p>inaccuracy about the town’s true position.</p> <ul style="list-style-type: none"> Stourport has a significant, and growing, night-time economy including the Civic Hall, The Swan, The Wharf together with a number of eating places and live music. Why should night-life be centred on Kidderminster? This assumption does not accurately reflect the reality. Stourport has as much night-life as Kidderminster and is a safer environment. <p>Stourport is developing a significant offering of night-time entertainment and food and this should be recognised and supported by appropriate facilities.</p>	
Stourport on Severn Civic Society	LPP01294	Policy 6E	Comment	<p>Frequent mention is made of promoting heritage tourism in Stourport but this requires adequate provision of public toilets in the town centre, sufficient parking and provision of “set down” points for coaches together with coach parking. We see no mention of the provision of such facilities in your Review.</p> <p>We welcome comments about maintaining the heritage environment of Stourport and developing heritage tourism. Part of the attraction of the town is the surrounding rural environment and care needs to be taken to maintain this.</p>	Comments noted.
Gladman Developments Limited	LPP01345	Policy 6E	Object	Gladman object to the intention to limit Bewdley’s contribution towards the District’s housing needs. This conflicts with the presumption in favour of sustainable	Objection is noted. The Site Selection Paper provides detail on the decisions that have been made in terms of the development growth

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				development. Bewdley has a good level of service provision and is well placed to benefit from Kidderminster's offer. The plan should not ignore Bewdley's housing needs.	strategy for the District. This is also evidenced in the Sustainability Appraisal report.
Persimmon Homes Limited	LPP01586	Policy 6E	Comment	<p>Not much potential development land within Bewdley, however this should not limit the ability of the town to grow and to allow continued support to its local services, facilities and residents. It will be necessary for focused Green Belt land releases to take place, on sites that do not significantly contribute to the purposes of the Green Belt.</p> <p>Enough land is needed for local needs for Affordable Housing. Further land will need to be released to allow for Affordable Housing which is needed within the area.</p> <p>The Council should consider the release of Green Belt land around the settlement in order to provide the necessary sites over the period of the plan.</p> <p>Development Strategy</p> <p>Concern with having Options A and B, also the way they have been presented and the lack of a preferred option.</p> <p>Table 6.0.3 sets out the availability data for the District</p>	Comments noted.

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				<p>in order to calculate the residual requirement for housing. RPS disagrees that lapsed planning permission should be included within this calculation and should not contribute towards the potential supply at the time of the calculation. As these have lapsed they no longer hold a valid planning permission and cannot be relied upon as part of the Council's supply of housing. The Council has not distinguished between the existing and lapsed planning permissions and so it is not possible to calculate accurate availability data with the information provided. However, it is likely that this would result in a significant increase in the current shortfall in housing for the District.</p> <p><i>Options for Growth</i></p> <p>Do not consider that the Local Plan has looked fairly or reasonably at the options for growth as part of the development strategy for Wyre Forest District. The options presented are not balanced and do not allow for an honest discussion of the ways in which Wyre Forest can grow. As such the Council has merely presented its preferred option set against a less favourable strategy that is not a genuine alternative option.</p> <p>We do not consider that the options should be mutually exclusive and that a preferred option may be a mixture of the two stated options. If Option A or B</p>	

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				<p>were chosen it may not be the most suitable and acceptable way forward for a given settlement. Bewdley is considered for future development in option B where Catchem's End is proposed. If Option A was chosen this would result in Bewdley only having marginal growth in housing which would be unacceptable and result in unsustainable growth.</p> <p>Bewdley accounts for 10% of the population within the District and requires a proportionate amount of housing. Option A for Bewdley would mean that the settlement would have a total of 175 dwellings allocated across the plan period, only 3.2% of total housing requirement. If Catchem's End were to be included this would only rise to 4.6% of the housing requirement which is not commensurate to the size and capacity of the settlement.</p> <p>Realistic options for the future growth in Bewdley should be presented which can give an honest appraisal of sites and development locations in the town.</p> <p>Local Plan is inconsistent with the Bewdley Neighbourhood Plan. The emerging Neighbourhood Plan is indicating higher levels of housing growth for Bewdley, in keeping with the positive principles for growth in the NPPF. If Option A were to be chosen it would be inconsistent with the Neighbourhood Plan</p>	

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				<p>which has proposed Catchem's End for a housing allocation. The Council should align with the emerging Neighbourhood Plan.</p> <p>No clear evidence why two Options were chosen. The two options appears to be engineered to produce Option A as the preferred option but doesn't favour the Core Settlements of Kidderminster, Stourport and Bewdley. A fairly justified preferred option with each settlement having a direction of growth is required.</p> <p>Sites should be considered and proposed individually depending on the settlements need rather than as a whole district. Catchem's End was included in the Sustainability Appraisal (May 2017) which identified no significant constraints. whilst also identifying a number of economic and social benefits by providing housing to support the growth in the local workforce and by providing a large area of public open space. The site is not mentioned in the settlement summary within the SA (part of appendix G.8) it performs strongly against other sites.</p> <p>There are a number of shortcomings with the current plan which need to be addressed not only in calculating the current supply and shortfall of housing within the District but also within the consideration of options for housing growth. Whilst no evidence based has been shown which shows how the Council have</p>	

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				derived the two options it is clear that they are not mutually exclusive and the presentation has been engineered from the offset. RPS considers that the process of choosing sites should be based on the individual settlements needs which does not seem to have occurred and should be revisited.	
Stourport High School	LPPO1175	Policy 6E The Role of Stourport on Severn	Object	We support the recognition in Policy 6E that Stourport-on-Severn should make an “important” contribution to meet the District’s requirement for new homes. Stourport-on-Severn is the second largest settlement within the District. It accommodates approximately 20% of the District’s population. It should, therefore, be a focus for growth. We are, however, concerned that the emerging plan fails to make a sufficient number of allocations at the town to meet its growth requirements. Indeed, under Option A only 13.89% of the housing requirement will be delivered in Stourport. We comment on this matter further in our response to “Key Choice for Development Strategy” and our response to “Policy 32”.	Objection noted. The Site Selection Paper provides detail on the decisions that have been made in terms of the development growth strategy for the District. This is also evidenced in the Sustainability Appraisal report.
Bewdley Civic Society	LPPO821	Policy 6E??	Comment	<p>The Bewdley Civic Society (BSC) supports the general statements and description in the Review of Bewdley's role as a Historic Market town and popular tourist destination, particularly in its drive and desire to...</p> <ul style="list-style-type: none"> Continue the role of the Green Belt and other Landscape Protection Policies to protect the town's identity, historic setting and the 	Comments noted.

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				<p>attractiveness of the surrounding countryside.</p> <ul style="list-style-type: none"> • Continue to preserve and enhance the Conservation Area and its Listed Buildings. • Provide new housing in accord with the Neighbourhood Plan's consultation results. • Protect the town from large scale retailing. • To enhance sustainable transport links between the various tourist attractions and the town. 	
	LPPO594	6E	Support	Any development west of the River in Bewdley that would increase traffic in Welch Gate & thus further reduce the air quality should be prevented.	Support and comment noted.
Taylor Wimpey West Midlands	LPPO1476	Policy 6E	Support	<p>Role of Stourport on Severn and Bewdley as part of the development strategy, recognising that Stourport-on-Severn has a more strategic role than Bewdley within the settlement hierarchy is supported.</p> <p>As a sustainable settlement, it is right that Stourport-on-Severn makes an important contribution to meeting the District's requirements for new homes within the Plan period.</p>	Support and comments are noted.
Historic England	LPPO1267	Policy 6E	Comment	Policy 6E regarding market towns - could usefully include a clause relevant to the local historic environment. We support the reference to heritage	Support for Heritage Tourism within Policy 6E noted.

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				tourism in this policy.	<p>ACTION:</p> <p>Revise Policy 6E - Role of Stourport-on-Severn:</p> <p>Paragraph 1 to read:</p> <p>"Within the District's market towns of Stourport-on-Severn and Bewdley, both of which have Conservation Areas at their town centres,the following development proposals will be sought:"</p> <p>ACTION:</p> <p>Revise Policy 6E Stourport-on-Severn:</p> <p>Add bullet point:</p> <p>"Development within the three conservation areas should preserve or enhance those areas"</p> <p>ACTION:</p> <p>Revise Policy 6E Bewdley:</p> <p>Add bullet point:</p> <p>"Development within the Bewdley and Wribbenhall conservation areas should</p>

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					preserve or enhance those areas"
West Midland Safari Park	LPP01326	Policy 6E	Object	Policy 6E looks to enhance the role of Bewdley as a sustainable tourist destination through a particular focus on transport links to among other places, West Midland Safari Park. The policy could be used to justify requests to developers to make off-site provision or financial contributions. We object to this Policy as currently drafted. As with Policy 6C, this policy and/or the supporting text should be amended to more closely reflect paragraph 32 of the National Planning Policy Framework so that it is made clear that such provision or such contributions will only be sought where the residual cumulative impact of developments are severe, and where it is practical and viable so to do. The amendments should be as 6C.	Objection noted.
Wyre Forest Community Housing	LPP01650	Policy 6E	Support	We are in support of this policy and we particularly support small-scale Green Belt release and green field development.	Support is noted.
	LPP03677	Policy 6E	Object	6E - It appears you have changed the nature and characteristic/distinctiveness of Kidderminster as it is now not mentioned as a Market town, whilst Stourport and Bewdley maintain this title. When was this characteristic changed?	Objection is noted. Kidderminster was not identified as a 'market town' in the currently adopted Local Plan (see para 5.33 of adopted Core Strategy.) Both Stourport-on-Severn and Bewdley benefitted from their status as 'market towns' under the Advantage West Midlands (AWM) Market Towns Initiative.
Wolverley & Cookley	LPP01156	Rural Develo	Comment	Wolverley and Cookley Parish Council are supportive of the need for housing development but want to ensure	Comments noted.

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Parish Council		pment		it happens in the right places and want to ensure that the identity and integrity of our individual villages is retained as this is vitally important to the local communities.	
Historic England	LPP01268	Policy 6F	Comment	Under Policy 6F for Villages and Rural Areas we would recommend including a clause on protecting historic farmsteads.	Comment on Policy 6F noted. ACTION: Policy 6F The Rural Economy to have the following clause added: "Historic farmsteads will be protected from inappropriate development: for details refer to Policies 26 and 28A".
Taylor Wimpey West Midlands	LPP01477	Policy 6F	Support	Support Policy 6F to limit new residential development in the rural villages to meet local housing needs only. This is reflective of the settlement hierarchy where the most sustainable locations meet identified development needs.	Support noted.
	LPP01591	Policy 6F	Comment	The land designated WFR/CB/7 has over 7 ha of prime agricultural land. This is proposed as core employment use.	Comment noted.
Land Research & Planning Associates	LPP0550	6F	Object	Policy that restricts provision of affordable homes as "exception sites" requires urgent modification. There is a 'District Wide' deficit and where a landowner is willing to provide land adjacent to or close by existing	Objection noted.

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Ltd				rural settlements and allow at least 50% affordable homes and /or Starter Homes, then this should be supported by the LPA to pave the way of reducing this serious deficit. The Policy should be modified to assist.	
Worcestershire County Council, Planning Economy & Performance	LPP01134	Policy 6F - Role of the villages and rural areas	Comment	<p>In practice, would the second bullet point under 'The Rural Economy' heading be too restrictive, given the amount of best and most versatile agricultural land in the district? 'Adverse impact' on best and most versatile could be argued for many different development proposals, and could be better expressed as direct and significant impact or a changing of the policy wording to reflect the need to look first to lower quality land wherever possible?</p> <p>Also under 'The Rural Economy', it is not clear what "small scale" means in part (i) of the third bullet point. In part (iii), we question the use of use wording that differs from that used in the NPPF, which does not mention "integrity as this may result in intended debates over the nature of the Green Belt and its function and appearance.</p>	Comments noted. These points raised will be considered in policy update.
Gladman Developments Limited	LPP01346	Policy 6F	Object	Although the 3 towns must play a key role in accommodating future development, this must not be at expense of ensuring needs of smaller settlements are met. Para 55 of NPPF seeks to promote sustainable development in rural areas to maintain and enhance rural vitality and viability. The development strategy	Objection noted.

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				must allow such settlements to thrive. The proposed approach in the emerging local plan risks smaller settlements being considered as unsustainable in principle. It contains no mechanism to allow them to improve their sustainability.	
Horton Estates Ltd	LPP0850	Policy 6F	Comment	This draft policy fails to acknowledge draft Policy 34 which permits certain forms of development at PDL sites in the Green Belt and rural areas. It is requested that this policy be cross-referenced in the final sentence of draft Policy 6F (where there is currently a cross reference to Policy 35).	Comment noted. This suggestion will be considered in policy update.
	LPP0415	Section 6	Object	<p>I wish to object to the development proposals particularly those relating to options A and B involving the extensive housing and industrial development to the east of Kidderminster. It would be a mistake to allow building in these areas for many reasons:</p> <ul style="list-style-type: none"> • The proposed development would be too close to existing housing and merely enlarge the urban reach without any character. • The area is valuable as a green space which is used by existing residents/council tax payers who would be deprived of an amenity which contributes to a healthy life. The Council does has a responsibility to safeguard the quality of life and health of residents. • The area concerned is agricultural and wildlife habitats whose loss would impact on Hurcott 	Objection and comments noted. The Issues and Options consultation stage informed the growth options for the Preferred Options document.

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				<p>Wood. We cannot afford to lose farming especially if there is an increasing population.</p> <ul style="list-style-type: none"> • An eastern bypass would be impossible if the area to the east of Kidderminster is already built on. • There would be too much strain on existing medical surgeries and it is unlikely that new practices would be set up. <p>The plan envisages increasing the population of Kidderminster by 6000 houses, 10-20,000 people. There is little movement in, so really no need. Many will have to commute to Birmingham to work. The town will become a city and an urban satellite.</p> <p>If the expansion has to go ahead then I would support the proposal of OCAG-LP for a Lea Castle sustainable village to the north. This has many benefits as it could be self-sufficient and not deprive residents of important services and amenities. The grand plan does not evaluate various options for Kidderminster so it is not clear how the present plan was arrived at. If this was to be done (and published) then the relative advantages of a Lea Castle Village may be seen.</p>	
Wyre Forest Friends of the Earth	LPP01311	Paragraph 6.1	Comment	In the Summary of Issues and Options Response there is again concern about poor public transport along with traffic congestion. Implementing a modal shift away from car use needs to be planned and implemented	Comments noted. The emerging Local Plan has been informed by Transport modelling work. We also consult with the Highways Authority, Worcs County Council in terms of the highways

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				<p>during the plan period.</p> <p>For Bewdley, the summary states that new developments on brownfield sites in or adjacent to the town centre is limited by various factors including the Welch Gate air quality management area. This AQMA has been in place since 2003. Despite an action plan the only measure implemented has been a change in priority at the junction of Welch Gate with Dog Lane. The only effective action would be changing Welch Gate to a one way traffic flow or other traffic management measures in Bewdley town centre.</p>	improvements required.
	LPPO3934	6.1	Object	<p>The Draft Local Plan excludes the areas of Blakedown, Churchill and Wolverley. Blakedown having the advantage of a railway station could provide ideal commuter opportunities to Birmingham and the West Midlands. However, given the objectives in the recently adopted Blakedown and Churchill Neighbourhood Plan, it would suggest that objectives within that Neighbourhood Plan, protecting tree scape, paths and green space, are not equally prioritised in other areas of the Wyre Forest District.</p> <p>Guidance on the Housing and Economic Development Needs Assessments, 2015 states 'Assessing development needs should be proportionate and does not require local councils to consider purely hypothetical future scenarios, only future scenarios</p>	<p>Objection noted.</p> <p>The Bromsgrove District Local Plan is having to undertake an early Local Plan Review which includes a Green Belt Review to meet its housing shortfall.</p>

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				<p>that could be reasonably expected to occur’.</p> <p>This would suggest that objectively assessing housing need in the shorter term, as referenced in the Bromsgrove Local Plan, would alleviate the need for Green Belt land release.</p> <p>The absence of Blakedown and other areas within the Draft Local Plan, results in a plan that is neither in accordance with the guidelines for public consultation but also fails to meet requirements of both YouGov and Rural and Town Planning Institute best practice.</p>	
Wyre Forest Green Party	LPPO1410	Para 6.1	Comment	In the Summary of Issues and Options Response there is again concern about poor public transport along with traffic congestion. Implementing a modal shift away from car use needs to be planned and implemented during the plan period.	Comments noted. The emerging Local Plan has been informed by Transport modelling work. We also consult with the Highways Authority, Worcs County Council in terms of the highways improvements required.
	LPPO358	6.1	Comment	As a professional Biologist I can tell you that continued growth of the population (local and national) is not sustainable: politicians appear not to understand that population growth (note: I am not singling out migration or immigration, but 'population' as a whole) is not linear. Therefore, a pro-growth agenda for population is a terrible mistake.	Comments noted.
CORE11	LPPO200	6-1	Support	Support for paragraph 6.1.	Support is noted.
	LPPO4482	Summa	Comment	<i>“Local opposition from local residents (particularly the</i>	The source of the information in the ‘Summary

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		ry table - Issues and options		<i>Spennells Housing Estate) in respect of an Eastern Kidderminster extension (Option 3) although some support for this approach was expressed from other quarters-</i> “What support is this from and under what reason?	Of Issues and Options Responses’ is from the Issues and Options consultation responses; a public consultation undertaken in 2015.
	LPPO3732	Paragraph 6.1	Object	The summary is biased and selective and is not supported by evidence within the report. I objected to option 3 and live outside of the Spennells yet there is no mention that some residents outside of this area also rejected the eastern Kidderminster extension – the document is flawed.	Objection noted.
	LPPO3734	Paragraph 6.3	Object	The amount of development that the Council says is required is completely fictitious and does not take into account the three independent analysis carried out by Oxford Economics, Cambridge Econometrics and Experian, which are dismissed by the OAHN report. Instead, the contracted Edge Analytics based upon a high unrealistic growth rate that is un-characteristic of Why Forest is taken forward. I object strongly to the methodology used, the bias that is systematically infused within the report and the conclusions reached. This is an attempt by the Council to grow the district un-naturally and completely alien to historic data without consideration to neighbouring competing areas nor what history has made obvious. The Council appears to remain oblivious to what people actually do	Since the Preferred Options document was consulted on, the Government have published their Standardised Methodology for calculating housing need. The Council is therefore undertaking a revised OAHN study which will use the Government’s new standardised methodology.

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				and remains tranced by an idealised model of the future based upon perfect scenarios that simply will not become reality. The Council has not learned lessons from more recent development at Easter Park where green belt was used to provide empty units that remain vacant since construction to the present date.	
	LPP03678	6.3	Object	6.3 There is not good transport links between Stourport and Bewdley as you state. The bus network is not sufficient and is not reliable. And there is no train network. Please advise your evidence.	Objection noted.
	LPP03679	6.4	Object	6.4 This contradicts your proposals as you will be destroying good agricultural land which the country needs more than ever as Brexit approaches. Has Brexit been factored into these proposals.	Objection noted.
	LPP01949	Para 6.4	Comment	<p>Shocked and disappointed re plans to build on green field and green belt sites on any proposal. Have noticed how many new builds in Wyre Forest area over recent years have been done on brown sites which is understandable -such as old factory sites -sugar beet/bottom of Clensmore/old garage sites / car parks etc. So am disappointed to see green sites now targeted.</p> <p>The area has had many new builds of late, e.g. Clensmore; Silver woods. Fail to see how eastern by pass would ease increase of projected traffic if plan A taken as traffic still to get around town which is already</p>	Comments noted. It is a legal requirement for the Local Authority to have an up to date Local Plan that meets the identified housing need. The Objectively Assessed Housing Needs (OAHN) Study sets out what our housing need is for the District. Unfortunately, we do not have enough deliverable brownfield sites left in the District. We therefore have to release some greenfield sites to be able to meet our housing requirements. This will include some greenfield sites within the Green Belt.

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				<p>congested. Plan B will cause total gridlock on Stourbridge road, Broadwaters, Horsefair roads.</p> <p>Appreciate Lea Castle a brown site, but fail to see how our town can cope with traffic, pollution, lack of hospital. Can't see shops, new coffee bars and restaurants thriving as too much traffic to get there - not enough parking -not enough local employment to be able to afford.</p> <p>Building so near to Hurcott Woods is totally unacceptable re wildlife fauna and flora -and unfair on villagers. As is building back of Spennells is spoiling residents walking and well being. How does that serve to reduce obesity and encourage healthy lifestyle?</p> <p>Can't see the point of building more cafes; restaurants and cinema re Bromsgrove St area. Maybe new care homes better sited there.</p> <p>Please respect our wildlife and environment and give nature a chance. DO NOT SPOIL OUR GREEN FIELDS AND BELT.</p>	
	LPPO3935	6.4	Object	In 2012 the NPFF requires 'relevant planning authorities should take into account the economic and other benefits of the best and most versatile land' The fields bordering the Spennells estate are good quality grade 2 agricultural land, but there is no reference to	Objection noted.

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				this grading in the Draft Local Plan. The single non specific reference is 6.40 'the quality of agricultural land is generally very high in the area, rising from the east and south east of Kidderminster to the district boundary'	
	LPP04716	6.4	Comment	6.4 (page 25) The 'Key Diagram' mentioned in this paragraph says it supports the Development Strategy. It is indicated that it can be found on page 104 but that doesn't appear to be the case in this document. Is it somewhere else? Is it the diagram on page 108?	Comment noted. Agree - the Key Diagram is on page 108 in the Preferred Options document.
	LPP0505	6.5	Object	House prices here are lower than in other parts of the West Midlands, a lot of houses for sale can take a while to sell. I can't see why we need so many new build houses in the next 17 years. to take away the green belt which provides a sense of openness and space.	Objection noted. We have to plan for future population growth and the housing need for the District.
	LPP0469	paragraph 6.5	Object	In my opinion we do not need 300 new homes p.a.	Objection noted.
	LPP0280	Housing	Comment	The area needs extra housing, but it should be carefully planned. Some existing developments cram in too many properties EG the Bellway estate. No attention has been given to the adjacent canal - it has been ignored. Has any thought been given to converting Crown House to flats rather than demolition or leaving it empty?	Comments noted There are plans to demolish Crown House and regenerate that area of Kidderminster.
CORE11	LPP0201	6-5	Comment	At 6-5 paragraph line 3 This line could be broadened to	Commented noted.

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				identify that" green infrastructure" is being recognised.	
	LPPO477	paragra ph.6.5	Object	I do not believe that Wyre Forest District needs 300 more properties per annum. Also as there is a need for 540 elderly persons accommodation, I believe that a development like some of the developments in Birmingham which are more like village communities where there is a Doctors surgery on site would be more suitable on the Lea Castle Hospital site than 600 houses/flats.	Objection noted.
	LPPO3735	Paragra ph 6.5	Object	For the reasons sighted in paragraph 6.3, the level of development is completely inappropriate for the district what is based upon flawed analysis. It is obvious that the Council is simply trying to justify Government investment to build its Eastern Bypass by belligerently building houses. A strategy from the past that simply will not deliver the benefits the Council thinks possible. The Council is trying to build virtually a new town on the outskirts of Kidderminster that will become a sole-less place of cheap housing boxes.	Objection and comments noted. The housing requirement is based on the Objectively Assessed Housing Need (OAHN) study. The OAHN follows the guidance for determining housing needs as laid out in guidance available at the time and will be updated to reflect changes in the NPPF and PPG.
	LPPO4715	6.5	Comment	I am concerned the figures given on the plan for the number of houses required each year to 2034 seems to be very high compared with the actual growth of Wyre Forest's population in recent years. I believe that we need more 1 and 2 bedroom properties locally in order that young people can get a foot on the property ladder or rental market and older people can downsize to free up family homes. The mention on the plan of	Comments noted. The housing requirement is based on the Objectively Assessed Housing Need (OAHN) study. The OAHN follows the guidance for determining housing needs as laid out in guidance available at the time and will be updated to reflect changes in the NPPF and PPG.

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				510 care homes needed locally seems rather high and goes against current NHS guidance that people should remain and be cared for in their own homes.	
	LPPO4116	6.5 general objecti on	Object	<p>As a preliminary matter, in spite of being significantly affected by the proposed core housing development, we have not been personally notified/served by either the council or others in respect of the proposed application(s).</p> <p>It is unclear what the impact of the apparent proposals of significantly increasing the amount of properties by over 6,000 will be; thus increasing the population by around 18,000. It is a known fact that we already have overburdened health & social care services locally e.g. NHS (GP practices & closure of A&E at Kidderminster Hospital), Schools and Children's Services.</p> <p>What research/surveys have been undertaken in respect of the impact upon the environment of the construction of a relief road? Bromsgrove Road which at peak times is already busy.</p> <p>Similarly, what research has been undertaken in respect of the impact upon the environment of building so many homes on green belt land when there are large swathes of Kidderminster on brown field sites which have been allowed to become semi-derelict,</p>	The emerging Local Plan is supported by a number of evidence base studies which include ecological appraisals of sites, a Sustainability Appraisal and Transport modelling work. These evidence base studies have helped to inform the plan and the final site selection. The evidence base studies will be available to view on the Council's website throughout the consultation period.

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				<p>including the old post office.</p> <p>The town resembles a car boot sale with virtually all shops vacant and with no evidence of any attempt at regeneration. Furthermore, there is an apparent unexplored brown field site at Lea Castle and numerous other sites. Given this, and the areas of natural beauty (about which several others have addressed, including in pictorial format) we regard both proposals "A" and "B" to amount to wanton destruction.</p>	
	LPPO4119	6.5 general comments	Comment	<p>Having referred to WCC population statistics for 2012 (the last available statistics), I note that around 22,000 of the population are aged over 65.</p> <p>Most facilities in Kidderminster are based in or near the town centre (supermarkets, shops, health centres).</p> <p>If homes more suited to the needs of the older population were to be provided near the town, this would:-</p>	Comments noted.

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				<p>free up family properties on the outskirts of the town, where schools are already available, reducing the need to build more housing in outlying areas.</p> <p>reduce social isolation.</p> <p>regenerate parts of the town centre, which is extremely depressed, especially now that the Central Business District has moved towards Weavers Wharf. There is little to attract anyone, local or visitor, to the town.</p> <p>Preserve green belt and productive agricultural land.</p>	
	LPPO4125	6.5	Support	<p>Attracting new businesses is a massive undertaking, and faces enormous competition. There is no evidence that Wyre Forest has been successful at this in the past.</p> <p>Until there is a proven and successful plan to “grow” the local business base, the intention seems to be to</p>	Comments noted.

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				meet a need that simply doesn't exist.	
Wyre Forest Friends of the Earth	LPO1312	6.5 Housing Provision	Comment	Housing Provision. The population has been relatively static over the period 2001-2015 with a rise of 2.7%. The draft local plan assumes 300 dwellings are required p.a which would equate to an annual population growth of 7.7%. It is difficult to see how such a high growth rate is justified and it is likely that the actual growth rate is similar to the recent historical average. Consequently the total of new dwellings required is likely to be less than 3000 removing any need to build on the Green Belt.	The housing requirement is based on the Objectively Assessed Housing Needs (OAHN) study which uses population projections and household projection data published by the Office of National Statistics.
	LPO172	6.5, point d	Comment	Infrastructure: development to the West must take into account increased traffic flow to employment (motorway, railway, Worcester). Traffic from Bewdley either goes passed the Safari park/hospital/Sutton Park road, or Stourport (Gilgal/switch back/bridge. It makes more sense to develop to the East, with direct access to roads to Hagley & Worcester.	Comments noted.
Moor Park Trustees	LPO1102	6.6 Housing need	Comment	The draft policy appears to fail to deal with any issues of unmet housing need from the wider area and/or neighbouring authorities. There should be provision for adjustment of figures to allow the local Plan to effectively address any issues which arise and a commitment to meeting the specified housing requirements by the end of the plan. The local authority should treat housing requirements for the area as a minimum and commit to fulfilling the	Although Wyre Forest District is its own housing market area, WFDC continues to undertake Duty to Cooperate discussions with its neighbouring Local Authorities during the Local Plan Review process to ensure NPPF requirements are met. Since the Preferred Options document was consulted on, the Government have published

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				requirements by 2034 to in order to boost housing supply as is a requirement within the NPPF. The plan should demonstrate that minimum targets should be met and exceeded during the plan period as well as continuing to keep an up to date five year housing land supply There should be a policy within the local Plan which sets out measures to ensure that the latter is sustained and not simply state that “sufficient” land will be provided to meet such needs.	their Standardised Methodology for calculating housing need. The Council is therefore undertaking a revised OAHN study which will use the Government’s new standardised methodology.
	LPPO4055	Paragraph 6.6	Object	One worrying thing we noted at the planning meeting was the planned Dwelling number for Wyre Forest was a set number but the figure for Care Facilities was Zero? Worrying when we have a growing population of elderly, they also need facilities not just the younger working population?	Objection noted. The Preferred Options document did include a requirement for C2 use (i.e. care homes / nursing homes for the elderly). This was set out in Policy 6A – Development Need for the district. The C2 requirement was 540 over the plan period.
	LPPO3824	6.6 Housing Need	Comment	Proposes : <ul style="list-style-type: none"> That regular (every 5 or 10 years) assessments are carried out concerning the need for additional housing in the Kidderminster area as there has been little or no increase in the population of Kidderminster over the past twenty years. Should the need for extra housing be significantly less than the estimated population growth then the valuable agricultural land earmarked for development should be optimised and continue to provide much 	Comments noted.

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				needed food produce and reduce the need to import food from elsewhere. As we all know once arable land is developed for housing there is no going back.	
	LPPO3956	6.6 Housing Need	Comment	<p>We understand the need for further housing in Wyre Forest to facilitate affordable housing and social housing for local people. We do not agree that as much as a 12% growth in the number of households in Wyre Forest is required to accommodate migration to the area. If, as the plan suggests Wyre Forest has a 54% increase in the aging population (but you do not break it down to specific age groups ie, over 65yrs, over 75 yrs, over 85 yrs etc) leading up to 2034 and a reduction in younger population (due to low birth rate), requiring local housing, then isn't it feasible that there will be an excess of housing as current and future older residents die, with fewer younger generations requiring housing? Therefore I think that the estimated number of new houses needs to be reviewed to take this into account.</p> <p>The plan also mentions having more residential units, or care homes to accommodate the aging population. As Wyre Forest does not have any in-patient unit at Kemp Hospice maybe this would be an opportunity to consider having specialist palliative care beds within such institutions to accommodate individuals requiring</p>	Comments noted. The Objectively Assessed Housing Needs (OAHN) Study does consider the population of Wyre Forest District and the growing elderly population that we have in the District. This study provides the evidence base for our housing requirement and helps to shape the housing policies within the emerging Local Plan. The proposed site allocations also include allocations for C2 use (i.e. nursing homes / care homes).

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				specialist palliative care in the area. Even better, consider building a hospice on one of the brownfield sites such as Sladen or Sion Hill and then the existing Kemp Hospice (which was originally residential and not purpose built) could be converted into residential flats/apartments.	
	LPPO3965	Paragraph 6.6	Object	<p>Quote from Government news:</p> <p>"Getting the right homes built in the right places</p> <p>Consulting on the principle of a new, standardised way of calculating housing demand to reflect current and future housing pressures. Every local area will need to produce a realistic plan and review it at least every 5 years.</p> <p>Currently 40% of local planning authorities do not have an up to date plan that meets the projected growth in households in their area. Fixing this will help make sure enough land is released for new homes to be built in the parts of the country where people want to live and work and ensure developments take heed of local people's wishes, while continuing with maximum protections for the green belt.</p> <p>Councils and developers will also be expected to use land more efficiently by avoiding building homes at low density and building higher where there is a shortage</p>	<p>Objection and comments noted.</p> <p>Since the Preferred Options document was consulted on, the Government have published their Standardised Methodology for calculating housing need. The Council is therefore undertaking a revised OAHN study which will use the Government's new standardised methodology.</p>

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				<p>of land and in locations well served by public transport such as train stations."</p> <p>I do hope you will listen to all the information you receive during the consultation period, especially since your plan does not meet the government guidelines to protect greenbelt.</p>	
	LPPO2938	6.6	Comment	I suggest that the numbers are reviewed and a number is put forward that more realistically represents the actual .	<p>Comments noted.</p> <p>The OAHN follows the guidance for determining housing needs as laid out in guidance available at the time and will be updated to reflect changes in the NPPF and PPG.</p> <p>Since the Preferred Options document was consulted on, the Government have published their Standardised Methodology for calculating housing need. The Council is therefore undertaking a revised OAHN study which will use the Government's new standardised methodology.</p>
	LPPO3387	Option A	Object	<ul style="list-style-type: none"> The draft plan is driven by the landowners who responded to the appeal for land. The population growth figures are not tenable - there is a proportion of residents aged 45-65 and 65+. This population do not produce many children. There are enough brownfield sites to cater for 	Objection and comments noted.

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				<p>what is needed - these should be prioritised.</p> <ul style="list-style-type: none"> Primary consideration should be given to revitalising Worcester Street and Bromsgrove Street with some planning for urban living. 	
	LPPO3830	6.6 Housing Need	Comment	<p>I suggest that regular (every 5 or 10 years) assessments are carried out concerning the need for additional housing in the Kidderminster area as there has been little or no increase in the population of Kidderminster over the past twenty years. Why is this area suddenly required to provide housing for an additional estimated 6,000 homes which equates to around 20 to 30 thousand people?</p> <p>Should the need for extra housing be significantly less than the estimated population growth then the valuable agricultural land earmarked for development should be optimised and continue to provide much needed food produce and reduce the need to import food from elsewhere. As we all know once arable land is developed for housing there is no going back.</p>	<p>It is a legal requirement for the Local Authority to have an up to date Local Plan that meets the identified housing need. The Objectively Assessed Housing Needs (OAHN) Study sets out what our housing need is for the District. Unfortunately, we do not have enough deliverable brownfield sites left in the District. We therefore have to release some greenfield sites to be able to meet our housing requirements. This will include some greenfield sites within the Green Belt, some of which is agricultural land.</p>
	LPPO4170	6.6	Comment	<p>The Amion Report concludes that 5,400 new dwellings are required up to 2035. However this figure substantially overstates the demand.</p> <p>The SNPP 2014 shows a population increase of 4.7% and only a need for 199 dwellings per annum. PG — Short-Term shows a population increase of 5.8% and</p>	<p>Comments noted.</p> <p>The statistics used for the OAHN are statistics published by the Government from the Office of National Statistics.</p> <p>The OAHN follows the guidance for</p>

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				<p>only a need for 229 dwellings per annum. Our population has been virtually static since 1991. It has only grown 2.7% since 2001-2015 which would suggest both the above figures are on the high side.</p> <p>In the consultation document 300 dwellings is assumed but if we take PG-Short-Term data showing population increase 5.8% this is still more than double the rate of recent times and requires only 229 dwellings i.e. 1278 less and therefore no need to develop the Green Belt to the rear of Spennells.</p> <p>Even if we assume the population growth more than doubles when compared to 2001 to 2015 we do not need to develop the fields behind Spennells and additionally the report is over egging requirements by 878 dwellings once again evidencing no need to use Green Belt at the back of Spennells.</p> <p>The Amion Report confirms ongoing discussions with Greater Birmingham, presumably regarding overspill. Apparently, the Objective Assessment of Housing Need (OAHN) figure includes an unspecified number from Birmingham which should therefore be deducted from the total of 5,400.</p> <p>It is of interest to note that the Greater Birmingham & Solihull Local Enterprise Partnership list on their website the names of Birmingham, Solihull and its</p>	<p>determining housing needs as laid out in guidance available at the time and will be updated to reflect changes in the NPPF and PPG.</p> <p>Since the Preferred Options document was consulted on, the Government have published their Standardised Methodology for calculating housing need. The Council is therefore undertaking a revised OAHN study which will use the Government's new standardised methodology.</p> <p>The Infrastructure Delivery Plan (IDP) sets out the infrastructure requirements for the emerging Local Plan.</p>

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				<p>overspill satellite towns of Cannock Chase, Lichfield, Redditch, Tamworth and the one remaining area not at present a dormitory - Wyre Forest.</p> <p>WFDC have specified the number of houses they deem to be necessary. However, they have failed to put numbers to the resulting additional GPs, town centre parking places, etc. that will be required. (People will not be walking or cycling into town for their shopping.)</p> <p>Raises questions about implementing the Greater Birmingham & Solihull LEPs Strategy and asks if it is WFDC's policy to take into account the demands from Greater Birmingham.</p>	
	LPPO4261	6.6	Object	<p>The WFDC Assessment of Housing Needs identified that 291 dwellings would be needed per annum over the next 15 years. The available brownfield sites identified within the Wyre Forest would cater for 3,000 people. This figure is an understatement as WFDC have not taken into account property that is vacant but still being let by property owners, e.g. the vacant units long Coventry Street. We do not accept that these are unobtainable, since the CPO process can be used for the benefit of the community if the owners are unwilling to sell. Even taking into account this (arbitrary) rate of expansion, there would be no need to look at non-brownfield sites for 15 years at least.</p>	<p>Objection noted.</p> <p>The OAHN follows the guidance for determining housing needs as laid out in guidance available at the time and will be updated to reflect changes in the NPPF and PPG.</p> <p>Since the Preferred Options document was consulted on, the Government have published their Standardised Methodology for calculating housing need. The Council is therefore undertaking a revised OAHN study which will use the Government's new standardised methodology.</p>

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					Brownfield land has been considered as part of the Local Plan Review process. A Brownfield Land Register was published in December 2017 and has been used inform the emerging Local Plan. This register is available on our website for public viewing. The HELAA document also includes an assessment of brownfield sites.
	LPPO3827	6.6	Object	I believe the amount of housing that WFDC claims is needed (6,000 houses by 2034) is grossly inflated given the relatively static population growth in this area over the last fifteen years. The target number suggested does not take into account the local conditions regarding employment, low in migration rates and a realistic allowance for vacant properties. Recent research by the CPRE found that WFDC featured in the bottom 10 areas in the UK which have not reduced their allocated housing targets, despite having high proportions of protected countryside. WFDC was charged with accepting higher housing targets and the prospect of allowing developers to build upon environmentally valuable land. The Government's OAHN for Wyre Forest is 229 houses per year, yet this appears to have been inflated to 300 a year in the Draft Local Plan. Planning rules also state that this number should be reduced when facing the constraints.	Objection and comments noted. Since the Preferred Options document was consulted on, the Government have published their Standardised Methodology for calculating housing need. The Council is therefore undertaking a revised OAHN study which will use the Government's new standardised methodology.
	LPPO4026	Paragraph 6.6	Object	One of the key issues mentioned was a need for housing to accommodate an increasing population.	Objection noted. The statistics used for the OAHN are statistics published by the

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				<p>Based on the OAHN report, it calculates that 199 houses per year for the next 18 are required. Furthermore, Wyre forest currently has a population of 99,503 and based on the OAHN report and has grown just 2.7% since 2001 and has maintained since 2011- significantly below the national average of 10.8%. In addition, since the decision to leave the EU, it is projected that population growth will decrease on the basis that we leave the single market and thus, end free movement and some EU migrants will return to home countries as a result.</p> <p>Furthermore, the statistics have been grossly exaggerated in your report. The plan states that 300 houses are required per annum which is based on a population growth of 8.2%- this would lead to an extra 1,818 homes that are not required. Also, according to the OAHN, there are 1216 vacant homes in the WFDC, it would make more sense so use these homes. Overall, extra housing to accommodate a growing population is not applicable to the Wyre Forest and therefore, is not justifiable to build on greenbelt land.</p>	<p>Government from the Office of National Statistics.</p> <p>The OAHN follows the guidance for determining housing needs as laid out in guidance available at the time and will be updated to reflect changes in the NPPF and PPG.</p> <p>Since the Preferred Options document was consulted on, the Government have published their Standardised Methodology for calculating housing need. The Council is therefore undertaking a revised OAHN study which will use the Government's new standardised methodology.</p>
	LPPO4440	6.6 Housin g Need	Object	<p>Analysis of Housing Requirements Projections</p> <ul style="list-style-type: none"> HELLA Report I have added up the availability presented in the Hella report. This makes for very interesting reading. 	<p>Objection noted.</p> <p>The OAHN follows the guidance for determining housing needs as laid out in guidance available at the time and will be updated to reflect changes in the NPPF and</p>

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				<ul style="list-style-type: none"> ○ If the actual need were less than 3697, no Green Belt land would be required ○ If the actual need were less than 4476, only brownfield Green Belt land would be required <p>3. 8378 Green field Green Belt sites have been identified. This number obviously shows the absolute need to protect the Green Belt immediately and permanently.</p> <ul style="list-style-type: none"> • Rounding – Justification? If the OAHN Report is accepted, then the requirement is calculated at 284 dwellings per year. The Report then rounds up this number to 300 dwellings per year. This simple unjustified action requires the building of 240 houses over the 15-year period In other words, a section of Green Belt land will be used for housing 240 houses purely because of a rounding up. Who does the rounding up benefit? My only conclusion is that it allows the developers to build more executive houses and therefore increase their profits. Why would Wyre Forest District Council take a decision which simply increases the profits of developers? Is the Council not here to serve the residents • Vacancy rate The OAHN Report says that the number of 	<p>PPG.</p> <p>Since the Preferred Options document was consulted on, the Government have published their Standardised Methodology for calculating housing need. The Council is therefore undertaking a revised OAHN study which will use the Government's new standardised methodology.</p>

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				<p>vacant properties in Wyre Forest is 3.2% It says that there are currently 44490 dwellings in Wyre Forest It then increases the allowance for vacant properties to 4.5 %. Whilst the 4.5% figure is taken from the 2011 census, Wyre Forest District Council is legally obliged to use the most up to date data available, i.e., the current Council Tax data. There is no logical reason to use the 4.5% figure instead of 3.2% The difference between 3.2% and 4.5% is 1.3% There are 44490 dwellings in Wyre Forest This means that an extra 44490 x 1.3% dwellings will be built or 578 dwellings (39 per year). In other words, because the OAHN consultants have chosen, without statistical justification, to increase the vacancy rate by 1.3%, 578 houses will be built on the Green Belt in order to allow for them to remain vacant.</p> <ul style="list-style-type: none"> The main OAHN calculation of housing requirement. <p>I believe that it is absolutely impossible for a mere mortal to analyse the OAHN Report and discover how the housing requirements were calculated. It is riddled with unexplained acronyms and utter gobbledygook in a way that make it impossible to analyse and challenge.</p>	

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				<p>From my experience, I cannot tell whether this is a deliberate attempt to baffle residents of Wyre Forest or just because consultants are masters at making things as complicated as possible to justify their excessive charges. I have tried to replicate the calculations using data provided by the OAHN Report. I have looked at 2 population growth figures, 8.2 % which is a national average that obviously doesn't apply to Wyre Forest, and 2.1% which is the actual growth figure of population in Wyre Forest since 2001. Whilst I have used this figure it is my understanding that the population growth was all weighted to before 2011 and there has been nil growth since 2011. The figures also make no attempt to factor in potential population decline as the considerable number of European citizens in Wyre Forest falls post Brexit.</p> <p>I will try to explain my calculations as I do them:</p> <ul style="list-style-type: none"> • Latest population figure for Wyre Forest: 98960 Number of occupied dwellings: 43086 Average number of occupants per dwelling (98960/43086): 2.2968 (note: I have not made any attempt for allowing this average to decrease) 	

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				<p>Population Growth 2.1% Population growth 8.2%</p> <p>Population Growth from 98960 by 2078 or 8114</p> <p>Dwellings required (growth divided by 2.2968) 904 dwellings or 3533 dwellings</p> <p>Dwellings per year (over 15 yrs) 60 235</p> <ul style="list-style-type: none"> As a check as to whether my calculations work, if I add together the increased number of houses to be left vacant and the houses required for increased population at 8.2% it comes to $235 + 39 = 274$ per year. This is so close to 284 that I feel that my simplistic calculation is somewhat less flawed than the number by which the consultants have rounded their calculation up. Conclusion <p>The figures used to calculate the housing requirement have been deliberately maximised to produce the highest possible number of houses required.</p> <p>There is absolutely no need to round the figures upwards.</p> <p>The use of 4.5% vacancy is out of date and should not have been used.</p> <p>The population growth figure taken by the OAHN has no basis in the reality of Wyre Forest. 2.1% is a far more realistic figure.</p> <p>This means that the housing requirement over</p>	

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				the 15 year period of the local plan is far closer to 904 than 6000. The plan is totally flawed and must be totally withdrawn. There is absolutely no requirement to build on the Green Belt in Wyre Forest.	
	LPPO4462	Housing Need	Comment	<p>The Wyre Forest Assessment of Housing Need report is flawed and only just over 3000 dwellings are required which can mostly be met from Brown Field sites. The Local Plan should be reviewed.</p> <p>Wyre Forest Objective Assessment of Housing Need report</p> <ol style="list-style-type: none"> 1. I believe the Wyre Forest Objective Assessment of Housing Need report is flawed. Our population has been virtually static since 1991 (per Local Plan consultation section 2.2). It has only grown since 2001 to 2015 by 2.7% (compared to West Midlands 8.9%). <p>1.1 The Office for National Statistics Sub National Population Projections (SNPP) 2014 evidences a growth in population for the outlook period of 4.7% and a requirement of 199 dwellings p.a. i.e. a reduction of 1818 dwellings over the 18 years bringing the total down from 5400 to 3582. Allowing for some flex and taking “PG-Short-Term” shows a population growth of</p>	<p>Comments noted.</p> <p>The OAHN follows the guidance for determining housing needs as laid out in guidance available at the time and will be updated to reflect changes in the NPPF and PPG.</p> <p>Since the Preferred Options document was consulted on, the Government have published their Standardised Methodology for calculating housing need. The Council is therefore undertaking a revised OAHN study which will use the Government’s new standardised methodology.</p>

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				<p>5.8% and only a need for 229 dwellings p.a. i.e. a reduction of 1278 dwellings over the outlook period.</p> <p>1.1.1 The plan figure of 300 dwellings p.a. appears to be based on a population growth rate of 7.7% which is a ludicrous 285% higher than the last 14 years which for the UK generally has been driven by immigration which will slow now we have voted for Brexit. One could argue the SNPP figures are too high.</p> <p>1.2 The vacant dwelling rate between 2005 and 2015 (per page 33) has been between 3.5% to 2.6%. The report assumes a vacant dwelling rate of 4.5%. As at 2015 it was 2.6% therefore the report is over egging the figures by 879 dwellings (46260 dwellings x 1.9% [1.9% being the difference between actual 2.6% and the reports assumed 4.5% which has never been reached in the last 10 years]).</p> <p>1.3 Combining 1.1 & 1.2 gives a requirement of only 3243 dwellings over the outlook period and this is based on a growth in population running at 215% more than the current trend with predictions evidencing a slow down in immigration population growth since the vote for Brexit.</p> <p>1.4 Therefore, I recommend Option B is followed but Green Belt is only used after existing Brown Field sites</p>	

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				<p>have been developed.</p> <p>1.5 We were informed that the Council had Brown Field sites for 3000 dwellings so use of Green Belt should be a last resort.</p> <p>1.6 The planners have been misled by this independent report and a further review of Housing Need is required at a reduced level of need.</p> <p>1.7 Appendix A gives further clarification on Housing Needs.</p> <p>Appendix A</p> <p>Wyre Forest Objective Assessment of Housing Need final report April 2017</p> <p>The report suggests an annual dwelling requirement of between 199 and 291 per Table 3.2 with further flexing assuming there is a partial return to 2008 Headship rates giving 239-332 – Table 3.4</p> <p>199 is derived from the Office for National Statistics Sub National Populations Projections (SNPP) 2014 report and the 332 figure from the HH-14 report which is based on partial return to the 2008 headship rates reflective of the different market conditions during the period from which the model was calibrated</p>	

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				<p>i.e. we were in a boom era.</p> <p>Further flex has been given to the model via:</p> <p>. PG-Short-Term: with internal and international migration assumptions based on a 6- year (Short-Term) Migration Trend (2009/10–2014/15). The UPC component is included within the historical international migration estimates up to 2011.</p> <ul style="list-style-type: none"> • PG-Short-Term-X: with internal and international migration assumptions based on a 6- year (ShortTerm) Migration Trend (2009/10–2014/15). The UPC component is excluded from the historical time series of MYE data. • PG-Long-Term: with internal and international migration assumptions based on a 14- year Migration Trend (2001/02–2014/15). The UPC component is included within the historical international migration estimates up to 2011. • PG-Long-Term-X: with internal and international migration assumptions based on a 6- year (ShortTerm) Migration Trend (2001/02–2014/15). The UPC component is excluded from the historical time series of MYE data. <p>I would argue PG-Short-Term data is more</p>	

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				<p>representative of the future as PG –Long-Term data includes the boom of 2001/2 to 2007/8</p> <p>The SNPP 2014 shows a population increase of 4.7% and only a need for 199 dwellings per annum.</p> <p>PG – Short-Term shows a population increase of 5.8% and only a need for 229 dwellings per annum</p> <p>Our population has been virtually static since 1991 (per consultation section 2.2). It has only grown 2.7% since 2001-2015 (compared to the West Midlands of 8.9%) which would suggest both the above figures are on the high side.</p> <p>In the Consultation document Section 6.A 300 dwellings is assumed but if we take PG-Short-Term data showing population increase 5.8% this is still more than double the rate of recent times and requires only 229 dwellings i.e. 1278 less and therefore no need to develop the green belt to the rear of Spennells.</p> <p>The plan figure of 300 dwellings p.a. appears to be based on a population growth rate of 7.7% which is a ludicrous 285% higher than the last 10 years which for the UK generally has been driven by immigration which will slow now we have voted for Brexit. One could argue the SNPP figures are too high.</p>	

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				<p>In The Labour Force and Employment Implications section the unemployment rate is assessed to be fixed between 2020-2034 which is unrealistic as we have always been a boom and bust economy. Therefore the modelling is optimistic (section4.10).</p> <p>Section 4.16 indicates due to ageing population economic activity and employment are projected to decline.</p> <p>Cambridge Econometrics suggest an increase in jobs of 76p.a., Oxford Economics suggest 2p.a. and Experian suggest -61p.a.</p> <p>I think the above results show they can be ignored as they do nothing to inform the process.</p> <p>Section 5 simply recommends 300 dwellings p.a.</p> <p>The vacant dwelling rate between 2005 and 2015 has been 3.5% to 2.6%. The report assumes a vacant dwelling rate of 4.5%. As at 2015 it is 2.6% (page 33) therefore the report is over egging the figures by 879 dwellings (46260 x1.9%).</p> <p>My conclusion is even if we assume the population growth more than doubles when compared to 2001 to 2015 we do not need to develop the fields behind Spennells and additionally the report is over egging</p>	

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				requirements by 879 dwellings once again evidencing no need to use Green Belt at the back of Spennells or in many other locations. Assuming the population growth more than doubles and reducing the vacant dwelling % to current levels indicates a requirement of 3243 dwellings over the outlook period i.e. 180 p.a.	
	LPP01978	Housing need	Comment	It appears the growth has been over estimated to justify the amount of housing needs over the next few years and into the future.	Comments noted.
	LPP02105	Housing Need	Object	<p>I am not convinced the amount of homes we need for the Wyre Forest is 6,000. It states in the plan that we have had a static population with quite a large proportion of elderly people. So with this in mind I believe we should only be building what we will need for the next 5 years which is drastically less than 6000.</p> <p>If the plan includes attracting people to move to the area and increase revenue I feel by encouraging businesses, road infrastructure, investment in a fully operational hospital including A&E, two extra Doctor practices, extra schools from primary to secondary, new fire station, an extra 30 police to the area first and then perhaps some of our unemployed in the area will get jobs and be able to afford the houses you are planning to build.</p>	<p>Objection noted.</p> <p>The OAHN follows the guidance for determining housing needs as laid out in guidance available at the time and will be updated to reflect changes in the NPPF and PPG.</p> <p>Since the Preferred Options document was consulted on, the Government have published their Standardised Methodology for calculating housing need. The Council is therefore undertaking a revised OAHN study which will use the Government's new standardised methodology.</p> <p>The Infrastructure Delivery Plan (IDP) sets out the infrastructure requirements for the emerging Local Plan.</p>

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	LPPO2733	6.6 OAHN	Comment	<p>I object to all proposals set out in the Local Plan as I do not consider the assessment of need and calculations contained within the Local Plan to be robust. I appreciate that Local Authorities are finding themselves under increasing pressure, particularly in relation to people resources, however the Local Plan should be of upmost priority and the production a sub-standard and ill-informed statutory document is unacceptable.</p> <p>Purpose of the OAHN document</p> <p>With respect to the first point, the OAHN document has not been produced with the intention of becoming a public facing document. The document produced by Amion Consulting is a classic example of a private consultancy's technical output to a client (in this case WFDC). I suspect that WFDC have not completed a comprehensive technical review of the document and as such the contents of the document are not fully understood. At the very least, if the OAHN document was intended to become a public facing document then WFDC should have included this in their brief to Amion Consulting. In addition to this, WFDC have also uploaded a substantial amount of supporting "evidence" to their website which is purposely counter- productive because it overwhelms the public with information, rather than providing succinct, well-informed and readable information to inform their</p>	<p>Objection noted.</p> <p>The OAHN follows the guidance for determining housing needs as laid out in guidance available at the time and will be updated to reflect changes in the NPPF and PPG.</p> <p>Since the Preferred Options document was consulted on, the Government have published their Standardised Methodology for calculating housing need. The Council is therefore undertaking a revised OAHN study which will use the Government's new standardised methodology.</p>

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				<p>response to the Local Plan.</p> <p>Lack of transparency about assumptions</p> <p>The OAHN is not clear about the assumptions that have been applied to conclude with 5,400 houses (300 per annum) needed over the Plan period. In an attempt to better understand the origin of the 5,400 houses, I have completed a review of existing population and housing numbers available from data.gov.uk.</p> <p>Data available from the Office for National Statistics demonstrates that between 1981 and 2015, population growth has at the most experienced a growth rate of 0.6% year on year (see Table 1), but on average the growth rate has been 0.24%. If this average growth is applied to future years, the total population in 2034 is 104,500. This equates to a population increase of 4,600, which is in line with the population projections made in Table 2 and therefore appears to be a sensible assumption. There is also data available on the projected number of households up to the 2034. The household projections demonstrate that between 2016 and 2034, the Local Plan Period, 3,420 additional houses are required, equating to 190 new households per annum.</p> <p>A series of tables with data have been supplied to back</p>	

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				up the statements.	
	LPPO2131	Housing Need	Comment	Is Wyre Forest DC really certain that the need for housing in this area is so great? Or would we be building to encourage people from other areas to move here? That would be good if the areas of Kidderminster and Stourport could sustain so much development, which I do not believe they can.	Comments noted. The proposed development requirement is based on the housing need for the District. This housing need was evidenced in the OAHN study published in April 2017. Since the Preferred Options document was consulted on, the Government have published their Standardised Methodology for calculating housing need. The Council is therefore undertaking a revised OAHN study which will use the Government's new standardised methodology.
	LPPO2537	6.6 Housing Need	Object	Both options assume more homes are needed than are I believe are justified. Table 6.0.1 Page 25 says 300 pa. but the Amion report suggests 254 p.a. Also, the Guidance Housing and Economic Development Needs, 2015, states that local councils need only base their assessment on "future scenarios that could reasonably be expected to occur", not hypothetical future scenarios. The OAHN Report states that the census has measured growth within the Wyre Forest over the past 15 years that may provide a more realistic future scenario.	Objection noted. The OAHN study published in April 2017 stated that 300pda was required over the plan period. The OAHN follows the guidance for determining housing needs as laid out in guidance available at the time and will be updated to reflect changes in the NPPF and PPG. Since the Preferred Options document was consulted on, the Government have published their Standardised Methodology for calculating housing need. The Council is therefore

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					undertaking a revised OAHN study which will use the Government's new standardised methodology.
	LPPO2092	Housing Need	Object	<p>The proposal to build up to 6000 dwellings on Green Belt land is unjustifiable when there has been scant growth to Kidderminster's population. Over the last fifteen years or so, a number of the town's industries and businesses have closed causing many job losses. This has reduced Kidderminster to a low economy area with many medium to large retail outlets replacing lost businesses. The current economy of the town cannot justify building new homes that will be unaffordable for those who are on low incomes and on the current housing list. Where are the jobs/growth of jobs within Kidderminster to justify the amount of homes proposed?</p> <p>Is this a plan to increase extra funds through the council tax by having an excessive amount of new homes built for the long term? You must take into account the local residents concerns to these unrealistic plans and reconsider prioritising to redevelop the town centre which is long overdue.</p>	The Local Plan Review process doesn't just allocate sites for housing, it also allocates potential sites for employment to meet its employment land requirement. The Employment Land Review evidence base study sets out what the employment requirement is for the district during the plan period. This evidence base study is used to inform the site allocations in the emerging Local Plan for employment use.
	LPPO3392	Housing need	Comment	I cannot understand why WFDC have opted to propose to build more houses than the Government requires. It is only one of two District Councils in the West	<p>Comments noted.</p> <p>The OAHN follows the guidance for</p>

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				Midlands to have done so. The number of houses being planned is far in excess of even the most optimistic forecasts of future housing needs.	determining housing needs as laid out in guidance available at the time and will be updated to reflect changes in the NPPF and PPG. Since the Preferred Options document was consulted on, the Government have published their Standardised Methodology for calculating housing need. The Council is therefore undertaking a revised OAHN study which will use the Government's new standardised methodology.
	LPPO3265	Housing Need	Object	I imagine that I echo other respondents in urging that brownfield sites be developed before green belt, that the possibility of residential development in the town centre is fully explored, that affordable and social housing which meets the needs of Wyre Forest residents is prioritised, and that due weight is given to potential environmental damage, lack of adequate road capacity, infrastructure and public transport, and the need for adequate provision of community facilities.	Objection noted. The OAHN follows the guidance for determining housing needs as laid out in guidance available at the time and will be updated to reflect changes in the NPPF and PPG. Since the Preferred Options document was consulted on, the Government have published their Standardised Methodology for calculating housing need. The Council is therefore undertaking a revised OAHN study which will use the Government's new standardised methodology.
	LPPO4693	6.6 Housing Need	Comment	This plan says more households are needed well above the population increase. This reflects the lack of social cohesion within local families or the justification to	Comment noted. The OAHN follows the guidance for

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				plan for more development than will be needed for local people, and therefore encourage inward migration. If the latter, what is the evidence to support it will be needed.	determining housing needs as laid out in guidance available at the time and will be updated to reflect changes in the NPPF and PPG. Since the Preferred Options document was consulted on, the Government have published their Standardised Methodology for calculating housing need. The Council is therefore undertaking a revised OAHN study which will use the Government's new standardised methodology.
	LPPO4644	6.6 Housing Need	Object	Disagree with projection of number of properties required. Suggest revise number based on experience in Wyre Forest rather than the whole West Midlands with a possible 5 year review to take account of any changes arising due to the economic cycle or Brexit developments.	Objection noted. The OAHN follows the guidance for determining housing needs as laid out in guidance available at the time and will be updated to reflect changes in the NPPF and PPG. Since the Preferred Options document was consulted on, the Government have published their Standardised Methodology for calculating housing need. The Council is therefore undertaking a revised OAHN study which will use the Government's new standardised methodology.
	LPPO4639	6.6 Housing Need	Object	Object. Review Local Plan; the Wyre Forest Assessment of Housing Need report is flawed and required 3000 dwellings are can be met from Brown	Objection noted. The OAHN follows the guidance for

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Company / Organisation	Response Number	Para /Policy	Type of Response	Summary of Response	Officer Response - WFDC Officer Response
				Field sites.	determining housing needs as laid out in guidance available at the time and will be updated to reflect changes in the NPPF and PPG. Since the Preferred Options document was consulted on, the Government have published their Standardised Methodology for calculating housing need. The Council is therefore undertaking a revised OAHN study which will use the Government's new standardised methodology.
	LPP04660	6.6 Housing Need	Object	I notice from the 'Key Issues' that the population since 1991 had remained static with only an aggregate increase of 2.2.% in the last 24 years. These figures only go up to 2015, has there since been a census for 2015-2017 to see whether the population is in fact increasing at the same rate as the 2 years from 2013-2015? If there is no evidence of such an increase then would the 5,400 not be a little overkill? If between now and 2034 the population increased by 1.1% every 2/3 years, would this not only mean a growth of c6.6%, being 6,567 people and with a national household average of 4, this would only assume c1700-2000 dwellings were required? What is the logic behind the strategy of such a large number of dwellings being required? Similarly, if the population is ageing, should the plans not incorporate the need of this ageing population i.e. ensure low-level housing/ bungalows	The population of Wyre Forest District is projected to increase by 4.9% over the course of the Plan Period 2016-2036, from 100,000 in 2016 to 105,300 in 2036. There will be a marked increase in the number and proportion of older residents. The population aged 65+years is expected to increase by 28.1% from 24,200 in 2016 to 31,800 in 2036. (Data based on ONS 2016-based Subnational Population Projections). This suggests that the population is not 'static'. For further information please see the updated OAHN Study which will be published on the Council's website during the Pre-Submission consultation.

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				are developed to suit the needs of the elderly (who can live independently in their own homes) and to effectively 'free-up' family homes within already developed areas in order to avoid development for developments sake?	
	LPO4386	Housing Need Figures	Comment	The housing need figures are questionable and do not necessitate the choice between Option A or B as the additional land take is not required yet.	Comment noted.
	LPO4446	6.6 Housing Need	Object	<p>Disagree with your calculations that 5000+ houses are needed. Where are all these people coming from? I believe these figures have been grossly inflated, and rounded up time after time, rendering them totally inaccurate. Please see below:</p> <p>HELLA report</p> <p>I have added up the availability presented in the Hella report. This makes for very interesting reading. There are several interesting things about this table:</p> <ol style="list-style-type: none"> 1. If the actual need were less than 3697, no Green Belt land would be required 2. If the actual need were less than 4476, only brownfield Green Belt land would be required 3. 8378 Greenfield Green Belt sites have been identified. This number obviously shows the absolute need to protect the Green Belt immediately and permanently. <p>Rounding – Justification?</p>	<p>Objection noted.</p> <p>The OAHN follows the guidance for determining housing needs as laid out in guidance available at the time and will be updated to reflect changes in the NPPF and PPG.</p> <p>Since the Preferred Options document was consulted on, the Government have published their Standardised Methodology for calculating housing need. The Council is therefore undertaking a revised OAHN study which will use the Government's new standardised methodology.</p>

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				<p>If the OAHN Report is accepted, then the requirement is calculated at 284 dwellings per year. The Report then rounds up this number to 300 dwellings per year. This simple unjustified action requires the building of 240 houses over the 15-year period</p> <p>In other words, a section of Green Belt land will be used for housing 240 houses purely because of a rounding up. Who does the rounding up benefit? My only conclusion is that it allows the developers to build more executive houses and therefore increase their profits. Why would Wyre Forest District Council take a decision which simply increases the profits of developers? Is the Council not here to serve the residents?</p> <p>Vacancy rate</p> <p>The OAHN Report says that the number of vacant properties in Wyre Forest is 3.2%</p> <p>It says that there are currently 44490 dwellings in Wyre Forest</p> <p>It then increases the allowance for vacant properties to 4.5 %. Whilst the 4.5% figure is taken from the 2011 census, Wyre Forest District Council is legally obliged to use the most up to date data available, i.e., the current Council Tax data. There is no logical reason to use the 4.5% figure instead of 3.2%</p> <p>The difference between 3.2% and 4.5% is 1.3%</p> <p>There are 44490 dwellings in Wyre Forest</p> <p>This means that an extra 44490 x 1.3% dwellings will</p>	

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				<p>be built or 578 dwellings (39 per year). In other words, because the OAHN consultants have chosen, without statistical justification, to increase the vacancy rate by 1.3%, 578 houses will be built on the Green Belt in order to allow for them to remain vacant.</p> <p>The main OAHN calculation of housing requirement. I believe that it is absolutely impossible for a mere mortal to analyse the OAHN Report and discover how the housing requirements were calculated. It is riddled with unexplained acronyms and utter gobbledygook in a way that make it impossible to analyse and challenge.</p> <p>From my experience, I cannot tell whether this is a deliberate attempt to baffle residents of Wyre Forest or just because consultants are masters at making things as complicated as possible to justify their excessive charges.</p> <p>To bring a level of sanity to the calculations I have tried to replicate the calculations using data provided by the OAHN report.</p> <p>I have looked at 2 population growth figures, 8.2 % which is a national average that obviously doesn't apply to Wyre Forest, and 2.1% which is the actual growth figure of population in Wyre Forest since 2001. Whilst I have used this figure it is my understanding that the population growth was all weighted to before 2011 and there has been nil growth since 2011. The figures also make no attempt to factor in potential</p>	

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				<p>population decline as the considerable number of European citizens in Wyre Forest falls post Brexit. I will try to explain my calculations as I do them:</p> <p>Latest population figure for Wyre Forest: 98960 Number of occupied dwellings: 43086 Average number of occupants per dwelling (98960/43086): 2.2968 (note: I have not made any attempt for allowing this average to decrease) Population Growth 2.1% Population growth 8.2% Population Growth from 98960 to 2078 or 8114 Dwellings required (growth divided by 2.2968) 904 or 3533 Dwellings per year (over 15 yrs) 60 or 235</p> <p>As a check as to whether my calculations work, if I add together the increased number of houses to be left vacant and the houses required for increased population at 8.2% it comes to $235 + 39 = 274$ per year. This is so close to 284 that I feel that my simplistic calculation is somewhat less flawed than the number by which the consultants have rounded their calculation up.</p> <p>Conclusion The figures used to calculate the housing requirement have been deliberately maximised to produce the highest possible number of houses required.</p>	

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				<p>There is absolutely no need to round the figures upwards.</p> <p>The use of 4.5% vacancy is out of date and should not have been used.</p> <p>The population growth figure taken by the OAHN has no basis in the reality of Wyre Forest. 2.1% is a far more realistic figure.</p> <p>This means that the housing requirement over the 15 year period of the local plan is far closer to 904 than 6000. The plan is totally flawed and must be totally withdrawn. There is absolutely no requirement to build on the Green Belt in Wyre Forest.</p>	
	LPPO4488	Housing Need	Object	<ul style="list-style-type: none"> Plans are overstating the need for new housing. The housing needs report states that the reason for so much housing is to attract overspill from surrounding areas to solve the issues there - not really 'local'. 	<p>Objection noted.</p> <p>The OAHN follows the guidance for determining housing needs as laid out in guidance available at the time and will be updated to reflect changes in the NPPF and PPG.</p> <p>Since the Preferred Options document was consulted on, the Government have published their Standardised Methodology for calculating housing need. The Council is therefore undertaking a revised OAHN study which will use the Government's new standardised methodology.</p>
	LPPO4914	6.6	Object	The Wyre Forest Assessment of Housing Need report is flawed and only just over 3000 dwellings are required	Objection noted.

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				<p>which can mostly be met from Brown Field sites. The Local Plan should be reviewed.</p> <p>Wyre Forest Objective Assessment of Housing Need report</p> <ul style="list-style-type: none"> I believe the Wyre Forest Objective Assessment of Housing Need report is flawed. Our population has been virtually static since 1991 (per Local Plan consultation section 2.2). It has only grown since 2001 to 2015 by 2.7% (compared to West Midlands 8.9%). The Office for National Statistics Sub National Population Projections (SNPP) 2014 evidences a growth in population for the outlook period of 4.7% and a requirement of 199 dwellings p.a. i.e. a reduction of 1818 dwellings over the 18 years bringing the total down from 5400 to 3582. Allowing for some flex and taking “PG-Short-Term” shows a population growth of 5.8% and only a need for 229 dwellings p.a. i.e. a reduction of 1278 dwellings over the outlook period. The plan figure of 300 dwellings p.a. appears to be based on a population growth rate of 7.7% which is a ludicrous 285% higher than the last 14 years which for the UK generally has been driven by immigration which will slow now we have voted for Brexit. One could argue the 	<p>The OAHN follows the guidance for determining housing needs as laid out in guidance available at the time and will be updated to reflect changes in the NPPF and PPG.</p> <p>Since the Preferred Options document was consulted on, the Government have published their Standardised Methodology for calculating housing need. The Council is therefore undertaking a revised OAHN study which will use the Government’s new standardised methodology.</p>

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				<p>SNPP figures are too high.</p> <ul style="list-style-type: none"> The vacant dwelling rate between 2005 and 2015 (per page 33) has been between 3.5% to 2.6%. The report assumes a vacant dwelling rate of 4.5%. As at 2015 it was 2.6% therefore the report is over egging the figures by 879 dwellings (46260 dwellings x 1.9% [1.9% being the difference between actual 2.6% and the reports assumed 4.5% which has never been reached in the last 10 years]). Combining 1.1 & 1.2 gives a requirement of only 3243 dwellings over the outlook period and this is based on a growth in population running at 215% more than the current trend with predictions evidencing a slow down in immigration population growth since the vote for Brexit. It was confirmed that the Council had Brown Field sites for 3000 dwellings so use of Green Belt should be a last resort. The planners have been misled by this independent report and a further review of Housing Need is required at a reduced level of need. <p>Appendix A gives further clarification on Housing Needs.</p>	

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				<p>Appendix A</p> <p>Wyre Forest Objective Assessment of Housing Need final report April 2017</p> <p>The report suggests an annual dwelling requirement of between 199 and 291 per Table 3.2 with further flexing assuming there is a partial return to 2008 Headship rates giving 239-332 – Table 3.4</p> <p>199 is derived from the Office for National Statistics Sub National Populations Projections (SNPP) 2014 report and the 332 figure from the HH-14 report which is based on partial return to the 2008 headship rates reflective of the different market conditions during the period from which the model was calibrated i.e. we were in a boom era.</p> <p>Further flex has been given to the model via:</p> <p>. PG-Short-Term: with internal and international migration assumptions based on a 6- year (Short-Term) Migration Trend (2009/10–2014/15). The UPC component is included within the historical international migration estimates up to 2011.</p> <ul style="list-style-type: none"> PG-Short-Term-X: with internal and international migration assumptions based on a 6- year (ShortTerm) Migration Trend 	

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				<p>(2009/10–2014/15). The UPC component is excluded from the historical time series of MYE data.</p> <ul style="list-style-type: none"> PG-Long-Term: with internal and international migration assumptions based on a 14- year Migration Trend (2001/02–2014/15). The UPC component is included within the historical international migration estimates up to 2011. PG-Long-Term-X: with internal and international migration assumptions based on a 6- year (ShortTerm) Migration Trend (2001/02–2014/15). The UPC component is excluded from the historical time series of MYE data. <p>I would argue PG-Short-Term data is more representative of the future as PG –Long-Term data includes the boom of 2001/2 to 2007/8</p> <p>The SNPP 2014 shows a population increase of 4.7% and only a need for 199 dwellings per annum.</p> <p>PG – Short-Term shows a population increase of 5.8% and only a need for 229 dwellings per annum</p> <p>Our population has been virtually static since 1991 (per consultation section 2.2). It has only grown 2.7% since 2001-2015 (compared to the West Midlands of 8.9%) which would suggest both the above figures are on the</p>	

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				<p>high side.</p> <p>In the Consultation document Section 6.A 300 dwellings is assumed but if we take PG-Short-Term data showing population increase 5.8% this is still more than double the rate of recent times and requires only 229 dwellings i.e. 1278 less and therefore no need to develop the green belt to the rear of Spennells.</p> <p>The plan figure of 300 dwellings p.a. appears to be based on a population growth rate of 7.7% which is a ludicrous 285% higher than the last 10 years which for the UK generally has been driven by immigration which will slow now we have voted for Brexit. One could argue the SNPP figures are too high.</p> <p>In The Labour Force and Employment Implications section the unemployment rate is assessed to be fixed between 2020-2034 which is unrealistic as we have always been a boom and bust economy. Therefore the modeling is optimistic (section4.10)</p> <p>Section 4.16 indicates due to ageing population economic activity and employment are projected to decline.</p> <p>Cambridge Econometrics suggest an increase in jobs of 76p.a., Oxford Economics suggest 2p.a. and Experian</p>	

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				<p>suggest -61p.a.</p> <p>I think the above results show they can be ignored as they do nothing to inform the process.</p> <p>Section 5 simply recommends 300 dwellings p.a.</p> <p>The vacant dwelling rate between 2005 and 2015 has been 3.5% to 2.6%. The report assumes a vacant dwelling rate of 4.5%. As at 2015 it is 2.6% (page 33) therefore the report is over egging the figures by 879 dwellings (46260 x1.9%).</p> <p>My conclusion is even if we assume the population growth more than doubles when compared to 2001 to 2015 we do not need to develop the fields behind Spennells and additionally the report is over egging requirements by 879 dwellings once again evidencing no need to use Green Belt at the back of Spennells or in many other locations. Assuming the population growth more than doubles and reducing the vacant dwelling % to current levels indicates a requirement of 3243 dwellings over the outlook period i.e. 180 p.a.</p>	
	LPPO4823	6.6 - Housing Need	Object	The OAHN report which was used by the council to arrive at the number of houses needed states that the census is a relevant source, which would be the most accurate measurement of growth within the Wyre Forest over the past 15 years. It then ignores it and	<p>Objection noted.</p> <p>The OAHN follows the guidance for determining housing needs as laid out in guidance available at the time and will be</p>

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				<p>instead uses arbitrary national and regional figures to arrive at the final growth rate. The plan figure of 300 houses per year would equate to a population growth of 7.7%, where the actual rate for this area is 2.7% (2001-2015). Wyre Forest has a population growth below the national average and within the guidance on the Housing and Economic Development Needs Assessments 2015, it states that 'assessing development needs should be proportionate and does not require local councils to consider purely hypothetical future scenarios, only future scenarios that could be reasonably expected to occur'. This is not therefore a requirement to build more houses than actually needed. The Council's own document at 6.1 is seeking a '...pro-growth agenda' and if that pro-growth element is also taken out of the council's figures together with a reduction for lower immigration following Brexit, we would be looking at a substantially reduced figure of possibly 3500 houses. Catering for population growth over and above that which is actually required is wrong, especially when it involves using Green Belt or potentially affects SSSIs.</p>	<p>updated to reflect changes in the NPPF and PPG. Since the Preferred Options document was consulted on, the Government have published their Standardised Methodology for calculating housing need. The Council is therefore undertaking a revised OAHN study which will use the Government's new standardised methodology.</p>
	LPPO4827	6.6 Housing Need	Object	<p>Questions the OAHN which assumes a need for 5400 new homes in the period up to 2034. The report is based on population growth of 5.8%, twice the growth of 2.7% experienced over the period 2001-15. It also assumes a void dwelling rate of 4.7% whereas the actual in the District in 2015 was 2.6%. If the actual</p>	<p>Objection noted. The OAHN follows the guidance for determining housing needs as laid out in guidance available at the time and will be updated to reflect changes in the NPPF and</p>

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				<p>void rate was adopted this would reduce the requirement by nearly 900 dwellings.</p> <p>Due to the aging population of Wyre Forest the workforce over the period is likely to fall. The proportion of the population of Wyre Forest aged over 65 is 23.4% (national average 17.6%). The aging population is also likely to free up a large amount of the existing housing stock. Has this factor been taken into consideration?</p> <p>Section 6.8 refers for the need of the Plan to be prepared in consultation with neighbouring Housing Market Areas. There is concern that as the WFDC is a member of Greater Birmingham and Solihull Partnership and getting funding from the LEP. The LEP will in return ask Wyre Forest to provide housing to alleviate the severe housing pressures in the Birmingham HMA. The Greater Birmingham and Solihull Local Enterprise Partnership is already substantially funding the improvement to Kidderminster station.</p> <p>We need clarity on what specific agreements exist between Wyre Forest DC and Greater Birmingham and Solihull Local Enterprise Partnership to contribute housing supply to meeting that areas housing shortfall.</p> <p>Greater outward commuting to Birmingham and the</p>	<p>PPG.</p> <p>Since the Preferred Options document was consulted on, the Government have published their Standardised Methodology for calculating housing need. The Council is therefore undertaking a revised OAHN study which will use the Government's new standardised methodology.</p>

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				<p>Black Country is only likely to lead to increased congestion without substantially improved road links. In addition there would be further strain on the health and education infrastructure of the Wyre Forest.</p> <p>The assumptions of Housing Need should be scrutinised as there appears to be flaws in the document particularly as to projected population growth rates in the light of past trends and also assumptions as to housing void levels. A clear statement of overspill provision and policy in regard to the Greater Birmingham and Solihull LEP Housing needs to be set out.</p>	
	LPPO4826	6.6 - Housing Need	Object	<p>The recent march to the Kidderminster Town Hall made by Wyre Forest residents on 4th August demonstrates the strong feeling there is against many aspects of the Local Plan. The OAHN report which was used by the council to arrive at the number of houses needed states that the census is a relevant source, which would be the most accurate measurement of growth within the Wyre Forest over the past 15 years. It then ignores it and instead uses arbitrary national and regional figures to arrive at the final growth rate. The plan figure of 300 houses per year would equate to a population growth of 7.7%, where the actual rate for this area is 2.7% (2001-2015). Wyre Forest has a population growth BELOW the national average and within the guidance on the Housing and Economic</p>	<p>Objection noted.</p> <p>The OAHN follows the guidance for determining housing needs as laid out in guidance available at the time and will be updated to reflect changes in the NPPF and PPG.</p> <p>Since the Preferred Options document was consulted on, the Government have published their Standardised Methodology for calculating housing need. The Council is therefore undertaking a revised OAHN study which will use the Government's new standardised methodology.</p>

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				<p>Development Needs Assessments 2015, it states that ‘assessing development needs should be proportionate and does not require local councils to consider purely hypothetical future scenarios, only future scenarios that could be reasonably expected to occur’. This is not therefore a requirement to build more houses that actually needed. The council’s own document at 6.1 is seeking a ‘...pro-growth agenda’ and is that pro-growth element is also taken out of the council’s figures together with a reduction for lower immigration flowing brexit, we would be looking at a substantially reduced figure of possibly 3500 houses.</p> <p>We and many other feel that catering for population growth over and above that which I actually required is wrong, especially when it involved using greenbelt for it and such developments could potentially affect some sites of special scientific interest (development around Hurcott, for example)</p>					
	LPPO4752	6.6 Housin g Need	Object	<p><u>Objective: To determine how many housing units are required.</u></p> <p>Figures provided by the Council allege that 6,000 additional units are required during the period of the Plan. These have been allocated as follows:</p> <table><tr><td>Brownfield sites</td><td>2950</td></tr><tr><td>Greenfield sites (excluding the Green Belt)</td><td>350</td></tr></table>	Brownfield sites	2950	Greenfield sites (excluding the Green Belt)	350	<p>Objection noted.</p> <p>The OAHN follows the guidance for determining housing needs as laid out in guidance available at the time and will be updated to reflect changes in the NPPF and PPG.</p> <p>Since the Preferred Options document was consulted on, the Government have published</p>
Brownfield sites	2950								
Greenfield sites (excluding the Green Belt)	350								

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				<p>Greenfield sites in the Green Belt (Core Site) 1900</p> <p>Other (Option A - entirely Green Belt or Option B – Green Belt Outside the Green Belt) 1100 750 550</p> <p>Totals 1300 6300 / 6500</p> <p>N.B. These figures do not make sense and the conclusion is therefore illogical. Option A produces a total of 6300 additional units and Option B a total of 6500, whereas the required number, according to information provided by the Council, is 6,000 (which in itself is considerably more than the number initially indicated) - a discrepancy in the Council's own calculations of either 300 or 500 (unrequired) units.</p> <p>A realistic reassessment of the number of housing units planned for Wyre Forest should now be completed. This should not be influenced by (1) pressure from developers and/or other local authorities, (2) political considerations, (3) convenience/relatively low cost of developing 'open' land or (4) the opportunity to make 'quick money' from the 'new homes bonus' promised by the Government, which takes no consideration of actual need. None of these influences should have any</p>	<p>their Standardised Methodology for calculating housing need. The Council is therefore undertaking a revised OAHN study which will use the Government's new standardised methodology.</p> <p>1100</p>

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				<p>bearing on the calculation.</p> <p>If Councils wish to protect Green Belt, they do have scope to reduce housing numbers, according to research carried out by the Campaign to Protect Rural England. The Council must justify its 'housing need' figures.</p> <p>The Council has potentially over-estimated the number of affordable units required in Wyre Forest. Inwards migration from the West Midlands conurbation has significantly reduced in recent years, possibly as the result of substantially increased transport costs. A calculation will presumably have been based on existing requirements and will take no account of probable depopulation of young people from an area which, despite determined efforts, has been unable to attract industry or commerce and particularly to its town centres; nor will account have been taken of the potential effects of Brexit.</p> <p>Future housing requirements, as assessed by the Council, do not appear to have taken consideration of the availability of a substantial number of houses, when residents determine to sell up and move out of the district. This will happen, as a direct consequence of the Council's proposed development of Spennells as an urban sprawl/mega-estate and the expectation of a dramatic deterioration of quality of life. This would</p>	

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				<p>significantly reduce the requirement for new build units.</p> <p>Future housing and infrastructure needs have probably been significantly over-estimated. Outward movement of population, particularly of young people should be taken into account, as should the probable/potential effects of Brexit.</p>	
	LPPO4775	6.6 Housing Need	Object	<p>The population projection in the Draft Local Plan is exaggerated and a realistic requirement of 3,000 homes to 2034 can be met on brownfield sites – thereby avoiding encroaching on Green Belt during this period.</p> <p>Should the need for housing still be accepted to be 6,000, brownfield sites should be used first, as the Council only needs to guarantee an ongoing 5 year housing supply.</p> <p>Population Growth Projection and Housing Need: The guidelines set out in the National Planning Policy Framework states that we should consider only future scenarios that could reasonably be expected to occur. The population of the Wyre Forest has only grown slightly since 1991 and remains fairly static. After a decade with a population increase of only 1.1% between 2001 and 2011, the population then only increased by a further 1.1% from 2013 to 2015. This</p>	<p>Objection noted.</p> <p>The OAHN follows the guidance for determining housing needs as laid out in guidance available at the time and will be updated to reflect changes in the NPPF and PPG.</p> <p>Since the Preferred Options document was consulted on, the Government have published their Standardised Methodology for calculating housing need. The Council is therefore undertaking a revised OAHN study which will use the Government's new standardised methodology.</p>

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				<p>equates to a 2.7% increase in population growth from 2001 to 2015 (point 2.3 of the Objective Assessment of Housing Needs 'OAHN' Report May 2017).</p> <p>The National Statistics Sub National Population Projections (SNPP) 2014 evidences a growth of population for the outlook period at 4.7% with a requirement of only 199 dwellings per annum. This is significantly less than the projection in the WFDC Local Plan Review which states the need of 300 dwellings per annum (this must be based on a 7.7% increase). This would give us a 285% higher rate of growth than in the last 10 year period which is completely improbable.</p> <p>If we used the SNPP recommendations for building 199 dwellings per annum over the stated 15 year period, we only need to build 2,985 dwellings in total - which negates the need to take Green Belt land around the District and reduces the WFDC consultation figures by 2,415 houses.</p> <p>The consultation document (section 6A) assumes 300 dwellings per annum should be required, but even the PG Short Term Data shows an increase of 5.8% which is twice the growth of the last 15 year period and still only has a need for 229 dwellings per annum. This is 1,278 dwellings less than currently assumed.</p> <p>No allowance has been made for the age profile of the Wyre Forest population leading to increased mortality rates and hence increased availability of property in the district. It is likely that many properties will come</p>	

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				<p>free over the next 15 years as people downsize, move to care homes, live with children outside the area or die.</p> <p>I firmly believe that growth figures will be less than 5.8% based on national projections and taking account of the recent cutbacks in the carpet industry in Kidderminster. Along with the forthcoming government attempts to reduce immigration, this will bring the figure close to the 2.7% experienced over the last 15 years.</p> <p>The OAHN Report says that the number of vacant properties in the Wyre Forest is 3.2% and that there are currently 44,490 dwellings in the area. The Report increases the allowance for vacant properties to 4.5%. Increasing the vacancy rate by 1.3% means that the housing demand has been unnecessarily increased by 578 dwellings (or 39 per annum).</p> <p>Consequently, the need for new dwellings in Wyre Forest up to 2034, will realistically be under 3,000 and therefore the need to use any Green Belt land is unnecessary.</p> <p>A realistic requirement of 3,000 homes to 2034 can be met on brownfield sites.</p> <p>According to the statistics on page 39, there is a total of 967 dwellings completed or with planning permission granted on brownfield sites, with a further 1,193 proposed by the plan on other brownfield sites.</p>	

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				350 dwellings are also proposed on greenfield sites not in the Green Belt and 796 dwellings can be placed on previously built Green Belt land including 600 of these at Lea Castle. This makes a total of 3,306 dwellings. This exceeds the number of houses needed for the 15 year land supply (when using the SNPP figures of 199 p.a. as detailed in 1c above) without the need to use Green Belt at all.	
	LPPO4788	6.6 Housing Need	Object	<p>Revisit WFDC's figures for projected housing requirements in Kidderminster as the figures do not equate with WFDC review which quotes "<i>virtually static</i>" growth in the local population.</p> <p>The Amion Report on which figures are based states that the number of houses it recommends per year (which is 254 not 300 as WFDC) would be "<i>capable of absorbing the scale of numbers likely to be involved</i>" in "<i>an identified shortfall of provision in the Greater Birmingham HMA</i>".</p> <p>Without this provision to accommodate Birmingham overspill the figures required for future growth in Kidderminster would be lower and could be addressed via use of Brownfield sites.</p>	<p>Objection noted.</p> <p>The OAHN follows the guidance for determining housing needs as laid out in guidance available at the time and will be updated to reflect changes in the NPPF and PPG.</p> <p>Since the Preferred Options document was consulted on, the Government have published their Standardised Methodology for calculating housing need. The Council is therefore undertaking a revised OAHN study which will use the Government's new standardised methodology.</p>
	LPPO4800	6.6 Housing need	Object	The data put forward by WFDC in terms of future housing requirement is in direct contradiction of the actual population growth recorded over the recent decade. The actual population has risen at a much	Objection noted.

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				lower rate than the forecast for future housing would have us believe.	
	LPPO4836	6.6 Housing Need	Object	<p>Although the DCLG Housing statistical release dated 12 July 2016 has a projected national increase in the number of households of 19% between 2014 and 2034 the population of Wyre Forest District rose by 1.1% between 2001 and 2011 and has remained fairly constant since 2011. Although projected population increase lags behind projected households it is not clear that there will be a demand for an additional 6000 houses in Wyre Forest by 2034 unless it is coming from elsewhere.</p> <p>I am not aware of the reasoning for the need for more housing in Wyre Forest where the population has been stable for some years. Obviously there must be some, but as a dormitory estate for Birmingham and the Black Country it calls into question incompatible requirements with respect to sustainable development.</p>	<p>Objection noted.</p> <p>The OAHN follows the guidance for determining housing needs as laid out in guidance available at the time and will be updated to reflect changes in the NPPF and PPG.</p> <p>Since the Preferred Options document was consulted on, the Government have published their Standardised Methodology for calculating housing need. The Council is therefore undertaking a revised OAHN study which will use the Government's new standardised methodology.</p>
	LPPO4882	6.6 Housing Need	Object	<p>Having reviewed extensive report prepared by WFDC, it presents numerous facts and figures, based on 'independent' assessments including OAHN report (estimating how many houses might be needed), however, it seems to have significantly exaggerated the number of new houses actually required, which would then encroach onto Green Belt sites, when compared with the HELAA report. The HELAA tables A-I</p>	<p>Objection noted.</p> <p>The OAHN follows the guidance for determining housing needs as laid out in guidance available at the time and will be updated to reflect changes in the NPPF and PPG.</p> <p>Since the Preferred Options document was</p>

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				<p>show 4475 available sites before using Green Belt. And table J - Green Belt greenfield sites 2278.</p> <p>Future Requirements:</p> <ol style="list-style-type: none"> 1. OAHN Report (SNPP-2014 figures) calculates that 199 houses per year (for 18 years) are required(= 3,582). 2. The Planning Review states 300 house <i>pa</i> (= 5,400), which appears to be based on a population growth (PG) in excess of 8.1% (PG-Long-Term-X). Why plan to build an extra 1,818 dwellings, when it is not required? 3. Your review is using PG assumptions that are not relevant to the real expectation and requirements of this area. 4. There are currently 46,260 properties in WFDC (in 2015- Table 6.1). The OAHN reports states a vacant property rate of 2.6% (= 45,044 occupied vs 1216 unoccupied houses). Why can't we use these unoccupied houses? <p>Population Growth</p> <ol style="list-style-type: none"> 1. Since 2001, this has grown 2.7% in Wyre 2. This compares with a national average in England of 10.8% (hence not relevant to our area) 3. SNPP-2014 figures predict a PG of 4.7%, this is 	<p>consulted on, the Government have published their Standardised Methodology for calculating housing need. The Council is therefore undertaking a revised OAHN study which will use the Government's new standardised methodology.</p>

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				<p>almost double the historical figure.</p> <ol style="list-style-type: none"> 4. The effect of Brexit, is likely to mean that this will fall further (assuming that some of our European population will go back to their homeland). 5. Wyre Forest has a current population of 99,503 6. If we predict that the next 18 years will bring the same PG (although in reality it is likely to be less), then this is an extra $(99,503 \times 2.7\%) = 2,686$ people by 2034. 7. The average no of people per household is 2.2 people per house. 8. Based on a PG of 2.7%, this means that we would need 1,221extra houses during the next 18 years. 9. Based on a PG of 4.7%, this means that we would need 2,126 extra houses in the next 18 years. <p>Realistic Requirements Compared to WFDC Planning Review 2016-203</p> <p>To summarise Population Growth and Housing Requirement</p> <ul style="list-style-type: none"> • Your WFDC Planning Review requires 5,400 homes (300 p/a). • SNPP-2014 figures estimates that 3,582 are 	

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				<p>required (199 p/a)</p> <ul style="list-style-type: none"> • If PG is estimated at 4.7% (SNPP-2014), we would require 2,126 homes. • If PG is estimated at 2.7% (historical), we would require 1,221 homes. • Compared with the SNPP-2014 figure you have over stated the amount housing required by at least an extra 1,818 homes. <p>To summarise site availability within the WFDC area:</p> <ul style="list-style-type: none"> • There are 4,475 sites available before you need to use Green Belt green field land (ref HELAA report). • We already have 1,216 unoccupied houses (OAHN report) • Non Green Belt 4,475 +unoccupied 1,216 = 5,691 total availability, this even meets your exaggerated figure of 5,400, hence Green Belt greenfield sites are not required to be built on, to meet the extra housing required. 	
Hardwick & Prosser	LPPO720	6.6 Housin g need	Comment	The draft policy appears to fail to deal with any issues of unmet housing need from the wider area and/or neighbouring authorities. There should be provision for adjustment of figures to allow the Local Plan to effectively address any issues which arise and a commitment to meeting the specified housing	Although Wyre Forest District is its own housing market area, WFDC continues to undertake Duty to Cooperate discussions with its neighbouring Local Authorities during the Local Plan Review process to ensure NPPF

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				requirements by the end of the plan. Ideally the a local authority should be treating housing requirements for the area as a minimum and commit to fulfilling the requirements by 2034 to in order to boost housing supply as is a requirement within the NPPF. The plan should demonstrate that minimum targets should be met and exceeded during the plan period as well as continuing to keep an up to date five year housing land supply. There should ideally be a policy within the Local Plan which sets out measures to ensure that the latter is sustained and not simply state that “sufficient” land will be provided to meet such needs.	requirements are met. Since the Preferred Options document was consulted on, the Government have published their Standardised Methodology for calculating housing need. The Council is therefore undertaking a revised OAHN study which will use the Government’s new standardised methodology.
	LPPO478	paragraph.6.6	Comment	I do not believe that Wyre Forest District needs 300 more properties per annum. Also as there is a need for 540 elderly persons accommodation, I believe that a development like some of the developments in Birmingham which are more like village communities where there is a Doctors surgery on site would be more suitable on the Lea Castle Hospital site than 600 houses/flats.	Comments noted.
	LPPO2006	Housing Need	Object	The Wyre Forest population growth is below national average I quote "Assessing development needs should be proportionate and doesn't require local councils to consider purely hypothetical future scenarios only future scenarios that could be reasonably expected to occur". The Plan refers to virtually static population growth...are we therefore being asked to be an overspill from the Birmingham conurbation? The town	Objection noted. The OAHN follows the guidance for determining housing needs as laid out in guidance available at the time and will be updated to reflect changes in the NPPF and PPG. Since the Preferred Options document was

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				is full of empty shops, we need to look at this for our own town before we start housing for another area? We do need better housing for some, new start homes but with so many brown field sites in this area this can be accommodated without touching very precious Green Belt. The suggested demand does not exist.	consulted on, the Government have published their Standardised Methodology for calculating housing need. The Council is therefore undertaking a revised OAHN study which will use the Government's new standardised methodology.
	LPPO1940	Housing Needs	Comment	I believe that there are miscalculations concerning the number of houses required in this area, the population of this area has remained fairly static in recent years, the growth of population appears to be exaggerated and does not seem to be based on evidence. Is it practice to overestimate numbers so that they might be reduced in the future giving the appearance of giving some concession to the public?	<p>The population of Wyre Forest District is projected to increase by 4.9% over the course of the Plan Period 2016-2036, from 100,000 in 2016 to 105,300 in 2036. There will be a marked increase in the number and proportion of older residents. The population aged 65+years is expected to increase by 28.1% from 24,200 in 2016 to 31,800 in 2036. (Data based on ONS 2016-based Subnational Population Projections).</p> <p>This suggests that the population is not 'static'. For further information please see the updated OAHN Study which will be published on the Council's website during the Pre-Submission consultation.</p>
	LPPO2172	Housing Need	Comment	I would also challenge the population forecast in this review as the Worcestershire County Council web site states that the population growth in this area has grown by 1200 people between 2001 and 2012. Is there a demand for the proposed number of houses?	Comments noted. The proposed development requirement is based on the housing need for the District. This housing need was evidenced in the OAHN study published in April 2017.

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				As it is at the moment we have a town centre that is in decline with many empty shops and industry cutting jobs. Who would want to move into a town as it is at the moment?	Since the Preferred Options document was consulted on, the Government have published their Standardised Methodology for calculating housing need. The Council is therefore undertaking a revised OAHN study which will use the Government's new standardised methodology.
	LPPO2185	Housing Need	Comment	I do not believe the numbers of proposed growth within Wyre forest require the need for the number of homes provided.	Comments noted.
	LPPO2348	Housing Need	Object	<p>We believe the proposed build of 6000 units is excessively ambitious and consider hardly any Green Belt needs be touched.</p> <p>WFDC assessment of the housing needs looks quite flawed and we believe the numbers in the report cannot be substantiated. We think the requirement for accommodation will be in the region of 3000 not 6000 units. 3000 units can be completely be accommodated within Brown Field sites without the vast removal of swathes of the Green Belt.</p> <p>The WFDC Local Plan is flawed and should be reviewed, revised and if required withdrawn.</p> <p><u>Wyre Forest Objective Assessment of Housing Need report</u></p>	<p>Objection noted.</p> <p>The OAHN follows the guidance for determining housing needs as laid out in guidance available at the time and will be updated to reflect changes in the NPPF and PPG.</p> <p>Since the Preferred Options document was consulted on, the Government have published their Standardised Methodology for calculating housing need. The Council is therefore undertaking a revised OAHN study which will use the Government's new standardised methodology.</p>

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				<p>1. We believe the Wyre Forest Objective Assessment of Housing Need (OAHN) report is flawed, not fit for purpose and not objective. Our population has been virtually static since 1991 (confirmed by the Local Plan consultation section 2.2). It has only grown since 2001 to 2015 by 2.7% (compared to West Midlands growth of 8.9%). The population of Kidderminster in 2015 is stated to be 56,185, (55,530 in the 2011 census). This local plan allows for an increase of over 18,000 people in the area, a massive increase in local population. This increase is certainly not from organic growth so where are the additional people coming from and what would attract them to the area? One can only assume that they will be coming into the area from further afield.</p> <ul style="list-style-type: none"> ○ The ONS Sub National Population Projections (SNPP) 2014 evidences a growth in population for the outlook period of 4.7% and a requirement of 199 dwellings p.a. i.e. a reduction of 1818 dwellings over the 18 years bringing the total down from 5400 to 3582. Allowing for some flexibility shows a population growth of 5.8% and requires 229 dwellings p.a. i.e. a reduction of 1278 dwellings over the 	

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				<p>outlook period.</p> <ul style="list-style-type: none"> ○ The plan figure of 300 dwellings p.a. appears to be based on a population growth rate of 7.7% which is a ludicrously 285% higher than the last 14 years which for the UK generally has been driven by immigration which will slow now the UK is leaving the EU. One could argue the SNPP figures are too high. ○ The vacant dwelling rate between 2005 and 2015 (OAHN page 33) has been at its highest 3.5% (2007, 2008, 2009) to its lowest 2.6% (2015). The report assumes a vacant dwelling rate of 4.5%. As at 2015 it was 2.6% therefore the report is over egging the figures somewhat by 879 dwellings (Total dwelling stock of 46260 dwellings x 1.9% (1.9% being the difference between actual 2.6% and the reports assumed 4.5% which has never been reached in the last 10 years). ○ Considering the above gives a requirement for 3243 dwellings over the outlook period 2016 – 2034 but based on a growth in population running at 215% more than the current 	

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				<p>trend with predictions evidencing a slowdown in immigration population growth since the vote to leave the EU.</p> <ul style="list-style-type: none"> ○ If the current trend of around 2.6% growth is followed, the accommodations to be provided is around 3000 dwellings in the outlook period. ○ We recommend Option B is followed but the numbers are reduced and Green Belt need not be used, see the table on page 6. Brownfield sites should be developed first. ○ The HELAA report indicating availability of land to build upon highlights some inconsistencies and proves that no Green Belt land needs to be built upon: <p>Table No</p> <p>Type of Development in WFDC</p> <p>A Sites under construction at 01/04/16 – Large S</p> <p>B Sites with non-implemented planning permiss</p> <p>C Other deliverable sites within 5 years</p> <p>D Urban Brownfield Sites delivered beyond 5 ye</p> <p>E Urban Greenfield Sites deliverable beyond 5 y</p> <p>F Rural Brownfield Sites deliverable beyond 5 ye</p>	

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				<p>G Rural Greenfield Sites deliverable beyond 5 years 681 3696</p> <p>H Green Belt Brownfield Sites deliverable beyond 5 years 779 4475</p> <p>I Green Belt Greenfield Sites deliverable beyond 5 years 8377 12852</p> <p>Sum A – F and this delivers 3015 units, exceeding the requirement of 3000 in section 1.5 above; then no Green Belt land is touched at all.</p> <p>Sum A – G, including now the Rural Greenfield Sites and this delivers 3696 units, well in excess of the requirements in section 1.4 above.</p> <p>Sum A – H, including now the Green Belt Brownfield Sites and this delivers 4475 units, well in excess of the requirements in section 1.4 above.</p> <p>No Green Belt Greenbelt Greenfield Sites need to be considered.</p> <ul style="list-style-type: none"> The planners should not be misled by the OAHN report and a further more realistic review of housing needs is required. 	
	LPPO1843	Housing Need	Object	The figures which have been quoted for the requirement for future housing needs do not agree with known figures projected from census figures. The Council do not quote their data source used for	The Objectively Assessed Housing Needs (OAHN) Study is the evidence base for the housing requirement.

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				predictions therefore one can only assume that these are incorrect and vastly inflated, and all future needs can be met from the use of brownfield site development.	<p>The OAHN follows the guidance for determining housing needs as laid out in guidance available at the time and will be updated to reflect changes in the NPPF and PPG.</p> <p>Since the Preferred Options document was consulted on, the Government have published their Standardised Methodology for calculating housing need. The Council is therefore undertaking a revised OAHN study which will use the Government's new standardised methodology.</p>
	LPPO2782	Housing numbers	Object	<p>It is self- evident that the Plan assessment of housing needs has been based on a projection of population growth that is not borne out by the Government's Office of National Statistics projection for the Wyre Forest. The latter show that over the planning period the population of Wyre Forest will increase approximately by only 5% from 99,000 in 2016 to 104,000 in 2034. However the Planners have accepted, without apparently questioning, the higher projection given by the Amion and Edge Consultants i.e.: 8.1% growth, a degree of growth that has never been achieved in the Wyre Forest.</p> <p>This difference in projected population growth will impact on the number of dwellings required to be</p>	<p>Objection noted.</p> <p>The OAHN follows the guidance for determining housing needs as laid out in guidance available at the time and will be updated to reflect changes in the NPPF and PPG.</p> <p>Since the Preferred Options document was consulted on, the Government have published their Standardised Methodology for calculating housing need. The Council is therefore undertaking a revised OAHN study which will use the Government's new standardised methodology.</p>

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				<p>built. Based on 5% the annual requirement would be 199 dwellings - a total of only 3582 over the planning period — but based on 8.1% the annual requirement is raised to 291 dwellings — a total of 5238 over the planning period. Over and above this, the Plan has added more contingency to the latter figure raising the number of dwellings at first to 5400 and then again to 6(X)0, an increase of nearly 2500 (+67°Ai) over the SNPP —2014 figure of 3582.</p> <p>There is also an ageing population in Kidderminster so it is reasonable to assume that as old people downsize; move into care homes; move outside the area to be nearer to family; or sadly die, more vacant properties should become available in the Plan period under review.</p> <p>It is also important to note that in the Worcestershire Local Transport Plan 2017 2030, dated as recently as December 202016, it stated that “The Wyre Forest District Site Allocations and policies local Plan 2006-2026 seeks to allocate 4000 dwellings from 2006 to 2026. However, as of April 2013, 2869 homes have already been supplied, therefore only 1131 are required to be built up until 2026.” This makes the figures quoted in the local Plan Review even more questionable.</p> <p>If Planning is assuming that the increase in population</p>	

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				is because Wyre Forest (and Kidderminster in particular) is being designated as a catchment area for potential over spills of population from Birmingham and Solihull then such an objective should have been clearly stated in the Plan so that a full consultation on this disturbing issue can be made.	
	LPPO3710	Paragraph 6.6	Object	<p>Overall (my comments on more specific areas of the report are provided after this initial comment below)</p> <p>The Objective Assessment of Housing Need (OAHN) which underpins the Local Plan Review (LPR) has weaknesses and is not wholly objective. I therefore object to the number of houses proposed as the figure is much higher than necessary. With this in mind, the amount of green belt proposed to be consumed is needless.</p> <p>At OAHN Appendix G stage 1 the figure of 1,726 for current need is based upon assumptions at G2.5 and G2.6 and the overall figure is based upon a grossed-up breakdown from a sample of just 39% of the housing register.</p> <p>These assumptions erode confidence of the proposed scale of development and so object to this.</p> <p>At G2.7 a claim is made that ‘Having established the scale of need in Steps 1.1, 1.2 and 1.3, total current</p>	<p>Objection noted.</p> <p>The OAHN follows the guidance for determining housing needs as laid out in guidance available at the time and will be updated to reflect changes in the NPPF and PPG.</p> <p>Since the Preferred Options document was consulted on, the Government have published their Standardised Methodology for calculating housing need. The Council is therefore undertaking a revised OAHN study which will use the Government’s new standardised methodology.</p>

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				<p>housing need from existing households across Wyre Forest ... is 2,245' is completely unsound and unjustified. There is no clear line of sight as to how this figure has been obtained from objective evidence and therefore the OAHN is flawed. There is no objective establishment of the scale as incorrectly claimed within the statement. Furthermore, there is no clear line of sight as to how the figure of 76.9% has been shown to be derived and what lower quartile house prices figure has been used in this calculation.</p> <p>At G2.2 the OAHN states that the scale of need by homeless 'households can be derived from several sources', but it is not clear which source has been used for the figures within the report nor whether the 68 households quoted separately have been double counted within this assessment.</p> <p>At G3.2 I do not see a right to those that have made a free decision to form a new household for the costs involved to be picked up by the tax payer with free accommodation. It is clear that the households should not be formed unless they can live within their means and do not burden the community with cost. The situation is of their own making and so can be dealt with by staying with family and friends. The statement that 'The housing register reports a total of 574 newly-forming households...' is inconsistent with statements made at G1.4 where the figure has actually been</p>	

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				<p>grossed up from a breakdown derived from 1305 households on the register. There is scope for this figure of 481 households to be reduced here.</p> <p>At G4.4 the OAHN states that 2% vacant stock is acceptable. I object to this number as this is valuable inefficient use of housing stock. Ordinary households manage to move home without there have to be a stock of vacant property so why shouldn't the Council be able to operate at this efficient level? This would reduce the pressure in green field development and is not justified. A figure should be included at stage 3.2.</p> <p>At G4.5 the OAHN includes objective data over the period April 2010 to Sept 2015 that reduced the overall imbalance to 120 each year yet has not been taken into account within the assessment due to the numbers being a prediction. I object because this approach is inconsistent with the rest of the report where most of it is a prediction through to the year 2034. At just 120 affordable dwellings – this can be accommodated within current brownfield and other inner town sites that do not involve building on green field. A figure should be included at Stage 3.3.</p> <p>At G4.7 the OAHN assumes that 1192 affordable rented dwellings are available over the five-year period yet G4.5 is inconsistent with having a prediction not</p>	

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				<p>included within the modelling work.</p> <p>Stage 3 does not take into account of the 1201 existing households living in other tenures. This is clearly a dwelling supply and should be taken into account. The 1192 figure should therefore be considerably increased. The annual supply has been artificially reduced in the OAHN and should be revised, therefore I object.</p> <p>At G4.9 again, an assumption is made for the annual capacity of new tenant lets yet G4.5 makes no comparable assumption for consistency. If an assumption can be drawn at G4.9 then an assumption can similarly be drawn at G4.5. Therefore I object.</p> <p>At paragraph 5.3 within the OAHN, this solely refers to the Edge Analytics in drawing to conclusion the housing need referring to Fig 4.10. The assumptions embedded within the Edge Analytics is upper-bound and does not reflect previous historical performance of the town that is the norm for the size, location, setting and environment of the district.</p> <p>Third party analysis of Oxford Economics, Experian, Cambridge Econometrics are simply dismissed by the report in favour of the Council's commissioned Edge Analytics. The previous three assessments average as zero growth in housing demand. Edge is out of line,</p>	

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				<p>making very optimistic assumptions to derive development scale that simply does not align with historic development in Kidderminster.</p> <p>At paragraph 5.5 within the OAHN, the breakdown of the OAHN figure of 300 is unsubstantiated and does not connect with the figure of 229 derived earlier. I therefore object to the analysis.</p> <p>At paragraph 5.11 within the OAHN, the report states that there is an intention to attract people to the area at the expense of green belt. I object to the needless expansion of a town that has no business case in support as to the type of skills required. There appear simply to hope for the best. In reality, these peoples will be attracted from the West Midlands to cheap housing and then commute to better paid jobs outside the region. They are most likely to shop outside of the district and so bring little to the town.</p> <p>At paragraph 6.13 within the OAHN, there is disconnect with the previous housing strategy of 200 dwellings/yr where there had been no overall undersupply at this level. This supports a much smaller scale of development than that proposed now.</p> <p>At paragraph 6.14 within the OAHN, this concludes that there is no need to adjust the dwelling</p>	

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				<p>requirement.</p> <p>With so many areas within the report that are lacking detail and objective evidence, the Council has failed to inform properly the Wyre Forest community to allow proper consultation and decisions to be reached.</p> <p>The level of development is entirely dependent upon the OAHN which uses subjective assumptions to derive the recommendations. The document has no clear line of sight from its source data to its final conclusions bringing in figures at table G1 without justification.</p> <p>I therefore object to the scale of development and the consumption of valuable green belt.</p>	
	LPPO3967	Paragraph 6.6	Object	<p>The guidelines set out in the National Planning Policy Framework states that we should consider only future scenarios that could reasonably be expected to occur. The population of the Wyre Forest has only grown slightly since 1991 and remains fairly static. This equates to a 2.7% increase in population growth from 2001 to 2015.</p> <p>The National Statistics Sub National Population Projections (SNPP) 2014 evidences a growth of population for the outlook period at 4.7% with a requirement of only 199 dwellings per annum. This is significantly less than the projection in the WFDC Local</p>	<p>Objection and comments noted.</p> <p>Since the Preferred Options document was consulted on, the Government have published their Standardised Methodology for calculating housing need. The Council is therefore undertaking a revised OAHN study which will use the Government's new standardised methodology.</p>

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				<p>Plan Review which states the need of 300 dwellings per annum (this must be based on a 7.7% increase) especially as you suggest that these houses are only for existing residents of the local area.</p> <p>If we used the SNPP recommendations for building 199 dwellings per annum over the stated 15 year period, we only need to build 2,985 dwellings in total - which negates the need to take Greenbelt land around the District and reduces the WFDC consultation figures by 2,415 houses. This would save and protect vital greenbelt land in the area, something that the local council proposed that they were advocates of during the recent general election.</p>	
	LPPO2823	6.6	Object	<p>The Council has manipulated the figures against independent analysis. In respect of affordable housing stock the OAHN says 229 at G1.4, 100 at para 5.9 and the Council says 90 at its Local Plan Review at para 6.4., so this is open to challenge.</p>	<p>Objection noted.</p> <p>The OAHN follows the guidance for determining housing needs as laid out in guidance available at the time and will be updated to reflect changes in the NPPF and PPG.</p> <p>Since the Preferred Options document was consulted on, the Government have published their Standardised Methodology for calculating housing need. The Council is therefore undertaking a revised OAHN study which will use the Government's new standardised methodology.</p>

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	LPPO3616	Paragraph 6.6	Object	<p>The WFDC Local plan states that 300 houses per annum need to be built to cover the growing population in its area. It also covers the migration of overspill that needs to be considered from the Birmingham & Solihull area. As the population has grown very little between 2001-2015 (1000 approx.) where have the figures come from to justify the amount of houses the WFDC recommends?</p> <p>In a report conducted by Amion for the WFDC. It recommends that 254 houses per year for 20 years were required as a guideline. So why are WFDC recommending 300 houses per year when the Amion report was confident that the migration to the area could be absorbed in their figures?</p> <p>WFDC local plan has also estimated a 6000 population increase by 2034 when as they state in their report population only increased by 1000 approx. between 2001-2015. It states in the local plan this was derived by carrying out an assessment in accordance with the National Planning Policy Framework (NPPF). The guidance on the Housing and economic development needs 2015 states <u>“Assessing development needs should be proportionate and does not require local councils to consider purely hypothetical future scenarios, only future scenarios that could be reasonably expected”</u>. How have WFDC come up with the extra 5000 people when population has been</p>	<p>Objection noted.</p> <p>The OAHN follows the guidance for determining housing needs as laid out in guidance available at the time and will be updated to reflect changes in the NPPF and PPG.</p> <p>Since the Preferred Options document was consulted on, the Government have published their Standardised Methodology for calculating housing need. The Council is therefore undertaking a revised OAHN study which will use the Government’s new standardised methodology.</p>

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				<p>relatively stagnant for all those years?</p> <p>The Objectively Assessed Housing Needs (OAHN) states that <u>the census is a relevant source</u>, which would be the most accurate measurement of growth within the Wyre Forest over the last 15 years. So why has the WFDC chose to ignore these figures and use national and regional figures instead. If the census figures were used then a total growth of around 3000 would be more accurate and could be accommodated within brownfield sites. Also in the WFDC local plan it does say “<u>All population growth is to be achieved naturally, with no net inflows</u>”. Surely that contradicts all the figures the local plan states.</p> <p>So to conclude the Housing section I think the WFDC local plan is fundamentally flawed and needs to be thoroughly looked into again and figures recalculated.</p>	
	LPPO3663	6.6	Object	<p>6.5 – 6.7 You have not shown the evidence and justification for the need for 5400 homes and 540 care homes from the local region. It is inevitable that these homes will be populated from in migration throughout the UK and will commute out of the region.</p> <p>OAHN:</p> <ul style="list-style-type: none"> The assessment of housing need at table G1 stage 1 shows a total current needs 	<p>Objection noted.</p> <p>The OAHN follows the guidance for determining housing needs as laid out in guidance available at the time and will be updated to reflect changes in the NPPF and PPG.</p> <p>Since the Preferred Options document was consulted on, the Government have published their Standardised Methodology for calculating</p>

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				<p>requirement of 1726 households at Step 1.4A. There is no direct line of sight as to where this figure has come from within the evidence based document</p> <ul style="list-style-type: none"> The document is therefore not objective and is misleading to the consultation. Extra time is therefore needed for the consultation to review the objectivity of the document and assess how the figures have been derived. It is further noted that detailed information from just 39% of the households on the housing register and has been grossed up to the 3308 on the housing register this is open to error and assumptions drawn to make this assessment and not objective. The breakdown is derived from just 39% sample and not definitive. The figures relied upon have been grossed up from a small sample. There is potential for error. All should have been contacted as they are on the electoral register the details will be available. Clearing the housing need entirely will simply draw into the area from outside those that perceive quicker access to housing in Wyre Forest compare to other areas and so join the housing register creating more demand that is unsustainable. Acting like a magnet for housing need from other areas. 	<p>housing need. The Council is therefore undertaking a revised OAHN study which will use the Government's new standardised methodology.</p>

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				<ul style="list-style-type: none"> Step 2.1 – there is no guarantee that the figure of 574 for new household formation can be guaranteed each year until 2034. Step 2.2 – no clear line of sight within the document as to where the percentage of 83.7 has been derived. If this was 60.1%, this would reduce the number of new households requiring affordable housing to just 345 and therefore the supreme new affordable and social housing requirement of zero. The stakeholders in this report do not back up Wyre Forest need for new Housing. A4.5 – A4.7 Stakeholders consulted. One stakeholder commented on a recent slowing down in the market, with low levels of mortgage applications. They considered that future trends will be determined by “market forces, Government schemes, impact of RTB and mortgage availability”. 8.6 We propose that the OAHN should be 300 dwellings per annum. This figure sits at the upper end of the dwelling requirements suggested by the various demographic scenarios that have been developed and the component key variables regarding migration, headship rates and economic activity. Why use upper end –why use worst case scenario- the research and rest of the report do not substantiate why use the upper end? 	

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				<ul style="list-style-type: none"> 8.8 Housing market signals suggest that the housing market in Wyre Forest is relatively stable. There are currently no indicators suggesting a need for adjusting the housing dwelling requirement on the basis of market signals. The report is not fit for purpose, it is not objective. The plan should not go ahead. 	
	LPPO4031	Paragraph 6.6	Object	<p>I believe the number of properties required in the Wyre Forest from 2019 to 2034 has been vastly over-estimated by both the Objective Assessment of Housing Need (OAHN) by AMION and the Local Plan Review (the Wyre Forest housing requirements has only grown by 1000 in the last 15 years)</p> <p>I would like to challenge:</p> <ul style="list-style-type: none"> the number of houses you are claiming are required per year and in total until 2034 <p><u>Number of Houses Required</u></p> <p>The number of houses required in the review are based on figures from the Objective Assessment of Housing Need (OAHN) by AMION and then adjusted upwards by yourselves in the review</p>	<p>Objection noted. The statistics used for the OAHN are statistics published by the Government from the Office of National Statistics.</p> <p>The OAHN follows the guidance for determining housing needs as laid out in guidance available at the time and will be updated to reflect changes in the NPPF and PPG.</p> <p>Since the Preferred Options document was consulted on, the Government have published their Standardised Methodology for calculating housing need. The Council is therefore undertaking a revised OAHN study which will use the Government's new standardised methodology.</p>

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				<p>With the AMION report are the following statements:</p> <ul style="list-style-type: none"> the latest 2015 mid-year population estimate (MYE) for Wyre Forest suggests a population of just over 99,500, a 2.7% increase since 2001 International migration has, in recent years, contributed little to population change in Wyre Forest there are some 44,490 dwellings in Wyre Forest District of which 1,404 are vacant Wyre Forest is a largely self-contained housing market area (HMA) the net imbalance is 229 dwellings each year. <p>and within the AMION report is an "edge analytics" report:</p> <ul style="list-style-type: none"> the population of Wyre Forest is expected to increase by 5.9% between 2014 and 2039, equivalent to an additional 5,880 people (edge analytics report) estimate = 4000 from 2017 to 2034 estimates that the number of households will increase by 4,294 over the 2014–2039 projection period, equivalent to an additional 172 households per year (edge analytics report) = 2400 from 2017 to 2034 The DCLG household projection, underpinned by the latest ONS population projection, 	

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				<p>provides the ‘starting point’ in the assessment of housing need (PPG paragraph 2a-015). For Wyre Forest, the 2014-based household projection model suggests an increase of 3,422 households, approximately 190 per year over the 2016–2034 plan period.</p> <ul style="list-style-type: none"> • Edge Analytics has used POPGROUP v.4 technology to develop a range of demographic scenarios for Wyre Forest using the latest demographic statistics. In line with the PPG, this suggests that over the 2016–2034 plan period, the number of households in Wyre Forest will increase by 3,422 (8%), <p>The Local Plan Review states in Table 2.0.1:</p> <ul style="list-style-type: none"> • Virtually static population growth • The District has a low level of in-migration <p>The Wyre Forest District Council Housing Land Availability Report October 2016:</p> <ul style="list-style-type: none"> • states in Table 6 that land is already allocated for 1976 properties for the next five years <p>So these statements indicate an annual requirement of between 190 and 229 new properties. These figures include in-migration , out migration, deaths and births.</p>	

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				<p>Despite these calculations AMION in their conclusions in section 8 propose that the OAHN be 300 per annum which is a worse case scenario. This is because they have run various "models" against their own calculations and have chosen to take the highest.</p> <p>Then in the Local Plan Review sometimes uses a figure of 5400 (which is 18 x 300) but in 6.0.5 uses 6000.</p> <p>In addition in the Local Plan Review the figures in tables 6.0.3. and 6.0.5 do not make sense when correlated with the tables in 31.0.1, 32.0.1, 33.0.1 and 35. I strongly recommend these are looked at urgently as I arrive at a figure for Core Sites of 3563 (including Lea Castle) and you are using 1918 (excluding Lea Castle) in 6.0.5 which gives a discrepancy of over a 1000 in your figures where ADDITIONAL need for properties is not required.</p> <p>I strongly believe that the housing need projection is exaggerated and a realistic housing need can be met on Brownfield sites.</p> <p>The population of Wyre Forest has grown by only 1000 in 15 years, the housing need projection is exaggerated and a realistic housing need can be met on Brownfield sites. The Local Plan Review itself states "Virtually static population growth".</p>	

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	LPPO3783	6.6	Object	<p>Having read LTP4, Green Belt Review and now the Local Plan Review I must conclude the statistics for housing requirement quoted within the documents commissioned are not accurately substantiated and, as such, should be challenged by WFDC before any decision on release of any Green Belt made. Wyre Forest has had a ‘virtually static population growth’ since 2001-2015 (2.2% at most using ONS statistics). Looking at the population of Kidderminster alone, from 2001 -2011 it dropped by 0.14%. An increase from 2011 Census to current estimate of population set in 2016 of 2.1% at most. If the figures were accurately reviewed and if the true objective of the LPR is to meet future housing needs of Wyre Forest in line with current projected growth figures — all development could be achieved on brown field sites. It is therefore the duty of WFDC to ensure developers are not allowed to sit on brown field sites and that all development of brown field sites are completed before approving plans for green belt development.</p> <p>I believe the Local Plan Review to be a cynical attempt to provide a quick, unsustainable fix for the failing local economy - a wolf in sheep’s clothing. The LPR identifies a ratio imbalance of elderly to young and the increased impact that is having on services and ultimately finances of WFDC. The LPR identifies that educational standards within Wyre Forest are below that of national average — thus leading to low paid jobs and</p>	<p>Objection noted.</p> <p>The OAHN follows the guidance for determining housing needs as laid out in guidance available at the time and will be updated to reflect changes in the NPPF and PPG.</p> <p>Since the Preferred Options document was consulted on, the Government have published their Standardised Methodology for calculating housing need. The Council is therefore undertaking a revised OAHN study which will use the Government’s new standardised methodology.</p>

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				<p>zero hour contracts, with very little opportunity for home ownership and personal development. Health within Wyre Forest is generally poor and a proactive stance on high levels of obesity is required. The LPR should identify these problems as core issues that need addressing and not covering over with a temporary influx of cash. The LPR promotes actively pursuing in-migration to resolve such issues.</p> <p>Whilst the new homes allowance of £9,000 per unit is an attractive incentive and 1735 units will generate £15,615,000 for WFDC, this is a short-sighted answer to the long-term problems facing Kidderminster and Wyre Forest as a whole. The introduction of new residents alongside the initial flush of cash will place a burden on already over stretched services. Even considering additional council tax, the proposed development of 3 & 4-bedroom family homes will not help balance the books.</p> <p>It is disingenuous to assume much of the aging population are not contributing to the local economy or are tying up family homes. My own family home will support three generations very shortly. My husband and I both work and run a small business, paying taxes at every level, not least business rates. We fall outside the optimum demographics laid bare within the LPR - which WFDC and their 'Pro Growth Agenda' are chasing. Are we to then interpret the LPR as saying in-</p>	

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				<p>migration (affluent) is the answer to supporting low paid, zero hour contracts and benefits, rather than WFDC addressing the root cause.</p> <p>In 2014 CPRE identified brownfield land within England on which to build 1,000 000 homes. The government's own office for national statistics shows only 537,080 homes have been completed. In October 53 authorities identified that 11% more housing could be built on brown field sites.</p> <p>The Green Belt, first introduced in 1935, but to England as a whole in 1955, was successful in putting in place a planning tool to prevent urban (and localized) sprawl. It is an effective method of ensuring towns and cities rejuvenate brown field sites to prevent slums. England is only covered by 13% of Green Belt so to lose 2% is a huge disservice to future generations. The Green Belt provides countryside up close for 30 million people.</p>	
	LPPO4304	6.6	Comment	<p>Population Growth</p> <p>In the Local Plan consultation (2.2 'The Settlement Hierarchy') it is evident that the population since 1991 has remained fairly static, with only a 1.1% increase been seen in the 10 years from 2001-2011 and only a 1.1% increase from 2013-15, therefore it has only</p>	<p>Comments noted.</p> <p>The statistics used for the OAHN are statistics published by the Government from the Office of National Statistics.</p> <p>The OAHN follows the guidance for</p>

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				<p>grown 2.7% in 14 years from 2001-2015.</p> <p>Your report suggests the need of 5400 dwellings equating to 300 per annum and 540 for homes such as care homes, this is substantially higher than what the figures suggest. The SNPP (2014) projects a growth in population of 4.7% which would suggest 199 dwelling per year over the 18 years which is a 3rd less than the planned suggestion. This would equate to 3582* dwelling instead of 5400 and 30 for care taking this to 229 not 300.</p> <p>The growth rate that the plan suggest is 7.7% which is substantially different to that of the projected rate. Where are these people coming from as you identify our population as a key issue and challenge? The figures from the National Statistics, even though only projected are what we should be considering, it would be interesting to know where your data for 7.7% comes from? Bearing this in mind this is an inflated percentage and with only 3000 homes being needed it questions whether the need for Green Belt land is required or whether the development of Brownfield sites should be optimised to meet the demands of this District.</p> <p>I would suggest that the figures be revisited for consultation as they do not tally up.</p>	<p>determining housing needs as laid out in guidance available at the time and will be updated to reflect changes in the NPPF and PPG.</p> <p>Since the Preferred Options document was consulted on, the Government have published their Standardised Methodology for calculating housing need. The Council is therefore undertaking a revised OAHN study which will use the Government's new standardised methodology.</p>

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	LPPO4078	Paragraph 6.6	Object	Further concerns are the accuracy of demographic assumptions made as a basis for the plan, and the employment prospects behind the assumptions for the longer term housing requirements.	Objection noted. Since the Preferred Options document was consulted on, the Government have published their Standardised Methodology for calculating housing need. The Council is therefore undertaking a revised OAHN study which will use the Government's new standardised methodology.
	LPPO4649	6.6 Housing Need	Object	It appears that there is consistently noted to be a need for a significant increase in housing in the Kidderminster and surrounding areas and this is the 'identified need' for sourcing additional land in order to allow large-scale development to meet this need. Having checked census figures from 2001 through to 2016, it appears that nothing much has changed regarding population; with a net increase of only c.1,058 people in 15 years. Obviously this increase does not require housing for each of these individuals as some will be couples and families moving into the area, or even existing Kidderminster residents increasing the number of people in their household. So, with this information to hand I cannot understand why the council feels that there is a case for decimating the Green Belt to provide this 'much needed' housing. It appears that it would be a way for landowners to make some money with no regard for	It is a legal requirement for the Local Authority to have an up to date Local Plan that meets the identified housing need. The Objectively Assessed Housing Needs (OAHN) Study sets out what our housing need is for the District. Unfortunately, we do not have enough deliverable brownfield sites left in the District. We therefore have to release some greenfield sites to be able to meet our housing requirements. This will include some greenfield sites within the Green Belt.

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				the structure of the area and any housing would actually attract more people to the area rather than dealing with the area's actual need. From the proposed housing that we have been led to believe that would be built, would attracting large numbers of additional people, likely to commute (shop online, etc) and therefore not directly adding to the economy of the area be beneficial to the Kidderminster area, or just put a strain on already stretched services.	
	LPP04580	Housing Need	Object	<p>I write in connection with the planning application for the Wyre Forest / Spennells.</p> <p>I strongly object to the development of building on Greenbelt land.</p> <p>The growth of population in the Wyre Forest has been quite static since 2001 only 2.1% increase. The figures show that the population growth between 2001 - 2013 is 1.1%</p> <p>Your figures are totally wrong and I feel that they need to be looked at before a decision is made.</p> <p>We have an aging population and the need for 3/4 bedroom houses is not needed. Figures show that housing requirement over a 15 year period is closer to 904 than the proposed figure of 6000. This means that you do not need to build on Greenbelt land. Please tell</p>	<p>The population of Wyre Forest District is projected to increase by 4.9% over the course of the Plan Period 2016-2036, from 100,000 in 2016 to 105,300 in 2036. There will be a marked increase in the number and proportion of older residents. The population aged 65+years is expected to increase by 28.1% from 24,200 in 2016 to 31,800 in 2036. (Data based on ONS 2016-based Subnational Population Projections).</p> <p>This suggests that the population is not 'static'. For further information please see the updated OAHN Study which will be published on the Council's website during the Pre-Submission consultation.</p>

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				<p>me where you have this 6000 figure from.</p> <p>There are enough Brown field sites in the Wyre Forest that can be built on for the amount of dwellings needed. For example the old magistrate's court in Kidderminster can be converted into flats for the young or elderly.</p> <p>Population growth does not prove that we need to build on Greenbelt sites.</p> <p>Quote section 8.8:</p> <p>Housing market signal that the housing market in Wyre Forest is relatively stable. There are currently no indicators suggesting a need for adjusting the housing dwelling requirements on the basis of market signals.</p> <p>This is your own conclusion stating that there is no need for housing development.</p> <p>Your report and plans are not fit for purpose and the whole plan should be abandoned. Your figures are incorrect and over estimating by 1000's.</p> <p>Has there been any evidence about flood risk on the fields. I openly ask the question?</p> <p>On average 3 people live in a house - 2 adults 1 child so</p>	

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				3x 3000 = 9000 residents . Enough I would say.	
	LPPO4586	Housing Need	Object	<p>In the decade following 1991 the population remained static with an increase of 1.1% in the following decade and a further increase of 1.1% 2013 – 2015. Overall there has been an increase of 2.2% in 26 years or less than 0.1% per annum. It is now widely accepted that population growth in the UK is now reducing as an effect of the referendum. (2.2)</p> <p>Currently the Options submitted outline a requirement of 5400 units (becoming 6000) or 300 units p.a. of which just 90 units p.a. will be affordable. There is no evidence whatsoever that there is a need for this number of units which appears to be based upon a population growth in the period concerned well in excess of 7% or considerably greater than has been the case in recent years.</p>	<p>Objection noted.</p> <p>The OAHN follows the guidance for determining housing needs as laid out in guidance available at the time and will be updated to reflect changes in the NPPF and PPG.</p> <p>Since the Preferred Options document was consulted on, the Government have published their Standardised Methodology for calculating housing need. The Council is therefore undertaking a revised OAHN study which will use the Government's new standardised methodology.</p>
	LPPO4148	Housing Need	Comment	<p>The OAHN should be reviewed and houses that are needed should be built on Brownfield sites and empty buildings should be used to provide affordable housing where possible.</p> <p>The OAHN Report is flawed. All figures have been rounded upwards. The use of 4.5% vacancy is out of date and should not have been used. The population growth figure taken by the OAHN has no basis in the</p>	<p>Comments noted.</p> <p>The OAHN follows the guidance for determining housing needs as laid out in guidance available at the time and will be updated to reflect changes in the NPPF and PPG.</p> <p>Since the Preferred Options document was consulted on, the Government have published</p>

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				<p>reality of Wyre Forest. 2.1% is a far more realistic figure. The figures used to calculate the housing requirement have been deliberately maximised to produce the highest possible number of houses required. There are so many assumptions made and permutations shown.</p> <p>This means that the housing requirement over the 15-year period of the local plan is far closer to 904 than 6000.</p> <p>Rounding Up and varying numbers: If the OAHN report is accepted, then the requirement is calculated at 284 dwellings per year. The report then rounds up this number to 300 dwellings per year. This simple unjustified action requires the building of 240 houses over the 15-year period. In other words, a section of Green Belt land will be used for housing 240 houses purely because of a rounding up. Who does the rounding up benefit? The only viable conclusion is that it allows the developers. Why would Wyre Forest District Council take a decision which simply increases the profits of developers? Is the Council not here to serve the residents? Then we see the 5400 houses required (6.5 in Local Plan) increase to 6000 (Table 6.0.5) – another 11% increase and 333 houses per annum. What is the actual figure?</p> <p>Vacancy rate: The OAHN report says that the number</p>	<p>their Standardised Methodology for calculating housing need. The Council is therefore undertaking a revised OAHN study which will use the Government's new standardised methodology.</p>

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				<p>of vacant properties in Wyre Forest is 3.2% It says that there are currently 44 490 dwellings in Wyre Forest. It then increases the allowance for vacant properties to 4.5 %. Whilst the 4.5% figure is taken from the 2011 census, WFDC is legally obliged to use the most up to date data available, i.e., the current Council Tax data. There is no logical reason to use the 4.5% figure instead of 3.2%. This means that an extra 578 dwellings (39 per year). In other words, because the OAHN consultants have chosen, without statistical justification, to increase the vacancy rate by 1.3%, 578 houses will be built on the Green Belt.</p> <p>The Assumptions: There are so many assumptions within the OAHN and the projected number of houses required differs greatly, the higher number (332) being an increase of 66% on the lower (199). The OAHN states that ‘the emphasis should be more towards the upper end of the ranges suggested’ for migration (the Long-Term scenario but including UPC), headship rates (the partial return headship rate - HH-14 PR) and (in the jobs-led scenario) economic activity (OBR2). This would equate to a maximum of 309 per annum (the PG-Long Term figure). Then there is a token gesture that some recognition should be afforded to the results of the analyses of the employment implications of the demographic scenarios (and vice versa) based on the economic forecasts and a final rounded number of a suggested 300 dwellings per annum. This</p>	

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				represents an uplift of 33% and 25% respectively on the SNPP-2014 demographic-based forecast results in a projected need of between 199 and 239 dwellings per annum (depending on the household formation assumptions adopted.	
	LPP04400	6.6 Housing Need	Object	<p>It is the considered opinions of those who have analysed the statistics in detail the Wyre Forest Housing Need report is flawed and only in the region of 3000 dwellings are required. In the main these could be met from Brownfield sites. This is fundamental & needs re-examining by independent experts.</p> <p>I would also question whether there has been a rigorous enough assessment of Brownfield sites within the District.</p>	<p>Objection noted.</p> <p>The OAHN follows the guidance for determining housing needs as laid out in guidance available at the time and will be updated to reflect changes in the NPPF and PPG.</p> <p>Since the Preferred Options document was consulted on, the Government have published their Standardised Methodology for calculating housing need. The Council is therefore undertaking a revised OAHN study which will use the Government's new standardised methodology.</p>
	LPP05152	Housing	Comment	Considering the large number of houses that have been built on brown field sites in recent years we are surprised that the Wyre Forest has been assessed as requiring so many dwellings in the coming years. We understand that independent consultants were used to assess the level of need but what were the sources used to secure this information?	<p>Objection noted.</p> <p>The OAHN follows the guidance for determining housing needs as laid out in guidance available at the time and will be updated to reflect changes in the NPPF and PPG.</p> <p>Since the Preferred Options document was consulted on, the Government have published</p>

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					their Standardised Methodology for calculating housing need. The Council is therefore undertaking a revised OAHN study which will use the Government's new standardised methodology.
	LPP05128	Housing numbers	Object	The build assumes an 8% growth population growth in Kidderminster over the same period that so far has only seen a 2% growth. This exaggerated 8% has no basis in the town or district's actual demographics or patterns since 1991. Population growth in Kidderminster over 2001-2016 was only 2.7 %.	Objection noted. The OAHN follows the guidance for determining housing needs as laid out in guidance available at the time and will be updated to reflect changes in the NPPF and PPG. Since the Preferred Options document was consulted on, the Government have published their Standardised Methodology for calculating housing need. The Council is therefore undertaking a revised OAHN study which will use the Government's new standardised methodology.
	LPP04680	6.6 Housing Need	Object	I would like WFDC to recheck their proposed housing figures. P14 of the WFDC report states that there is 'Virtually static population growth' so where exactly has the 6000 new houses been arrived at? Never before has WFDC been asked to accommodate so many new homes, and with Brexit, there will be even less in-migration than before, so levels should reduce not increase. I believe these figures are grossly over exaggerated. Are you being transparent and telling us	Objection noted. The OAHN follows the guidance for determining housing needs as laid out in guidance available at the time and will be updated to reflect changes in the NPPF and PPG. Since the Preferred Options document was consulted on, the Government have published

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				<p>we are taking Birmingham overspill as nothing in your figures suggest the need for so many houses as stated? As below in my suggestions and your bullet point 3 below, we need to build more town centre apartments for the elderly, and not suburb housing as in Option A. Town centre Brownfield site regeneration must take priority for apartments. These would also require a smaller land footprint, meaning that WFDC could meet their demand with less land required.</p> <p>The OAHN Report which was used by you to arrive at the number of houses needed states that the census is a relevant source, which would be the most accurate measurement of growth within the Wyre Forest over the past 15 years. This is ignored and instead an arbitrary national and regional figure is used to arrive at the final growth rate. Wyre Forest has a population growth below the national average and within the Guidance on the Housing and Economic Development Needs assessments 2015, it states that “assessing development needs should be proportionate and does not require the local councils to consider purely hypothetical future scenarios, only future scenarios that could be reasonably expected to occur”.</p>	their Standardised Methodology for calculating housing need. The Council is therefore undertaking a revised OAHN study which will use the Government’s new standardised methodology.
	LPPO4634	6.6 Housing Need	Comment	For Kidderminster & Stourport the Local Plan seeks to bring in population from outside areas. Such a population would no doubt work outside the area adding to traffic pollution. New affordable houses	<p>Comments noted.</p> <p>The OAHN follows the guidance for determining housing needs as laid out in</p>

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				<p>should be earmarked for local people trying to get on the property ladder.</p> <p>Restrictions should apply so the intended “local people” actually become the purchasers as opposed to those not intended for when built. Instead we predict the bulk of development will be 4/5 bedroom houses with tiny gardens i.e. providing larger profits for developers whilst ignoring what local people want. These developments provide little green space for community wellbeing and habitats for nature. Conversely, Bewdley, Chaddesley & other villages are required to provide "housing to meet local needs." Why the difference?</p> <p>We question the need for 300 houses p.a. which is based on a growth rate of 7.7% & not the actual 2.7% (2001-15) which is way below the national average used to arrive at the large figure required. The true figures based on Kidderminster's census figures could easily be accommodated in brown sites like Lea Castle.</p> <p>Furthermore these growth rates figures are based on assumptions prior to the Brexit vote which in the long term will impact reducing the migration of European people to this county that would have had a housing requirement. The predicted growth rates are fundamentally flawed in many ways meaning the migration to this area will be greatly reduced therefore</p>	<p>guidance available at the time and will be updated to reflect changes in the NPPF and PPG.</p> <p>Since the Preferred Options document was consulted on, the Government have published their Standardised Methodology for calculating housing need. The Council is therefore undertaking a revised OAHN study which will use the Government’s new standardised methodology.</p>

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				the growth rates cannot be used to predict the requirements for housing growth required in the WFDC area.	
	LPP04833	6.6 - Housing Need	Object	The estimates for population growth and hence residences required in the Wyre Forest over the next 18 years has been grossly exaggerated. The Office for National Statistics Sub National Population Projections (SNPP) 2014 Report estimated a population growth of 4.7% and therefore a need for 199 dwellings per annum. In actual fact the population of the Wyre Forest has only grown by a net figure of 1000 or 2.7% over the past 15 years. The core plan provided in the Amion Report would provide 3640 dwellings, which is an average of 202 per annum, which would accommodate an increase of 3% population – a far more realistic projection. Indeed since industry and thus employment within Kidderminster is currently in decline, even these figures appear to be over ambitious.	Objection noted. The OAHN follows the guidance for determining housing needs as laid out in guidance available at the time and will be updated to reflect changes in the NPPF and PPG. Since the Preferred Options document was consulted on, the Government have published their Standardised Methodology for calculating housing need. The Council is therefore undertaking a revised OAHN study which will use the Government's new standardised methodology.
	LPP04678	6.6 Housing Need	Object	I disagree with the Local Plan which states that the use of Green Belt is necessary to facilitate the building of 6000 houses in the next 15 year period as not enough Brownfield sites are available. According to the statistics on page 39 of the Local Plan Review, there is a total of 967 dwellings completed or with planning permission granted on Brownfield sites, with a further 1193 proposed by the plan	It is a legal requirement for the Local Authority to have an up to date Local Plan that meets the identified housing need. The Objectively Assessed Housing Needs (OAHN) Study sets out what our housing need is for the District. Unfortunately, we do not have enough deliverable brownfield sites left in the District. We therefore have to release some greenfield sites to be able to meet our housing

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				<p>on other Brownfield sites. 350 dwellings are also proposed on Greenfield sites not in the Green Belt and 796 dwellings can be placed on previously built Green Belt land including 600 of these at Lea Castle. This makes a total of 3306 dwellings.</p> <p>Even using your confusing calculation of 300 homes required per year, this would mean at least 11 years would pass without any Green Belt needing to be removed. As you only need to show a 5 year land supply to avoid unwanted development challenges, the Green Belt review at this time is unfounded and unneeded.</p>	<p>requirements. This will include some greenfield sites within the Green Belt.</p> <p>The OAHN follows the guidance for determining housing needs as laid out in guidance available at the time and will be updated to reflect changes in the NPPF and PPG.</p> <p>Since the Preferred Options document was consulted on, the Government have published their Standardised Methodology for calculating housing need. The Council is therefore undertaking a revised OAHN study which will use the Government's new standardised methodology.</p>
	LPPO3226	6.7	Object	For the reasons sighted in paragraph 6.3, Table 6.0.1 is not supported by the OAHN document what has different figures and the OAHN dismisses three independent analyses as being inconvenient to its engineered numbers to support a political council Ambition that simply is not required. At 6.13 it is stated that the previous housing strategy was 200 houses per year yet at 6.14 concludes no need to adjust the dwelling provision. This is completely unacceptable and is absurd.	Objection noted.
Sir Thomas White's Charity	LPPO912	Para 6.7	Support	In relation to housing development, the Preferred Options document seeks to provide for 5,400 dwellings (300 units per annum) over the plan period. This	Support is noted.

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				represents a notable increase from the 200 dwellings per annum requirement in the currently adopted Local Plan. This increase is welcomed in order to ensure the Council are meeting their Objective Assessment of Housing Need. Our client also supports the approach of employing an annual requirement of 300 units, rather than a stepped trajectory, as this will ensure a steady supply is achieved throughout the plan period.	
	LPP02591	Paragraph 6.7	Object	The Plan makes reference to another document regarding the calculations for the number of dwellings required in the plan period. It would be better if the Plan itself showed these calculations in the interests of transparency.	Objection noted.
Gladman Developments Limited	LPP01438	para. 6.8	Comment	<p>The Duty to Cooperate is a legal requirement established through Section 33(A) of the Planning and Compulsory Purchase Act 2004, as amended by Section 110 of the Localism Act. It requires local authorities to engage constructively, actively and on an ongoing basis with neighbouring authorities on cross-boundary strategic issues throughout the process of Plan preparation. If a Council fails to satisfactorily discharge its Duty to Cooperate, this cannot be rectified through modifications and an Inspector must recommend non-adoption of the Plan.</p> <p>In this regard, Wyre Forest District Council must be able to demonstrate that it has engaged and worked with neighbouring and nearby authorities, alongside</p>	Comments noted. WFDC continue to have Duty to Cooperate discussions with its neighbouring local authorities, and will continue to consult on subsequent stages of the Local Plan review process.

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				<p>any existing joint working arrangements, to satisfactorily address cross boundary strategic issues and the requirement to meet any unmet housing needs.</p> <p>It is noted that the Local Plan Review Preferred Options Document includes a section on the 'Duty to Cooperate' at paragraph 6.8. Reference is made here to the conclusions of the Council's OAHN Study, April 2017 on the definition of the housing market area and indicates that Wyre Forest District Council area is co-terminal with the Wyre Forest Housing Market Area and as such the housing requirement is based solely on the needs of the Wyre Forest. This conclusion is somewhat surprising given the location of the district in the context of the West Midlands region and that the CURDS Study indicates that Wyre Forest falls within the Worcester HMA alongside the local planning authorities of Worcester City, Malvern Hills, and Wychavon. Gladman are of the clear view that this will need to be explored further during the process of finalising the Local Plan and that this is a matter that must be carefully considered alongside the relevant authorities within the auspices of the Duty to Cooperate.</p> <p>At the publications stage, it will be essential that the process that the Council has followed to fulfil its duty to cooperate during the plan making process is fully</p>	

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				documented. This should provide background information on the issues that have been tackled and justification for any associated outcomes, including consideration of a robust way forward should agreement not have been achieved across all relevant issues.	
Barratt Homes West Midlands	LPP0764	Para.6.8	Object	We consider that Wyre Forest WILL need to play an active role in helping to meet the growth needs of Birmingham and the Black Country. About 60,000 additional dwellings will need to be delivered in adjoining areas. This is likely to affect commute to work patterns and distribution of development. Until the distribution of this large shortfall is agreed it is premature for the Wyre Forest emerging plan to assume that it has no role to play.	Objection and comments noted. WFDC continue to have Duty to Cooperate discussions with its neighbouring local authorities, and will continue to consult on subsequent stages of the Local Plan review process.
South Staffordshire Council	LPP01251	6.8	Comment	As a member of the GBSLEP, Wyre Forest District Council (WFDC) participated in the initial PBA Strategic Housing Needs Study work. Stage 2 of the SHNS was published in November 2014 and confirmed that whilst WFDC did not comprise part of the Greater Birmingham and Black Country Housing Market Area (GBBCHMA), it had close links with it. Based on the earlier housing market areas, work undertaken for the National Housing and Planning Advisory Unit and published by DCLG in 2010, WFDC was a best fit with the Worcester HMA along with the three South Worcestershire Authorities (Worcester, Malvern Hills and Wychavon), but as these authorities have an	Comments noted. WFDC continue to have Duty to Cooperate discussions with its neighbouring local authorities, including South Staffordshire Council.

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				<p>adopted plan, it follows that for the purpose of this round of local plan making, WFDC is a free-standing HMA.</p> <p>The Issues and Options consultation noted support for additional in-migration, particularly of working age people, due to the ageing population in WFDC. The Amion / Edge Analytics 2017 Objective Assessment of Need Report, verifies the ageing population and also identifies internal migration as being the principal source of population growth. Figure 2.3 and table 2.2 in this Report show that the principal source of this is conurbation authorities within the GBBC MA.</p> <p>In considering economic factors, the Amion / Edge Analytics Report suggests an OAN of 300 dwellings per annum, compared to a demographically driven figure derived from the 2014 household projections of 199 dwellings per annum. The situation in the South Worcestershire Authorities mirrors that of WFDC in that they too are seeking economic led growth, which requires more people than demographic projections suggest and is reflected in the adopted plan. It follows therefore, that the same must apply in WFDC.</p> <p>The adopted Birmingham Development Plan acknowledges a shortfall of 37,900 dwellings in the GBBC HMA arising from the city alone and evidence emerging from the Black Country Core Strategy may lead to the overall HMA shortfall increasing further. It is logical to conclude that increased supply in WFDC is</p>	

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				likely to be met by additional migration from the GBBCHMA; this is reflected in 8.12 of the Amion / Edge Analytics Report. The recently published proposed modifications into the Telford and Wrekin Local Plan are relevant in this context in that the Inspector has acknowledged interactions between HMAs. As a consequence, we (together with our partner authorities within the GBBCHMA) would welcome the opportunity to discuss this matter with you further, with a view to signing a Duty to Cooperate Statement / Memorandum of Understanding between the relevant local authorities.	
CORE11	LPP0202	6-8	Comment	The last line at 6-8 refers to the Core Strategy as one of the legal statutory instruments to be followed along side the NPPF.	Comments noted.
	LPP0479	paragraph 6.8	Support	Pleased that Wyre Forest District only has to plan developments in line with Wyre Forest District needs, however, as commented before I do not believe that we need 300 new properties p.a.	Support is noted.
South Worcestershire Authorities	LPP01243	Duty to co-operate	Comment	Whilst paragraph 6.8 refers to the Duty to Cooperate, it is not clear what agreement, if any, has been reached with regard to the role of Wyre Forest District in providing homes to meet need arising outside of its own Housing Market Area and any implications that this may have for the Development Strategy. The SWCs welcome the opportunity for further	Comments noted. WFDC continue to have Duty to Cooperate discussions with its neighbouring local authorities, and will continue to consult on subsequent stages of the Local Plan review process.

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				discussions with Wyre Forest District Council as the Local Plan Review progresses in order to comply with on-going requirements associated with the Duty to Cooperate. Consequently the SWCs wish to continue to be consulted on subsequent stages of the Wyre Forest Local Plan review.	
	LPPO3748	6.8	Object	The Wyre Forest District is incorrectly quoted as being within the West Midlands – it is within Worcestershire! Clearly the Executive should revise his geography! I have no confidence of the flawed report nor its conclusions. For the reasons sighted within 6.3, the Plan does not correctly forecast the housing requirements and this will lead to needless consumption of valuable green belt. There is clear evidence that the council has engineered its documents to deliver a policy that is unsupported. There is evidence that Wyre Forest is presently a stable housing market area and stakeholders consulted say that there is no sizeable demand for new housing. The Council is misguided in its judgement to try and grow artificially a town that does not want or need to become a competitor to West Midlands or surrounding areas. If the area is presently stable that there is no need to damage this with negative impact upon infrastructure, health facilities, transport etc that a grossly enlarged town would create. The Wyre Forest towns are presently sweet balanced areas to live without becoming ever larger and changing their	Wyre Forest District forms part of the West Midlands Region, as does Worcestershire.

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				character. I therefore object to the statements made as the information is false.	
	LPPO3750	Paragraph 6.9	Object	<p>I object to the Council's plans for use of land in general; development has been inefficient in terms of land consumption.</p> <p>The Council is misguided in its quest to continue to grow– this will change the character of the areas and imbalance the supporting infrastructure.</p> <p>Inner town development with better more efficient design for affordable housing/presence in town centres would be more efficient use of land.</p>	Objection and comments noted.
West Midlands HARP Planning Consortium	LPPO1333	Para 6.9 - Land supply	Comment	<p>Criterion a. should be amended to include Housing Association Registered Providers. The revised criterion should read as follows:</p> <p><i>a. Working with house builders / landowners / Housing Association Registered Providers, to monitor and progress the housing supply and to identify any causes of supply problems and where appropriate to act on feedback received.</i></p> <p>It is noted that there is no specific mechanism whereby if the housing supply falls by 10% below expectation in any monitoring period and how the Council would respond to the shortfall. A solution could be that the council could bring forward reserve sites, this would</p>	Comments noted.

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				give more accountability.	
	LPP03673	6.9	Object	6.9 It appears the council have already been in negotiations with Persimmon homes. This is evident by the actions of Persimmon homes in laying claim to the planning permission for the land before any consultations have been concluded with the public.	Objection noted.
Wyre Forest Community Housing	LPP01645	Para 6.9	Comment	In respect of the Management of Land Supply we support work by the District Council to ensure that it is in a position to respond quickly to changing circumstances and we note and support the initiatives suggested.	Comment noted.
Gladman Developments Limited	LPP01341	para. 6.9	Comment	Gladman wish to stress importance of pro-active monitoring of housing needs and supply over plan period. Request that a policy is included in Local Plan to clearly set out the positive planning measures that will be adopted to ensure a five year supply of deliverable housing sites is sustained.	Comments noted. WFDC already provides housing monitoring information and will continue to do so. Disagree that a policy should be included in the Plan on five year housing supply as LAs are already required to maintain a 5YHLS in the NPPF; it would therefore be a repeat of national planning policy.
	LPP0294	6B	Support	Support for Policy 6B.	Support noted.
Wyre Forest Green Party	LPP01485	Sustainability Appraisal	Comment	In the presentation of the two preferred options (in Appendix E of the Sustainability Appraisal), Option A appears to have more plusses and less minuses than Option B. However: <ul style="list-style-type: none"> The so-called Eastern Relief Road is not 	Comments noted.

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				<p>necessarily a benefit as has been already explained;</p> <ul style="list-style-type: none"> • There is no evidence that a road, for which there is no detail, will “help reduce traffic congestion in the town centre”. • Option A claims to have a significant improvement “on traffic issues and the Air Quality Monitoring Area around the Horsefair in Kidderminster.” Any traffic amelioration measures which take place at the Horsefair can be done in conjunction with a redevelopment of the sites at Churchfields and are completely independent of housing development and roads at Spennells. • There is a claim that Option A will “enable more effective school provision” by concentrating over 1000 homes in one area – however, there is no guarantee any school will be built. • Concentrated development to the East of Kidderminster is said “to provide additional services and facilities such as infrastructure, shop, school, cycleways and footpaths.” This could equally be said for a concentrated development in any area. 	
Gladman Developmen	LPP01573	6.11 Sustain	Comment	In accordance with Section 19 of the 2004 Planning and Compulsory Purchase Act, policies set out in Local	The Sustainability Appraisal is a document that runs in parallel with our emerging Local Plan.

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ts Limited		ability appraisal		Plans must be subject to Sustainability Appraisal (SA). The Council should ensure that the results of the SA process clearly justify the policy choices made within the Local Plan. It should be clear why some policy options have been progressed and others have been rejected. The Local Plan's approach to scoring and the associated decisions made, should be robust, transparent and justified. The sustainability merits of all of the reasonable alternatives should be fully explored and tested in the context of their ability to achieve a sustainable form of development that accord with national policy and fully support the economic, social and environmental objectives of the area. Care must be taken to ensure that each reasonable alternative has been considered to the same level of detail as the option that is eventually chosen within the Local Plan.	Work on the SA is continuing as we progress further with our plan. Reasonable alternatives have been considered in the SA and will continue to be considered as we progress with the work. The SA will be published during the Pre-Submission consultation.
Persimmon Homes Limited	LPPO1594	Paragraph 6.11	Comment	There are further areas of the Sustainability Appraisal which need to be amended to reflect the potential benefits of development identified in the accompanying Illustrative Masterplan (Appendix 1). A summary of the changes, and justifications, has been proved as part of Appendix 2 which indicates a significant improvement of the sites scores in areas around accessibility, sustainable transport, landscape and townscape, biodiversity and the historic environment setting.	Comments noted. The SA will be reviewed and updated for the pre-submission plan.

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Persimmon Homes Limited	LPPO1601	Paragraph 6.11	Comment	<p>The site scores well on its own merit and when compared to other sites in Bewdley, such as Alton Nurseries, Tower Farm Long Bank, land at Dry Mill Lane and Lax Lane they all contain at least one significant negative score in the Sustainability Appraisal whereas Catchem's End does not. The site is shown to bring strong benefit in terms of housing numbers and with regards to promoting an active lifestyle and health and wellbeing; a range of appropriate housing; the protection of water facilities and against flooding and promoting energy efficiency whilst also maintain and enhancing community identities. As shown in Appendix 2 the scoring that Catchem's End received in the Sustainability Appraisal was flawed. The amended scoring shows that Catchem's was significantly more sustainable than other sites within the area and can provide significant benefits to the settlement.</p> <p>Site can provide quality open space, which is not possible on other sites, this would also help maintain and improve biodiversity and geodiversity whilst also conserving the local historic environment; two points that the site was marked poorly on in the Sustainability Appraisal. The open space would also provide further safe pedestrian and cycle routes for the residents living on the site and from the wider settlement.</p>	Comments noted. The SA will be reviewed and updated for the pre-submission plan.
	LPPO4735	6.11	Comment	It is not very clear from this document what allowance has been made in these plans to what is happening	Comments noted. Information about neighbouring Local Authority areas can be

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				<p>elsewhere in areas around the Wyre Forest and what effect the inclusion in the West Midlands LEP as well as the Worcestershire LEP except to include reference to co-operation (Paragraph 6.8 , Page 26)</p> <p>This development strategy says (para 6.11) that it is linked to the 'Wyre Forest Vision' (Para 3.1) but I don't see much evidence of this in the subsequent pages. There is little reference to this vision just many references to government requirements. On a local level I would wish to see the former take preference over the latter.</p>	obtained from their Council websites. Information about the LEPs can also be obtained from the LEP websites.
	LPPO3541	Paragraph 6.11	Object	Heavy weight would be put on the supply of resources such as schools, utility supplies, highways etc. Surely the housing that have been constructed on the sugar beet site far outweighs the percentage of new build required by the government. When the proposal goes ahead, notice I don't say if, the sprawl will continue until Wyre Forest is joined into the built up surrounding areas with no green space left.	Objection noted.
	LPPO3751	Paragraph 6.11	Object	I object to the Council's development strategy which is unsustainable and will alter the character of the towns driven by false OAHN conclusions and damage the economic, environmental and social characteristics of the area.	Objection noted.

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	LPPO118	Sustainability Appraisal Para 5.35	Comment	Your 'Preferred options sustainability appraisal report' talks at point 5.35 of the Highclere site (and other sites)'With mitigation of highway improvements may have the potential for a neutral effect' (of increased traffic). The use of the word 'may' is highly significant. It is impossible to consider what highway improvements could be carried out to Wyre Hill or Park Lane to mitigate the problems and potential pedestrian casualties caused by increase traffic, due to the constricted nature of both roads.	Comments noted.
Worcestershire Wildlife Trust	LPPO1113	Paragraph 6.11 SA	Comment	We are particularly concerned to see that the Sustainability Appraisal (SA) for the Plan concentrates simply on designated sites (Sites of Special Scientific Interest and Local Wildlife Sites) under SA Objective 9 rather than encompassing wider biodiversity as we recommended during the scoping process. At the very least we consider that the council should be taking into account habitats and species of principle importance as listed under Section 41 of the Natural Environment and Rural Communities (NERC) Act 2006. The legal duty imposed on the council in this regard is set out in Section 40 of the Act and we strongly recommend that the evidence base is re-visited to take account of this. We believe that the failure to consider habitats and species outside designated sites represents a fundamental shortcoming in the SA and may undermine the decisions taken so far. This is underlined by the overall SA finding that ' <i>it would be</i>	Comments noted. We will look to updating our evidence base and also our SA to take on board these issues raised.

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				<i>expected that both options would have a significant positive effect on the district's biodiversity', which we consider to be highly unlikely at the moment. Further work to determine the impact of proposed allocations will be required to ensure that the Local Plan is based on sound evidence and can be progressed in line with the law and relevant planning guidance (see for example NPPF paras. 9,17, 109,110, 117, 157 and 165). We would be pleased to discuss this fundamental issue with the council with a view to improving the evidence base for the Local Plan if that would be helpful.</i>	
Worcestershire Wildlife Trust	LPO1120	Paragraph 6.11 SA	Object	<p>The assumptions in the SA (suggesting positive biodiversity outcomes) seem extremely optimistic. Whilst mitigation for some of the biodiversity issues may well be possible it will require land take that is likely to have implications for the net developable area (and accordingly the number of dwellings allocated) set out in the plan.</p> <p>We do not consider that these biodiversity constraints have been considered properly in the evidence base for the plan and we do not accept the findings of the SA.</p>	Objections and comments noted. We will look to undertake ecological appraisals of some of the sites in the next stage of plan making to inform the pre-submission plan.
Worcestershire Wildlife Trust	LPO1121	Paragraph 6.11 SA	Object	Need to update the evidence base for the plan prior to	Objection noted. We will update our evidence

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re Wildlife Trust		ph 6.11 SA		<p>finalising the allocations.</p> <p>We reiterate the need to determine any ecological constraints that may exist using up to date survey information. We cannot see that this has been done and so far as we can ascertain constraints other than SSSIs and LWSs have not been considered in the evidence base or SA for these sites. This may have the effect of rendering their allocation unsound. We therefore strongly recommend that the evidence base for sites listed in Table 32.0.1 and 32.0.2 is updated and that the quantum of development proposed is made acceptable in light of any overriding biodiversity constraints before the plan is finalised.</p>	base accordingly.
Worcestershire Wildlife Trust	LPPO1122	Paragraph 6.11 SA	Object	<p>We reiterate the need to determine any ecological constraints that may exist on any of the sites using up to date survey information. We cannot see that this has been done and so far as we can ascertain constraints other than SSSIs and LWSs have not been fully considered in the evidence base or SA for the plan. This may have the effect of rendering the plan unsound. We therefore strongly recommend that the evidence base for sites listed in Table 33.0.1 and 33.0.2 is updated and that the quantum of development proposed is made acceptable in light of any overriding biodiversity constraints before the plan is finalised.</p>	Objection and comments noted.
Worcestershire Wildlife	LPPO1125	Paragraph 6.11	Object	<p>Proposed allocation BR/RO/4/6 – Although we note the comments set out in paragraph 35.2 of the</p>	Objection and comments noted.

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Trust		SA		<p>reasoned justification we wish to object to the allocation of this site. We do not think it likely that the proposed development would be capable of maintaining the orchard (and any unimproved grassland present) to any meaningful degree given the level of housing proposed and we do not agree with the SA conclusion that the site would have a neutral effect on biodiversity (which we assume has been reached because the evaluation only considered designated sites). Traditional orchards are included under Section 41 of the NERC Act 2006 (and often contain S41 species including the noble chafer, which is known from nearby sites) and we cannot find any justification for the losses that would be likely set out in the evidence base for the Plan. As a result we object to this allocation on current evidence and would strongly recommend that further work be done to determine the impacts prior to any final allocation being accepted. It is important to note that any significant reduction in developable area arising from biodiversity constraints may render the site unviable.</p> <p>Proposed allocation BR/RO/7 – This site is also partly traditional orchard and whilst some level of development may be possible the issues set out above still pertain and again we wish to object to its allocation until further evidence is available to demonstrate that development here is sustainable.</p>	

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				The majority of other sites proposed under this policy also have likely biodiversity implications and so we reiterate the need to determine any ecological constraints that may exist on any of the sites listed under this policy using up to date survey information. We cannot see that this has been done and so far as we can ascertain constraints other than SSSIs and LWSs have not been fully considered in the evidence base or SA for the plan. This may have the effect of rendering the plan unsound. We therefore strongly recommend that the evidence base for sites listed in the two allocations tables is updated and that the quantum of development proposed is made acceptable in light of any overriding biodiversity constraints before the plan is finalised.	
Natural England	LPPO1128	Sustainability Appraisal	Comment	<p>Natural England is pleased to have been consulted at this stage in the SA process and welcome the general approach taken by the Sustainability Appraisal. We acknowledge that the SA has considered reasonable alternatives by considering a range of potential sites for development and that all of the sites have been assessed against the SA objectives.</p> <p>We note at 2.16 that the next stage of the local plan will consider 'proposed site allocations' i.e. pre-submission (Scheduled for Spring 2018) and further that;</p> <p>4.2 ".....Alternatives considered at the early stages of plan-making need not be elaborated in too much detail</p>	Comments noted. Agree to further engagement with Natural England.

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				<p>so that the “big issues” are kept clear; only the main differences between alternatives need to be documented i.e. the assessment should be proportionate to the level and scope of decision-making for the plan preparation”.</p> <p>4.4 – “As a plan evolves, there may be further consideration of options that have developed by taking the preferred elements from earlier options. Thus the options for plan-making change and develop as responses from consultation are considered and further studies are undertaken.”</p> <p>4.5 – “There is a hierarchy of options assessment with sites that are not viable or deliverable or might have adverse effects on protected environmental assets rejected at an early stage.”</p> <p>Nonetheless our concerns regarding sites consulted on in 2016 and affecting nationally designated sites around the town remain unaddressed. Our consultation responses dated 9.9.16 and 2.12.16 refer. Natural England repeats its requests for a meeting (previously expressed by email in December 2016 and April 2017) with the LPA to discuss the approach to be taken with regard to these sites.</p> <p>We draw the Council’s attention to the fundamental nature of these concerns and the need to ensure as far as possible that the plan can be judged ‘sound’ at the next stage of local plan making.</p>	
Natural	LPPO1129	Sustain	Comment	The comments set out below relate to the matrices	Comments noted. The SA will be updated

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England		ability Appraisal - Sites		<p>within Appendix G and follow up on our previous response on the SA:</p> <p>FPH/1, Settling ponds, Wilden Lane – the SA matrices for this allocation highlights that proposals could result in impacts on landscape and biodiversity but it is not explained in the accompanying text. We would have concerns that development in this location could potentially impact on the Wilden Marsh & Meadows SSSI.</p> <p>BW/4, Hurcott ADR – we note that the matrices have identified that this site is adjacent to the SSSI and a residual negative impact on landscape and biodiversity may result unless mitigation is in place. We acknowledge that the local plan policy explains that extensive areas will be left undeveloped to protect the adjacent Hurcott Meadows SSSI.</p> <p>WFR/WC/15, Lea Castle - we acknowledge that the SA identifies that this site includes large tracts of woodland and acid grassland that needs to be protected and that fragmentation of ecological corridor should be avoided.</p> <p>BR/RO/7, New Road Far Forest and BR/BE/6, Land off Highclere – priority habitats should be considered within these allocations.</p>	accordingly.

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				<p>AS/5, Victoria Carpets, Sports Ground – Whilst flooding issues are mentioned in the SA for this site the possible impact on the Wilden Marsh & Meadows SSSI via the Hoo Brook has not been included.</p> <p>OC/13 East of Kidderminster – Whilst we support enhancements to the watercourse and pools for this area we would expect the SA to mention the potential impact on Wilden Marsh & Meadows SSSI.</p> <p>MI/3, Parsons Chain – The potential impact on the Hartlebury Common and Hillditch Coppice SSSI should be mentioned.</p> <p>FPH/10, British Sugar Phase 2 – the potential impact on Wilden Marsh & Meadows does not appear to have been fully considered.</p> <p>BW1, Churchfields & BW2 Lime Kiln Bridge – the impact on deciduous woodland, the River Stour and Wilden Marsh & Meadows should be considered.</p>	
Worcestershire Wildlife Trust	LPPO1114	Paragraph 6.11 SA	Object	Of particular note is the need to determine any ecological constraints using up to date survey information. We cannot see that this has been done and so far as we can ascertain constraints other than SSSIs and LWSs have not been considered in the evidence base or SA for the plan. This may have the effect of rendering the plan unsound. We therefore	Objections and comments noted.

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				<p>strongly recommend that the evidence base for sites listed in Table 30.0.1 is updated and that the quantum of development proposed is made acceptable in light of any overriding biodiversity constraints before the plan is finalised.</p> <p>Notwithstanding the broad comments above we wish to object specifically to the allocation of site FPH1 (Settling Ponds, Wilden Lane) because we consider that development here will lead to unacceptable adverse impacts on the adjacent SSSI and our Wilden Marsh Nature Reserve. This is a particularly significant issue because the site has been included as a Core Site in the Local Plan with Option A proposing employment and Option B proposing housing. Both options are likely to have impacts that we do not believe can be effectively mitigated because of the limited space available and the very close proximity of development to the SSSI and reserve. In light of this we are extremely surprised to note that the Sustainability Appraisal scored Option A as a minor negative and Option B as neutral in terms of the impact on the designated site and we seriously question the underlying assumptions made to reach this conclusion, especially given the commentary in the consultation document regarding the need for further hydrological study.</p>	
	LPPO2031	Policy	Object	There are no facilities for extra housing. There are not	Objection noted.

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Company / Organisation	Response Number	Para /Policy	Type of Response	Summary of Response	Officer Response - WFDC Officer Response
		31		enough schools or doctors surgeries. We will lose more of our green area which will do the ozone no good what so ever.	
	LPPO1596	Sustainability Appraisal	Comment	<p>The Local Plan Preferred Options attempts to qualify the loss of Green Belt land via use of its Sustainability Appraisal Methods. The following 4 objectives have clearly been ignored, as have the decision-aiding criteria with the Preferred Options to the Local Plan.</p> <p>(tables included in full response)</p> <p>The local authority has also ignored numerous environmental aspects. The noise, visual intrusion and pollution the by-pass would cause to people both living and working in the areas affected is huge.</p> <p>There are various breeds of bat to Hodge Hill Farm Barns (common pipistrelle, noctule and brown long-eared) when these were converted from farm buildings to dwellings (see planning permission) the ecological survey by Worcestershire Wildlife Consultancy demanded the provision of both bat roosts and bat boxes. The survey also states that there are further breeds of bat within a 2km radius of Hodge Hill Farm and that Hurcott Podmore pools and Hurcott woods and the primary source of food for bats. WFDC have a legal requirement under the Wildlife and Countryside Act 1981 and Conservation of Habitats and Species</p>	<p>Comments noted. The SA will be reviewed and updated for the pre-submission plan.</p> <p>A Green Belt Study was undertaken to inform the Preferred Options document and has since been updated to consider new sites. This GB study considers the five purposes of Green Belt, as set out in the NPPF.</p>

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				<p>Regulations 2010 to protect the bats in and around Hodgehill and Hurcott. The effects of the proposals to develop on OC/4, OC/5, WFR/CB/7 and the building of a bypass would undoubtedly be detrimental to the bats at Hodge Hill. The Bat Conservation Trust state: <i>If a bat survey demonstrates that bats and/or a known roost are likely to be affected by the proposed development and planning permission is to be granted: condition should be placed on the decision notice requiring the developer to apply for and obtain, a European Protected Species Licence before work commences.</i></p> <p>Hurcott and Podmore pools and Hurcott Woods is an area of Significant Scientific Interest (SSI). We have contacted the Wildlife Trust to make them aware of the proposals to not only the pools, but surrounding wet woodlands within Hurcott. They advise that noise, visual intrusion and pollution of developments in and around Hurcott village would have a negative environmental impact.</p> <p>We would ask Wyre Forest District Council to literally go back to the drawing board and re-consider their own Sustainability Appraisal Objectives and their Decision-Aiding Criteria, and then correctly apply these to any proposals to modify the Local Plan.</p> <p>It would appear to be obvious that the Preferred</p>	

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				Option of squeezing virtually everything into one concentrated area is not compatible with sustainability.	
Spennells Against Further Expansion	LPPO1745	Sustainability Appraisal	Object	<p>In the presentation of the two preferred options (in Appendix E of the Sustainability Appraisal), Option A appears to have more plusses and less minuses than Option B. This is false for the following reasons:</p> <ul style="list-style-type: none"> • The so-called Eastern Relief Road is not necessarily a benefit and the argument for it is demolished in another section of our letter. • There is no evidence that a road, for which there is no detail, will “help reduce traffic congestion in the town centre”. • Option A is claimed to have a significant improvement “on traffic issues and the Air Quality Monitoring Area around the Horsefair in Kidderminster.” Any traffic amelioration measures which take place at the Horsefair can be done in conjunction with a redevelopment of the sites at Churchfields and are completely independent of housing development and roads at Spennells. • There is a claim that Option A will “enable more effective school provision” by concentrating over 1000 homes in one area – however, there is no guarantee any school will be built. 	Objection noted.

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				<ul style="list-style-type: none"> Concentrated development to the East of Kidderminster is said “to provide additional services and facilities such as infrastructure, shop, school, cycle ways and footpaths.” This could equally be said for a concentrated development in any area. 	
	LPP01751	Paragraph 6.12	Object	<p>Have there been appropriate and detailed studies carried out by suitably qualified and experienced experts to demonstrate this beyond doubt in the Wyre Forest / Kidderminster area?</p> <p>The documentation available does not show this to a degree that would enable the statements made in the Plan that there is insufficient Brownfield Land available in the area to prevent the amount of excessive development proposed on Green field areas (such as the Spennells extension).</p>	Objection noted. A viability assessment study has been undertaken which helps to inform the emerging Local Plan in terms of evidence base.
CORE11	LPP0203	6-12	Support	Support for paragraph 6.12.	Support noted.
	LPP03752	Paragraph 6.12	Object	I object to the Council’s misguided belief. Using its own contracted analysis, that there is a higher housing requirement. The evidence for which is in the OAHN document.	<p>Objection noted.</p> <p>The OAHN follows the guidance for determining housing needs as laid out in guidance available at the time and will be updated to reflect changes in the NPPF and PPG.</p>

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					Since the Preferred Options document was consulted on, the Government have published their Standardised Methodology for calculating housing need. The Council is therefore undertaking a revised OAHN study which will use the Government's new standardised methodology.
	LPPO3674	Paragraph 6.12	Object	<p>6.12 I would question whether all of the Brownfield sites have been developed. Where is the evidence for this? There appears to be many vacant homes in current developments. Why are these still empty?</p> <p>I would question your reference to Greenfield site – It appears to be a convenient way for Councils and developers to destroy Green Belt land and circumvent Green Belt protections.</p> <p>Please supply written evidence of what constitutes Greenfield sites and why the wildlife, trees and landscape in that area is less significant and does not warrant the same protections than in Green Belt .</p> <p>I would also question the housing requirement as outlined above.</p>	Objection noted. Greenfield sites are defined as not previously developed. The Housing & Economic Land Availability Study (HELAA) provides the evidence to the sites that have been assessed through the Local Plan Review process.
	LPPO3043	6.12	Comment	No Green Belt land should be released until all of the considerable Brownfield land in the Wyre Forest area has been used up. Makes reference to Council previously acknowledging that around 3000 dwellings	Comments noted.

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				could be constructed upon existing Brownfield sites in Wyre Forest.	
	LPPO4403	6.12 Brownfield land	Comment	WFDC should ensure all Brownfield sites are developed first. Otherwise they will never be developed. House Builders only want to build on Green Belt sites as they are more profitable. I notice that Persimmon Homes are appealing to the Government for the release of more Green Belt land. The extra cost of building on a Brownfield site reduces their profit margin.	Comments noted.
	LPPO4650	6.12	Comment	Your plan refers to insufficient sustainable located readily available Brownfield or non-Green Belt land to accommodate the necessary housing and employment growth required in the plan period. We realise that the council offices have now left Kidderminster and been built in the new development towards Stourport but surely all of the WFDC can see that Kidderminster is fast become a ghost town and, rather than moving housing and commercial areas away from the town centre and forever eroding the value of Kidderminster as a town, regeneration within the centre to include housing and refreshed commercial sites should be a priority. There are large pockets of empty, run-down and vandalised industrial sites, as well as areas of land that have been cleared (such as the old leisure centre and ex-retail sites in the town – even the shelved development of the old post office could have provided a large source of town-living apartments) which could so easily have served to provide new units	Comments noted.

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				<p>for commercial premises or town-centre living – the latter actually bringing people into the town and therefore increasing the need for commercial services to provide to residents.</p> <p>From the land reviewed, it appears that there is the potential for 490 + 29 + 779 dwellings under individually reviewed Brownfield sites in urban and rural locations (although Brown Westhead Park in Wolverley and the site of the old quarry on the B4189 seem to have been omitted from these considerations) with more site likely to come forward for consideration. The Campaign to Protect Rural England has provided research to show that housing developments on Brownfield sites are consistently completed more quickly than construction on Greenfield land and, as such, we would ask that you reconsider your useage of the Green Belt for construction. Give Kidderminster and it's residents a chance to rejuvenate the town centre, use and upgrade its existing infrastructure (rather than destroying more countryside to put a relief road that is not necessary) remove the eye-sores and problem sites that give current residents a headache and allow everyone to enjoy its surrounding green spaces that were given Green Belt status to protect such areas in the first place.</p> <p>We do not need to become another urban sprawl to</p>	

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				meet the needs of the area. Use Brownfield sites in the Green Belt by all means (such as the Lea Castle Site) but stick to existing footprints rather than destroying our precious assets that, once lost, will never be regained.	
	LPPO5073	6.12	Comment	Not enough information about the plans for land that apparently is readily available for development – Lea Castle, ideas for developing the Glades site seem to be at odds with priorities. Proposals for the development of Green Street should be taken into consideration that is as far as Kidderminster is concerned, there must be similar areas or plots of land in the other two towns.	Comments noted.
	LPPO4810	Brownfield Land	Comment	I have little confidence that Brownfield sites are fully identified by WFDC. There should be a public document showing where the Brownfield sites are so omissions could be identified by the public. There should also be a commitment from WFDC that all Brownfield sites are used for housing before Greenfield sites. The use of Greenfield sites should then be phased and reviewed taking population growth into account, as the projections could well be excessive.	Comments noted. A Brownfield Land Register was published on the Council's website in December 2017. The register will be updated annually.
	LPPO4812	6.12 Brownfield use	Object	Statements have been made that there are not enough Brownfield sites to meet the need, yet there is no comprehensive list of such sites? Statements have been made that Brownfield sites will be built on first, I	Objection noted. A Brownfield Land Register was published on the Council's website in December 2017. The register will be updated

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				believe this would be firstly illegal and secondly unenforceable. Why have these statements been made?	annually. The Council has considered Brownfield sites as part of the Local Plan process. As much of the District is Green Belt, the Council has looked to accommodate its development need on suitable and deliverable Brownfield sites first before considering Greenfield / Green Belt sites.
	LPPO4824	6.12 - brownf ield use	Object	Development of all the Brownfield sites should take place before using any other land. There are more which should and could be considered. There is a large disused property behind Matalan (Park Lane), there is an old building, (inhabited by pigeons) opposite Aldi on Green Street and there are many empty town centre shops. The old Woolworths for example could be turned into an indoor market with small shop units on the ground floor and create flats above.	Objection and comments noted.
	LPPO4843	6.12 - brownf ield use	Comment	Use Brownfield sites to meet housing need before greenbelt.	Comments noted.
	LPPO4631	6.12 Brownf ield Land Use	Support	I believe that Brownfield sites should be developed where possible over Green Belt areas. The old Chichester Caravans site at the junction of the A451 and the Gilgal does not seem to figure in the plans; I pass this every day of the week but perhaps there are others that I am unaware of.	Support and comments noted.

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	LPPO2108	Locatin g new develo pment	Object	I have read and re-read the plan and tried to understand why anyone would build on green fields when we have so many empty buildings and sites that have previously been built on. I really hope that an alternative solution can be found to using Green Belt land because once it is gone, there is no going back.	Objection noted.
	LPPO2939	6.12 - brownf ield use	Comment	Development over the next 15 year period should be restricted to Brownfield sites, as far as reasonably practicable. Brownfield sites should be used first before any development starts on Greenfield sites.	Comments noted.
	LPPO2100	Locatin g new develo pment	Comment	There is a need for more housing but they need to be developed on the existing Brownfield sites and empty properties lying derelict on the town centre's Worcester Street. These properties have been empty for far too long and development on these sites are long overdue. Priority must be considered on redeveloping the town centre and existing Brownfield sites without our precious Green Belt being put under threat.	Comments noted.
	LPPO4490	6.13 Green Belt Use	Object	<ul style="list-style-type: none"> Proposals to build on Green Belt land when Brownfield sites (with conversion/demolition of existing buildings/empty accommodation for housing/apartments/OAP complexes in Kidderminster Town a priority). Green Belt land for housing should be the last option. I have no confidence in the statisticians' figures 	Objection noted. It is a legal requirement for the Local Authority to have an up to date Local Plan that meets the identified housing need. The Objectively Assessed Housing Needs (OAHN) Study sets out what our housing need is for the District. Unfortunately, we do not have enough deliverable brownfield sites left in the District. We therefore have to release

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				<p>that we will need the stated number of houses by 2034 so NO building on Green Belt land unless there is a desperate need for housing in Kidderminster by 2034 and all other options have been exhausted.</p> <ul style="list-style-type: none"> • Green Belt land should be left for the quality of our life and future generations, inc consideration for wildlife. • Consideration should be given to using Green Belt land for all to use for the health of our Nation <p>What are the exceptional circumstances in Kidderminster/surrounding area for Wyre Forest District Council to build on the Green Belt?</p> <p>Why are we being asked to comment on such an important issue as building on Green Belt land when planners (Rowland Hill Centre Friday 21.7.17) cannot answer questions on infrastructure as no decision has been made on the Eastern bypass?</p> <p>Is this plan being rushed through and our comments disregarded as decisions have already been made?</p> <p>Building on Green Belt land is a National issue as well as a local one. Too many bad decisions have been made in the past and our MP and Councillors must listen to the local people they represent, the first</p>	<p>some greenfield sites to be able to meet our housing requirements. This will include some greenfield sites within the Green Belt.</p>

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				consideration must be the quality of life now and for future generations, not lining the pockets of developers.	
	LPPO4871	6.13	Object	<p>Development should concentrate on the undeveloped and derelict Brownfield areas of Kidderminster first to rejuvenise people to want to live there. If premises owners do not put forward empty buildings or vacant properties for redevelopment, this should be done as a compulsory purchase by the Council.</p> <p>The housing figures quoted are disproportionate and unjustified based on comments such as 'no population growth'. There is ample housing land currently available to take us into the next 10 years, and so at this point, no further land should be removed from the Green Belt.</p>	Objection and comments noted.
	LPPO5084	6.13	Comment	<p>In 2014 CPRE identified Brownfield land within England on which to build 1,000 000 homes. The government's own office for national statistics shows only 537,080 homes have been completed. In October 53 authorities identified that 11% more housing could be built on brown field sites.</p> <p>The Green Belt, first introduced in 1935, but to England as a whole in 1955, was successful in putting in place a planning tool to prevent urban (and localized) sprawl. It is an effective method of ensuring towns and cities rejuvenate brown field sites to prevent slums. England</p>	Comments noted.

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				is only covered by 13% of Green Belt so to lose 2% is a huge disservice to future generations. The Green Belt provides countryside up close for 30 million people.	
	LPPO4658	6.13 Green Belt use	Object	<p>Why did I respond to the plan? I would like to see the region prosper. I have lived on the Spennells for 30 years and use the footpaths on four or five occasions each week. I have been aware for many years of the possibility of removing the fields from Green Belt protection. However, on reading the plan, I strongly feel that the case has not been made to build on Green Belt.</p> <p>Final Comment - I understand that the Council wrestles with conflicting needs on a tight budget, but the level of justification required before building, especially on Green Belt needs to be addressed urgently and much more rigorously.</p>	Objection noted.
	LPPO4682	6.13 - Green Belt Use	Object	I would also like to include that no Green Belt should be removed at this time as per below (3,640 / 300 per annum) you have a healthy 12 year land supply available already (without any windfall sites arising) in existing Brownfield sites and you are only required to have a 5 year supply available which can easily be evidenced and which would stop any hostile building taking place. Therefore you need to leave the Green Belt restrictions in place until the end of this period as a minimum.	Objection noted.

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	LPPO4895	6.13	Comment	<ul style="list-style-type: none"> I am struggling to see how any of the supporting reports have informed the choice of options in the Local Plan for the urban extension on the eastern side of Kidderminster. I do not believe there has been any clear reasoning and evidence to support the proposals in this Draft Plan. The Adopted Core Strategy of 2010 makes no mention of any of the proposed permits for development which appear in the current draft plan. Indeed, section 5.13 of that document states that 'only proposals which can demonstrate very special circumstances will be permitted' within the Green Belt. Having trawled through the documents that have been published since I cannot find any evidence of a significant change in the housing needs and demographics of the district, which would warrant overturning that policy. Green Belt land is there for a very good reason, and creeping urbanisation from the Birmingham conurbation is not permitted under current planning regulations except in 'exceptional circumstances'. I cannot see that a case has been made here for exceptional circumstances. 	The Sustainability Appraisal report, the Site Selection Topic Paper, and the HELAA assessment provide evidence on the site selection process. There are also other evidence base studies that have helped to inform the plan such as the Employment Land Review, Strategic Flood Risk Assessment and ecological appraisals. The evidence base studies used for the plan can be found on the Council's website.

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				<ul style="list-style-type: none"> The National Planning Policy Framework 2012 and the 2015 Conservative manifesto stated clearly that Ministers attach great importance to the Green Belt and will maintain existing levels of protection. In March this year the Prime Minister declared that protecting the Green Belt is 'paramount', and Communities Secretary Sajid Javid said 'In 2015 we promised the British people that the Green Belt was safe in our hands and that is still the case'. What are the justifications for Wyre Forest to overturn these clear statements of policy from the Government? Landowners have put forward in the call for sites most of the Green Belt land to the east of Kidderminster which is now under threat, as they can obviously see a huge windfall coming their way, and developers can see a greater return on developing these sites than the Brownfield sites still available in the area. It would seem to be the easy option to allow these proposals to go ahead, rather than pursuing other options. 	
	LPP04588	6.13	Comment	Quotes local Councillors stating that no Greenbelt should be lost if at all possible. These are most sensible opinions which if carried forward would ensure that any inadequacies in the PG figures or failures to meet	Comments noted.

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				the employment targets would not see Greenbelt used unnecessarily and would minimise the need for any incursion into the greenbelt and thus prevent urban sprawl.	
	LPPO4142	6.13 Use of Green Belt	Object	<p>The review of the Wyre Forest Local Plan is proposing the redefinition of its Green Belt boundaries to accommodate its requirements for housing provision up until 2034. It is claiming that it is unable to meet its new housing target of 6000 houses between 2016 and 2034 without using current Green Belt land.</p> <p>Green Belt is our legacy, it is a precious inheritance that we should not abuse, indeed it is a vital part of our environment and something that we should nurture and pass on intact to further generation. It is every bit as important as providing new houses in this area for people that are not even here yet. Once Green Belt is lost its lost for ever, it is irreplaceable.</p> <p>The use of Green Belt for housing provision is against Government policy (<i>The 2017 Housing white paper</i>) states:</p> <ol style="list-style-type: none"> 1. Ensuring that plans start from an honest assessment of the need for new homes, and that local authorities work with their neighbours, so that difficult decisions are not ducked 	Objection and comments noted.

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				<p>2. Making more land available for homes in the right places, by maximising the contribution from brown and surplus public land, regenerating estates, releasing more small and medium-sized sites, allowing rural communities to grow and making it easier to build new settlements;</p> <p>iii. Helping households who are priced out of the market to afford a decent home that is right for them through our investment in the Affordable Homes Programme</p> <p>The business secretary Sajid Javid also promised 'There would be no threat to the Green Belt'</p> <p>WFDC is totally going against the Housing White Paper and the Business Secretary in proposing the use of Green Belt to build houses that are not required. I am against the use of any Green Belt land for building on. Option A takes the whole of the 2.4% stated away from the community of Spennells and Summerfield. Is this fair?</p> <p>Brown sites must be prioritised and used first, as with empty and derelict buildings.</p>	
	LPPO3539	Paragraph 6.13	Object	Once the green belt is gone it can never be put back which I am sure you are well aware of. Taking the	Objection noted. It is a legal requirement for the Local Authority to have an up to date Local

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				green belt away will not only have an effect on the wildlife in the area, it will also have a profound effect on casual and weekend visitors, who seek to visit the area for some respite from the surrounding built up areas of the Black Country and Birmingham. This would diminish the 'businesses' of the leisure and catering industry especially in Stourport and Bewdley.	Plan that meets the identified housing need. The Objectively Assessed Housing Needs (OAHN) Study sets out what our housing need is for the District. Unfortunately, we do not have enough deliverable brownfield sites left in the District. We therefore have to release some greenfield sites to be able to meet our housing requirements. This will include some greenfield sites within the Green Belt.
	LPPO3753	Paragraph 6.13	Object	I object to the Council's strategy for development as it does not have the expertise to develop Brownfield land efficiently.	Objection and comments noted.
	LPPO3153	Green Belt release	Object	I do not agree with the use of any Green Belt land for house building. The British countryside must be protected for our people and also for future generations. It seems that the proposed new housing is needed for an increasing population that cannot be controlled. Brexit appears to be the only way to achieve this.	Objection and comments noted.
	LPPO3208	6.13	Object	I am writing to strongly object to any building over our lovely countryside, for the following reason... The countryside is a beautiful natural haven for wildlife, flowers, hedgerows it is there to be enjoyed by all.	Objection noted. It is a legal requirement for the Local Authority to have an up to date Local Plan that meets the identified housing need. The Objectively Assessed Housing Needs (OAHN) Study sets out what our housing need is for the District. Unfortunately, we do not

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				<p>I do not accept that we need as many new houses as stated, this area has not had such a huge population explosion. So the new homes must be for out of town commuters.</p> <p>Our roads are already congested, they would become even more so with the amount of proposed new houses.</p> <p>It's very difficult for the existing doctors to cope with all their patients, waiting times for an appointment keep getting longer.</p> <p>The hospitals cannot cope at all with demand, patients in corridors, worst in the country for all manner of reasons.</p> <p>Our schools are full, very often parents cannot get their children into the local school of their choice.</p> <p>There are very few jobs in this area, so any new people will be commuting out of town for work.</p> <p>We need more affordable homes, so the young can make a start on the property ladder, smaller homes near the town centre, so the elderly may be encouraged to downsize to free up their larger family sized homes.</p>	<p>have enough deliverable brownfield sites left in the District. We therefore have to release some greenfield sites to be able to meet our housing requirements. This will include some greenfield sites within the Green Belt.</p>

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				You cannot seriously think that you can build all over our countryside without any consideration for the local people who live here and without any plans to build better roads, more Hospitals, doctors and schools.	
	LPO2685	6.13 Use of Green Belt	Object	<p>I understand that the Council are considering giving planning permission to build houses on Green Belt land for which many people are opposed to? Given that it is Green Belt I am somewhat surprised at this decision.</p> <p>We do not need more houses, because there is already a glut of them around the country? This will do nothing to 'build relationships between the general public and Governments/Councils.</p>	Objection noted. It is a legal requirement for the Local Authority to have an up to date Local Plan that meets the identified housing need. The Objectively Assessed Housing Needs (OAHN) Study sets out what our housing need is for the District. Unfortunately, we do not have enough deliverable brownfield sites left in the District. We therefore have to release some greenfield sites to be able to meet our housing requirements. This will include some greenfield sites within the Green Belt.
	LPO3754	Paragraph 6.14	Object	I object to the Council's development strategy as Green belt being 'open countryside', the consumption of it makes farms less viable.	Objection and comments noted.
	LPO3755	Paragraph 6.15	Object	The statement is contradictory with its development strategy so I object to that strategy.	Objection noted.
CORE11	LPO204	6-15	Support	Support for paragraph 6.15.	Support is noted.
Historic England	LPO1265	6.15 Green Belt	Comment	We note the varied references to the Green Belt and the potential removal of land from the Green Belt for development. We further note the reference to the five purposes of the Green Belt on page 30 which we	<p>Comments on 6.15 Green Belt noted.</p> <p>A strategic review of the Green Belt has been undertaken prior this consultation, together</p>

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				welcome. Has the Council finished the Green Belt review? Was there any impact for the historic environment and if so, how is this being addressed?	with site analysis. Further site-specific analysis is underway which will inform the extent of the Green Belt proposed for the deposit draft. Impacts for the historic environment identified in the review and site analysis will be assessed within the Heritage Evidence Base.
	LPP0452	6.15 OC/4	Object	The Green Belt to the east of Kidderminster plays a vital part in separating the town from the West Midlands Conurbation. Development of land behind Baldwin Road would be a serious visual incursion into the Green Belt and would impact on wildlife habitats on the buffer zones for the Hurcott and Podmore SSSI's.	Objection is noted.
CORE11	LPP0205	6-16	Comment	In discussing green belt issues, it should be noted that where green belt secures any merging of towns or districts, it can however be acquired for recreational use, especially where a shortage of open space prevails.	Comment noted.
	LPP0470	paragraph 6.16	Support	Support for para 6.16	Support noted.
	LPP03756	Paragraph 6.16	Object	There is no evidence of exceptional circumstances; the housing market is flat with no further demand. Independent analysis is dismissed by the OAHN document. The Council's documents show no	Objection noted.

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				consistent numbers of affordable housing need. I object to the process/development strategy.	
	LPP03757	Paragraph 6.17	Object	I object to the Council's policy of development as it has missed opportunities to build upwards.	Objection noted.
	LPP03758	Paragraph 6.18	Object	The Council is misguided in thinking that smaller towns need fewer facilities/infrastructure so these should not be protected from development in favour of overdevelopment of larger towns which increases transport needs. I object to the Council's strategy.	Objection noted.
	LPP03759	Paragraph 6.20	Object	I object to the Council's strategy for regeneration via more house building - it doesn't work.	Objection noted.
	LPP03760	Paragraph 6.21	Object	I object to the Council's strategy for development, tourism cannot be enhanced by building more houses the need for which is based on the OAHN which uses subjective assumptions.	Objection noted.
	LPP03675	6.21	Object	6.21 – There is no evidence for this. Where are the maps and information on which to make a judgment for the Eastern By pass? You have not advised how regeneration will occur. The transport, road and rail links are insufficient. Developing roads further will have the opposite effect on the region, serving to by-pass Kidderminster completely on the way to Birmingham or Worcester.	Objection noted.
	LPP03761	Paragraph 6.22	Object	I object to the Council's strategy, it should encourage better land use via more efficient design.	Objection noted.

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	LPPO4506	6.23	Comment	Stourport has recently developed excellent venues for food/live music and has a thriving evening/weekend economy so residents do not need to travel to Kidderminster which should no longer be regarded as the evening entertainment/social hub of the area.	Comments noted.
	LPPO3764	Paragraph 6.24	Object	I object to the Council's strategy; there is not an infinite supply of green belt on which to build falsely derived housing analysis.	Objection noted.
Moor Park Trustees	LPPO1099	6.24 - Urban extension	Support	The proposal, for an urban extension, maximizes two key basic principles a key one of which is a scale of new development which will allow effective provision of infrastructure and will thus capture sufficient contributions for supporting infrastructure.	Support noted.
	LPPO3765	Paragraph 6.25	Object	I object to the Council's strategy, the OAHN document contains conflicting evidence and is dismissive of independent analysis reporting a false scale of development. There is sufficient brown field land for modest development to enhance the area and attract investment.	Objection noted.
	LPPO3676	6.25	Object	6.25 I do not believe you have justified the need to release Green Belt under the NPPF. Please see my comments under 1.18. You have not provided sufficient evidence under the areas highlighted.	Objection noted.
	LPPO506	6.25	Object	Why do we need so many extra houses - I think the	Objection noted.

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				premise is wrong. We don't need to use the Green belt in the eastern side. Yes to Lea Castle as that has been talked about for many years.	
CORE11	LPPO206	6-25	Comment	In line with the Core Strategy and NPPF any review of green belt should consider whether the district, has the full amount of statutory open and recreational space requirements already in place. Development in these areas would only make the shortages worse.	Comments noted.
	LPPO3766	Paragraph 6.26	Object	I object to the Council's strategy; the overall District housing requirements have been falsely derived.	Objection noted.
	LPPO2311	Paragraph 6.26	Object	6.26 - figures incorrect as based on rounding up, miscalculations and general poor calculations. Given this has not been done properly it makes the rest of the plan a nonsense!	Objection noted.
	LPPO4718	6.26	Comment	6.26 This paragraph mentions the HELAA (?) and says that there is potential for 1200 dwellings on Brownfield sites within the main towns and 600 on Lea Castle. So, another 2000 dwellings which added to the over 2000 dwellings already started or committed as shown in 6.4 takes us very near the total required by 2034. Or is some of this double counting?	This is referring to the housing capacity of potential site allocations on brownfield land within the main towns and the additional 600 at Lea Castle (pdl area). The point being made is that there is not enough brownfield land to accommodate all of the housing requirement. There is no double counting included in the figures.
	LPPO4719	6.27	Comment	6.27 Proposes the removal of 2% of all land from the Green Belt. Why? Given the above amount of housing	Objection noted. It is a legal requirement for the Local Authority to have an up to date Local

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				<p>on Brownfield or already committed which does not require this to happen at this moment.</p> <p>Building houses takes time. I would imagine from watching the development on Silverwoods which is still not completed we are talking at least 10 years into the future before any release of Green Belt land needs to be considered and reviewed. We are all aware of how goal posts keep changing as Government's change and Brexit will have an influence as well as what happens in the rest of the West Midlands.</p>	Plan that meets the identified housing need. The Objectively Assessed Housing Needs (OAHN) Study sets out what our housing need is for the District. Unfortunately, we do not have enough deliverable brownfield sites left in the District. We therefore have to release some greenfield sites to be able to meet our housing requirements. This will include some greenfield sites within the Green Belt.
	LPPO4813	6.27	Comment	We are told that this Local plan will only use 2% of the Green Belt. Why does this 2% have to be contiguous with the existing developments? Why can't this 2% be separated from the existing developments?	Development needs to be located in sustainable locations. Next to existing urban areas with local services are sustainable locations. The new development can also help to support and sustain the existing local services and create new ones. It can also lead to infrastructure improvements such as road junction improvements
	LPPO3933	6.27	Object	<p>6.27 'Therefore to meet the needs of the growing population, removal of around 2% of all land from the Green Belt would be required'</p> <p>This statement would appear contradictory to the fact that the population of Kidderminster has remained static since 1991.</p> <p>The Assessment of Housing Need Report, Section 2</p>	The population of Wyre Forest District is projected to increase by 4.9% over the course of the Plan Period 2016-2036, from 100,000 in 2016 to 105,300 in 2036. There will be a marked increase in the number and proportion of older residents. The population aged 65+ years is expected to increase by 28.1% from 24,200 in 2016 to 31,800 in 2036. (Data based on ONS 2016-based Subnational

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				<p>states that the 'Housing Market Area remains unchanged' it also states that 'latest mid year population estimate for Wyre Forest suggests a population of just over 99,500, a 2.7% increase since 2001, well below the Worcs figure of 6.7%, West Midlands, 8.9% and an average rate for England of 10.8%.</p> <p>I would suggest therefore that any reference to population growths would be more accurate if it were deemed, 'anticipatory' growths, and therefore risking removal of Green Belt land for, apparent unknown and unchallenged data, would seem too casual a step to take.</p> <p>Furthermore, 'an ageing population' would imply that natural changes in the current housing stock, would, within the Local Plan period, become available, to meet real or anticipated housing need.</p>	<p>Population Projections).</p> <p>This suggests that the population is not 'static'. For further information please see the updated OAHN Study which will be published on the Council's website during the Pre-Submission consultation.</p>
	LPP03767	Paragraph 6.27	Object	<p>I object to the Council's strategy; evidence suggests that the population is stable and there is little need for large scale housing. The OAHN document dismisses three independent analysis. The planned urban extensions are unsustainable.</p>	<p>Objection noted.</p> <p>The OAHN follows the guidance for determining housing needs as laid out in guidance available at the time and will be updated to reflect changes in the NPPF and PPG.</p> <p>Since the Preferred Options document was</p>

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					consulted on, the Government have published their Standardised Methodology for calculating housing need. The Council is therefore undertaking a revised OAHN study which will use the Government's new standardised methodology.
Wyre Forest Community Housing	LPPO1648	Para 6.27	Support	In respect of the Reasoned Justification (6.27), we fully support the expansion of the Kidderminster urban area and the utilisation of Green Belt land.	Support is noted.
	LPPO4720	6.28	Comment	6.28 The Council needs to work proactively together with not only landowners, developers and others who make money from this but with the people of the area it serves. Councillors are elected by us and we pay through our council tax for staff within the Council. Recent events both national and in London have demonstrated what happens when those serving us do not follow the needs and will of the people.	Comments noted.
	LPPO3768	Paragraph 6.29	Object	I object to the Council's strategy and to its distinction of Bewdley and Stourport as market towns; Kidderminster is also a market town.	Objection is noted. Kidderminster was not identified as a 'market town' in the currently adopted Local Plan (see para 5.33 of adopted Core Strategy.) Both Stourport-on-Severn and Bewdley benefitted from their status as 'market towns' under the Advantage West Midlands (AWM) Market Towns Initiative.
	LPPO3772	Paragraph 6.30	Object	I object to the Council's strategy and to its distinction of Bewdley and Stourport as market towns; Kidderminster is also a market town.	Objection is noted. Kidderminster was not identified as a 'market town' in the currently adopted Local Plan (see para 5.33 of adopted

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					Core Strategy.) Both Stourport-on-Severn and Bewdley benefitted from their status as 'market towns' under the Advantage West Midlands (AWM) Market Towns Initiative.
	LPP03792	Paragraph 6.31	Object	I object to the Council's strategy and to its distinction of Bewdley and Stourport as market towns; Kidderminster is also a market town and should not be used for development unwanted in other areas.	Objection is noted. Kidderminster was not identified as a 'market town' in the currently adopted Local Plan (see para 5.33 of adopted Core Strategy.) Both Stourport-on-Severn and Bewdley benefitted from their status as 'market towns' under the Advantage West Midlands (AWM) Market Towns Initiative.
	LPP0161	6.31	Comment	Stourport is not and never has been a market town. It is correctly described below (6.34) as a canal town but today would be regarded as a Heritage town because of its important canal history. This distinction is important because it provides a focus on what is important about the town, its not shopping nor markets but history, protection of its heritage and tourism.	Objection is noted. Kidderminster was not identified as a 'market town' in the currently adopted Local Plan (see para 5.33 of adopted Core Strategy.) Both Stourport-on-Severn and Bewdley benefitted from their status as 'market towns' under the Advantage West Midlands (AWM) Market Towns Initiative.
Stourport on Severn Civic Society	LPP01297	Para 6.32	Comment	The historic core of Stourport (Bridge Street, High Street, York Street) offers potential for improvement of flats above shops, enhancing both the townscape and providing residential accommodation.	Comments noted.
Stourport on Severn Civic Society	LPP01295	Para 6.33	Comment	In Stourport the local infrastructure and road system are already at full capacity, particularly Stourport Bridge and the town centre one-way system. These are limiting factors to any increase in traffic flow.	Comments noted.

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	LPP0165	Housing Option B	Object	The option for additional housing to be built on Rectory Lane will increase already overly heavy traffic, especially at peak times. The Gilgal to the bridge is already subject to long periods of slow moving and even stationary traffic. This also backs up to areas as far as Worcester Road, Wilden Lane and beyond. This also hugely increases health risks from increases pollution from 'idling' engines. Any plan that that uses Green Belt land before fully exhausting all other options, especially Brown Field is to the detriment of future generations.	Objection noted.
	LPP0173	6.38	Comment	As a tourist destination, Bewdley needs a place for coaches to park, within close proximity to Load street to cater for elderly coach parties.	Comment noted.
Wyre Forest Green Party	LPP01415	Para 6.39	Comment	For Bewdley, the summary states that new developments on Brownfield sites in or adjacent to the town centre are limited by various factors including the Welch Gate air quality management area. This AQMA has been in place since 2003. Despite an action plan the only measure implemented has been a change in priority at the junction of Welch Gate with Dog Lane. The only effective action would be changing Welch Gate to a one way traffic flow or other traffic management measures in Bewdley town centre.	Comments noted.
	LPP0607	Welch Gate air	Comment	Due the problems of stationery traffic it is surprising that the right of way has not been changed (say for 12 months) to monitor the Air Quality in Welch Gate.	Comment noted.

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		quality		Nothing has been done in the 10 years we have been here!	
Worcestershire County Council, Planning Economy & Performance	LPPO1135	Paragraph 6.41	Comment	Suggest amend to last sentence to read, "The provision of superfast and ultrafast broadband in addition to the availability of mobile infrastructure able to provide 2G, 3G, 4G and increasingly 5G coverage will be essential in developing the economic base of the rural areas."	Comment noted and agreed.
	LPPO4721	6.42	Comment	6.42 Horsiculture? Surely we don't need to use made up words.	Comment noted. 'Horsiculture' is the commercial development of the countryside for pasturing or exercising horses.
Land Research & Planning Associates Ltd	LPPO551	6.44	Comment	We agree that sustainable living in rural areas is as important as urban areas though do not see how this is being addressed.	Comment noted. It is being addressed through the policies within this emerging Local Plan, some of which relate specifically to rural areas.
	LPPO3680	6.44	Object	6.44 There is no evidence to support how this element will be satisfied. Commuting further distances will be the result of the increased development as Kidderminster becomes a soulless commuter town.	Objection noted.
Land Research & Planning Associates	LPPO552	6.45	Support	It is essential that the Revised Local Plan needs to take into account the points made previously.	Support and commented noted.

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Ltd					
CORE11	LPPO238	6-45	Support	Support for paragraph 6.45.	Support noted.
Summerfield Against Land Transformati on	LPPO1616	6.45	Comment	We reject your approach to the Local Plan and its reliance upon housing, indeed being housing led. Given both the population dynamics and economic concerns we believe that your strategy should be reversed i.e. it should be economic development led. You should seek to stimulate the economy e.g. rate relief and grant giving, work more closely with local employers e.g. with SVR and the Safari Park, seek to stem job losses and improve educational performance and thus the qualification base of the workforce. It is our belief that such a course would stimulate the economy, create vibrancy and lead to and support subsequent housing development.	Comment noted. The Local Plan also has an employment land requirement to meet. See the Employment Land Review Study for further details. This ELR study has helped to inform the plan and the sites allocated for employment use.
	LPPO3681	6.46	Object	6.46 How will extra monies be available? There is no evidence in your proposals. How will Kidderminster fund the extra health, transport, waste disposal, schools, pre-schools and nurseries, care in the community, libraries and parks to name but a few of the services which will be under greater demand. I understand there are monies to be made available for developments in Churchfields urban village – but there is no evidence in your plans to show how this will benefit the Spennells side of Kidderminster. The grants you propose will be received from the	The Infrastructure Delivery Plan (IDP) sets out the infrastructure requirements for the emerging Local Plan.

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				Government, local enterprises and private investment will be insufficient to fund the needs of the huge influx of residence you propose.	
Worcestershire County Council, Planning Economy & Performance	LPPO1137	Paragraph 6.46	Comment	<p>This paragraph usefully makes reference to the securing finance for the implementation of sufficient supporting infrastructure, and the need for a critical mass of development to enable the effective provision of sufficient infrastructure, which we support. This raises two additional issues:</p> <p>1. Cross reference to comments on the infrastructure delivery plan and the viability assessment which provide evidence of both the infrastructure need and the financial challenge that exists in securing contributions. In particular that it is unlikely that development alone will pay for the delivery of infrastructure and external funding will be required from different sources.</p> <p>2. Some of the infrastructure required may be outside of Wyre Forest District because of the impact of Wyre Forest residents and businesses on the wider transport network, for example. Whilst schemes outside of the district cannot be allocated in this local plan, they can be listed in the IDP and the second bullet on the provision of infrastructure could be expanded to include: "to enable effective provision of directly related infrastructure in the district and in</p>	Comments noted. We look forward to working with Worcestershire County Council as we shape the Infrastructure Delivery Plan further for the emerging Local Plan.

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				neighbouring authorities". The final sentence in 6.46 may risk raising unrealistic expectations, especially as the term "real benefit" is abstract, and would benefit from qualifying, such as real benefit to the district as a whole.	
	LPPO3749	Paragraph 6.46	Object	I object to the Council's strategy and thinking for development, linked to funds becoming available to justify the scale of development. We do not need towns to grow beyond their natural size for their setting by adding more roads, schools, shops and industrial units on the outskirts of the town centres. Instead regenerate its town centres.	The Infrastructure Delivery Plan (IDP) sets out the infrastructure requirements for the emerging Local Plan.
	LPPO3786	6.47	Object	Persimmon Homes, inadvertently, provided the catalyst to the level of debate that the residents of Wyre Forest now find themselves involved in. I personally believe the Green Belt Review and the LPR document would have slipped through very much unnoticed if Persimmon hadn't made a fundamental mistake. I do not feel the consultation process to be fair, inclusive or within the spirit of the NPPF. I have had to actively seek access to all documents that have helped shape my opinion — even requesting that documents were correctly, chronologically ordered on WFDC portal. The language and terminology used can be at best described as ambiguous. This would have negated	The Preferred Option Plan and the supporting evidence base documents were made available on the Council's website for public viewing throughout the whole of the consultation period, and remain on there now. The documents were also available at the eight drop-in sessions held throughout the District during the consultation event. Hard copies of the Preferred Options Plan was also available at the Council Hob and local libraries in the District.

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				many residents being able to fully comprehend the magnitude of the proposed options. I believe the Local Plan Review to be biased in its writing and a cynical approach taken to the presentation and timing.	
	LPPO3794	Paragraph 6.47	Object	I object to the Council's strategy and thinking for development. There is no objective evidence to support the perceived large scale development. The figures are false, derived for the Council as a paid contractor which is dismissive of independent analysis. The scale of development is unnecessary. It is poor land use policy to simply blight perfectly good Green Belt due to the Council's inability to drive through good efficient development of Brownfield and inner town development. Simply adopting the least resistance is a mark of poor direction and ability by the Council. This provided residents with low confidence of the ability of the Council to properly look after its existing residents to the Area and points to it not having the required skills in place to tackle more challenging issues.	There is a legal requirement for Local Authorities to meet their housing need for their areas. The OAHN Study published in April 2017 calculated the housing need for the district, which was used as the evidence to inform the Preferred Options plan. Since the Preferred Options consultation, the Government has published their Standardised methodology for calculating housing need. The Council is therefore undertaking a revised OAHN study which will use the Government's new standardised methodology.
	LPPO4149	6.47	Object	Fairness should be observed – currently the Local Plan is biased towards Option A which unfairly shoulders the greatest loss of Green Belt and the greatest number of new houses built in one big mass, as well as a new road cutting straight across the peaceful countryside. The Local Plan is written in totally biased language. Examples are seen in Table 6.06, Comparison	Objection and comments noted.

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				<p>of Option A and Option B:</p> <ol style="list-style-type: none"> Option A looks to minimise the number of sites in a more concentrated strategy whilst for Option B a greater number of sites will be required and overall a more dispersed strategy Option A is more likely to enable viable provision of affordable housing Option A enables the building of Kidderminster Eastern Relief Road which would: Provide access for the new development to the east of Kidderminster Enable S-NE traffic to by-pass Kidderminster altogether en route to M5 motorway and Birmingham Help relieve congestion on A449 and in Kidderminster (Ring Road, Horsefair etc) Help facilitate an improvement in AQMA at Churchfields (<i>what does this mean?</i>) Option A will not impact as much on A451 and A449 as larger Lea Castle Scheme (Option B) Option A maximises the benefit of proximity to Kidderminster rail station (<i>It is at least 2 miles and unwalkable</i>) Whereas Option B would not enable the building of the Kidderminster Eastern Relief Road and the benefits this scheme allows In Option B -Additional development at Lea 	

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				<p>Castle will put additional pressure onto A451 and A449 from the north into Kidderminster</p> <p>12. In Option B – Additional development to west of river, particularly at Arley Kings is likely to have a negative impact on Stourport on Severn and the river crossing</p> <p>It is clear that the planners favour Option A on the basis that they can have a new Eastern Bypass that was denied them years ago when original scheme was scrapped.</p>	
	LPPO4834	6.47	Object	The Local Plan has been designed to present the case as a clear choice between Option A or Option B, although some clarification has now been offered that all aspects of the Plan can still be challenged. This has meant that local people were being asked to comment upon a Plan which was not fairly or accurately presented. The Plan as presented was clearly weighted towards the so-called advantages offered by Option A (such as the building of an Eastern Relief Road), while presenting the disadvantages of choosing Option B (less provision of local infrastructure). The architects of the Plan had clearly already decided which Option they preferred so the Plan was not offered in a balanced or even-handed way, thus not presenting the case fairly.	Objection noted. Comments could be made on any of the sites within the plan and the large number of consultation responses we have received has proved that this worked effectively. In particular, para 6.57 of the Preferred Options document asked specifically if there were any other alternative options that the public would like to suggest.
	LPPO4783	6.47	Object	I object to the unfairness of weighting given to the paragraphs 6.55 and 6.56. Option A is proposed in a positive light, stating what it could supposedly help	Objection and comments noted.

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				and Option B is placed with negative arguments about possible problems it might entail. This means that the initial proposal has been made on unfair grounds, with its influential wording affecting people's thoughts, before giving them a fair chance to look at the pros and cons independently and giving them a fair chance to make up their own minds.	
	LPPO4867	6.47	Comment	I would urge the Council to review its housing need and figures, and guarantee that all Brownfield sites are used before any Green Belt land is released.	Objection noted. It is a legal requirement for the Local Authority to have an up to date Local Plan that meets the identified housing need. The Objectively Assessed Housing Needs (OAHN) Study sets out what our housing need is for the District. Unfortunately, we do not have enough deliverable brownfield sites left in the District. We therefore have to release some greenfield sites to be able to meet our housing requirements. This will include some greenfield sites within the Green Belt.
	LPPO5129	6.47	Comment	<p>The Wyre Forest DC plan was not put forward in a fair way. The campaign against it did more to publicise it than the council did. The council intended to hold no drop-in information event for Spennells, the area most affected by the proposal, despite other less affected areas getting such drop-in events. Why not? There only was one in Spennells thanks to the effort of a Spennells councillor to stop this bias.</p> <p>The plan itself presents the Core build sites as non-</p>	Objection noted. Comments could be made on any of the sites within the plan and the large number of consultation responses we have received has proved that this worked effectively. In particular, para 6.57 of the Preferred Options document asked specifically if there were any other alternative options that the public would like to suggest.

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				negotiable and pressures residents to support Plan A as the "preferred" plan, discouraging anything but picking A or B or objecting to any part of the Core, such as behind Spennells.	
	LPPO2936	Paragraph 6.47	Object	<p>How does the Local Plan ensure deliverability? Greenfield sites are cheaper to develop and are very attractive to developers and conflict with the profitability of Brownfield sites, where issues of existing and precious old buildings, land clearance and cleansing constrain profits. The LPR must make clear stronger requirements for the development of the Green Belt released sites, the need to 'add' environmental gain. Details are given for the need to relieve traffic congestion in Kidderminster with the Eastern Relief Road, but robust green infrastructure is also vital to enhance new and existing communities.</p> <p>The viability problems of Brownfield sites seem to be lacking any solution, so areas will remain blighted for the plan period. There are significant landscape considerations for wide rural and Green Belt areas of the district, whereas for others who live in more urban areas, landscape value is just as significant and should be evidenced as such, through robust policy for the development sites. It is not just a matter of funding a new road, but ensuring other areas are developed on an economic level playing field.</p> <p>It would be appropriate to see a similar set of</p>	Objection and comments noted.

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				<p>safeguards for these proposed release areas as exist for rural areas of Wyre Forest, to ensure a high standard and positive contribution to make a place 'unique'. Clear parameters for green infrastructure would even the economic playing-field of development.</p> <p>In proposing release of Green Belt, policy addressing environmental matters such as sustainably built housing- low carbon and greenhouse gas emissions and ability to accommodate the impacts of climate change over the plan period are not given sufficient importance for the development process. These matters should be evident in the LPR, so these sites contribute to the locality in the way that rural areas can and do.</p>	
Hurcott Village Management Committee	LPP01625	6.47 - viability	Comment	Large areas of Wyre Forest, currently owned by developers who have designated planning permission, are not being developed due to a lack of financial viability. While these areas remain undeveloped Wyre Forest is being forced to consider other sites. Surely the structure and details of the Local Plan should be in the hands of WFDC and not potential developers.	Comments noted. The Council does work with developers/landowners to bring forward the more challenging sites on brownfield land for development. The Council will also use its compulsory purchase powers where necessary.
Spennells Against Further Expansion	LPP01744	6.47	Object	It is remiss of Wyre Forest District Council that they did not make it clear early enough to residents that all areas suggested in the draft local plan can be commented upon. Many people are of the impression that they have to choose between one of two packaged-up options and that "Core" areas which are	Objection noted. The Sustainability Appraisal and the Site Selection Process Topic Paper set out the process the Council has undertaken to identify the proposed allocation sites. The HELAA document has also informed this process. These documents will be available for

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				<p>incorporated in both options are a “done deal”.</p> <p>By presenting the Draft Local Plan proposals in this way, the District Council has effectively disenfranchised comment. It is only recently (Express and Star 3/08/17) that the WFDC press releases have not implied a fixed choice. By changing the presentation of the consultation mid-way through, not all residents have had time to understand that any site can be commented upon or alternative suggestions be made.</p>	public viewing during the pre-submission consultation.
Taylor Wimpey West Midlands	LPPO1491	Paragraph 6.47	Comment	<p>Urban Extensions vs Dispersal</p> <p>In addition to a 20% buffer different types of sites in different locations should be included. If one/ two large urban extensions are exclusively proposed to deliver the dwelling requirement, there is the risk that in the short term no dwellings will be delivered as the administrative tasks associated with large schemes inevitably take longer to be processed, there are possibly multiple land owners that will need to be satisfied when preparing and executing the S106 and often significant infrastructure is required and is necessary to be delivered before the construction of dwellings can commence. An example of where this have recently happened is in Rugby Borough, where only two large urban extensions were proposed and as a result of the issues identified above, the Council</p>	Comments noted.

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				<p>failed to demonstrate a five year land supply (which is still the case and has been ever since their Core Strategy was adopted in June 2011). One of the two extensions, due to its scale, will now not be required within the plan period. The Council is now rectifying this issue through a review of the Plan, which extends the plan period and includes new smaller deliverable sites to plug the gaps.</p> <p>Whilst it is good planning practice to reap the benefits of large scale development on the urban edge to comprehensively plan a neighbourhood and secure the delivery of required infrastructure, it is important that housing delivery is maintained throughout the plan period to enable households to form as and when they need to. The best way this can be achieved is through identifying additional sites elsewhere in the District. Further, different housing needs and preferences exist across the District and, therefore, to provide choice and variety to households, in a sustainable manner, is beneficial. This is particularly so when new housing is often a more popular choice for first time buyers given the support provided through the successful 'Help to Buy' initiative. Alternatively, households may choose to relocate elsewhere outside of Wyre Forest, which would be potentially detrimental to the local economy.</p> <p>Whilst housing should be located in the most sustainable locations from the perspective of</p>	

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				<p>minimising the need to travel, there are a number of social benefits to locating homes in more rural locations (i.e. sustaining local services, allowing families to live nearby relatives and, inevitably, achieving a balanced population to help a location to thrive). Development can bring with it much needed facilities and infrastructure to communities, which could improve the quality of life for residents. It is therefore important that a reasonable level of development is dispersed to deliver sustainable communities across Wyre Forest. This should, however, not undermine the vision for a comprehensive urban extension to the south and east of Kidderminster and the strategic benefits this could deliver.</p> <p>In terms of the proposed options put forward by Wyre Forest in the Preferred Options Draft Local Plan Review, Option 'A' seeks to locate concentrated development outside the main towns to two urban extensions and Option B seeks to deliver two smaller urban extensions and a more dispersed strategy elsewhere. Whilst both options have their merits, it is considered that a combination of both Option 'A' and 'B' would provide both deliverable and sustainable growth in Wyre Forest for the reasons identified above.</p>	
	LPPO4643	6.47	Object	The Local Plan is not in accordance with the guidelines	Objection and comments noted.

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				<p>for Public Consultation and recognised best practice so should be revisited and also cover Blakedown.</p> <p>I believe the plan/some supporting documentation is biased to Option A.</p> <p>The promise to develop all brown field sites before Green belt seems false.</p> <p>I think we need 3000 houses not 6000 on a site to include a Drs/school with only Lea Castle/land behind Spennells and the Comberton/Offmore Core being big enough.</p>	
	LPPO4829	Development Strategy	Comment	<p>The plan identifies as Core Sites the development of 3640 dwellings, the bulk of which fall in Green Belt on the eastern side of Kidderminster. In particular (OC/6), (OC/13) and (WFR/ST/2). In addition Option A includes (WFR/ST/2) and (AS/10) together providing together 930 dwellings.</p> <p>Firstly I would question the need for the provision of an additional 5400 dwellings and therefore the need for substantial development on the Green Belt. I would question whether there has been a rigorous enough assessment of Brownfield sites within the District.</p> <p>The Strategic Housing Land Availability Assessment shows a potential of 4475 dwellings which would go a</p>	<p>Objection noted. It is a legal requirement for the Local Authority to have an up to date Local Plan that meets the identified housing need. The Objectively Assessed Housing Needs (OAHN) Study sets out what our housing need is for the District. Unfortunately, we do not have enough deliverable brownfield sites left in the District. We therefore have to release some greenfield sites to be able to meet our housing requirements. This will include some greenfield sites within the Green Belt.</p>

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				long way to meeting housing need. I would contend that these are obvious Brownfield sites. If Kidderminster is to be promoted as a vibrant “city living location” there may well be scope for further mixed use redevelopment within the town.	
	LPO4749	6.47	Object	<p>I personally believe the Green Belt Review and the LPR document would have slipped through very much unnoticed if Persimmon hadn’t provided the catalyst to the level of debate that the residents of Wyre Forest now find themselves involved in.</p> <p>I believe the Local Plan Review to be biased in its writing and a cynical approach taken to the presentation and timing. Land should be sold as Green Belt/agricultural land and the value reflected as such – especially as this is still a consultation period.</p> <p>Otherwise in my opinion it looks as if it is inducement and allows developers to land bank and bully local councils. The fields were neglected for the purpose of photographs (whilst previously rotational fallow field farming practiced).</p> <p>I also feel concerned that areas are ringfencing themselves with ‘Neighbourhood Plans’ with Stone Parish Council (of which 40% of the proposed Option A falls within), lagging behind.</p> <p>Planning, has made many mistakes that have led to the</p>	<p>Objection noted. It is a legal requirement for the Local Authority to have an up to date Local Plan that meets the identified housing need. The Objectively Assessed Housing Needs (OAHN) Study sets out what our housing need is for the District. Unfortunately, we do not have enough deliverable brownfield sites left in the District. We therefore have to release some greenfield sites to be able to meet our housing requirements. This will include some greenfield sites within the Green Belt.</p>

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				<p>downturn of the town centre. It was only a matter of time once Crossley Park and Weavers Wharf were developed that flagship stores would move to a location with doorstep parking. The development of the new leisure complex out of town is a huge blow to Kidderminster town centre, and is rife with errors of its own. The new relief road has only managed to move traffic issues from Stourport Road Island further down A449 towards Hoobrook. Impacting on Spennells Valley Road, Wilden Lane and A449 Northbound from Black Bridge.</p> <p>The future of Kidderminster must start with rejuvenation of the town centre spreading outwards. The large units will never attract new business. The current financial climate would make the risk of undertaking a retail unit of that size too great. Breaking the buildings up into low rise apartments with small artisan retail units interspersed would be the best option. Include pockets of green space and trees, with seating. The local schools and college should be encouraged to run small businesses as part of educational programmes. Design students encouraged to group together and run a cooperative – showcasing their individual talents. The canal side and tourism exploited for its maximum potential. The access routes into the town centre need to be made safer and more attractive. On the protest march I noted the extent of the vandalism and stench in the underpass – I certainly</p>	

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				<p>wouldn't walk there alone or encourage my daughters or any tourist to.</p> <p>Offering Option A or Option B is a divisive and dangerous tactic – one that splits communities and gives way to resentment. Who am I to say that the Green Belt in Kidderminster is more important than the Green Belt in Stourport? If the projected growth figures are accurately calculated it will be unnecessary to develop on any Green Belt land. If WFDC harnessed the passion raised by this consultation and worked with residents then maybe we may achieve something lasting and worthwhile.</p> <p>I must ultimately conclude that WFDC are happy to support a document that is biased in its writing and statistically incorrect; or the Councillors themselves are not qualified to read and interpret the data presented. If this is so then the residents of Wyre Forest are not being offered a fair and inclusive consultation. I urge WFDC and politicians at every level to listen to the residents – the very people who elected you, the very people you represent, the very people who you serve.</p>	
	LPP04777	6.47	Object	<p>Bias in structure of “options”.</p> <p>The Sustainability Appraisal describes the two options presented in the Draft Local Plan as follows: <i>A.13 The</i></p>	Objection noted. Comments could be made on any of the sites within the plan and the large number of consultation responses we have received has proved that this worked

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				<p><i>preferred options are for Option A to be more contained with an urban extension to the east of Kidderminster and for option B to be a more dispersed approach.</i></p> <p>WFDC website describes the Draft Local Plan proposal this way: <i>The Preferred Options document sets out 2 possible options for potential sites of new development. It seeks to identify and allocate land only, detail for each site would be subject to a planning application.</i></p> <p>WFDC did not make it clear early enough to residents that <u>all areas suggested</u> in the draft local plan could be commented upon. Many people are of the impression that they have to choose between one of two packaged-up options and that “Core” areas which are incorporated in both options are a “done deal”.</p> <p>In The Shuttle of 15th June, the consultation is presented this way: <i>The council is proposing two options - one option sees additional development concentrated to the east/south of Kidderminster, while the second option would see growth more widely dispersed, particularly around Stourport and adjacent to Lea Castle.</i></p> <p>By presenting the Draft Local Plan proposals in this way, the District Council has effectively</p>	effectively. In particular, para 6.57 of the Preferred Options document asked specifically if there were any other alternative options that the public would like to suggest.

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				<p>disenfranchised comment.</p> <p>It is only towards the end of the consultation that the WFDC press releases have changed their tune. For example, the Express & Star (3 August 2017) quotes from the WFDC press release this way: <i>Comments can be made on any of the sites proposed for development and alternative suggestions made before 5pm on August 14. The final draft plan may include a combination of sites from the options put forward and from new suggestions.</i></p> <p>There is no strong push here for the two preferred options. By changing the presentation of the consultation mid-way through, not all residents have had time to understand that any site can be commented upon or alternative suggestions be made.</p> <p>Bias in Content of “Options”</p> <p>In the presentation of the two preferred options (in Appendix E of the Sustainability Appraisal), Option A appears to have more plusses and less minuses than Option B. However, this is false for the following reasons:</p> <ul style="list-style-type: none"> • The “Eastern Relief Road” is not necessarily a benefit. • There is no evidence that a road, for which 	

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				<p>there is no detail, will “help reduce traffic congestion in the town centre”.</p> <ul style="list-style-type: none"> Option A is claimed to have a significant improvement “on traffic issues and the AQMA around the Horsefair in Kidderminster.” Any traffic amelioration measures which take place at the Horsefair can be done in conjunction with a redevelopment of the sites at Churchfields and are completely independent of housing development and roads at Spennells. There is a claim that Option A will “enable more effective school provision” by concentrating over 1000 homes in one area – however, there is no guarantee any school will be built. Concentrated development to the east of Kidderminster is said “to provide additional services and facilities such as infrastructure, shop, school, cycleways and footpaths.” This could equally be said for a concentrated development in any area. 	
	LPPO4916	6.47	Object	I believe the plan is biased to Option A as is some of the supporting documentation. Also, it is fact that no “drop in session” was originally planned for the impacted people of Spennells which is another indication of unacceptable bias to Option A	Objection noted.

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	LPPO2734	6.47 Document Bias	Comment	<p>Wyre Forest District Council (WFDC) demonstrate a biasedness towards Option A throughout the Local Plan and as such I particularly object to Option A; the large scale, landscape dominating development, located on the periphery of Kidderminster which would not be sustainable in relation to access to existing infrastructure (particularly public transport and sustainable transport infrastructure). The Local Plan states that Option A would “maximise the benefit of proximity to Kidderminster rail station and links to the national rail network”. Kidderminster station is over two miles from the proposed location of Option A and this distance is not considered to be within the boundaries expected.</p> <p>It is evident that the ambition to construct a bypass is the focus of this option and the housing is the secondary priority, which is contrary to the guidance included in Manual for Streets. Air Quality and noise impacts are national priority with policies such as Clean Air Zones increasingly common place. The Local Plan states that Option A would “help facilitate an improvement in AQMA in Churchfields”, however constructing a bypass to “enable S-NE traffic to bypass Kidderminster altogether en route to the M5 motorway and Birmingham” suggests that there is unlikely to be any net change in air quality across Kidderminster. Regardless of housing delivery, is there not an option to upgrade the existing road network</p>	Comments noted. The Infrastructure Delivery Plan (IDP) sets out what infrastructure requirements will be required to support the emerging Local Plan and the funding that will be required to delivery this infrastructure. A Transport Assessment study is being undertaken as part of the final stage of Plan making and will be made available for public viewing during the Pre-Submission consultation.

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				<p>such as the A450/Worcester Road – if a road can be delivered over a rail track then there are not any reasons to suggest that the bridge with the A449/A450 could not be improved? In addition, Spennells Valley Road is good quality and rarely suffers from congestion – it's the Worcester Road/Chester Road/Wilden Lane roundabout that is the issue.</p> <p>Based on the documents within the public domain, WFDC do not have a robust evidence base to objectively demonstrate that Option A is a viable site for housing. Engineering constraints such as the rail track and lack of physical boundary to redefine the Green Belt make delivering housing and the bypass undeliverable, particularly if you are to achieve your affordable housing targets (as WFDC are likely to want developer contributions towards the bypass). Stanklyn Lane cannot be used as a physical boundary to redefine the Green Belt as this would result in the merging of two distinct places, which is contrary to the National Planning Policy Framework guidance. In addition, at the drop-in consultation sessions, WFDC stated that they have not completed any transport modelling or early assessment work to prove that an Eastern Bypass would relieve congestion or that the levels of demand are likely to justify the construction of a bypass (and offer value for money). If no technical work has been completed that suggests that the Eastern Relief road could benefit Kidderminster's</p>	

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				<p>highway network, then WFDC should not be stating the potential benefits of the road. Alternatively, if WFDC have completed some initial feasibility work then they should be sharing this with the public. However, the fundamental issue with identified this site in the first place, as with all the other sites, is the poor technical evidence informing the identification that 5,400 (300 per annum) houses are needed over the Plan period. The Local Plan states that Option A would “help facilitate an improvement in AQMA at Churchfields”. This statement also suggests that some level of transport modelling has been undertaken and if it has not, then this statement is misleading and misinformed.</p> <p>The Local Plan also states that Option A will “help facilitate Kidderminster regeneration”, however the Green Belt Review Strategic Analysis (September 2016) suggests that the majority of the sites proposed in the Local Plan including Option A have a “low contribution” to regeneration. It is not clear from this document whether they will have a low contribution in terms of being developed in future or whether they currently have a low contribution. Nonetheless, Option A scores the same as many of the parcels in Option B and as such Option A contributes no more to regeneration than Option B does, hence the statement in the Local Plan is incorrect based on the assessment in the Strategic Analysis document.</p>	

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	LPPO3826	6.47	Object	The Draft Local Plan has been presented with a definite bias in favour of Option A (eg. Appendix E of the Sustainability Appraisal). Promises of improvements in infrastructure to meet the demands of new residents should also apply to Option B. The repetition of the “benefit” of an Eastern Relief road only available in Option A is not only biased, it is completely lacking in evidence. No route or traffic model has been provided; claims made that such a road would help regenerate Kidderminster and improve air quality at Churchfields lack any factual evidence; the A450 already takes traffic from the A449 to the A448 and the A456 so a “relief road” is not needed. A new road would in fact bring increased air and noise pollution to the heavily populated Spennells estate as well as causing distress to local wildlife.	Objection and comments noted.
	LPPO2665	6.47	Object	I believe the plan is biased to Option A as is some of the supporting documentation. Also, it is fact that no “drop in session” was planned for the impacted people of Spennells which is another indication of unacceptable bias to Option A.	Objection and comments noted.
Wyre Forest Green Party	LPPO1480	6.47	Object	It is remiss of Wyre Forest District Council that they did not make it clear early enough to residents that all areas suggested in the draft local plan can be commented upon. Many people are of the impression that they have to choose between one of two packaged-up options and that “Core” areas which are	Objection noted. The Sustainability Appraisal and the Site Selection Process Topic Paper set out the process the Council has undertaken to identify the proposed allocation sites. The HELAA document has also informed this process. These documents will be available for public viewing during the pre-submission

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				<p>incorporated in both options are a “done deal”.</p> <p>By presenting the Draft Local Plan proposals in this way, the District Council has effectively disenfranchised comment. It is only recently (Express and Star 3/08/17) that the WFDC press releases have not implied a fixed choice. By changing the presentation of the consultation mid-way through, not all residents have had time to understand that any site can be commented upon or alternative suggestions be made.</p>	consultation.
Gladman Developments Limited	LPPO1419	para. 6.48	Object	Gladman note suggested provisional requirement of 6000 dwellings against requirement of 5400 giving a 10% contingency against claimed OAN. However, we would recommend using a 20% contingency made up of small and medium sized sites across wide range of sustainable settlements throughout the hierarchy. This would demonstrate an effective strategy that provides sufficient flexibility against reliance on large strategic sites and Brownfield sites. Likelihood of large strategic sites delivering beyond plan period should be acknowledged. If BW FOAN figure is used then requirement would be 7171 dwellings (332 x 18 +20%) rather than 6000.	There is a legal requirement for Local Authorities to meet their housing need for their areas. The OAHN Study published in April 2017 calculated the housing need for the district, which was used as the evidence to inform the Preferred Options plan. Since the Preferred Options consultation, the Government has published their Standardised methodology for calculating housing need. The Council is therefore undertaking a revised OAHN study which will use the Government’s new standardised methodology.
	LPPO4722	6.48	Comment	6.48 The figures in the table 6.0.3 do not appear to reflect the figures given in other council sources for the amount of dwellings nearly completed and in the pipeline. There is no timeline in these figures. Are they	Comments noted. The dwelling completions in the table were the number of completions since 1 st April 2016 up to 1 st April 2017. This information will be further updated in the pre-

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				are what is proposed immediately, what is in the pipeline already and what is assumed to be available from the 2 Options we are asked to comment upon? As mentioned in my comments on 6.4 about the published figures to not relate to the numbers in this table so a fuller explanation of what the council has already agreed to, what is likely to happen anyway within the 2 options (Sladen School, Sion Hill, Victoria Cricket Ground et al) so that the residents in these areas can make informed comments rather than just the NIMBY response that lack of clarity encourages.	submission plan document and the Five Year Housing Land Supply Report.
	LPPO3798	Paragraph 6.48	Object	I object to the Council's strategy and thinking for development; here is no requirement to allocate in excess of a perceived housing requirement of 5400 dwellings.	There is a legal requirement for Local Authorities to meet their housing need for their areas. The OAHN Study published in April 2017 calculated the housing need for the district, which was used as the evidence to inform the Preferred Options plan. Since the Preferred Options consultation, the Government has published their Standardised methodology for calculating housing need. The Council is therefore undertaking a revised OAHN study which will use the Government's new standardised methodology.
	LPPO481	paragraph 6.49	Object	I do not believe there is a shortage of properties required therefore we do not need to release more land.	There is a legal requirement for Local Authorities to meet their housing need for their areas. The OAHN Study published in April 2017 calculated the housing need for the district, which was used as the evidence to

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					inform the Preferred Options plan. Since the Preferred Options consultation, the Government has published their Standardised methodology for calculating housing need. The Council is therefore undertaking a revised OAHN study which will use the Government's new standardised methodology.
	LPPO3800	Paragraph 6.51	Object	I object to the Council's strategy for development; evidence shows that the scale is unnecessary. However I prefer Option B notwithstanding I object to the analysis re scale of development.	Objection noted.
	LPPO4012	Paragraph 6.57	Comment	Surely it would be much wiser to relocate to Stourport or Kidderminster where the current travelling community reside. Especially as the roads would be more suited to heavy traffic. I hope you read through all of the points raised before making your final decision, thank you for taking the time to do this.	Comments noted.
	LPPO482	paragraph 6.51	Object	I object to both Option A and B	Objection noted.
	LPPO400	6.51	Object	<ul style="list-style-type: none"> I object to Option A and Option B. Green Belt land should be used only as a VERY LAST RESORT. Wyre Forest, Greater Birmingham, Solihull and Worcestershire should collaborate and 	Objection noted. It is a legal requirement for the Local Authority to have an up to date Local Plan that meets the identified housing need. The Objectively Assessed Housing Needs (OAHN) Study sets out what our housing need

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				<p>collectively review overall Brownfield site availability and plan housing development accordingly – decisions to build on the Green Belt should not be based on local authority boundaries.</p> <ul style="list-style-type: none"> • The 5 year rolling time frame for construction sites should allow for regular reviews of Brownfield sites and enable changes to be incorporated into any plan. • The plan fails to recognise changes in shopping habits and unrealistically targets retail expansion and comparison shopping. Kidderminster has suffered from the failure to 'tidy up' following the migration of Kidderminster town centre to Weavers Wharf and Crossley Retail Park. Many retail premises left behind have been empty for 8 /9 years. The regeneration of such sites require radical solutions for alternative use that reduce any need to build on the Green Belt. On this basis unnecessary decisions are being taken now e.g. in 1999 who could have predicted the impacts of the 2007/08 economic collapse or changes caused by online shopping (indeed, the plan itself demonstrates an inability to predict /understand short term population levels in the District). • The plan fails in its stated aim to. Instead it aims to justify what developers want to deliver 	<p>is for the District. Unfortunately, we do not have enough deliverable brownfield sites left in the District. We therefore have to release some greenfield sites to be able to meet our housing requirements. This will include some greenfield sites within the Green Belt.</p>

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				<p>rather than meet the needs of Kidderminster residents.</p> <ul style="list-style-type: none"> • Previous attempts to build an Eastern relief road have failed - the plan fails to present evidence based data that supports it in economic or environmental terms - at the consultation session I was informed this would be a single carriageway 40 mph road following the same route as the existing road from the Worcester Road through Mustow Green to the Birmingham Road - is it really a relief road at all? • Whilst at first sight constructing a new school in the Spennells area appears attractive this (together with the promise of the 'relief road' shouldn't be the determining factor when opting to build on the Green Belt – other options should be sought. • Many people commute into / and out of Kidderminster now (hence the railway station development) - and have done so for many years. This situation equally relates to the areas covered by the LEPs identified in the plan. • Whilst economic development in Kidderminster will be welcome - past experience shows this will take time – in the meantime people will continue to travel. • The immediate need is for fresh radical 	

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				thinking that optimises the use of Brownfield sites throughout the LEP areas for residential use and enables Kidderminster itself to become a modern, contained and attractive town centre that incorporates retail leisure and residential opportunities rather than pursue outdated models from the past - 'mixed use' communicates little other than the elements of 'wishful thinking' so often reported in the local press over numerous years.	
	LPPO422	6.52	Object	<p>I object to Option A and Option B.</p> <p>Green belt land should be used only as a VERY LAST RESORT.</p> <p>Wyre Forest, Greater Birmingham, Solihull and Worcestershire should collaborate and collectively review overall brown field site availability and plan housing development accordingly – decisions to build on the green belt should not be based on local authority boundaries.</p> <p>The 5 year rolling time frame for construction sites should allow for regular reviews of brown field sites and enable changes to be incorporated into any plan,.</p>	Objection noted. It is a legal requirement for the Local Authority to have an up to date Local Plan that meets the identified housing need. The Objectively Assessed Housing Needs (OAHN) Study sets out what our housing need is for the District. Unfortunately, we do not have enough deliverable brownfield sites left in the District. We therefore have to release some greenfield sites to be able to meet our housing requirements. This will include some greenfield sites within the Green Belt.

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				<p>The plan fails to recognise changes in shopping habits and unrealistically targets retail expansion and comparison shopping..</p> <p>Kidderminster has suffered from the failure to 'tidy up' following the migration of Kidderminster town centre to Weavers Wharf and Crossley Retail Park.</p> <p>Many retail premises and the courts building have been empty for 8 /9 years - the regeneration of such sites require radical solutions for alternative use that reduce any need to build on the green belt.</p> <p>Unnecessary decisions are being taken now e.g. in 1999 who could have predicted the impacts of the 2007/08 economic collapse or changes caused by online shopping (indeed, the plan itself demonstrates an inability to predict /understand short term population levels in the District).</p> <p>The plan fails in its stated aim to "to use a robust and up-to-date evidence base to ensure that the local plan meets the full, objectively assessed needs for market and affordable housing in the housing market area" . Instead it aims to justify what developers want to deliver rather than meet the needs of Kidderminster residents.</p> <p>Previous attempts to build an Eastern relief road have</p>	

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				<p>failed - the plan fails to present evidence based data that supports it in economic or environmental terms - at the consultation session I was informed this would be a single carriageway 40 mph road following the same route as the existing road from the Worcester Road through Mustow Green to the Birmingham Road - is it really a relief road at all?</p> <p>Whilst at first sight constructing a new school in the Spennells area appears attractive this (together with the promise of the 'relief road' shouldn't be the determining factor when opting to build on the green belt – other options should be sought.</p> <p>Many people commute into / and out of Kidderminster now (hence the railway station development) - and have done so for many years. This situation equally relates to the areas covered by the LEPs identified in the plan.</p> <p>Economic development in Kidderminster will be welcome - past experience shows this will take time – in the meantime people will continue to travel.</p> <p>The immediate need is for fresh radical thinking that optimises brown field sites throughout the LEP areas for residential use and enables Kidderminster to become a modern, contained and attractive town centre that incorporates retail leisure and residential</p>	

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				opportunities rather than pursue outdated models from the past - 'mixed use' communicates little other than the elements of 'wishful thinking' so often reported in the local press over numerous years.	
Campaign to Protect Rural England	LPPO923	Table 6.0.1	Object	We believe the Plan's Housing Requirement is not the Objectively Assessed Need, but a highly subjective one, taking into account irrelevant factors. The 2016 OAHN Amion report came up with a figure in line with recent delivery and this is a good indication of what is needed. Our report (see attached) shows an OAHN of 229 pa making a total of 4122 over the plan period. This is not much more than urban and Brownfield capacity and would need minimal Green Belt release.	There is a legal requirement for Local Authorities to meet their housing need for their areas. The OAHN Study published in April 2017 calculated the housing need for the district, which was used as the evidence to inform the Preferred Options plan. Since the Preferred Options consultation, the Government has published their Standardised methodology for calculating housing need. The Council is therefore undertaking a revised OAHN study which will use the Government's new standardised methodology.
	LPPO155	6.0.1	Comment	My comments relate to the housing needs assessment and the impact it has on the proposed sites allocation later in this document. Whilst I have no issue with the detailed assessment carried out by Amion, I do not believe the conclusions reached are sufficiently robust to justify the proposed allocation of green belt land at this time. The report suggests that the housing needs assessment indicated additional homes ranging from 199 per annum (SNPP) to 291 per annum, but they proposed 300 per annum.	There is a legal requirement for Local Authorities to meet their housing need for their areas. The OAHN Study published in April 2017 calculated the housing need for the district, which was used as the evidence to inform the Preferred Options plan. Since the Preferred Options consultation, the Government has published their Standardised methodology for calculating housing need. The Council is therefore undertaking a revised OAHN study which will use the Government's new standardised methodology.

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				<p>This is an odd conclusion given that:-</p> <ol style="list-style-type: none"> 1. The average supply over the last 10 years has been 255 per annum and only in 2 years has 300 been exceeded. 2. The report says that over that time there has been "virtually static population growth". 3. Local industry is in decline and the impact of Brexit is likely to be negative for the local economy and growth. 4. The report states that, at a point in time, there were 1,404 vacant dwellings, but no allowance is made for filling these in the figures. 5. There seems to be no allowance for infill development, windfall sites and rural exception sites, nor has any account been made for the conversion of commercial property to provide, for example, flats in the town centre. <p>It is my contention that a more realistic needs figure would be about 250 per annum, midway in the range of figures quoted in the Amion report and also close to the average of previous years. This results in an 18 year requirement of 4,500 homes, 900 fewer than the recommendation.</p>	

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				<p>If allowances were made for other sources of housing provision as follows, then the need for green field land is reduced:</p> <ol style="list-style-type: none"> 1. Assume 30% of vacant dwellings will reoccupied over 18 years, equating to 421 in total or 23 per annum; 2. Allowing 10 units to be provided by infill per annum equates to 180 over 18 years; 3. Allowing 10 units to be provided by conversion of commercial property per annum equates to a further 180 over 18 years; 4. Allowing for 5 rural exception site units to be provided per annum equates to 90 over 18 years; <p>which add up to a 871 units over 18 years. This reduces the new build requirement to 3629 (4,500-871). These figures almost completely satisfy the requirement shown in table 6.0.3 below without the need for green belt land at this time.</p> <p>It is my submission that the housing need figures be reviewed as my comments suggest.</p>	
	LPPO293	6.0.1	Comment	Figures take Wyre Forest as a whole. May be useful to look at the need for affordable housing, in each of the	Comments noted.

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				three towns individually as the percentage of affordable to market driven may vary immensely.	
	LPPO4717	6.0.1	Comment	<p>There is a table in this section which shows a requirement for 5400 dwellings during the period of this report with an annual total of 300 (gained by dividing this total by number of years of the plan).</p> <p>When I look at the document called 'Housing Delivery in Wyre Forest 2015/16 from the Council's website. It shows that:</p> <ul style="list-style-type: none"> At the end of March 2016 there were 441 dwellings under construction In table 4 'Wyre Forest Housing Commitments as at April 1st 2016' it shows 1583 dwellings as being already committed <p>If these figures are right (and they are Council figures) then over 2000 dwellings are already in the pipeline towards the total of 5400. It would therefore be useful to have an understanding of where these actual and proposed dwellings are sited so that we can comment on the proposals set out in this document which covers much of the same time period.</p>	The Five Year Housing Land Supply Report sets out the commitments since 1 st April 2016. This report can be found on the Council's website.
Victoria Carpets	LPPO1501	Housing Development	Comment	The increase to 300 units per annum (from the 200 per annum in the currently adopted plan) is welcomed in order to ensure the Council are meeting their Objective Assessment of Housing Need.	The OAHN follows the guidance for determining housing needs as laid out in guidance available at the time and will be updated to reflect changes in the NPPF and

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					PPG. Since the Preferred Options document was consulted on, the Government have published their Standardised Methodology for calculating housing need. The Council is therefore undertaking a revised OAHN study which will use the Government's new standardised methodology.
	LPPO476	Table 6.0.1	Object	I do not believe that Wyre Forest District needs 300 more properties per annum. Also as there is a need for 540 elderly persons accommodation, I believe that a development like some of the developments in Birmingham which are more like village communities where there is a Doctors surgery on site would be more suitable on the Lea Castle Hospital site than 600 houses/flats.	There is a legal requirement for Local Authorities to meet their housing need for their areas. The OAHN Study published in April 2017 calculated the housing need for the district, which was used as the evidence to inform the Preferred Options plan. Since the Preferred Options consultation, the Government has published their Standardised methodology for calculating housing need. The Council is therefore undertaking a revised OAHN study which will use the Government's new standardised methodology.
	LPPO468	Table 6.0.1	Object	Wyre Forest District has a virtually static population growth. Population of Wyre Forest has risen by around 1,200 since 2001, an increase of around 1.2%, and by about 100 persons since mid-2011. (http://www.worcestershire.gov.uk/info/20044/research_and_feedback/795/population_statistics/8)	The population of Wyre Forest District is projected to increase by 4.9% over the course of the Plan Period 2016-2036, from 100,000 in 2016 to 105,300 in 2036. There will be a marked increase in the number and proportion of older residents. The population aged 65+years is expected to increase by 28.1%

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				I do not understand why the aim is to build 5,400 new properties over the life of the plan which is 300 per annum.	<p>from 24,200 in 2016 to 31,800 in 2036. (Data based on ONS 2016-based Subnational Population Projections).</p> <p>This suggests that the population is not 'static'. For further information please see the updated OAHN Study which will be published on the Council's website during the Pre-Submission consultation.</p> <p>There is a legal requirement for Local Authorities to meet their housing need for their areas. The OAHN Study published in April 2017 calculated the housing need for the district, which was used as the evidence to inform the Preferred Options plan. Since the Preferred Options consultation, the Government has published their Standardised methodology for calculating housing need. The Council is therefore undertaking a revised OAHN study which will use the Government's new standardised methodology.</p>
	LPPO480	Table 6.0.2	Support	Agree with this table but feel that the proposed developments on Lea Castle Hospital site will impact detrimentally to Cookley village.	Support and comments noted.
Hardwick & Prosser	LPPO721	6.0.2 Settele ment	Comment	It is noted that the draft documentation's settlement hierarchy states that in the main town, Kidderminster, suitable development includes utilisation of	Comments noted.

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		hierarchy		appropriate Greenfield and Brownfield sites and residential amongst other things. It is noted that the NPPF specifically excludes garden land from the definition of Brownfield and thus garden land is not considered previously undeveloped so is Greenfield.	
Kidderminster Harriers Football Club	LPPO931	Table 6.0.2	Comment	To promote sporting opportunities in the district and improved health in accordance with NPPF. Suggests including an additional bullet to suitable development column for Kidderminster: <ul style="list-style-type: none"> • <u>Sports and education facilities.</u> 	Comment and suggestion noted.
Sir Thomas White's Charity	LPPO907	Table 6.0.2	Support	Our client supports the settlement hierarchy described in Table 6.0.2 'Wyre Forest Settlement' Hierarchy of Policy 6B and the identification of Kidderminster as the 'Main Town' where development will primarily be directed. As Wyre Forest's largest settlement, Kidderminster is a sustainable location for growth and the recognition of this is supported.	Support is noted.
Hagley Parish Council	LPPO780	Policy 6B Locating New Development	Object	Housing locations The report undertaken By Peter Brett Associates for GBS LEP and others (for which WFDC was a client) concluded that Wyre Forest was not part of the Birmingham & Black Country Housing Market Area (HMA), which it identified. The Consultation Document correctly (in our view) identifies Wyre Forest District as coterminous with a HMA. Both these imply that WFDC should in its plan be making zero provision for housing	Objection noted. The Sustainability Appraisal Report and the Site Selection Process Topic Paper set out the site selection process that the Council has undertaken. The HELAA document also provides from evidence. These evidence base documents are available for viewing on the Council's website.

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				<p>for Birmingham commuters. Since such commuters (if by going by car) will inevitably use A456, this will prevent the new plan from exacerbating the traffic problems in Hagley described above.</p> <p>The Consultation Document concentrates housing sites on the east side of Kidderminster, without giving any (or at least any adequate) explanation for this. The implication that we draw from this is that Kidderminster is seeking to contribute to the alleged shortfall of housing land in Birmingham and (contrary to wider policy) increase commuting, which (if by car) will inevitably be along the congested section of A456, exacerbating the problems in Hagley and the pollution in the Hagley AQMA.</p> <p>The strategic gaps between Kidderminster and Bewdley and between Kidderminster and Stourport are narrow and should not be eroded, but the options of expanding Kidderminster northwest towards Low Habberley do not seem to have been considered. If the objective is to meet Kidderminster's housing needs (rather than Birmingham's), this option should have been considered. This area has good road links to Kidderminster town centre and scarps above Habberley Valley and a tributary of the Honey Brook would provide good landscape barriers to be a new edge to the Green Belt; that is if Green Belt release is</p>	

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				<p>necessary.</p> <p>As a Brownfield site, it is very difficult to oppose the redevelopment of Lea Castle Hospital. This site is very well shielded by coniferous plantations. The consultation suggests development between it and A451 Stourbridge Road. This may look attractive on the map, but in fact would be a severe encroachment on open countryside, and adversely affect the openness of the Green Belt.</p> <p>We note that the sites considered by WFDC include some among scattered housing in Broome parish. The housing in this area is properly to be considered as part of a scatter of housing focused on Hagley. We support the rejection of those sites. Housing in that area should not be considered unless the gap between Hagley and the Wyre Forest District boundary has been developed.</p> <p>We also note that two large employment sites have been suggested (and rejected) in the Hurcott and Hodgehill area on either side of A456, on the basis that they have a good transport link via A456. Their use, perhaps as a logistics site, would also exacerbate the traffic problems and pollution in West Hagley.</p>	
South Worcestershire	LPPO1245	Settlement hierarchy	Support	The SWCs support the proposed settlement hierarchy which is logical and informed by appropriate sustainable development planning criteria.	Support and comments noted.

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Authorities		y			
Victoria Carpets	LPPO1500	Settlement Hierarchy	Support	We support the settlement and the identification of Kidderminster as the 'Main Town' where development will primarily be directed. As Wyre Forest's largest settlement, Kidderminster is a sustainable location for growth and the recognition of this is supported.	Support is noted.
Stanmore Properties Ltd	LPPO1509	Table 6.0.2 - Settlement Hierarchy	Support	The category, role and list of suitable development for Kidderminster as set out in <i>Table 6.0.2 Wyre Forest Settlement Hierarchy</i> is supported.	Support and comments noted.
	LPPO4562	Settlement Hierarchy	Comment	Cookley is a Village <i>INSET</i> in Green Belt with its own strong identity/local services. WFDC should support Wolverley & Cookley PC to meet local needs in a sustainable way w/o destroying green belt and effectively joining Cookley to Kidderminster.	Comments noted.
	LPPO4563	Settlement Hierarchy	Comment	Cookley is a Village <i>INSET</i> in Green Belt with its own strong identity/local services. WFDC should support Wolverley & Cookley PC to meet local needs in a sustainable way w/o destroying green belt and effectively joining Cookley to Kidderminster.	Comments noted.
Sport England	LPPO209	Policy 6B - Locating New	Comment	The Council is nearing the completion of a Playing Pitch Strategy and any policy relating to new development should cross ref. to that document to ensure decisions regarding the release of existing playing field sites for	Comments noted.

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		Development		<p>alternative development or the provision of new playing field to support new development is properly informed and based on local evidence base to accord with NPPF Pars 73 and 74.</p> <p>A number of the proposed allocations do affect playing field sites therefore this is an important issue.</p>	
Horton Estates Ltd	LPPO849	Policy 6B	Support	<p>Bullet point iii. of Sub-section A is supported for the same reasons set out in our response to Table 3.0.2. In addition, the view is taken that bullet point v. should be expanded to refer to the Local Plan's identification of specific PDL sites within the Green Belt (under draft Policy 34) where sustainable development will be permitted.</p> <p>The settlement hierarchy in Table 6.0.2 should also reflect that development at PDL sites in the Green Belt – both specific sites and windfall sites – is permitted by draft Policy 34. As it stands, the hierarchy appears to be in conflict with draft Policy 34 and it is therefore requested that "PDL sites in the Green Belt" is provided as a specific category in the hierarchy. A similar position exists with Sub-sections D and E which fail to acknowledge the development permitted on PDL in the Green Belt (within the countryside) under draft Policy 34.</p>	Support and comments noted.
Barratt Homes West Midlands	LPPO769	Policy 6B	Comment	Support for aspirations of policy on locating new development but concerned that this is not reflected in	Comments noted.

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				<p>actual allocations.</p> <p>Number of proposed allocations are on employment sites - such site should only be allocated where there is clear market evidence to show sites will not come forward for employment uses.</p> <p>We support the recognition that it is necessary to facilitate the delivery of sufficient accessible housing to meet objectively assessed needs. We are concerned that the Kidderminster allocations in particular will result in a market saturation on the eastern edge of Kidderminster. Furthermore, housing should be distributed so that it reflects the settlement hierarchy.</p> <p>Accept that some Green Belt land release will be required. However, suitable and sustainable Greenfield sites outside Green Belt should be allocated first in order to pass 'exceptional circumstances' test.</p>	
Homes England	LPP0797	Policy 6B	Support	Policy states that the development strategy and site allocations proposed for locating new development are based on a number of principles. These include the re-use of available, accessible and environmentally acceptable Brownfield land. The HCA supports this, as the proposed allocation of the former Lea Castle Hospital site as a core housing site for 600 dwellings as part of a mixed use development is an appropriate use of the site, regenerating a redundant Brownfield site	Support and comments noted.

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				<p>on the edge of Kidderminster and bringing it back into use.</p> <p>Another principle is the maintenance and openness of the Green Belt following the Green Belt Review. This is an important principle, and highlights the need for the Council to carefully consider the scale of Green Belt releases that will be required in order to meet the OAN over the plan period.</p> <p>The principle that Kidderminster is to be the main focus for large-scale housing development is supported.</p>	
	LPP04556	Settlement Hierarchy	Comment	Cookley is a Village <i>INSET</i> in Green Belt with its own strong identity/local services. WFDC should support Wolverley & Cookley PC to meet local needs in a sustainable way w/o destroying green belt and effectively joining Cookley to Kidderminster.	Comments noted.
	LPP04574	Settlement Hierarchy	Comment	Cookley is a Village <i>INSET</i> in Green Belt with its own strong identity/local services. WFDC should support Wolverley & Cookley PC to meet local needs in a sustainable way w/o destroying green belt and effectively joining Cookley to Kidderminster.	Comments noted.
Horton Estates Ltd	LPP0851	Table 6.0.3 and 6.0.5	Comment	Table 6.0.3 appears to provide a breakdown of what the District Council deems to be completed or committed housing supply. However, it includes lapsed planning permissions which is unsound because they	Comments noted.

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				no longer benefit from planning permission and do not amount to deliverable/developable supply. It is requested that this component be deleted from Table 6.0.3. In addition, we wish to highlight that PDL could be released at Cursley Distribution Park through site rationalisation which could be allocated for residential development. As described in more detail above, two areas of land could potentially be released (1.5ha and 1.9ha), each of which could accommodate in the order of 40 dwellings.	
Sir Thomas White's Charity	LPPO913	Table 6.0.3	Comment	Table 6.0.3 within the Key Choice for the Development Strategy states that the Council have identified 3,640 dwellings (approximately) which could be achieved to meet the requirement. The complete figure from 2016/17 (the first year of the plan) are yet to be confirmed; however these are not going to plug the gap between the proposed allocations and the requirement. This leaves a significant shortfall which requires the Council to release additional strategic land. The plan includes no reference to a Part 2 Plan or a review mechanism. In this context the plan must identify additional strategic sites for housing now if it is to be found sound. Land to the north west of Kidderminster (a site location plan for which is enclosed) could contribute towards the Council's requirements for additional strategic land and could boost the supply of dwellings required within the	<p>The OAHN follows the guidance for determining housing needs as laid out in guidance available at the time and will be updated to reflect changes in the NPPF and PPG.</p> <p>Since the Preferred Options document was consulted on, the Government have published their Standardised Methodology for calculating housing need. The Council is therefore undertaking a revised OAHN study which will use the Government's new standardised methodology.</p>

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				<p>region, which would assist in addressing the shortfall.</p> <p>Beyond the issue of identifying insufficient land to meet its housing need, it should also include additional sites to provide flexibility with respect to the Council's housing needs and consequently the allocation of sites. At present the Council's supply relies on a significant amount of previously developed land, which is likely to have constraints in terms of contamination and accessibility. Furthermore, the Council has only ever achieved an annual supply in excess of 300 dwellings in two previous years (2013/2014 and 2014/2015), and predicted for 2016/2017 (although this is still to be confirmed). If the Council is to consistently exceed 300 dwellings going forwards, as well as allocating sufficient sites to meet the basic requirement (which it does not currently do), additional flexibility in the supply will assist further. Consequently the Council should include additional flexibility of at least 10% above the minimum requirement of 5,400 units when allocating sites which are appropriate for addressing the Council's shortfall. This equates to 540 additional dwellings.</p>	
CORE11	LPPO239	6.0.3	Support	Support for table 6.0.3.	Support is noted.
CORE11	LPPO240	6.0.4	Comment	Option 4 strongly recommended, The development fabric will be of prime importance.	Comments noted.
	LPPO4598	6.0.4	Comment	We would say that the wording on the proposals is	Comments noted.

**LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO SECTION 6: A SUSTAINABLE FUTURE –
DEVELOPMENT STRATEGY (excluding paragraphs 6.54-6.57)**

Company / Organisation	Response Number	Para /Policy	Type of Response	Summary of Response	Officer Response - WFDC Officer Response
				confusing. One would assume that the 'Core proposal' would be the favoured one, when in fact this is not the case. Such proposals should be made very clear and concise so that the general public are in no doubt about what is being proposed.	
Wyre Forest Green Party	LPPO1486	Brownfield Sites	Comment	According to the statistics on page 39 of the Local Plan Review, there is a total of 967 dwellings completed or with planning permission granted on Brownfield sites, with a further 1,193 proposed by the plan on other Brownfield sites. 350 dwellings are also proposed on Greenfield sites not in the Green Belt and 796 dwellings can be placed on previously built Green Belt land including 600 of these at Lea Castle. This makes a total of 3,306 dwellings. This exceeds the number of houses needed for the 15 year land supply (when using the SNPP figures of 199 p.a. as detailed in 1c above) without the need to use Green Belt at all.	Comments noted. Since the Preferred Options document was consulted on, the Government have published their Standardised Methodology for calculating housing need. The Council is therefore undertaking a revised OAHN study which will use the Government's new standardised methodology.
	LPPO483	Table 6.0.5	Object	Do not believe that we need to allow land for 6,000 properties therefore as I object to both Option A and Option B there is no need to use any percentage of greenbelt land.	Objection and comments noted. The proposed development requirement is based on the housing need for the District. This housing need was evidenced in the OAHN study published in April 2017. Since the Preferred Options document was consulted on, the Government have published their Standardised Methodology for calculating housing need. The Council is therefore undertaking a revised OAHN study which will

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Company / Organisation	Response Number	Para /Policy	Type of Response	Summary of Response	Officer Response - WFDC Officer Response
					use the Government's new standardised methodology.
Education & Skills Funding Agency	LPPO1047	Table 6.0.5	Comment	Under Education Act 2011 and Academies Act 2010, all new state schools are now academies/free schools and ESFA is delivery body for many of these rather than local authorities. The planned housing target of 6000 homes will place some additional pressure on education facilities. The Local Plan must be 'positively prepared' to meet these requirements.	Comments noted. Since the Preferred Options document was consulted on, the Government have published their Standardised Methodology for calculating housing need. The Council is therefore undertaking a revised OAHN study which will use the Government's new standardised methodology.
Education & Skills Funding Agency	LPPO1058	Table 6.0.5	Comment	In terms of the two development options (Table 6.0.5: Key Data, page 39) presented, the ESFA does not favour one option over the other, however, we are keen to ensure that regardless of the split between non green belt and green belt land there is sufficient land safeguarded for new schools to meet the need generated by the proposed allocations.	Comments noted.
	LPPO5108	Table 6.0.5	Object	Whilst it is difficult to reconcile the data in Table 6.0.5 with the allocations outlined in Policy 30 and Policy 31, Table 6.0.5 indicates that 2956 new dwellings can be built on Brownfield sites and on the Lea Castle site without releasing more land from the Green Belt. On that basis, and using the figures from the same table, the balance of 626 dwellings can be built under Option B "additional dwellings on Greenfield sites not in Green Belt" category or, in the worst case, by allocating a	Objection and comments noted. The proposed development requirement is based on the housing need for the District. This housing need was evidenced in the OAHN study published in April 2017. Since the Preferred Options document was consulted on, the Government have published their Standardised Methodology for calculating

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO SECTION 6: A SUSTAINABLE FUTURE – DEVELOPMENT STRATEGY (excluding paragraphs 6.54-6.57)

Company / Organisation	Response Number	Para /Policy	Type of Response	Summary of Response	Officer Response - WFDC Officer Response
				small part of the “number of dwellings proposed on Greenfield Green Belt sites” category. There is clearly neither a requirement to develop the Green Belt Fields abutting the Spennells Estate, for which an allocation of 930 dwellings, under site references OC/13S. WFR/ST/2 and AS/10 has been proposed. nor a requirement to develop the core area in Option A to the East of Kidderminster.	housing need. The Council is therefore undertaking a revised OAHN study which will use the Government’s new standardised methodology.
	LPPO4499	Table 6.06	Object	This table is unfairly portrayed. All facts concerning option A are portrayed in a positive manner whereas facts concerning option B are negative. For example, Option A is shown to enable ‘the building of Kidderminster Eastern Relief Road’ whereas Option B ‘Would not enable building of Kidderminster Eastern Relief Road and the benefits this scheme allows’. It is obvious this table has been designed to advocate option A and confuse the less-educated population. I believe this is a key reason why this proposal should be completely reconsidered and presented in a fair manner.	Objection and comments noted.
Bromsgrove & Redditch DC	LPPO901	Table 6.0.6 Infrastructure Roads	Object	Council has concerns re transport evidence required to support these allocations. Concerned that preference is being sought for a preferred option without any modelling being done and a transport background paper being available. Table 6.0.6 sets out infrastructure requirements for both core sites and options A and B, together with a comparison of impacts on the highways network. It is not clear what	Objection and comments noted. The Transport evidence base study will be made available at the Pre-Submission consultation stage. WFDC will continue to engage with Bromsgrove and Redditch Council’s in Duty to Co-operate discussions.

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Company / Organisation	Response Number	Para /Policy	Type of Response	Summary of Response	Officer Response - WFDC Officer Response
				<p>these schemes entail, when and how they will be delivered and what impact they will have. Option A appears to offer an eastern relief road which could ease congestion and improve air quality within Kidderminster town centre. But there is no mention of what impact this might have outside of Wyre Forest. Either option would be likely to have a significant impact on Bromsgrove's infrastructure. We are especially concerned about the impact on the A456 through Hagley and beyond. Also the A448 route to Bromsgrove and Redditch. Both routes would be used to access the motorway. There are already AQMAs at these locations. What impact would there be on country lanes which may be used as rat runs?</p> <p>The Council hoped that transport evidence would have been made available to influence the Preferred Option and not at a later stage in order to justify the chosen option going forward. This issue has already been raised in response to IDP. We would like to engage further with WFDC and WCC to develop a wider transport strategy for North Worcestershire. This would then allow the area to continue to grow and thrive in a coordinated and sustainable way.</p>	
Worcestershire County Council, Planning	LPP01138	Table 6.0.6	Comment	In Table 6.0.6 the housing row states that "Large scale site releases more likely to enable viable provision of affordable housing". However, there is considerably evidence to the contrary, both in Worcestershire and	Comments noted. We welcome the opportunity to work with Worcestershire County Council and the Green Infrastructure Partnership as the plan evolves.

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Company / Organisation	Response Number	Para /Policy	Type of Response	Summary of Response	Officer Response - WFDC Officer Response
Economy & Performance				<p>nationally. The accompanying variability assessment indicates that small scale green field developments of between 30 and 75 homes are the most viable.</p> <p>This may be too broad a statement, as the viability of affordable housing will depend on a range of factors, not least of which is location, as well as the scale of the development. Pockets of growth consisting of small-scale development will support existing infrastructure, but large-scale development will have a wider and more far-reaching impact on, for example, school places.</p> <p>Infrastructure and roads: this line of the table appears to present the Kidderminster Eastern Relief Road as desirable in its own right which is contrary to discussions. The potential need for the relief road arises from the planned development to the east of Kidderminster. As the quantum of development is greater in option A it is the working assumption that this will be more supportive of the need for the road than option B, but we would also stress that no transport modelling has as yet taken place as we will undertake this once a development option has been chosen. Modelling will confirm (or not) the need for the road.</p> <p>The results of the modelling notwithstanding, there are also concerns over the route of the relief road and the</p>	

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Company / Organisation	Response Number	Para /Policy	Type of Response	Summary of Response	Officer Response - WFDC Officer Response
				<p>potential impact that this would have on protected sites in the district, including both SSSI's and Local Wildlife Sites in particular direct and indirect (notably severance) effects on Hurcott & Podmore Pools SSSI and Local Wildlife Sites, Captain's & Stanklyn Pools and Spennels Valley Local Wildlife Sites and Hoo & Barnett Brook Local Wildlife Sites. A complex of designated sites of nature conservation significance form biodiverse corridors which radiate into the open countryside from the peri-urban eastern fringes of Kidderminster. The Eastern Relief Road must address these effects in a manner which demonstrates net-gain for biodiversity; the quanta of mitigation will become a significant burden on the surrounding allocations. This is likely to far outweigh any opportunities for de-fragmentation/habitat creation or restoration which this new linear infrastructure might pose.</p> <p>We would welcome further opportunity to discuss these issues with WFDC following completion of the transport modelling and its conclusions.</p> <p>In the same table, the row for 'Green Infrastructure and Biodiversity' states that "The more dispersed nature of this approach will mean that more sites are affected. This, in combination with their typically smaller size (with the exception of the enlarged Lea Castle) will mean the delivery of Green Infrastructure</p>	

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Company / Organisation	Response Number	Para /Policy	Type of Response	Summary of Response	Officer Response - WFDC Officer Response
				<p>requirements is more difficult".</p> <p>We have some concerns about these comments about green infrastructure, and have impacts both locally and in combination on corridors. The Worcestershire Green Infrastructure partnership undertook an assessment of the site proposals at a high level, including some mitigation options in early 2017, and we would refer back to this document in assessing the green infrastructure impact of options A and B. We welcome the opportunity to work further with WFDC on green infrastructure.</p>	
	LPPO484	Table 6.0.6	Comment	I do not believe we need Option A or Option B.	Comment noted.
CORE11	LPPO241	6.0.6	Comment	Option B is the overall better choice, with more attention to green infrastructure, less large housing areas, a better place to live and quality of life, these factors should not be sacrificed to saving of cost if more dense developments are decided upon.	Commented noted.
Summerfield Against Land Transformation	LPPO1611	Table 6.06	Object	There is <u>clear bias</u> contained within the draft Local Plan, to the extent that Option A is portrayed as the only real choice and Option B as, effectively, ballast and barely viable. This is further depicted in the "vision" (simply a point of view) and as "strategic" (a high-level choice which supports <i>your</i> point of view). This is unacceptable.	Objection and comments noted.

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				<p>There is further bias in relation to the Eastern Relief Road. The dominant argument for Option A appears to revolve around both ‘critical mass’ and thus the need for a relief road, together with its capacity to provide solutions to existing congestion, poor air quality and problematic transportation links. Indeed, so heavily do you rely upon the relief road that it becomes the justification for rather than a consequence of Option A.</p> <p>Option A is shaped to justify the relief road, resolve pre-existing transport problems and attract capital funding.</p>	
Historic England	LPPO1269	Table 6.0.6	Comment	With reference to tables beginning on page 41, our specific interest is in how the harm/ impact to the historic environment has been assessed, in the decision of which option is the most appropriate for the Local Authority. This includes whether to release land from the Green Belt and also for all of the proposed site allocations contained later in the document.	The Historic Environment evidence base study includes details of the analysis of the proposed site allocations and land to be released from the Green Belt. This study will be made available on the Council's website during the pre-submission consultation.
Wyre Forest Friends of the Earth	LPPO1313	6.0.6 Road Infrastructure	Comment	The construction of the Eastern Bypass could encourage more car journeys to be undertaken. Locally generated traffic on the eastern side of Kidderminster could use the bypass as a shortcut between areas. This could lead to increased pollution including emission of CCGs, more road casualties, a reduction in walking and	Comments noted.

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Company / Organisation	Response Number	Para /Policy	Type of Response	Summary of Response	Officer Response - WFDC Officer Response
				cycling and a consequent rise in obesity and associated health conditions.	
Barratt Homes West Midlands	LPP0768	Table 6.0.6	Object	Option B requires less Green Belt release but still meets the housing requirement. Do not consider that exceptional circumstances have been demonstrated to justify this Green Belt release during site selection process.	Objection and comments noted.
	LPP04695	Table 6.0.3	Object	<p>Inconsistencies in Local Plan document</p> <p>A further reason for objecting the proposals for sites allocated for housing relates to the inconsistencies / lack of clarity over the housing number projections reported in the Local Plan document.</p> <p>Table 6.0.3 in the Local Plan reports that 3,640 houses can be accommodated on “core or common to both potential approaches [options]”. This replicated in Table 3. The Local Plan then concludes that they will assume a provisional requirement of 6,000 dwellings, which results in a shortfall of 2,360 houses. However, assuming 6,000 houses is a further 11% uplift which is in addition to the 58% uplift that has applied to the base population projections. The total uplift from the base population projections is therefore 75% (2,580, 143 per annum). This uplift has again not been justified by WFDC or Amion Consulting.</p> <p>In addition, it would be sensible to assume that the</p>	<p>Comments noted. The proposed development requirement is based on the housing need for the District. This housing need was evidenced in the OAHN study published in April 2017.</p> <p>Since the Preferred Options document was consulted on, the Government have published their Standardised Methodology for calculating housing need. The Council is therefore undertaking a revised OAHN study which will use the Government’s new standardised methodology.</p>

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Company / Organisation	Response Number	Para /Policy	Type of Response	Summary of Response	Officer Response - WFDC Officer Response																
				<p>total core housing numbers identified in proceeding sections under headings for each area (e.g. Kidderminster Urban Extension) would equate to the 3,640 houses outlined in Table 6.0.3. However, Table 4 shows the full list of “core” housing sites, which totals 4,486 houses and 40.94 hectares of employment land. Once again, this demonstrates the lack of clarity over the source of housing numbers and reinforces the fact that the Local Plan and supporting OAHN are not suitable for public consultation.</p> <p>Table 3 Core / “common” housing numbers (adapted from Table 6.0.3)</p> <table><thead><tr><th>Type of site</th><th>No. o</th></tr></thead><tbody><tr><td>Dwellings completed from 1 April 2016 (as of April 225 2017)</td><td></td></tr><tr><td>Existing and lapsed planning permissions</td><td>712</td></tr><tr><td>Previously developed land (not in Green Belt)</td><td>1,193</td></tr><tr><td>Previously developed land in Green Belt (including 796 Lea Castle)</td><td></td></tr><tr><td>Sub-total</td><td>2,956</td></tr><tr><td>Potential from suitable Greenfield and small scale Green Belt release (primarily for local need)</td><td>684</td></tr><tr><td>Total</td><td>3,640</td></tr></tbody></table>	Type of site	No. o	Dwellings completed from 1 April 2016 (as of April 225 2017)		Existing and lapsed planning permissions	712	Previously developed land (not in Green Belt)	1,193	Previously developed land in Green Belt (including 796 Lea Castle)		Sub-total	2,956	Potential from suitable Greenfield and small scale Green Belt release (primarily for local need)	684	Total	3,640	
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Company / Organisation	Response Number	Para /Policy	Type of Response	Summary of Response	Officer Response - WFDC Officer Response
				<p>Location Codes Number of dwellings Employment (hectares) Green Belt</p> <p>Kidderminster AS/1 23 0 N</p> <p>Kidderminster AS/5 45 0 N</p> <p>Kidderminster AS/6 24 0 N</p> <p>Kidderminster BHS/2 35 0 N</p> <p>Kidderminster BHS/11 0 0.46 N</p> <p>Kidderminster BHS/16 55 0 N</p> <p>Kidderminster BHS/18 47 0 N</p> <p>Kidderminster B1/1 230 0 N</p> <p>Kidderminster BW/2 80 0 N</p> <p>Kidderminster BW/3 72 0 N</p> <p>Kidderminster FPH/6 91 0 N</p> <p>Kidderminster FPH/8 0 7.96 N</p> <p>Kidderminster FPH/10 70 2.96 N</p> <p>Kidderminster FPH/18 35 0 N</p> <p>Kidderminster FPH/23 0 1.84 N</p> <p>Kidderminster FPH/24 0 5 N</p> <p>Kidderminster FPH/25 0 2.17 N</p> <p>Kidderminster FPH/28 0 0.25 N</p> <p>Kidderminster FPH/29 0 1.72 N</p> <p>Kidderminster OC/11 56 0 N</p> <p>Kidderminster LI/1 0 3.27 N</p> <p>Kidderminster MI/26 0 0.69 N</p> <p>Kidderminster MI/34 0 1 N</p> <p>Kidderminster WFR/WC/18 60 0 Y</p>	Remove from

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Company / Organisation	Response Number	Para /Policy	Type of Response	Summary of Response				Officer Response - WFDC Officer Response	
				Urban	WFR/WC/15	600	1.89	Y	
				Extension Urban	BW/4	200	0	N	
				Extension Urban	WFR/CB/7,	1735	9.66	Y	
				Extension	OC/4/5/6/12/13N, WFR/ST/1,FPH/27				
				Stourport	LI/2	80	0	Y	
				Stourport	LI/6/7	94	0	Y	
				Stourport	AKR/1	17	0	N	
				Stourport	AKR/2	72	0.34	N	
				Stourport	AKR/7	20	0	N	
				Stourport	AKR/20	170	0	N	
				Stourport	MI/1	40	0	N	
				Stourport	MI/34	114	0	N	
				Stourport	MI/5	55	0	N	
				Stourport	MI/6	106	0	N	
				Stourport	MI/33	0	0.34	N	
				Bewdley	WA/BE/1	100	0	Y	
				Bewdley	WA/BE/5	45	0	Y	
				Bewdley	BR/BE/6	30	0	N	
				Villages	WA/UA/4	10	0	Y	
				Villages	BR/RO/1	30	0	N	
				Villages	BR/RO/4/6	20	0	N	

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				<p>Villages BR/RO/7 20 0 N</p> <p>Villages BR/RO/21 0 1.32 N</p> <p>Villages BR/RO/26 5 0 N</p> <p>Total 4,486 40.94 -</p> <p>Total (in Green Belt) 2,724 11.62 -</p> <p>Total (not in Green Belt) 1,762 29.32 -</p> <p>Further to this, it is not clear how Table 6.0.3 (replicated in Table 3 above) in the Local Plan relates to Table 6.0.5 (replicated in Table 5, overleaf) or how the numbers relate to Option A and B. WFDC need to clarify how these numbers relate to the core/common sites and the information presented in Table 6.0.3 of the Local Plan. For instance, the 1,193 additional dwellings to be placed on Brownfield land which are additional proposed by the plan, where are these in relation to Table 6.0.3? Even if the mathematics behind the numbers is correct (which is doubtful), the presentation of the information is illogical and uninformative.</p> <p>Table 5 Core / “common” housing numbers (adapted from Table 6.0.5)</p> <p>Number of dwellings required 2016 - 2034 6,000</p> <p>Number of dwellings to be placed on brownfield land 967 (a perm propd</p> <p>Number of dwellings on previously development 796</p>	

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				<p>land in the Green Belt (included 600 at Lea Castle)</p> <p>Number of dwellings proposed on greenfield sites 350 not in Green Belt</p> <p>Number of dwellings proposed on greenfield Green Belt sites 1,918</p> <p>Sub-total 5,224</p> <p>Option A – Additional Green Belt dwellings 1,080</p> <p>Option B – Additional Green Belt dwellings 765</p> <p>Option B – Additional dwellings on Greenfields sites not in Green Belt 570</p> <p>Total Option A = 6,304</p> <p>Option B = 6,559</p> <p>Further concerns relating to the mathematics informing the Local Plan are strengthened by the inability of WFDC to calculate percentages. Table 6.0.6 of the Local Plan states that Option A would take 266 gross hectares of Green Belt land, which is the equivalent of 2.4% of the overall Green Belt land area. Option B is reported to take 218 gross hectares of Green Belt land area, equating to 1.9% of the overall Green Belt land area. Assuming that the document refers to the same “overall Green Belt area”, 218 hectares (Option A) cannot equal 1.9% at the same time as 266 hectares equals 2.4%. Table 6 demonstrates the correct scenarios for if Option A and Option B scenarios were considered as correct. The result show that there is between a 7-hectare reduction and 9-hectare increase</p>	

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				<p>between the two scenarios, which whilst this is a small proportion of the projected land take for each option, it is incorrect and demonstrates that a comprehensive technical review of the Local Plan has not been completed.</p> <p>Table 5 Core / “common” housing numbers (adapted from Table 6.0.5)</p> <table><thead><tr><th>Scenario</th><th>Option</th></tr></thead><tbody><tr><td>Local Plan assessment</td><td>Option A</td></tr><tr><td>Assume Option A is correct</td><td>Option B Option A (as per Local Plan) Option B</td></tr><tr><td>Assume Option B is correct</td><td>recalculated Option A</td></tr><tr><td></td><td>recalculated Option B (as per Local Plan)</td></tr></tbody></table> <p>5. Status of the Housing White Paper (February 2017)</p> <p>The Local Plan states that:</p> <p><i>“at the time of preparation of this preferred option</i></p>	Scenario	Option	Local Plan assessment	Option A	Assume Option A is correct	Option B Option A (as per Local Plan) Option B	Assume Option B is correct	recalculated Option A		recalculated Option B (as per Local Plan)	
Scenario	Option														
Local Plan assessment	Option A														
Assume Option A is correct	Option B Option A (as per Local Plan) Option B														
Assume Option B is correct	recalculated Option A														
	recalculated Option B (as per Local Plan)														

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				<p><i>document the Government’s new Housing White paper was being published along with the underpinning documentation that accompanied it. The Council’s intention has been to try to anticipate as much as is possible of the Government’s strategy so that a Plan consistent with the requirements of the NPPF and emerging national policy has been brought forward for consultation. As such, through this Preferred Options, Wyre Forest District Council has strived to propose a realistic level of housing requirement that respects the findings of the Local Plans Expert Group”</i></p> <p>The Housing White Paper states that:</p> <p><i>“we need to plan for the right homes in the right places... but at the moment, some local authorities can duck potentially difficult decisions, because they are free to come up with their own methodology for calculating objectively assessed need. So, we are going to consult on a new standard methodology for calculating objectively assessed need and encourage councils to plan on this basis”.</i></p> <p>The Paper also states:</p> <p><i>“Plan-making remains slow... with arguments about the number of homes to be planned for often being a particular cause of delay – something not helped by the lack of a standard methodology for assessing housing</i></p>	

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				<p><i>requirements. We want to ensure that every are has an effective, up-to-date plan, by making it easier for plans to be produced and understood and simpler to identify the homes that are required”.</i></p> <p>In relation to timescales for the methodology, the document states:</p> <p><i>“we will publish this consultation at the earliest opportunity this year [2017], with the outcome reflected in changes to the National Planning Policy Framework”.</i></p> <p>Given the timescales in which the Local Plan is being developed and the lack of transparency /robustness in relation to the OAHN report, it would be sensible for WFDC to await the objective methodology. This way WFDC could ensure they have used a methodology that justifies the substantial uplift from baseline population growth is actually realistic and the Local Plan will not pose risk to large expanses of Green Belt land unnecessarily.</p>	
	LPPO4809	Option B Stourp ort	Comment	A statement is made in the Preferred Options Document (table 6.0.6 option B) states that additional development to the west of the river at Areley Kings is likely to have a negative impact on Stourport and the river crossing. The development proposed is only about 20% of the existing Areley Kings settlement	Comments noted. A Stourport relief road is not being proposed; nor is a new bridge over the River Severn. Both of these would be very expensive and is not supported by the Worcestershire Local Transport Plan No. 4.

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				(compared to 100% for Spennells) and the document fails to mention that the WFDC Infrastructure Delivery Plan (2012) proposes the Stourport relief road, with a new bridge over the River Severn.	
	LPP04619	Development Strategy	Object	Overall, the proposals reflect a lack of awareness of the need for infrastructure to support new housing developments, and a lack of creativity in considering how best to utilise available land.	Objection noted.
Yew Tree Walk Ltd	LPP0818	Location of new development	Comment	Stourport-on-Severn is identified as a large market town, the second largest settlement in the District. With Kidderminster as the main town in the District, both settlements should therefore be the primary focus for future housing development. In this context, rather than an either-or choice between 'Option A' and 'Option B', the housing distribution options being suggested through the Preferred Options, it would be more appropriate to seek to concentrate growth through major urban extensions at Kidderminster but also to seek some dispersed growth particularly focussing on Stourport-on-Severn given its role to support Kidderminster in the provision of larger scale housing. There is scope to increase the numbers allocated at Stourport-on-Severn, reducing the reliance of smaller, less sustainable and particularly rural settlements, in delivering the housing requirement. On this basis, further sustainably located sites on the edge of Stourport-on-Severn, should be identified which should include additional Green Belt	Comments noted.

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO SECTION 6: A SUSTAINABLE FUTURE – DEVELOPMENT STRATEGY (excluding paragraphs 6.54-6.57)

Company / Organisation	Response Number	Para /Policy	Type of Response	Summary of Response	Officer Response - WFDC Officer Response
				release.	
Barratt Homes West Midlands	LPP0767	Chapter 6	Object	Development should be allocated based on sustainability and suitability of sites. Kidderminster has a disproportionate amount of dwellings allocated under Option A. Stourport has 20% of population but under 14% of allocations under Option A. This should be higher.	Objection and comments noted.
Barratt Homes West Midlands	LPP0766	para. 6.48	Object	Emerging Plan places great emphasis on Brownfield urban sites (most are existing allocations) and potential large urban extensions (tend to have long lead-in times). Urban extension will need planning applications submitting shortly after adoption of Plan and have very strong delivery rates. We propose that a buffer should be added to OAHN to ensure choice and competition.	Objection and comments noted.
Barratt Homes West Midlands	LPP0772	Table 6.0.6	Object	Both options result in Green Belt release but no reference made to NPPF guidance and exceptional circumstances test. If there is a suitable and sustainable strategy for development that would protect the Green Belt then exceptional circumstances test cannot be passed. Where is this evidence to support Green Belt release? The 2 options have limited relationship to the status of the principal settlements. Under Option A, 85% of development goes to Kidderminster, 13.8% to Stourport and 3.1% to Bewdley. Kidderminster has 56% of population and Stourport 20%. Agree that Kidderminster should be focus for growth but other settlements should be	Comments noted. Further evidence base work has been undertaken at pre-submission stage which will address some of these issues raised.

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				<p>allocated growth proportionate to their size. Stourport has advantage of only partly being in the Green Belt unlike Kidderminster.</p> <p>Table 6.06:</p> <p>Spatial Strategy - option A relies on significant amount of Green Belt development to east of Kidderminster. Option B also includes Green Belt allocation east of Lea Castle Hospital. These sites are all in same area and would compete against each other leading to likely market saturation. Where is evidence that this quantum of development is deliverable in Plan period? Additional allocations elsewhere such as Stourport would provide greater choice.</p> <p>Green Belt - no reference to exceptional circumstances test made - fundamental failing</p> <p>Housing - suggested that Option B will result in smaller sites that will be less viable and therefore provide less affordable housing. However, all sites are above threshold and should deliver affordable housing. Several Option A sites have significant infrastructure requirements which could affect viability of affordable housing provision. No evidence to support statements made in table.</p> <p>Employment - Option B results in an employment site</p>	

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				<p>being reallocated for housing. Option B housing numbers are higher than Option A so remove this site. it is suggested that Option B would mean reduced accessibility to employment sites due to more dispersed pattern of development. We do not agree. All employment allocations under Option B come from core sites.</p> <p>Roads - all allocations should be able to provide sufficient infrastructure to offset their impact.</p> <p>Education - implications for education provision between the 2 options should be minimal. Little evidence that option B will be more problematic for education provision.</p> <p>Green Infrastructure and Biodiversity - suggestion that option B would make green infrastructure harder to deliver. Where is evidence? Smallest allocation under Option B in main settlement is 72 units. Should be capable of providing GI.</p> <p>Sustainability - considerations identified in table are inappropriate. Little evidence to support statements made. Is not fair to describe option B as dispersed strategy as most development will be delivered in most sustainable settlement. It is suggested in Option B that considerable additional pressure will be placed on services and transport and cannot be mitigated. Where</p>	

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				<p>is evidence?</p> <p>Evidence in Preferred Options is insufficient to inform 3rd approach in issues and options document.</p>	
	LPPO2416	Section 6	Object	<p>There is reference in Section 6 to additional school places that would be required as a consequence of increased housing. I would expect that: any increase in FTE pupils would be accompanied by appropriate increases in school facilities eg hall, space, play space, dining facilities, toilets, as well as additional classrooms; no school should be increased by a fraction of a class unless this rounds an existing fraction up to a whole number. The plan should also reflect the lack of certainty of securing any new school provision via the Free School route, and provide funded alternatives.</p>	<p>Comments noted. WFDC will continue to work with WCC children's services to establish future need for school places through the plan development lifetime.</p>
	LPPO2191	Development Strategy	Comment	<p>There should be a wider spectrum of development to meet housing needs for all sectors and demographics.</p> <p>Brownfield sites are not always suitable for sustainable communities in the long term. Town centre sites often lack amenity.</p> <p>I concur with the findings of the consultation that there has been a lack of development in Bewdley to</p>	<p>Comments noted. The emerging Local Plan is proposing to allocate some housing sites in Bewdley.</p>

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				<p>meet local requirements.</p> <ul style="list-style-type: none"> Bewdley needs to support people who have been brought up in the locality and wish to remain. There is a need to attract additional residents to support and contribute towards the local WFDC economy. The provision of suitable family housing to attract such residents needs to be increased and diversified. There is also the question of elderly residents who wish to remain in Bewdley. Provision of suitable units for over 55s and possibly a complex for residential and nursing home is also a consideration. 	
	LPPO4597	Employment Needs	Comment	Industrial units continue to be built, why is this necessary, when throughout the District you can see units that have been empty for a considerable time, Easter Park is an example.	The Local Plan Review process doesn't just allocate sites for housing; it also allocates potential sites for employment to meet its employment land requirement. The Employment Land Review evidence base study sets out what the employment requirement is for the district during the plan period. This evidence base study is used to inform the site allocations in the emerging Local Plan for employment use.
	LPPO3966	Development	Comment	I will not labour the many valid points made about the loss of natural habitat implicit on any building on green	Comments noted.

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		Strategy		<p>belt or the inevitability of develops building the largest, most profitable houses they can which will inevitably attract commuters and lead to increased congestion, pollution and increased demand on local services which have so commendably been made by other contributors</p> <p>But crucially the document simple ignores the opportunity of empty buildings in the town centre. Believes that Council officials admit that recent large-scale retail developments have sucked economic activity out of the town centre leading to huge under occupancy but a blind eye has been turned by the council to these buildings due to the difficulty in getting landlords to repurpose these buildings into small residential units. Yet it must be obvious to all in authority that the centre of town is exactly where young people and mature people wish to relocate to be close to amenities. So, a council who would use their statutory powers including compulsory purchase orders has a ready stock of housing which could be ready for market in a maximum of 18 months. Further these homes would be close to public transport hubs, new health centre, hospital. The former glades site could easily have a school built on it, next to council operated pay car park rather than a cinema complex that will pull in car parking using customers for much smaller periods.</p>	

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				<p>As for plans to entice economic activity to the area, it is clear on only a cursory glance than no one who was asked to formulate these plans has the slightest idea about how businesses run, the keys are readily available local skilled workforce, good transport links and or local supply chain. Sadly, in the foreseeable future Kidderminster and environs will not be able to supply these which is why it is haemorrhaging industrial jobs.</p> <p>Too conclude once again this plan like the plan for a new council house, leisure centre and car park and road network, repaved public realm, retail developments, town gateways is ill thought out ill-conceived and totally misses the targets it aims to hit, attract younger people, allow older people who have spending power to downsize and stay in the area. Building executive houses for commuters and depriving the existing community of one its major areas to take exercise, breathe clean unpolluted air and de-stress from the pressures of modern life can only be described as a folly.</p>	
	LPPO1597	Development Strategy	Comment	We accept the need for new housing development within Wyre Forest District, but have major concerns regarding the amount of development proposed concentrated to eastern Kidderminster, including the use of prime agricultural Category 2 and 3 land. It is averred this would not be sustainable development.	Comments noted. The Sustainability Appraisal Report and the Site Selection Process Topic Paper set out the site selection process that the Council has undertaken. The HELAA document also provides from evidence. These evidence base documents are available for

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				<p>We also believe that the WFDC Local Plan could better support the community through intelligent and sustainable regeneration of key areas of Kidderminster, Stourport and Bewdley. As shown in this Objection, it is not considered sufficient investigation has been made of Brownfield sites throughout the District. If the modifications to the Local Plan proposed were spread more evenly around the District, it would minimise the adverse impact on Green Belt, areas of SSI and reduce the urban sprawl of eastern Kidderminster.</p>	viewing on the Council's website.
Taylor Wimpey West Midlands	LPPO1483	6 A Sustainable Future - Development Strategy	Comment	<p>Development Strategy - Buffer</p> <p>The Preferred Options identifies land to accommodate 6,000 dwellings to deliver the housing requirement of 5,400 homes, a 7.4% buffer. Recent advice of the Local Plan Expert Group suggested a buffer of 20%, therefore need to identify additional land equivalent to accommodating 1,080 additional dwellings. Therefore, in total, the Local Plan should be providing enough land equivalent to the delivery of a total of 6,480 dwellings over the plan period in Wyre Forest District.</p>	<p>Comments noted. The proposed development requirement is based on the housing need for the District. This housing need was evidenced in the OAHN study published in April 2017.</p> <p>Since the Preferred Options document was consulted on, the Government have published their Standardised Methodology for calculating housing need. The Council is therefore undertaking a revised OAHN study which will use the Government's new standardised methodology.</p>
	LPPO1942	Development	Comment	If all these new houses are built where will the occupants work? Is it not more sensible to plough	There is a legal requirement for the Council to provide for its employment need as well as its

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		Strategy		money into promoting growth of new industry, then build housing at the same time as industry grows? Quality of life is important to attract business and workers to the area so the beauty of the Green Belt and the wildlife it supports is crucial to our town.	housing need. To make a place sustainable it needs employment as well as housing. By creating employment opportunities it enables people to live and work within the district. Please see the Employment Land Review for further details.
Stanmore Properties Ltd	LPPO1510	Section 6	Comment	A focus on Kidderminster accords with the summary of Issues and Options representations which states support for a sustainable urban extension to the north of Kidderminster based on the Lea Castle Hospital (Option 2) and the Hurcott Lane ADR. Concern in respect of traffic may be addressed by the recent completion of the Hoobrook Road link and impact on the Hurcott pastures SSSI is considered further in our other responses. Representations also indicated little enthusiasm for allocating development in the rural east or west of the District (Options 6 and 7) and in respect of the west the relative isolation and poor sustainability make the location difficult for development over and above that to meet local needs.	Comments noted.
South Worcestershire Authorities	LPPO1242	Development Strategy	Comment	The consultation paper sets out a level of growth that the level of housing growth proposed ' <i>reflects the necessary housing requirement to satisfy housing need plus additional need arising from the necessity to provide additional affordable housing and opportunities for economic growth</i> '. However, it is not clear how the additional growth addresses unmet need	Comments noted. We continue to have Duty to Cooperate discussions with our neighbouring Local Authorities, which has included discussions with the Black Country Local Authorities, South Staffs, and Birmingham City Council.

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				arising from outside of Wyre Forest District. It should also be recognised that whilst work is still underway to establish how the Birmingham shortfall will be distributed, there could be a need for the Wyre Forest Local Plan Review to consider higher levels of growth to absorb some of this need.	
Historic England	LPPO1266	Development Strategy	Comment	Within the section on development strategy, where development is discussed within the different settlements we would recommend that some text is included to highlight what the specific issues and opportunities are for the historic environment.	Comments noted.
	LPPO5121	Development Strategy	Comment	<p>My issues with the plan are:</p> <ul style="list-style-type: none"> The proposals for 5000+ houses (12,000+) by 2031 extra people are extreme. This is a 12%+ increase in the WF population (and if most are in Kidderminster; a 20%+ increase in Kidderminster's. The location of the bulk of the development is on the eastern edge of Kidderminster, in a ribbon development. This will have the effect of taking Kidderminster closer to the West Midlands, and the creation of a huge and unpleasant urban sprawl. The majority of the new population will be commuters. In effect WF will become another overspill area for Birmingham. There are no estimates of what type of people will choose 	Comments noted. There is a legal requirement for Local Authorities to meet their housing need for their areas. The OAHN Study published in April 2017 calculated the housing need for the district, which was used as the evidence to inform the Preferred Options plan. Since the Preferred Options consultation, the Government has published their Standardised methodology for calculating housing need. The Council is therefore undertaking a revised OAHN study which will use the Government's new standardised methodology.

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				<p>to live here. What if they are all old and retired? The existing ageing population of WF will be worsened.</p> <ul style="list-style-type: none"> It is not made clear in the plan what benefit this will bring WF economically. Maybe some extra money in retail shops? Attract new businesses? No real case is made for this in the plan. However the South Kidderminster Enterprise Park continued development is welcomed. Development of this magnitude will also bring huge pressure to local services, the environment, and transport – as it is not clear in the plan about what extra provisions are being made (i.e. schools, doctors, bus services etc.). It will not make WF a nice place to live, it will be the opposite. It is not clear how some areas have been declared 'Core' and some as options (A and B). There should be more options at this stage, and less 'Core'. Lea Castle Hospital is an exception, but BW/4, OC/4,OC/5,OC/6 are all deemed core for no obvious or strong reason. <p>What can be done to minimise harm to the WF?</p> <p>Accepting that government and NPPF pressures have to be implemented, then to reduce the huge impact,</p>	

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				<p>the plans should consider;</p> <ul style="list-style-type: none"> ○ A clear plan for resolving the chaos on Hurcott Lane must be implemented before any work begins. It is a narrow country lane that cannot cope with today's traffic, never mind the goods and service vehicles that will come. ○ An eastern bypass road should be in place to ease the potentially huge impact on traffic in and around Kidderminster's already creaking road system. If public money is needed then a case must be made back to the NPPF (it is their demands that will create the emerging issues that will come). ○ ALL Brownfield sites <u>must be completed</u> before any Green Belt land is used. ○ Any development must have a critical mass of houses to create a focussed community. Much needed shops, bus routes, schools and healthcare provision will only work in a concentrated development – not one thinly spread over 10 miles. ○ Western Kidderminster (Low Habberley and Ferndale area in particular) has to be given much more 	

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				<p>consideration than has been already – and help keep WF separate from the West Midlands. Joining Stourport, Bewdley and Kidderminster is more attractive than WF joining with Stourbridge.</p> <ul style="list-style-type: none"> ○ Hurcott Pools and Pasture SSSI's must be protected and respected much more! 	
	LPPO4405	Development Strategy	Comment	<p>During the consultation period we are asked to study and comment on the merits of two options: -</p> <p>Option A. A large-scale development mainly on 'Green Belt' fields adjacent to the east of Kidderminster and to the rear of Offmore together with associated infrastructure changes.</p> <p>Option B Development being accommodated by dispersal across the district.</p> <p>Nick Boles, following the outcry of the Tory Party being accused of failing to protect the countryside, categorically stated that development on Green Belt land will only be allowed when Local Authorities can prove insufficient Brownfield sites are available. Also in a letter to Anna Soubry MP, then Health Minister, who opposed Green Belt development 'it may mean building on environmentally uninteresting' green</p>	<p>Comments noted. It is a legal requirement for the Local Authority to have an up to date Local Plan that meets the identified housing need. The Objectively Assessed Housing Needs (OAHN) Study sets out what our housing need is for the District. Unfortunately, we do not have enough deliverable brownfield sites left in the District. We therefore have to release some greenfield sites to be able to meet our housing requirements. This will include some greenfield sites within the Green Belt.</p>

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				<p>spaces'. This is in line with the with the 2012 Government National Planning Policy Framework which requires relevant planning authorities to 'take into account the economic & other benefits of the best & most versatile land'.</p> <p>Nick Boles as Planning Minister also in the last Government set out plans to make it easier for high street shops to be converted into residential housing.</p> <p>Michael Gove MP on his appointment as Environmental Secretary spoke of the importance of protecting productive Greenbelt land which will be so important when we leave the Common Agricultural Policy</p> <p>The plan is biased to Option A which provides far more detail than Option B. Also evidenced by the fact no 'drop-in' session was originally organized for the Spennells. You have to ask the question why? Blakedown (served by a railway station with opportunities for parking extension) has not been considered. We are told 'Developers had not submitted any proposals' This indicates certainly in respect of Option A, the draft plan has been led by housing developers.</p> <p>Large urban estates attract increased anti social behaviour & crime rates & should be avoided.</p>	

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				<p>Worcester NHS is in crises, £29m in debt, having to reduce its services & also extend waiting times. It seems B’ham & Solihull (by providing funding) are keen to relocate their population who are expensive for the local authority to provide for in terms of schools, GP surgeries, hospitals, etc. none of which generate profit but is not likely to export any of its business which provides income whilst requiring no social support</p> <p>Until WFDC develop a policy of ‘town living’, the Council are not going to attract more retailers to Kidderminster. In fact further decline will occur with the increase of on-line shopping & the continual reduction in the number of banks building societies, etc. The Local Plan could give WFDC the ideal opportunity to develop a ‘town living’ policy. There are so many empty shops, offices & factories (e.g.Dixon St.) just crying out for conversion to flats/apartments.</p> <p>It is vital to protect as much green space as possible to make Kidderminster not only a pleasant place to live but also bring up children.</p> <p>The Local Plan Consultation Document refers to WFDC obtaining funds from B’ham & Solihull Enterprise Board & its duty to co-operate with them. A small authority is likely to be outmanoeuvred in any discussions with them, having vastly larger legal & financial departments, as has happened in Bromsgrove. If B’ham wishes to relocate overspill it</p>	

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				<p>would be difficult to resist especially when it offers 'useful contributions' to the development of Kidderminster station & the proposal to resurrect the by-pass.</p> <p>In order to achieve 'Town Living', not only to maximise use of derelict/empty shops, offices & factories for new homes, but also bring vibrancy to the town centre. Government has produced legislation to facilitate this. I m sure with the right approach WFDC can develop a proposal to meet the needs of its local population and maximise the use of brownfield sites across the District that is not led by developers looking towards Green Belt (regardless of its quality) and the needs of Birmingham & Solihull. The question is does WFDC have the courage, ambition and motivation to pursue such a course of action?</p>	
	LPPO2979	Development Strategy	Object	<p>People living in the Wyre Forest area have not been given notification of all the proposed planning that may go ahead in this district. There are thousands of people in this district who do not have a computer or indeed buy a local paper to know what is being planned for the area, Maps and proposed planning forms should be distributed to all people in this area, Also Councillors should be made to attend all meetings on planned proposals for their areas.</p> <p><u>Objections to further buildings in this area of Wyre</u></p>	<p>Objection and comments noted.</p> <p>It is disappointing to read that you are not entirely satisfied with how the Local Plan Review Preferred Options consultation was conducted. There was a full 8 week public consultation which closed on Monday 14th August at 5pm. During this 8 week consultation period we held 8 drop-in sessions across the District for members of the public to come along and have their say. The drop-in sessions were all very well attended. Leaflets</p>

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				<p><u>Forest and on specific grounds</u></p> <ol style="list-style-type: none"> 1. I object to further buildings of houses in this area because if we continue to build houses etc all over Britain we will end up with no countryside at all and we will not be able to grow food on our great fertile soils or even feed ourselves with other countries suffering drought, fires, mud slides and war devastation. Gone will be our green and pleasant land. Also our water supplies will undoubtedly have to be rationed as will our food and electricity etc. 2. Birmingham our 2nd biggest city is suffering from bad pollution, if we persist in building our area into Birmingham the people in Wyre Forest will also suffer from such pollution. The Government should have sorted out the most important policy of immigration with Brexit rather than building more and more homes. I am very annoyed about this and that our Government has passed laws to override Council decisions over buildings. 3. The only buildings we need built are for industry and for a new hospital on the site of Lea Castle. We have a downgraded local hospital that can't cope with patients and neither can The Royal Worcester Hospital. Lives are being lost because hospitals in Worcs cannot cope 	<p>advertising the consultation and the drop-in sessions were posted to households within the District, there were also posters displayed in public areas throughout the District and it was advertised on the Council's website, Facebook and Twitter. There were several articles about the consultation in the Shuttle and the Express & Star, and it was also on local radio stations and on the TV news.</p> <p>The consultation event was approved by our Local Plan Review Panel, Overview and Scrutiny Committee and Cabinet. We will however take your comments on board and will consider these issues next time we undertake a consultation event.</p>

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				<p>4. The local Council has squandered money on new sport centres and baths when others didn't need replacing yet whilst we get fewer services than we did in the past and when council tax spirals out of control for what? We have our fire stations and police stations highlighted to close and this is a great mistake.</p> <p>5. Too many houses have already taken up good agricultural land and our roads and bridges cannot cope with our massive population already. It is criminal to build on Green Belt land and only Brownfield sites should be used for industry which is sadly lacking in this area. The only jobs which seem to be available are supermarkets, and the health service and charity shops and fast food shops which is a disgrace. Our towns are down and out places to go which is a dreadful state of affairs.</p> <p>6. What other EU countries keep destroying buildings and rebuilding all the time. Old schools could still be used and other Victorian buildings made to last</p> <p>7. On grounds of health and safety I object to further building in this area except for what I have mentioned.</p>	

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION KEY ISSUES TO PARAGRAPHS 6.54 – 6.57

Part of Document	Key Issues Raised	WFDC Officer Comments
Paragraph 6.54	<ul style="list-style-type: none"> • We are not able to offer support to either Option A or Option B in their entirety as we consider that both options are likely to have significant harmful implications for biodiversity. We would therefore recommend a blend of the two options where site allocations likely to lead to significant adverse impacts on biodiversity are removed. • As the principal town the logic of allocating significant levels of development to the most sustainable settlement is understood and accepted. • A hybrid of the two approaches will be required to meet development needs over the plan period whilst maintaining a five year housing land supply and that further sites will need to be selected to support the delivery of housing. • This Options document represents another binary choice, Option A with supporting traffic and education support or Option B without. Was this document prepared to bias the choice towards Option A? • The lack of transparency and logic in key areas makes it very difficult to decide which option we would prefer 	A mixture of sites from options A and B are being taken forward.
Paragraph 6.55	<ul style="list-style-type: none"> • No mention that the option would have a greater impact on the communities affected than a more dispersed option, where the strains on infrastructure could be shared. • Disagree with homes being built on Green Belt land which is easily seen by people on a daily basis. This should be protected to 'safeguard and enhance landscape character'. • Eastern bypass will not make Kidderminster a more attractive place for businesses. • Access and egress from Spennells already difficult. • WFR/ST/2 is a productive piece of arable land. • Development in this area would go over the small ridge and continue down to the settlement of Stanklyn which would encourage urban sprawl. • Development would put extreme pressure on local roads and make already busy highways in the area intolerable at peak times. • Consideration should also be given to spreading any development around the 	<p>Green Belt is not a landscape designation.</p> <p>Development to the south of Spennells (option A) is no longer proposed as part of this Local Plan.</p>

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Part of Document	Key Issues Raised	WFDC Officer Comments
	<p>three towns and not concentrate it all in one area.</p> <ul style="list-style-type: none"> • It is difficult to see where the money would come from for a costly relief road that has to pass over a main railway line. • There should be no erosion of the productive Green Belt land as there will be an increased need for the UK to provide more food production rather than import food once we have left the EU. • Loss of Green Belt will further endanger wild life, both flora and fauna. • Loss of Green Belt will also reduce the natural area for people to exercise, as the current areas have many public paths. • Health problems due to greater levels of engine exhaust emissions. • Current public transport is very poor and needs substantial investment to serve the current population levels let alone increased population. • A would be inappropriate until the Eastern By-Pass is completed and other alternatives explored. • Don't take away the natural beauty that Spennells residents are fighting for and are desperately trying to cling on to. • Dense development can result in social problems • Loss of public Rights of Way and a quality of life • Residents are not able to comment on whether a relief road would be appropriate or affordable • Loss of the natural break from the other nearby communities, creating an ugly urban sprawl. • The proposed housing is situated too far for most people to be able to walk into town so additional bus routes would be needed. • Green space is important for emotional and physical wellbeing. • Building on undeveloped land causes flooding. • Green spaces and farmland are important habitats for wildlife. • There are not enough jobs in the area to support this huge influx of people. This will render new developments commuter ghost towns and increase traffic on main roads. • Joining Spennells with the housing on Stanklyn lane is a perfect example of urban sprawl, something that the government have said should be avoided at all costs. 	<p>An eastern relief road is not longer being proposed. The existing road network will ne upgraded to allow HGVs to be routed away from Kidderminster.</p>

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	<ul style="list-style-type: none"> • Why does an area with an almost static population need so many new houses? Is it because we are to be used as an overspill for Birmingham in the same way that Redditch is? • Please consider the possibility of incorporating the Lea Castle Hospital site into Option A, to minimise the impact on agriculture, environment and the Green Belt. Inclusion of Lea Castle Hospital into Option A, would also have a positive outcome for transport in the Spennells, Stone and Summerfield areas, with or without the Eastern Relief Road. • This new housing would not be ring fenced for local people. • There is no guarantee that benefits would happen! • Option A includes only area of Corn Buntings in Worcestershire. • We reject Option A particularly because of the larger Green Belt land take, scale and concentration of development and the negative impact upon local amenity biodiversity, health, wellbeing and community identity. • Challenge the validity and use of the Green Belt Review and the consequences this has, in respect of Option A, for the fields between The Spennells and Summerfield. • The Option A proposal will damage irrevocably the social amenity of and biodiversity in the fields which separate The Spennells and Summerfield and undermine the integrity and unique identity of the Summerfield community. • The land is breeding home to Skylarks which are red listed. • The proposed new road (the Eastern Relief road) would totally destroy this environmentally sensitive area with increased air pollution, more noise pollution, light pollution and the destruction of large amounts of natural habitats. • The need for an eastern relief road is not based on any sound traffic planning data. • Removal of the fields which could diminish the mental health and physical well-being of the people who use them. • The fields are extensively used by local people to walk, run, cycle walk dogs and ride horses. • Increased traffic, noise and higher emissions from exhaust fumes thereby increasing risk to health. 	<p>The Lea Castle site has been extended to take in the surrounding land parcels and a sustainable stand-alone community is proposed at this location.</p>

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Part of Document	Key Issues Raised	WFDC Officer Comments
	<p>Increased pressures on hospitals, doctors, dentists and opticians</p> <ul style="list-style-type: none"> • Loss of Green Belt status which protects our countryside from urban sprawl, threatening the existing public rights of way. • Loss of wildlife habitat. • Loss of good quality productive agricultural land. • It will not solve the housing crisis as the houses will not be affordable. • Lack of vision and seeks to doom Kidderminster to becoming a dormitory town for Birmingham without the necessary infrastructure to support it. • Presenting developers with the opportunity to build upon green field sites, currently outside of the Green Belt, will lead to urban sprawl to the southeast of Kidderminster, while brown field sites within the area remain undeveloped. • The options for redevelopment have been unfairly portrayed. Question 6.55 outlines benefits of Option A before asking for an opinion whereas question 6.56 outlines the disadvantages of option B before asking for an opinion. The document should be impartial and allow residents to create their own opinions and decisions independently and without influence from the council. • No comprehensive modelling of the Eastern Relief Road route benefits has been carried out and so the comments relating to the road in Paragraph 6.55 appear overly optimistic. • Biodiversity mitigation and enhancement necessitated by the road scheme will potentially have a detrimental impact on the developable area of nearby allocations and is likely to seriously limit their capacity to accept the proposed levels of growth. • We do not believe that the benefits offered by the larger scale development here outweigh the disadvantages. • if it were built it would only transport traffic from the bottleneck at Goldness Corner on the A449 slightly more quickly to the bottlenecks in Blakedown and Hagley on the A456. • Disproportionate focus of additional housing in Kidderminster. • Natural border removed between Wyre Forest and Wychavon. • Use of Green Belt only justified by proposed eastern relief road, which is only necessary if development proceeds. There is no need for the relief road without 	<p>Kidderminster currently has over half of the District's population so it should be expected to take the majority of the proposed development.</p>

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	<p>the development as traffic can use the A450 from Hagley to Torton.</p> <ul style="list-style-type: none"> • Spennells is already too big. • The land behind Offmore is considerably higher than other development and would be very visible. • The sustainability report suggests local employment to support the additional 1700 homes will be available from the businesses on the Worcester Road and Hartlebury Trading Estate. I do not believe these will expand to support the potential numbers involved. • Part of Option A (Spennells) has been shown to be unacceptable mainly on the grounds of storm and foul water drainage and flooding issues. • I cannot see how subjective and unproven benefits would outweigh admitted disadvantages. • The 'beauty of the countryside' has been cited in the plan as an important criterion but has not been given sufficient consideration in Option A. • Option A will remove important wildlife corridors which connect sites of special scientific interest and nature reserves. • Option A infers the inclusion of an Eastern Relief road; I believe that this is being used as a dangling carrot to encourage people to support this option. There is no evidence that in reality the relief road is any more likely to happen with this option. • Option A will just provide a commuter estate and therefore secure the Bypass. • Suitable brownfield land and not Green Belt should be the priority. • The amount of housing you propose to build is completely unnecessary and based on figures that apply to our nation as a whole and not the local area's needs. • There aren't enough jobs in the area to support this huge influx of people. • Would support the integration of small developments of less than 100 houses to be spread across the district on a variety of Green Belt areas so as to reduce the pressure on local infrastructure and services. • The proposed development is 3 to 4 miles away from the town centre. • The shaping of Option A to justify the relief road to resolve pre-existing transport problems and air quality is not correct. The relief road will not help with air 	<p>Development will be kept to the lower levels with the higher land left as green space. This open space will remain in the Green Belt to prevent its future release for development going forward.</p> <p>The dispersal of development over a higher number of sites would mean that existing schools would not have the capacity to take the additional pupils generated. Providing 2 large developments would allow for new school provision and additional community</p>

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	<p>quality in the Horsefair as the majority of traffic to Birmingham from Worcester use the A450 Worcester Road, which should be enhanced and the Bridge raised to accommodate the larger vehicles instead of creating a very expensive and unneeded additional road basically running parallel to this.</p> <ul style="list-style-type: none"> • Stone parish is unfairly targeted in option A for housing and a relief road. • Option A does not address the need for affordable homes as prices will be too high for local residents as it's a low income area. • Current employment land lies vacant and unused on Worcester road since built what evidence is there that more is required and that it will be filled? • The by-pass will not add any growth to Kidderminster and will serve as a route to by-pass the town. • Offering A or Option B is a divisive and dangerous tactic — one that splits communities and gives way to resentment. • The current proposals (Plan A) seem to be filling people with anger, dread and upset. • This new housing would not be ring fenced for local people. • If Option A is selected then I believe the land at the rear of Spennells should be deleted from the Option as it is not needed. • Should Option A still be selected then I recommend the expanded Lea Castle site within Option B is transferred to Option A.6.55 • Asks that the hedgerow and trees which characterise Stanklyn Lane be reinforced by a tree belt of between 15 and 20 metres width to protect the character of this country road and to mark a clear line between town and country. • We would also ask you to consider deleting that section of the site between the A448 Bromsgrove Road and the stream and fishing ponds. In our view, this relative small area will have an impact on the openness of the countryside and the Green Belt well in excess of what its size might imply. It will also effectively remove any gap between Stone and Kidderminster. • Several footpaths and bridleways will all be affected by the development of this area. We are not opposed to these paths becoming urban in character but would be opposed to development that was not sympathetic to their ability to continue to serve a valuable community function 	<p>facilities to be provided.</p> <p>An Employment Land Review has been undertaken by specialist consultants and updated in 2018 to reflect the latest requirements. The requirement for employment land in the plan period is closely linked to the housing requirement.</p> <p>The land alongside the A448 forms part of the Hoobrook LWS and will be protected from development. This area will not be removed from the Green Belt. The development in OC/13N will be screened from the A448. Views to/from St. Mary's Stone will be protected.</p> <p>An extensive network of footpaths will be provided as part of the proposed</p>

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Part of Document	Key Issues Raised	WFDC Officer Comments
	<ul style="list-style-type: none"> Ramblers will be concerned that the road is bound to have a serious impact on the footpath network by forming a barrier to walkers' ability to cross it Development in the smaller towns and rural villages would help to support these areas through the provision of additional housing including affordable housing, as well as local jobs through construction. Option A fits in with WFDC's plans for the redevelopment of Kidderminster, its Eastern Gateway, has good transport connections especially with the ability to support an Eastern Relief Road. Option A is not perfect but does bring infrastructure which will decrease the overall impact. Would still wish the Council to promote 'brownfield sites first' whilst they are still available and also to prioritise public sector land. It addresses more of the strategic proposals with which I agree. Plan A is more likely to attract new residents because of access to employment, education, shopping and other services. Option A gives something to the area in terms of educational and transport facilities and so seems preferable to option B which will further overload existing stretched facilities. Concerned that the release of land to the south east of the Lea Hospital site as proposed in Option B will have a significantly greater impact on the West Midlands Green Belt than will the Option A proposals. Additional housing requires more investment in infrastructure/employment/communication links and new housing to the north and east of Kidderminster could attract businesses Support the councils preferred option A, because building the majority of the houses on the Spennells and Lea Castle would be the most attractive for those people who choose to live in the Wyre Forest but their employment is within the surrounding towns and cities. Eastern Relief road would benefit everyone in the Wyre Forest. It would help to relieve the congestion within central Kidderminster and be convenient for residents on the new estate who commute to Birmingham and the Black Country. Also new schools are proposed for the extension to the Spennells 	<p>development which will link into the wider existing public rights of way network.</p> <p>Proposals in the Local Plan will allow for affordable housing sites to come forward in the rural villages.</p> <p>Public sector land is proposed for allocation through the Local Plan.</p> <p>Significant additional landscaping is proposed alongside the release of land at Lea Castle to mitigate for adverse impact on the open landscape.</p>

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Part of Document	Key Issues Raised	WFDC Officer Comments
	<p>estate.</p> <ul style="list-style-type: none"> • It seems that Option A would include new infrastructure whereas Option B will not include any. • I am in favour of keeping new homes near to potential employment site, schools and services whenever possible to reduce the travelling and pollution. • Support the Kidderminster Relief road, and development to the East of Kidderminster. • With the financial incentives available from the developers who develop these sites, it surely makes sense to concentrate them all in one area, where the incentives are large enough to make a difference, i.e. new schools, road improvement and community facilities rather than spread them throughout the District, thereby diluting the effectiveness of these financial incentives. • It seems logical to base houses closer to employment hubs, major transport links (rail & road) and where there's potential for increased school provision. • Transport links, accessibility, and the provision of services including educational have been positively accounted for in the proposed Option A. • The benefits of Option A outweigh the disadvantages as long as the new infrastructure is built/developed at the same time as the housing to make it a sustainable development. It also ensures that there will be sufficient school places for the new residents. • Option A is on the best side of Kidderminster, improving road access to Bromsgrove, M5, M40, M6. • Employment - All proposed new employment opportunities are being shown on the maps as being in the Kidderminster area so it would make sense to build the new housing nearer to these jobs. 	<p>Concentrating development to the east / north-east of Kidderminster will allow for easy access to rail stations by sustainable modes. This would not be so true if development was concentrated elsewhere in the district.</p>
Paragraph 6.56	<ul style="list-style-type: none"> • We do not believe that Option B as it is currently set out offers a sustainable solution to development at present. • The District Council is not in control of the provision of a relief road/school provision and cannot guarantee their provision. • Option B is more reasonable and realistic, but I would still question whether the existing infrastructure can support such a large number of new houses and the 	<p>Some of the Option B sites are being taken forward. Capacity is available in local schools to absorb pupils coming from these sites.</p>

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Part of Document	Key Issues Raised	WFDC Officer Comments
	<p>families that will live in them.</p> <ul style="list-style-type: none"> • Option B requires the acquisition of numerous sites making the process slower and more complex. • Reluctantly supports Option B, but does not think they have been offered a fair choice at all. • I do not support option B. I would urge you to consider the requirements of local residents, rather than those of large developers. • Housing should be spread as equally as possible across Wyre Forest so that it does not negatively impact one side/area. • In favour of a sensibly modified Option B • Neither option envisages a community that could be centred in the midst of the development. • Much fairer to spread the developments. • People prefer to have a choice of area to live in to be close to existing friends and family so I believe spreading out development would be better for the people of Kidderminster. • Object to Option B. • Green Belt must be protected at all costs, use brownfield sites first for any houses/schools and doctors. • The sites in Areley Kings are not feasible and opposed. • Plan B would add to the traffic on the Areley Kings side of the bridge. The infrastructure would never cope with more cars. The schools, doctors and roads are at breaking point now. • It seems that Option A would include new infrastructure whereas Option B will not include any. • Option B is more dispersed and will not bring any improvements but will worsen traffic congestion on Bewdley and Stourport bridges and affect the air quality in Dunley Road area. • Green spaces and farmland are important habitats for wildlife, some species of which are rare/endangered. • The amount of housing you propose to build is completely unnecessary and 	<p>It is proposed to bring forward one of the Areley Kings sites but at a much lower capacity as local schools cannot accommodate the larger number of pupils. Transport modelling has shown that this would not impact significantly on existing traffic. Work is underway to relocate GP surgeries in the town. A large area of informal open space will be provided on the site.</p>

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Part of Document	Key Issues Raised	WFDC Officer Comments
	<p>based on figures that apply to our nation as a whole and not the local area's needs.</p> <ul style="list-style-type: none"> • There aren't enough jobs in the area to support this huge influx of people. This will render new developments commuter ghost towns and increase traffic on main roads. • Loss of Green Belt will further endanger wild life, both flora and fauna. • Loss of Green Belt will also reduce the natural area for people to exercise, as the current areas have many public paths. • Current public transport is very poor and needs substantial investment to serve the current population levels let alone increased population. • Lack of infrastructure. • Does not come with any new infrastructure. Any development west of the River Severn will increase congestion and pollution in both Stourport and Bewdley. • Option B fails to take into account pressures on local services such as doctors, police and fire that an additional 1547 families will make to Stourport's already oversubscribed amenities. • Option B advocates urban sprawl in many different parts of the district. • If option B is selected, what plans are proposed to manage the extra traffic that is bound to arise with hundreds more houses expected? • Plan B has disadvantages, inc. access to facilities/traffic congestion. • A new Kidderminster Eastern Relief road will ease congestion but Option B will bring no new benefits and worsen current traffic congestion in Bewdley/Stourport esp. Bridge area. • The district Council is not trying hard enough to use the brownfield sites that are available. • Option B is totally unsustainable in that it places a lot of additional development the wrong side of the river in Stourport-on-Severn, creating increased traffic pressure on the bridge, pressure on existing schools in Areley Kings and there is little provision for shopping nor any medical provision that side of the river. • Loss of countryside, which is well used and loved by the local community. • It would deprive the locality of less good quality agricultural land. 	

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Part of Document	Key Issues Raised	WFDC Officer Comments
	<p>Support:</p> <ul style="list-style-type: none"> • More benefits from dispersed strategy. • Option B is preferable because it develops the community as whole not just Kidderminster. • Employment opportunities are located throughout the district so makes sense to have the housing also dispersed throughout the district so that local people can live closer to where they work, especially as local transport is poor. • Option B also helps to preserve open space between Kidderminster and the village of Stone. • Option B details the type of change that would benefit the local area in the long run. • Support option B, because it already has existing development. • Option B would give greater opportunity for quality design and local distinctiveness. • Option B is less extreme, less impact in any one area. • Ability to build a greater number of houses, in areas where they are needed for local expansion. • support Option B because of the lower Green Belt land take and the lesser disadvantage to the Summerfield (and Spennells) community. • Option B plans for a larger number of houses, in areas where they reflect the local need. • Option B does not require the additional policing costs suggested in section 4.4.9 of the WFIDP. • Less likely to attract overspill from B'ham/Solihull, therefore genuinely can be said to meet local needs across the District. • Will not require the construction of the essential Option A relief roads. • The various housing developments can run concurrently across the District, without major disruption, achieving the housing requirements more quickly. • Flexibility. Dispersed development is more able to react to changes than one large scale development. • Diversity. Spreading the development across the district will allow Stourport, 	<p>A mix of the 2 options is now proposed with development in all 3 towns plus provision for limited development in the rural settlements.</p>

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Part of Document	Key Issues Raised	WFDC Officer Comments
	<p>Bewdley et al to benefit rather than growing Kidderminster alone.</p> <ul style="list-style-type: none"> • Prefer Option B as it utilises 20% less Green Belt land. • Lower impact on transport, schools and other local services. P • People will also be able to integrate more easily into the local community rather than becoming a satellite estate on the outskirts. • Option B does not need as much roadwork 	
Paragraph 6.57 General Comments	<ul style="list-style-type: none"> • Green Belt land should only be considered as a last resort if all other options have been exhausted. • We <u>must think</u> of the future how best to make Kidderminster a pleasant & welcoming place to live. • Refurbishing and developing Kidderminster town would be an excellent opportunity to bring the once beautiful buildings back to life. • We may need to consider building upwards – high rise flats. • Rural expansion outside of the Green Belt should be allowed where landowners were prepared to provide at least 50% affordable homes/starter homes. • A combination of Options A and B is most appropriate. • Housing around the town centre would help regenerate Kidderminster. • Can the council find a way to reduce property taxes to encourage small retail businesses back into the town and improve local economy? • Development should be spread across the whole district to ensure that urban sprawl is contained and building is within existing boundaries. • The Council should not allow land with planning permission to be ‘land banked’ and should lobby Parliament to ensure this is against the law. • Building a large number of houses along the eastern edge of the district would not encourage growth from within. • If there is a need for more, why not housing like mobile homes, modern, compact but permanent with communal laundries and gardens. • Compulsory Purchase Orders should be made on some of the larger vacant shops. • The amount of shop frontage in Kidderminster is in excess of need. 	<p>Proposals will include revitalising Kidderminster Town Centre with new residential developments and conversions of empty historic buildings.</p> <p>Sites will be expected to comply with affordable housing policy of 30% provision. A mix of house types / sizes and tenures will be required on allocated sites ranging from 1 – 4 bedroom dwellings.</p> <p>Once planning permission is in place, sites will be expected to be brought forward.</p> <p>The problem of large empty retail units is a national problem in large towns. Worcester Street is to be opened up to traffic and</p>

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Part of Document	Key Issues Raised	WFDC Officer Comments
	<ul style="list-style-type: none"> A large proportion of the existing retail zone in the centre of Kidderminster could be reallocated to housing. Need to ensure there are no shortfalls in housing provision, especially in early years. Build bungalows to free up family homes. The plan should promote centralised housing development that reduces the dependency on car travel and lowers Co2. Housing needs to run in conjunction with employment. Development should be dispersed across the district as equally as possible so that no one area alone has to bear the brunt of the associated negatives. WFDC should not build on any Green Belt land until all brownfield sites have been developed first. Use existing empty properties in the town centre e.g. Woolworths site for a leisure complex (cinema/bowling alley) leaving Lionfields / Bromsgrove Street for residential. There is supply for 10 years if Lea Castle is developed.. No Green Belt site to be released until housing needs are reviewed after 10 years. Further Review needed to check housing need and available brownfield sites. Empty homes need to be utilised before any building work on new homes begins. Future planning permissions given should have a time period that states any building work is started & completed within a set time scale. Our area needs to be more innovative in our buildings and become a known area for a sustainable district of innovative non traditional building method. Opportunities to rid Kidderminster of unsightly and often derelict properties. I can't see any mention of eco-housing. Surely all proposed housing should far exceed minimum insulation standards and incorporate solar panels as standard. Development that allows for the building of the eastern relief road enables people to be connected to major road networks, allowing them to commute without getting gridlocked in town traffic. We need suitable housing for elderly people to downsize to. You have not demonstrated that there are insufficient brownfield (or green field 	<p>residential uses on upper floors are being implemented.</p> <p>Proposals / plans are well advanced on a number of large brownfield sites and it is hoped that these will come forward for development in advance of any Green Belt sites. Much of Lionfields is likely to be used for residential uses.</p> <p>The housing need has been recalculated using the recently adopted standardised methodology from Government. Planning permission is usually only valid for 3 years. A start on site must be made in that time.</p> <p>All housing needs to meet minimum building standards.</p> <p>With a rapidly expanding elderly population it is important to provide suitable</p>

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Part of Document	Key Issues Raised	WFDC Officer Comments
	<p>non-Green Belt) alternatives</p> <ul style="list-style-type: none"> • Support infill development to south of Kidderminster. • ‘Political will’ at national level needed to deter land banking. • Focus on development areas and not a long featureless strip as current. • Many small business owners find it difficult to lease small offices. All that is proposed are large industrial units, there should be a mix. • Would love the council to carry on rejuvenating the town itself and make it a pleasurable place to visit with more restaurants, maybe an entertainment venue for concerts, shows. • Revisit all ‘vacant’ property in Kidderminster and the use of CPOs as required. Approach Housing associations to support with this. • The development of the inner town must be the priority long before any further outward expansion of Kidderminster is even dreamed of. • Kidderminster has great potential; it has canals and rivers and a few years ago was a thriving market town surrounded by beautiful country side, but if we are not careful it will become a commuter town that no one wants to visit. • Kidderminster does not need a Multicomplex cinema and more shops. • Whichever options are chosen the road network needs significant improvements to maintain safety and minimise congestion. • The present road between Black Bridge and Hagley should become a major dual carriageway with housing near it to rid the Worcester Road Island of its bottleneck. • Commuters to Birmingham and Worcester desire to live in the country. Build more villages on some green field sites outside Kidderminster to give people this option. This would disperse the concentration of people entering an already grid locked system. 	<p>accommodation for this age group. This will include smaller dwellings and also C2 provision for those unable to live on their own.</p> <p>Employment proposals are land allocations. The Employment Land Review has shown a requirement for smaller workshops / move-on units to be provided.</p> <p>Many of the brownfield redevelopment sites have river/canal frontage. Development just beyond the town centre has proved very popular with towpath links direct to the town centre. These wildlife corridors should also be enhanced as part of any redevelopment.</p>

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Company / Organisation	Response No	Para / Policy	Type of Response	Summary of Response
Worcestershire Wildlife Trust	LPP01049	6.54	Comment	<p>We are not able to offer support to either Option A or Option B in their entirety as we consider that both options are likely to have significant harmful implications for biodiversity. We would therefore recommend a blend of the two options where site allocations likely to lead to significant adverse impacts on biodiversity are removed. In particular we would recommend the complete deletion of the Core Site FPH1 (Settling Ponds, Wilden Lane) because of the unacceptable biodiversity implications arising from any development here. Mitigation for biodiversity impacts elsewhere will be required under both options and it is therefore not the case that there is a clear ‘best’ option to take forward in terms of biodiversity protection and enhancement. Notably however, impacts will be especially challenging to mitigate successfully at sites on the eastern edge of Kidderminster, meaning that pursuing Option B (i.e. with reduced levels of housing) in this area may offer significant advantages. Option B also has positive implications in terms of reducing overall Green Belt take and potentially offering more ‘headroom’ to the housing numbers, which in turn may allow for more on-site flexibility to accommodate GI. Taken together these are important benefits and we do not believe that they are outweighed by the difficulties set out in the consultation document. In particular we do not believe that the case for the eastern relief road has been robustly demonstrated in the evidence base for the Plan and so we do not as yet consider it to be a strong reason to pursue Option A.</p> <p>We provide further details of our position under the relevant allocation policies but here we also wish to raise a more general point regarding the evidence base on which the allocations and Options have been progressed to date. So far as we can ascertain there is no site by site analysis detailing likely biodiversity impacts in the evidence base for the Plan and it is not clear how biodiversity implications have been accounted for in the decision-making process. We are particularly concerned to see that the Sustainability Appraisal (SA) for the Plan concentrates simply on designated sites (Sites of Special Scientific Interest and Local Wildlife Sites) under SA Objective 9 rather than encompassing wider biodiversity as we recommended during the scoping process. At the very least we consider that the council should be taking into account habitats and species of principle importance as listed under Section 41 of the Natural Environment and Rural Communities (NERC) Act 2006. The legal duty imposed on the council in this regard is set out in Section 40 of the Act and we strongly recommend that the evidence base is re-visited to take</p>

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Company / Organisation	Response No	Para / Policy	Type of Response	Summary of Response
				account of this. We believe that the failure to consider habitats and species outside designated sites represents a fundamental shortcoming in the SA and may undermine the decisions taken so far. This is underlined by the overall SA finding that <i>'it would be expected that both options would have a significant positive effect on the district's biodiversity'</i> , which we consider to be highly unlikely at the moment. Further work to determine the impact of proposed allocations will be required to ensure that the Local Plan is based on sound evidence and can be progressed in line with the law and relevant planning guidance (see for example NPPF paras. 9, 17, 109,110, 117, 157 and 165). We would be pleased to discuss this fundamental issue with the council with a view to improving the evidence base for the Local Plan if that would be helpful.
Bromsgrove & Redditch DC	LPP0898	6.54	Comment	The main concern of the Council is the location of the larger core housing sites, the fact that a preferred option is not specified, and that we are requested to make a choice of option A or option B in relation to significant development. The core housing sites, and also the majority of the option A and B sites are all situated towards the eastern / north eastern extent of the urban area of Kidderminster. As the principal town the logic of allocating significant levels of development to the most sustainable settlement is understood and accepted.
North Worcestershire Water Management	LPP0925	6.54	Comment	Regarding preference for option A or B: As it is clearly set out in national planning policy that development should only be considered if it is not at risk of flooding and will not increase flood risk to others in theory none of the sites should have a negative impact upon flood risk. Having to position development outside floodable areas and having to include flood mitigation measures can obviously impact upon the viability of a site. However, this is on a site by site level and I therefore believe it is virtually impossible to have a preference for option A or B purely from a flood risk point of view, as both options contain sites that are partially at risk of flooding. I would say that in my experience it is easier to get a good surface water drainage scheme together for a number of larger sites than it is to get good schemes for a whole range of smaller sites. Based upon this, I have a slight preference for option A.

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Company / Organisation	Response No	Para / Policy	Type of Response	Summary of Response
Gladman Developments Limited	LPP01422	6.54	Comment	<p>Gladman believe that a hybrid of the two approaches will be required to meet development needs over the plan period whilst maintaining a five year housing land supply and that further sites will need to be selected to support the delivery of housing to meet objectively assessed needs in full. This approach will enable the strategic infrastructure requirements to be delivered and could also support the sustainability of settlements across the district through the release of small and medium scale sites that are favoured by SME builders. As part of the plan preparation process it is essential that development needs are met in full, with sufficient contingency provided to demonstrate an effective strategy is being brought forward. A review mechanism would allow needs of neighbouring authorities to be taken into account.</p> <p>Need to use evidence base to select both Green Belt and non-Green Belt sites. Consider that additional sites to those put forward under options will be needed.</p>
	LPP02401	6.54	Comment	<p>If new builds are to take place, then the brownfield sites should be used first and then other land within the existing Green Belt boundary before you even start to think about redefining the Green Belt boundaries. There are many areas/ sites in Kidderminster that could be used first. Referring to Options A or B, the Eastern Bypass should be built anyway as some traffic relief is needed now between the Worcester Road and Birmingham Road and this will be increased, irrespective of whether you choose Options A or B. There is insufficient employment in the town to support the additional increase in population, so therefore they will have to commute to their places of work, adding to more congestion on already crowded roads in and around Kidderminster.</p> <p>It was said at one of the presentations we attended, that the building of new properties around the towns would encourage companies, whose employees live in the new builds for a few years, to relocate to this area. I don't think so, look at the number of shops and units we have already vacant in and around the town. We have seen a gradual decline in industry and retail over our years living in the area. Businesses will only move to this area if they are offered generous packages to do so.</p> <p>Due to the poor planning in Kidderminster in the past, the town now has no heart. The town centre manager said or intimated on H & W recently when questioned about Worcester Street</p>

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				<p>and the number of empty shops that the chances of increased retail in this area were dead, so why are we proposing to open up Worcester Street at a cost of nearly £1000000? I think, if I heard correctly, if there is no chance that these shops will be filled.</p> <p>I think that the County and Town planners need to revisit and rethink their strategies over the future of Kidderminster and the surrounding areas. We accept that there is and will be a need for new housing, it is the method which is used to achieve the end result.</p>
	LPP04694	6.54	Comment	<ul style="list-style-type: none"> This plan basically states where housing is currently located, that is where the new development should take place. This will see the city centres getting busier, but the more rural environs becoming more deserted. Where is the planning to address this issue? My biggest concern with this Options document is this represents another binary choice, Option A with supporting traffic and education support or Option B without. Was this document prepared to bias the choice towards Option A? <p>If Option B is preferred for development location, that should not be used to penalise the quality of living after.</p> <p>I say this because I prefer the location of development to be Option B but with the traffic and educational support included within Option, but apparently to be denied in Option B. I feel we have had enough of all or nothing choices, so called fear or hope choices-we need to get this right for the future for us and our children</p>
	LPP04803	Option A	Object	Option A has a more concentrated strategy than Option B. This may make it easier for the planners and builders but there is no mention that the option would have a greater impact on the communities affected than a more dispersed option, where the strains on infrastructure could be shared.
	LPP05107	6.54	Object	We have been asked to state a preference for option A or B as set out in the above Plan. Whilst it is accepted that the Wyre Forest District Council have an obligation, placed on them by Central Government, to produce a Local Plan that meets a set of pre-defined criteria, we have strong but logical objections to both options in the above current Local Plan. The lack of transparency and

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				logic in key areas makes it very difficult to decide which option we would prefer. If the stated forecast of housing needs was accepted as fact which we do not accept and the choice had to be made solely on the grounds of the impact on the Green Belt then Option B would be preferred since it requires a lower percentage of Green Belt land than Option A. However we set out below the reasons why Option A and the core developments in Option A and in Option B should be rejected.
	LPP02969	Option A	Comment	Option A fits in with WFDC's plans for the redevelopment of Kidderminster, its Eastern Gateway, has good transport connections especially with the ability to support an Eastern Relief Road. Can provide the necessary support structure such as schools and recreational areas.
	LPP03019	Option A	Comment	Option A is not perfect but does bring infrastructure which will decrease the overall impact.
	LPP03021	Option A	Comment	There is limited choice as the 'core sites' appear to be predetermined. Given that choice, my preference is for option A, but some of the option sites in both A and B seem more sustainable than some of the core sites. For example the site identified as Wyre Forest Golf Club, corner of Kingsway, is isolated from the main development and town centre of Stourport. A more sustainable location nearer the centre and next to existing school provision would appear to be the now disused former Wyre Forest Golf Club land off Kingsway next to the Burlish schools. There may be sufficient land there to obviate the need for some or all of the 'core sites', some of which appear to have boundaries based on ownership, rather than spatial features. With regard to schools whilst the additional need arising from the new housing seems to be recognised, there doesn't appear to be any sites identified. I would still wish the Council to still promote 'brownfield sites first' whilst they are still available and also to prioritise public sector land.
Shrawley Parish Council	LPP01392	Option A	Comment	Shrawley Parish Council wishes to make no observations with regards to Option A, proposed developments on the eastern side of Kidderminster.

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	LPP01838	Option A	Comment	Preference: Option A, but disagree with homes being built on Green Belt land which is easily seen by people on a daily basis. This should be protected to 'safeguard and enhance landscape character'.
	LPP01975	Option A	Comment	1. I am concerned that much of the proposed housing is on greenfield sites used by local communities. This is a serious loss. Are there really no brownfield sites left to develop?
	LPP0684	Option A	Comment	We would like to make the following points: <ol style="list-style-type: none"> 1. Plan A is the most attractive to us. 2. Plan A gives Kidderminster the opportunity to improve its local amenities in a substantial way. 3. Plan A is more likely to attract new residents because of access to employment, education, shopping and other services.
	LPP0278	Option A	Comment	Option A with a new road, and infrastructure built is the only way forward.
	LPP0298	Option A	Comment	I would support Option A and it addresses more of the strategic proposals with which I agree,
	LPP03150	Option A	Comment	Option A is preferable as the problem of increased traffic would be addressed with the construction of a new road.
	LPP02370	Option A	Comment	Not shown in searches when buying house Prefer Option A as includes bypass, insufficient existing transport infrastructure in Stourport.
	LPP04917	Option A	Comment	If Option A is selected then I believe the land at the rear of Spennells should be deleted from the Option as it is not needed. If it were still to be included then I would want assurance that development would not start until "core Sites" have been finished including the expanded Lea Castle site within Option B.

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				Should Option A still be selected then I recommend the expanded Lea Castle site within Option B is transferred to Option A.6.55
	LPP04653	Option A	Comment	<p>In effect, both Options A and B suggest ribbon development. Neither option envisages a community that could be centred in the midst of the development.</p> <p><u>Option A</u> assumes the building of a Kidderminster Eastern Relief Road. Who would pay for this? Developers could not be expected to pay for the bridge that would be needed.</p>
	LPP04622	6.55	Comment	If I had to vote for a proposal it would obviously have to be A as this seems to be the least invasive of the green areas as a whole.
RSPB Midlands Regional Office	LPP04407	Option A	Comment	<p>Specifically we wish to help answer the consultation question posed in paragraph 6.54.</p> <p>The RSPB is a nature conservation charity, and therefore our comments below relate solely to nature conservation issues as they affect the choice between Options A or B. We do not have a mandate to comment on other issues including landscape impact, traffic, etc.</p> <p><u>Summary:</u></p> <p>If Option A is chosen the impact on wildlife of local and County importance (specifically, the local corn bunting population) is likely to be greater, and would prompt the need seriously to examine the scope for large-scale habitat compensation in the form of species-rich grassland creation for corn buntings, as part of the development package.</p> <p>Our initial assessment of the land affected by Options A and B was that none of the areas put forward as development options were of significant value for nature. The areas affected are predominately farmland under intensive arable production, or improved pasture. The species present in those fields and hedgerows are likely to be widespread and familiar animals and plants found across the wider countryside in similar farmed habitats. Many of them are in decline but this is happening nationally, and in the main, the most effective solution to halting those declines</p>

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				<p>does not (yet) lies with defending individual fields from development. In almost all respects we believe there is little to separate Options A and B, in terms of impacts on wildlife.</p> <p>Our initial assessment was broadly confirmed, very recently, by data received from West Midlands Bird Club (WMBC). We understand WMBC plans to send this same information to you as part of their own response.</p> <p>However, the one exception to the above assessment was WMBC’s data on corn buntings SE of Kidderminster. The data shows that 1km grid squares in the Stanklyn Lane area of SO8473, SO8474, SO8574 and SO8577 collectively support a population of corn buntings likely to be of at least county importance, and possibly regional importance in the West Midlands. The area seems to be particularly important as a wintering ground for significant numbers of corn buntings, with a small but important breeding population as well.</p> <p>Corn buntings were once very common birds of open grasslands and cereal fields across England, but numbers have crashed over the past few decades, to the point that we now face the real prospect of county-level extinctions in the West Midlands in the next decade or so.</p> <p>Corn buntings are already effectively extinct in Wales, and, we believe, Herefordshire. The bird is now Red-listed as a species of high conservation concern in the UK, following a catastrophic population decline of 90% or more since 1970.</p> <p>Having said above that the future of farmland wildlife does not depend on defending individual fields, for a few species like corn buntings a site level response is now justified if we are to hang on to the remaining 10% of the population. This is especially true in areas like Worcestershire, where corn buntings are on the very edge of their diminishing range. Getting wildlife <i>back</i> into a landscape once it has been lost is enormously more difficult and costly than making sure those species do not disappear in the first place.</p> <p>It is not possible to accommodate corn buntings within the layout of new housing estates. There</p>

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				<p>will need to be off-site compensation, and this must consist either of managing the remaining farmland better for corn buntings, or creating new flower-rich grassland adjacent to that farmland on a large scale. Calculations based on average corn bunting densities in different habitat types combined with WMBC data on the size of the local corn bunting breeding population suggests that an area of at least 200 hectares of grassland habitat will be needed.</p> <p>Obviously, this would have significant additional benefits for other wildlife, including pollinators, and could also contribute significantly to the strategic green infrastructure network to serve residents as much of it could be accessible to the public, most of the year.</p> <p>Obviously, achieving such compensation will be costly and difficult, not the least of which is ensuring its long-term management.</p> <p>For all these reasons, the RSPB favours Option B. However, if Option A is selected we recommend further consultation with WMBC to identify how and where best such compensation can be delivered. The RSPB would also be happy to advise further.</p>
	LPP04485	Option A	Comment	<p>If Option A is selected then I believe the land at the rear of Spennells should be deleted from the Option as it is not needed per my points above. If it were still to be included then I would want assurance that development would not start until “core Sites” have been finished including the expanded Lea Castle site within Option B.</p> <p>Should Option A still be selected then I recommend the expanded Lea Castle site within Option B is transferred to Option A.</p>
	LPP03615	Option A	Comment	<p>I would like to comment simply that Option A gives something to the area in terms of educational and transport facilities and so seems preferable to option B which will further overload existing stretched facilities.</p>
	LPP03737	Option A	Comment	<p>If option A entails an eastern route around Kidderminster, I think with common sense that this would be preferable to a western route.</p>

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	LPP03823	Option A	Comment	My general concern is that the burden of new housing developments in the WFDC area need to be shared across the area and not almost entirely along the eastern boundary of Kidderminster which is essentially Green Belt land which is currently used as arable land growing essential food crops.
	LPP03856	Option A	Comment	<p>Once these areas have been developed, further options could be explored if necessary, in 5-7 years time.</p> <p>I do not support either option. Please consider the requirements of local residents, rather than those of developers in this plan, as well as the implications of destroying the local countryside, which is well used and loved by the local community. Have a look at brownfield sites first.</p> <p>The Kidderminster Eastern relief road appears to take traffic from one busy road and feed it into another! A wider-scale review of the traffic round the Kidderminster area is needed, not merely an additional road.</p> <p>Please take this project one step at a time. Things change very quickly on a local, national, economic and demographic basis. Please think about the residents of Kidderminster and do not destroy their town.</p>
	LPP03962	Option A	Comment	<p>I would love to see a regeneration programme that really lifts the spirits of the people of Kidderminster.</p> <p>I am always happy to welcome change that improves the area for people. The current proposals (Plan A) seem to be filling people with anger, dread and upset.</p> <p>Is there any way the council planning could come up with some proposals that would enhance the Wyre Forest and make it an area we would be proud to live in?</p>

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				<p>In the light of the Kidderminster/Stourport link road, my vision would include:</p> <ul style="list-style-type: none"> • Repurposing empty units and building new units in Stourport Road area to provide retail (like Primark) and companies (like OGL). • Look at what attracts people to the Merry Hill and include those shops in this area to encourage people to stay and shop local. • Relocate all the warehouse companies from New Road to the Stourport Road area. • Build all the affordable housing you require on New Road. Young people will be most attracted to this area because of its close proximity to the Railway Station and Town Centre. <p>The following makes me feel happy. The thoughts of :</p> <ul style="list-style-type: none"> • Providing affordable housing very near the town centre and railway station. • Regeneration of the current town centre to provide excellent retail and attract shops. • more businesses with highly paid jobs • bungalows with beautiful views lots of generous sized rooms and a nice sized plot for well off elderly people to encourage old people to move from their family homes • New spacious four bedroom houses with beautiful views, three/four reception rooms, quite large garden, definitely not open plan and overlooked. • Relieving congestion and making journeys to work easier. • Regeneration of parks that are free for people to visit. • Helping schools regenerate and develop, to help them be the best they can be for the young people in our area. • Hospitals providing the best care for all local people. <p>The following makes me feel sad: The thoughts of:</p> <ul style="list-style-type: none"> • Only retail, tourism and leisure jobs being provided. • 50% of the extra houses on the Green Belt land on the edges of town being for

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				<p>affordable housing that are a stepping stone to help people get on the housing ladder and not forever homes, beautiful houses/bungalows.</p> <ul style="list-style-type: none"> • A new road near housing that will create noise and pollution. • Turning the top of Spennells from a desirable, quiet, place to live, on the edge of town to a dreadful place to live. • Taking away habitat for wildlife. • Taking away free green space for Spennells people to visit on foot. <p>I am highly concerned about the Plan A and the standard of living to be offered to people living near a railway line, industrial park and a busy main road A449 and the proposed new road. They would not be within close proximity of the railway station or the town centre.</p> <p>This new housing would not be ring fenced for local people. I do believe that the developers would do a good advertising job of their large new estate that would result in a large influx of people not local to the area and most likely commuters.</p> <p>If a few houses are developed here and there this would be less likely to attract large numbers of people that are not local to the area.</p> <p>Please consider creating:</p> <ul style="list-style-type: none"> • Housing within close proximity of the railway station (easy walking distance). • Housing within close proximity of the town centre (easy walking distance).
	LPP04074	Option A	Comment	<p>I neither fully support option A or B as they stand at present. Housing should be spread as equally as possible across Wyre Forest so that it does not negatively impact one side/area. I also would also not support Lea Castle becoming a huge estate because of its surrounding road links. I do not support any surge to push housing onto Lea Castle so that building does not have to occur to the South/Spennells area or Stourport— any building should be fair to ALL areas and the load</p>

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				shared. There is argument that south of the town is better access to the motorways. I do not support building on the land opposite the entrance to Lea Castle. I am in support of a relief road, but were this not in the final plan then even more the need to ‘spread the load’ in terms of housing and commuting as well as easing traffic in already busy and congested areas. Controlling traffic flow/safety is paramount. Planning must take on board residents’ concerns so as not to disadvantage people like myself who have lived in Kidderminster and the surrounding areas all their life. People need to feel that Wyre Forest District Council is there for all its people.
Ramblers Association	LPPO4134	Option A	Comment	<p>Ramblers has strong views on the need to protect the open countryside and especially around major conurbations with such instruments as Green Belts the options offered in the Local Plan Review are not really very palatable to our organisation. However, we have concluded that Option A offers the best solution to the problem. We have reached this conclusion on the basis that it is important to maintain the separation of the 3 towns in the District, to protect the beautiful Severn Valley, the character of the two smaller market towns and the countryside to the west. We are also concerned that the release of land to the south east of the Lea Hospital site as proposed in Option B will have a significantly greater impact on the West Midlands Green Belt than will the Option A proposals.</p> <p>We do have some concerns about the proposal to release the large area of land to the south east of Kidderminster. In order to restrict its impact on the open Countryside we would ask that the hedgerow and hedgerow trees which characterise Stanklyn Lane be reinforced by a tree belt of between 15 and 20 metres width to protect the character of this country road and to mark a clear line between town and country.</p> <p>We would also ask you to consider deleting that section of the site between the A448 Bromsgrove Road and the stream and fishing ponds. In our view, this relative small area will have an impact on the openness of the countryside and the Green Belt well in excess of what its size might imply. It will also effectively remove any gap between Stone and Kidderminster.</p> <p>You will be well aware that several footpaths and bridleways will all be affected by the</p>

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				<p>development of this area. We are not opposed to these paths becoming urban in character but would be opposed to development that was not sympathetic to their ability to continue to serve a valuable community function. We shall also be opposed to their being subsumed within the urban road network. Urban footpaths need to be traffic free as are their rural counterparts not reduced to mere pavements at the sides of roads. Developers and designers should be made aware that existing features like these historic paths, hedgerows and trees should be incorporated within their designs.</p> <p>Paths should be incorporated into the green spaces as far as possible and where they cannot be found a function alternative paths should be provided to compensate for their loss. These issues should be included in a design brief which should be required as part of Policy 31. In addition, you should consider requiring an obligation towards improvements to the footpath network between this site and the town centre, employment areas, local shops, leisure facilities and the open countryside to ensure that they are fit for purpose.</p> <p>In addition to the public rights of way, there are many other regularly walked paths within the site which may or may not have accrued public right of way status. I have made a record of these and I would expect developers to have regard to these in so far as the paths have achieved a public status.</p> <p>My final comment regarding this particular site is that I note that the development is intended to fund the construction of the Kidderminster East Relief Road. None of the maps accompanying Local Plan review document appear to show its location. Ramblers will be concerned that the road is bound to have a serious impact on the footpath network by forming a barrier to walkers' ability to cross it. Suitable safe crossing points will be needed if the network of paths is to function properly. In addition, it is likely to have an adverse impact on the appearance of the countryside and contribute noise and air pollution. Once we have details of the alignment and design of the road we will be able to comment more effectively on this proposal and on proposed mitigation measures.</p>

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	LPPO2277	Option A	Object	<p>NO benefits do not outweigh disadvantages. Eastern bypass will not make Kidderminster a more attractive place for businesses. Where are the new employment opportunities going to arise for people to walk/or cycle to work – they will not walk/cycle from the area to “EASTER PARK / Trading estate”.</p> <p>Route and details of eastern road not known, and where will access to new development be? Access and egress from Spennells already difficult and since the traffic lights were installed for the link road long queues. If a massive housing estate built for people who will not be able to obtain employment in Kidderminster the whole area will further become a commuter expansion town. Option A does not “Respect the Green Belt”.</p>
	LPPO2309	Option A	Object	My objection is generally against option A but also against all building on Green Belt.
	LPPO2144	Option A	Object	<p>I do not agree with the proposed change of the Green Belt between Spennells estate and Stanklyn Lane and so I object to the adoption of Option A for the following reasons:</p> <ul style="list-style-type: none"> • The area WFR/ST/2 is a productive piece of arable land. The statement in the Green Belt review: “Landscape character and condition is of average quality, but with some evidence of the withdrawal of active land management evidenced through poor crop growth (in contrast to arable cultivation on land immediately to the north east)” is incorrect. I would suggest that the survey was done at the time when these fields had been put down to clover • Development in this area would go over the small ridge and continue down to the settlement of Stanklyn which would encourage urban sprawl. • This is a useful green space for wild life and humans. Home to Sky Larks and bats. • Development would put extreme pressure on local roads and make already busy highways in the area intolerable at peak times. • Pressure would be placed on the existing infrastructure such as medical treatment and schools. • There appear to be a number of Brown Field sites in Kidderminster before Green Belt is considered. Has the site once occupied by Wyre Forest Golf Club been included in the

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				<p>review?</p> <ul style="list-style-type: none"> Consideration should also be given to spreading any development around the three towns and not concentrate it all in one area.
	LPP02159	Option A	Object	<p>We refer first to your request for residents to choose between options A and B of this Review. We prefer neither but wish to comment on their relative merits. In your document the choice is clearly presented in favour of Option A based on two major considerations: 1. provision of educational, medical and community facilities and 2. Provision of a relief road between the Worcester and Birmingham roads. It appears that this advice is related to planning convenience for WFDC. Our comments are:</p> <ol style="list-style-type: none"> Wherever additional housing is built, extra facilities will need to be provided whether they be centralised in just one conglomeration, or existing provisions are expanded to suit needs. It is difficult to see where the money would come from for a costly relief road that has to pass over a main railway line. Funding has been refused before in less stringent financial times and you have provided no evidence that any would be forthcoming in the present case. It is difficult to see how the 'promised' provision of a ring road with option A can, for the purpose of this Review, be ensured. <p>If one of the two options A or B has to be chosen then Option B would be the most equitable way of accommodating the suggested housing requirement rather than creating a continuous belt of housing between Stanklyn Lane and Baldwin Road.</p> <p>Non-Green Belt sites available for building can provide in the region of 3000 houses. This number should surely be more than sufficient for local needs.</p>

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	LPPO2262	Option A	Object	<p>I would strongly recommend that you drop option A. Why can't you build on brownfield first when there are plenty of sites in Kidderminster crying out to being redeveloped first? Parts of Kidderminster town centre have been derelict for years now like the old post office and Woolworths just for starters.</p> <p>Then there is the problem with schools where are all the children going to go when they are already overflowing.</p> <p>The extra traffic will cause mayhem during the rush hour its bad enough now at certain times of the day.</p> <p>You are planning to build on green fields where there is plenty of wildlife at the moment but that will all disappear once you start building on.</p> <p>Have you even thought of the drainage problems this will have when we have heavy rain the drains can not cope building extra houses will only make this worse.</p> <p>Then what about all the people who use the fields for exercise and taking there dogs for a walk. And the people who exercise there horses on this land.</p> <p>Where are all these extra people going to go to the doctors, hospital when the NHS is already struggling in this area?</p>
	LPPO2268	Option A	Object	<p>We oppose the adoption of the Local Plan, both Options A & B including the Core Areas of The Captains and the Lodge because :-</p> <ol style="list-style-type: none"> 1. There should be no erosion of the productive Green Belt land as there will be an increased need for the UK to provide more food production rather than import food once we have left the EU. 2. Loss of Green Belt will further endanger wild life, both flora and fauna.

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				<ol style="list-style-type: none"> 3. Loss of Green Belt will also reduce the natural area for people to exercise, as the current areas have many public paths. 4. Proposed building on areas designated as natural flood plans seems fool hardy, as there is plenty of local evidence showing the damaging effects this can have on other areas. I.e. Bewdley, Upton on Severn, Tewksbury etc; 5. Loss of Green Belt will add to the global warming effects that are projected. 6. The increase in population predicted in the new plan will not be able to be employed within Wyre Forest and will thus need to commute to Birmingham and West Midlands, and Worcester. The Wyre Forest has seen a reduction in manufacturing over the last 5 to 10 years in trades that rely on large numbers of workers. Any new businesses are more likely to be high tech and requiring less personnel. 7. Due to item 6 above, roads will become more heavily congested, causing more health problems due to greater levels of engine exhaust emissions. 8. The existing trunk road system in and around the Wyre Forest area is currently running at full capacity with no real plans evident to address the situation. 9. Increased population will need more health facilities both at GP level and Hospital. Wyre Forest has seen Kidderminster Hospital services progressively reduced and this would need to be reversed. Likewise more GP surgeries would be required and the concern there seems to be a national shortfall in GPs. Whilst the Government states that more will be trained, the Royal College of GPs has revealed that some 20% are likely to leave. It is not clear in the Proposed Local plan if the areas required for additional medical facilities are included in the plan or would be additional to it. 10. Current public transport is very poor and needs substantial investment to serve the current population levels let alone increased population.
	LPPO2422	Option A	Object	<ul style="list-style-type: none"> • Objects to Spennells development. • Attack on the natural world and residents of Spennells. • There are other sites, including brownfield sites, which could be used. • Wyre Forest Golf Club could be used.

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				<ul style="list-style-type: none"> Disconcerting that the council has not explored other options for development. Like to go for walks etc. around the countryside at Spennells - development would take this away. No matter how many artificial gardens or concrete playgrounds you build nothing can equate to nature.
	LPPO2432	Option A	Object	<ul style="list-style-type: none"> Objects to option A. Shouldn't use Green Belt land before utilising brownfield sites. Conservative policy is to build on Green Belt land only in 'exceptional circumstances' - this is not the case if Kidderminster. Town centre needs regeneration and is a disgrace. Spennells fields should be retained for future generations. In addition I feel that if Option A is adopted, traffic problems will increase greatly and air pollution will worsen in the Spennells area with potentially a major road and many more cars.
	LPPO2482	Option A	Object	After viewing the options proposed, we feel that Option A would be inappropriate until the Eastern By-Pass is completed and other alternatives explored.
	LPPO2486	Option A	Object	<p>No one in their right minds would consider the use of this glorious natural resource as acceptable.</p> <p>I often use this as a necessary recreational activity as a way of escaping from the mental prison I find my self in.</p> <p>If this area is taken away there is no where else similar within walking distance where I could reach in order to enjoy the countryside.</p> <p>There are a bunch of other factors like traffic load, lack of infrastructure, already low water</p>

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				<p>pressure in the area.</p> <p>Please don't take this area away from people like me.</p>
	LPPO2490	Option A	Object	<p>In a dying town such as Kidderminster, we do not need more families moving in, fighting for jobs that do not exist.</p> <p>Schools would need to be built to accommodate new children.</p> <p>I strongly object to Option A – in a dying town such as Kidderminster, we do not need more families moving in, fighting for jobs that do not exist, schools that would need to be built to accommodate new children moving into the area. It's a ridiculous idea.</p> <p>I am absolutely disgusted that the Wyre Forest District Council is considering building on our surrounding GREEN BELT! The Green Belt is about the only thing that Kidderminster has left to be proud of! Don't destroy this like you have the town centre that is now a ghost town thanks to the development of Weavers Wharf.</p> <p>Don't take away the natural beauty that Spennells residents are fighting for and are desperately trying to cling on to!</p> <p>Preserve the natural beauty that we currently are very lucky and privileged to enjoy.</p>
	LPPO2507	Option A	Object	<ul style="list-style-type: none"> • Preservation of Green Belt land for recreation is essential for health. • Impact on wildlife • Dense development can result in social problems • Residents are not able to comment on whether a relief road would be appropriate or affordable.

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				<ul style="list-style-type: none"> The Plan B option slightly preferred as it uses less Green Belt/has easier road access to the Hagley road. Blakedown Station car park capable extension, Kidderminster's is not This plan would also avoid the coalescence of two districts and would exacerbate existing congestion and pollution
	LPP02585	Option A	Object	<p>Loss of green field space (Denying me open space) which is in walking distance, and being replace by increasing levels of noise and car pollution.</p> <p>Loss of public Rights of Way and a quality of life for my grand children and future generations.</p> <p>With such a large-scale build, surely it would make sense to create a new town elsewhere in the area.</p> <p>Planning it this way would ensure adequate funding for its own infrastructure. Instead of relying on the existing schools, doctors, road network etc.</p>
	LPP02683	Option A	Object	<p>I am writing to strongly object to the building of extra housing as explained under the draft Local Plan Preferred Options A and B. My reasons are as follows:</p> <ul style="list-style-type: none"> The population of Kidderminster over the last few years has remained fairly static and this proposal will unnecessarily attract more people into a market town that is currently ill equipped to handle such an influx. Both Options will involve the loss of a tremendous amount of Green Belt and agricultural working farm land. Option A would be far more disastrous, and would also result in the loss of wildlife in the nearby woodland areas. I believe the Council has a duty to protect these Green Belt areas and the wild life that lives there for future generations. Loss of local footpaths and bridleways, where many of the local residents and indeed schoolchildren spend recreational time, and indeed is the very reason why many people

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				<p>have chosen to live here!</p> <ul style="list-style-type: none"> • The building of houses under Option A, and to a lesser extent Option B, will cause the loss of the natural break from the other nearby communities, creating an ugly urban sprawl and eat into the lungs of Kidderminster. Furthermore, additional housing would increase the Carbon Footprint. • Heavy traffic on local roads which are not suitable for the amount of housing proposed. They are always in a poor state of repair which can only get worse, requiring additional Council spend. • The proposed housing is situated too far for most people to be able to walk into town so additional bus routes would be needed. • There will be an over capacity for local schools, doctors and hospitals. • At a time when the nearest fully functioning hospital is already stretched to capacity and under special measures and the local Kidderminster hospital is operating as a “drop in centre”, what guarantees can the Council make that the necessary and sufficient amenities for healthcare would be actually provided? • With BREXIT looming and the uncertainty that it will bring to the ability to forecast public spending, how can the Council justify increased expenditure on infrastructure and services necessary to support an expanded community, without jeopardising their ability to remain in office? • What Job opportunities are available for an increased population in a run down and depleting Kidderminster, where shops and businesses are closing at an alarming rate? Could this mean that eventually people will want to move away from Kidderminster to seek employment, ultimately defeating the object of attracting them there in the first place? <p>I urge the council to throw out both Option A and B, not to destroy beautiful Green Belt and wildlife areas that can never be replaced, and to spend the money primarily on regenerating a rundown Town Centre. However, if it is proved to be a definite need for additional housing, then reluctantly Option B would be my preference.</p>

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	LPP02758	Option A	Object	Object to Option A
	LPP02825	Option A	Object	<p>In OPTION A the fields in Area 3 are productive farmland bordering a site of SSI effect on wildlife; development will:</p> <p>Impact on the biodiversity of site/result in loss of open spaces for recreational use and hospitals/doctors surgeries will be overwhelmed?</p>
	LPP02710	Option A	Object	<p>Please note my objections to both Option A and Option B. First of all, there are areas common to both Options, on Green Belt land. Does this mean these cannot be questioned?</p> <p>My objection is not that Kidderminster needs no additional housing, but Green Belt land should not be used:</p> <ul style="list-style-type: none"> • Green space is important for emotional and physical wellbeing • Green space is a diminishing resource and should be protected. Once it is gone it cannot be regained • Loss of farmland will lead to insufficient food for the Country – imports are costly and cannot be guaranteed, especially with Brexit looming • Building on undeveloped land causes flooding. When land is covered by concrete/tarmac the surface water runs off and has to go somewhere. Broadwaters is already prone to flooding by the park, building at the top of the hill can only make this worse • Green spaces and farmland are important habitats for wildlife, some species of which are rare/endangered. From my garden I have personally seen deer, grass snakes and bats. Bats are a common sight in the evening – during the last few years I have found a dead long-eared bat and a horseshoe bat in my garden so I know for certain that those species live in the Hurcott area. <p>Kidderminster's infrastructure cannot cope with this expansion – schools, doctors, dentists and roads are insufficient. Numerous schools in the town have been closed over the last 10-15 years</p>

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				<p>– presumably the Council decided they were undersubscribed. Which is the mistake? Shortsighted decision then, or the apparently imminent population explosion now?</p> <p>Kidderminster Hospital has been downgraded. The closest A&E department is now a 45 minute drive from the town. This will cost lives in times of emergency.</p> <p>Urban sprawl on the scale proposed is not in keeping with Kidderminster's semi-rural character. The size of development planned for the north east side of town is massive – 1100+ houses in a tranche will completely alter the character of the town and destroy Hurcott Village, spoiling a historic area forever. The roads around the Park Gate public house, Hurcott Lane and Birmingham Road are already dangerous with numerous accidents occurring. The massive increase in traffic which would result from these plans would worsen the accident rate and cause gridlock. The Clensmore development has made the Horsefair congestion much worse as no change to the road system was included. Further development on this side of town will only add to this.</p> <p>Properties on the Silverwoods development remain unsold; why is there now a need for such massive development when there appears to be insufficient demand already? This huge building project was supposed to solve Kidderminster's housing needs for the foreseeable future. Once again this contradicts decisions made by the Planners. Was the mistake then or now?</p> <p>There are not enough jobs in the area to support this huge influx of people. This will render new developments commuter ghost towns and increase traffic on main roads.</p> <p>I believe Kidderminster should use all of its brownfield sites before any further destruction of green sites is even considered. There are numerous factory sites and sites where schools have been closed – apparently these schools were not required but now they are needed again to support the massive expansion plans! The site at Sion Hill has planning permission but is still lying derelict. Crown House in the town centre is an eyesore and could be used, as well as the plethora of empty shops and offices in the town. This would rejuvenate the town centre; at the moment it</p>

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				<p>is dying.</p> <p>To summarise, I do not agree with Plan A or Plan B. I believe there is no need for such urban expansion.</p>
	LPP02725	Option A	Object	Objection to the whole draft local plan for Wyre Forest.
	LPP02853	Option A	Object	I strongly object to Option A.
	LPP02870	Option A	Object	<p>Page 30 5.13 Option A proposes a gross loss of 2.4% total Green Belt Land across the district and Option B a gross loss of 1.9%.</p> <p>Most sites are on high quality agricultural land and its loss cannot easily be mitigated. Redevelopment of Brown field sites has the potential for a significant positive effect.</p> <p>OPTION A - Loss of Green Belt status which protects our countryside from Urban sprawl, and threatens the existing public Right of Way, which is good for the health and wellbeing of the population.</p> <p>Loss of good quality, productive agricultural land; crops are regularly grown, barley in 2017; according to Agricultural Minister, we need our agricultural land.</p> <p>Loss of wildlife habit, skylarks, Linnets and other red listed birds nest in these fields, and there are protected Bats along Stanklyn Lane.</p>
	LPP02914	Option A	Object	<ol style="list-style-type: none"> 1. Kidderminster cannot take volume of traffic the A448 and A449 are congested enough already. 2. So many of our schools have closed already and the remaining ones are under so much pressure. 3. Our hospitals in Worcestershire are full to capacity. 4. Use brown field sites first, Lea castle, Sion Hill School, The old magistrate courts, Crown house, Green street Worcester street and Park Lane all have empty buildings. 5. The wild life Skylarks, Kestrels, Starlings are protected what about their habitat are they

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				<p>become extinct.</p> <p>6. The Green Belt needs to be protected less food and animal fodder will be grown if more Green Belt Land is taken. Farming is a way of life.</p> <p>7. Units at Easter park are still empty what about employment.</p>
	LPP02956	Option A	Object	<p>Reasons why he objects to option A</p> <ol style="list-style-type: none"> 1: The impact on the local wildlife would be catastrophic. There are many endangered species living on this land. Joining Spennells with the housing on Stanklyn lane is a perfect example of urban sprawl, something that the government have said should be avoided at all costs. Building so many houses in one area with no new shops, schools etc. is plain ridiculous. No Green Belt land should be built on until every single inch of brownfield has been used. When is the council going to realise that Worcester Street will never be the busy shopping street it used to be. The arrival of Weavers Wharf, Merry Hill & the Internet have combined to see to that. Every building on the one side of Worcester street could be knocked down (Woolworth's side) & replaced with housing. What about crown house? No building firm is interested in developing that site so why not turn crown house into flats? There are many other sites within the area where housing could easily be built. Why does an area with an almost static population need so many new houses? Is it because we are to be used as an overspill for Birmingham in the same way that Redditch is? If that is the case & you still insist on building on the Green Belt why not use land on the way to Blakedown? This is closer to Birmingham & would help to keep extra traffic out of Kidderminster. I would be especially interested to hear Marcus Hart's answer to this point. Profit is much higher for building firms when they are allowed to build on the Green Belt so I can see why they are so keen to go ahead with option A. Also the council would get a lovely new Road linking the A449, A448 & A456 for free as well as a nice lump of cash.

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				But is this worth losing such a large amount of our beautiful countryside for? If the council decide it is I think that will prove once & for all that the lunatics really have taken over the asylum.
	LPP02897	Option A	Object	<p>Housing Need: Does the district need the number of dwelling suggested in option A? The Preferred Options document states that the local population has remained relatively static since 1991 and has grown at approximately one third of rate of the West Midlands. Employment opportunities in the district have decreased considerably since 1991, with the demise of the carpet, and local engineering industries. This would suggest that the number of dwellings planned for Option A, is in excess of the actual requirements of the district during the period of the Plan, and could be readily met by Option B.</p> <p>Roads: Option A would put considerable pressure on already busy roads. The residents of around 3700 dwelling accessing the A449 and A448 is unlikely to be helped by the Eastern Relief Road. Spennells Valley Road links the A449 and the A448 and there would be a considerable increase in volume of traffic, resulting in even slower flow at peak times and increased pollution.</p> <p>Schools: The catchment area of the proposed option A would be serviced by schools with limited numbers of free places. Even if more places could be made available at the local schools (unlikely due to available land), this would contribute to pressure on roads as schools would be accessed via A449 and/or A448. The review suggests the possibility of new schools being built to accommodate the increase population. I understand the new schools would only be considered only after 1000 new dwellings have been built and occupied.</p> <p>Agriculture Green Belt & Environment:</p> <ul style="list-style-type: none"> Option A uses a large area of productive agricultural land. <i>Green Belt</i> - The Preferred Options document suggests that there would be limited effects of merging of communities with Option A. I believe that the effect would not be

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				<p>limited and that Stone, Stanklyn Lane Summerfield would be largely subsumed into the enlarged Spennells Estate.</p> <ul style="list-style-type: none"> <i>Environmental Impact</i> - Increased traffic in the Spennells access roads would lead to additional pollution, not only for residents but also children attending local schools. Heronswood Primary and the small local shopping area attract a high volume of traffic in the mornings and after school in the afternoon. An additional 1700 homes are also likely to make a contribution to air pollution. <p>Finally: If Option A, was the chosen option, please consider the possibility of incorporating the Lea Castle Hospital site into Option A, to minimise the impact on agriculture, environment and the Green Belt. Inclusion of Lea Castle Hospital into Option A, would also have a positive outcome for transport in the Spennells, Stone and Summerfield areas, with or without the Eastern Relief Road.</p>
	LPPO3008	Option A	Object	<p>The proposed expansion by up to 6000 dwellings and associated infrastructure represents a potentially very significant increase in the size of the population of Wyre Forest. Option A would concentrate most of this in Kidderminster increasing the population of the town in the order of 30% (according to the figures in section 2). Whilst concentrating the expansion into a few large developments would limit the number of existing residents affected, the impact on those affected would be disproportionately higher.</p>
	LPPO3011	Option A	Object	<p>I welcome change that improves the area for people. The current proposals (Plan A) seem to be filling people with anger, dread and upset.</p> <p>I am highly concerned about the Plan A and the standard of living to be offered to people living near a railway line, industrial park and a busy main road A449 and the proposed new road. They would not be within close proximity of the railway station or the town centre.</p> <p>This new housing would not be ring fenced for local people. I do believe that the developers would do a good advertising job of their large new estate that would result in a large influx of</p>

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				<p>people not local to the area and most likely commuters.</p> <p>If a few houses are developed here and there this would be less likely to attract large numbers of people that are not local to the area.</p>
	LPP03031	Option A	Object	<p>Question 2 - Benefits easier delivery of school provision/Eastern Relief Road v. effect of large-scale of expansion to the east of Kidderminster</p> <p>Answer. - No, because history has shown there is no guarantee that this would happen!</p>
West Midland Bird Club	LPP01533	Option A	Object	<p>We strongly object to both proposals because o the devastating effect these proposals would have on all wildlife within the planned areas. This land is Green Belt Land, South of Spennells and WFDC Core area, East of Offmore Estate. These areas should be maintained for farming and for recreational use such as walking and bird, butterfly and moth surveying. The public foot paths and bridle ways are used daily by both residents and visitors.</p> <p>Option A includes only area of Corn Buntings in Worcestershire.</p> <p>It is our view no consideration has been given to the wildlife in the areas you intend to build on be it a Relief Road or houses. The words (<i>No nature conservation Issues</i>) is clearly not a correct. To support our views that these proposals should be rejected we enclose a number of documents:</p> <ol style="list-style-type: none"> 1. WMBC Members Records who visit both the Green Belt Land and Core Areas on a regular basis throughout the year. 2. Records from the British Trust for Ornithology Bird Track System. 3. Records sent direct to the Worcestershire County Recorder by Bird watchers either local or visitors of which there are many.
Summerfield Against Land Transformation	LPP01620	Option A	Object	<p>We reject the scale of development and the concentration of housing required for the Kidderminster Urban Extensions - as set out in Option A.</p>

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				<p>We reject Option A for all the following reasons but particularly because of the larger Green Belt land take, scale and concentration of development and the negative impact upon local amenity biodiversity, health, wellbeing and community identity:</p> <ul style="list-style-type: none"> • The Option A proposal will damage irrevocably the social amenity of and biodiversity in the fields which separate The Spennells and Summerfield and undermine the integrity and unique identity of the Summerfield community. • With reference to the Green Belt Review: Land to the r/o Spennells/Easter Park (13.48 hectares — 200 dwellings); Land off Stanklyn Lane (27.4 hectares —> 350 dwellings); Captains and The Lodge (4.59 hectares — 135 dwellings) and Stone Hill (89.37 hectares —> 2000 dwellings). A total of 2685. This is development on a wholly unacceptable scale. The Green Belt review itself concedes this would have a “most significant impact” on the Green Belt to the SE and NE of Kidderminster, that the “identity of Summerfield would change” and would do nothing to protect and enhance existing site and biodiversity interests . However, “master planning could mitigate the direct visual impact of development and hence the perception of spillage of the town into open countryside.” • We challenge the validity and use of the Green Belt Review and the consequences this has, in respect of Option A, for the fields between The Spennells and Summerfield, particularly the impact upon social amenity, biodiversity and the integrity and identity of Summerfield • We have ready access via PRow and other footpaths to wonderful green space which is used by riders, cyclists, runners and walkers for recreational and leisure purposes. We also enjoy the biodiversity and geodiversity whilst exercising, all of which helps to address obesity and promotes positive mental health • The land is breeding home to Skylarks which are red listed. Other species of birds also frequent this area including the red listed Lapwing and Marlin. There is real concern regarding the Skylarks and Lapwings who nest on the ground are in decline in Worcestershire and the rest of the United Kingdom. Even the Green Belt review conceded that development will not enhance biodiversity. • Any reduction in Green Belt near Stanklyn Lane would irrevocably change the quality of

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				the landscape by reducing the amount of prime agricultural land, open countryside and damage the rural character of Summerfield. The unique identity and integrity of the Summerfield community would be threatened.
Wyre Forest Green Party	LPP01404	Option A	Object	The proposed new road (the Eastern Relief road) would totally destroy this environmentally sensitive area with increased air pollution, more noise pollution, light pollution and the destruction of large amounts of natural habitats.
	LPP01642	Option A	Object	<p>Object to option A as its Green Belt; brownfield sites should be considered first. Local infrastructure - roads, traffic, schools, doctors insufficient/local hospital has no A&E.</p> <p>Kidderminster town centre is worst it's ever been half the shops are empty/rates are high.</p> <p>Houses could be built on former Glades old site, Park Lane, Mill Street, the old PO and above the shops in the town centre. Given £1.4 million cost of renovating 3 derelict cottages in the Horsefair then we should do so before touching Green Belt.</p>
Spennells Against Further Expansion	LPP01742	Option A	Object	We object to Option A.
	LPP01842	Option A	Object	<p>I would like to object most strongly to option A proposed development of Green Belt land adjacent to Spennells and Stanklyn Lane.</p> <ul style="list-style-type: none"> Green Belt land MUST NOT be used as an easy, cheap option. It should only be used after all available brownfield sites are used, and even then should be used only if there is no alternative to further expansion. The need for an eastern relief road is not based on any sound traffic planning data. This would not reduce in anyway town centre rush hour traffic, and this is where the focus should be. Traffic trying to leave the Spennells or Offmore estates to get to the town centre would not be using this road.

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				<ul style="list-style-type: none"> This Green Belt land is within walking distance of a large part of the population of Kidderminster who use it for general exercise, dog walking and this type of recreational activity. If this is no longer available residents will be forced to drive to other areas, thus increasing the traffic and pollution. This area is a large agricultural production area which is needed to feed the growing population.
	LPP01936	Option A	Object	<p>I object to the whole of Option A:</p> <p>This new development will lead to :</p> <ul style="list-style-type: none"> Removal of the fields which could diminish the mental health and physical well-being of the people who use them. The fields are extensively used by local people to walk, run, cycle walk dogs and ride horses. Increased traffic, noise and higher emissions from exhaust fumes thereby increasing risk to health. Increased pressures on hospitals, doctors, dentists and opticians Loss of Green Belt status which protects our countryside from urban sprawl, threatening the existing public rights of way. Loss of wildlife habitat Loss of good quality productive agricultural land
	LPP01937	Option A	Object	I object to both Options and I think it should be re-thought. This is a massive decision for Wyre Forest so we must be sure to get it right. Protect all Green Belt as far as possible.
	LPP01886	Option A	Object	Concerned about both option A and B. Questioning the evidence to prove that building on the Green Belt is actually needed. Believes development of Green Belt should be avoided in light of: Brexit - it very productive farm land which will be of benefit to the country and local farmers if tariffs are placed on produce grown in Europe. The Green Belt stops communities merging into

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				<p>one another and becoming yet another urban sprawl. Believes that the council should consider the needs and well-being of local people and put them at the forefront of their decision making. Both options also mean a disproportionate amount of housing development would centre on and around Kidderminster, which does not have the infrastructure to support it. Questions where does the money come from to provide new schools for these developments? Challenges the need for so many homes in the area. The growth forecasts on the OAHN have been over-inflated, as there has not been significant rise in the local population in the past 10-15 years. Concerned about employment in the Wyre Forest as most people commute to bigger towns and cities to work. Concerned about traffic congestion caused by commuters.</p> <p>Challenges the belief that not enough Brownfield sites are available. Suggests further development on the Silverwoods site and the Lea Castle campus. Also, Burlish Top Golf Course has been closed for about a year and, I believe, will not open again as a gold club viable for business venture, as there is already sufficient provision in the area. It is common knowledge that the golf course is not viable agricultural land as it is of very poor quality and would provide space for hundreds of homes (and possible school). There is also the old Parsons Chain site in Stourport.</p> <p>My preferred choice of the two, as it has less impact on Green Belt land, especially with regards to the fields adjacent to Spennells. Spennells Estate is already a large housing development and even option B is going to put pressure on the roads, amenities and school – which is already at capacity. Green spaces are extremely important for the well-being and mental health of everyone and the proposed development field in option B contributes to the physical and mental health of all who use it.</p> <p>The field is also important for wildlife and biodiversity. Red-listed birds, such as skylarks and linnets, use it as a valuable nesting site, as well as supporting other wildlife such as foxes, badgers, hedgehogs, sparrows and blackbirds. The hedgerow which runs from Spennells to Stanklyn Lane on the east side of the field is old and consists of a variety of mature species, e.g.</p>

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				<p>hazel, oak, elderberry, hawthorn and blackthorn and many species of birds use it for nesting.</p> <p>As a resident of Stanklyn Lane, believes it is totally remiss of Wyre Forest to impact on our community in the way that both options, but particularly option A does. Building right up to the boundary of Stanklyn Lane would completely change the semi-rural nature of this lane. If traffic was allowed to exit the new development onto Stanklyn Lane, the land would not cope. This is a country lane with no proper pavement for the majority of it and used regularly by horse riders, joggers and cycle clubs, not to mention walkers and dog walkers, none of which would cope with extra traffic. At one end of the lane the exit is onto the over-busy, accident riddled A449 Worcester Road, and at the other end there is a 90 degree sharp, blind bend before the exit into the Bromsgrove Road which is at the bottom of Stone Hill where traffic comes down at speed.</p> <p>Although I reluctantly support option B, I do not think we have been offered a fair choice at all and if this is indeed a consultation exercise, perhaps the planning policy team will take on board the objections I and hundreds of others in the Wyre Forest have submitted and come up with a better thought out option C. Finally, it seems unreasonable that an unelected planning policy team and a few local councillors on the planning committee have the power to make such momentous decisions that will have such a detrimental impact on so many people's lives. Some of the planning committee also have Green Belt land earmarked for re-designation in their ward and will naturally be under pressure from residents to oppose development there and instead vote for it in another ward. I hope that this will not be allowed to happen.</p>
	LPPO2180	Option A	Object	<p>I strongly object to the loss of Green Belt to build the proposed number of houses specified in option A.</p> <ul style="list-style-type: none"> There is a need for affordable housing, however by building on Green Belt, you lose the environment that makes somewhere a great place to live. To remove this seems very unfair when there are so many other areas of the district crying out for regeneration, making the area look tired and worn out. Social isolation is a huge issue and also obesity and mental health. Access to this Green

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				<p>Belt provides valuable, meaningful interactions with others, increasing mental and emotional wellbeing. The area is used by people of all ages to exercise; walking, running, cycling, horse riding, etc, alongside other leisure pursuits such as photography, bird watching, painting.</p> <ul style="list-style-type: none"> • The Green Belt is teeming with wildlife, some of these (skylarks, corn buntings, bats) species are protected. It reduces pollution, helps with flooding, and provides valuable farmland. • The town centre is deserted at the top. Surely areas such as that, the old Glades, Lea Castle and Sion Hill School would be better sites for development. <p>Once the Green Belt is gone we'll never get it back.</p>
	LPPO2192	Option A	Object	<ul style="list-style-type: none"> • Static population growth - no need for new houses. • Aging population downsizing - freeing up family sized houses. • High obesity levels - why build on Green Belt land where leisure and exercise activities occur.
	LPPO2203	Option A	Object	<ul style="list-style-type: none"> • Targeting Comberton, Spennells, Offmore and Stone communities. • Serves only to defile natural countryside. • Devalues houses in the surrounding area. • Why build houses in an area with a high price range if the aim is to house poorer citizens? • It will not solve the housing crisis as the houses will not be affordable. • Should refurbish dilapidated areas to increase market value. • Expanding on Spennells will only devalue the area making it harder for people to buy/sell existing houses.
	LPPO2205	Option A - Spennells	Object	Further expansion will put a strain on local services.

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	LPPO2206	Option A	Object	<ul style="list-style-type: none"> • Objects to building on Spennells. • The creation of homes on Spennells/Offmore is unnecessary and damaging to the local environment. • Why build on Green Belt when there are brown belt sites available. • Developing brown belt sites will create housing which can be purchased by local residents - the houses being proposed will be unaffordable to locals. • If brown belt land is not utilised what about using Wyre Forest Golf Club? • The countryside is a place people can exercise. • We are told to buy local produce but if fields are built on where will the crops be grown? • Rich building companies are irresponsible and don't care about the environment. • The plans are toxic to the area and people. • Replanting saplings in the new development will not make up for what it taken. • Once the green land is gone - it's gone. • Don't want to lose our beautiful countryside.
	LPPO2231	Option A	Object	<p>I feel that many of the aims for the future of our local area are good. However, while I appreciate the need for the local council to make adequate provision for future housing, both for local people seeking affordable homes (including those seeking social housing) and to provide some housing which will encourage higher wage earners to move into the area, I do not feel that Option A meets this need and that Option B would be preferable.</p> <p>In the past the local council has shown lack of vision in planning. I fear that Option A shows further lack of vision and seeks to doom Kidderminster to becoming a dormitory town for Birmingham without the necessary infrastructure to support it. My views are not based upon 'Not in my backyard' but because I care about the preservation of Green Belt and realistic improvement of the local area for local people.</p> <p>My main concern is that presenting developers with the opportunity to build upon green field sites, currently outside of the Green Belt, will lead to urban sprawl to the southeast of</p>

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				Kidderminster, while brown field sites within the area remain undeveloped.
	LPP02238	Option A	Object	The options for redevelopment have been unfairly portrayed. Question 6.55 outlines benefits of Option A before asking for an opinion whereas question 6.56 outlines the disadvantages of option B before asking for an opinion. In order for this document to fairly ask for people's opinions without swaying their judgment then both options should be weighed up with advantages and disadvantages before asking for the opinions of residents. The document should be impartial and allow residents to create their own opinions and decisions independently and without influence from the council.
Worcestershire Wildlife Trust	LPP01051	Option A	Object	<p>We do not believe that the evidence base underpinning the Local Plan as yet demonstrates a compelling need for the proposed eastern relief road. In particular we note that no comprehensive modelling of the route benefits has been carried out and so the comments relating to the road in Paragraph 6.55 appear overly optimistic. Whilst some of the other benefits may accrue as a result of the increased development proposed in Option A we do not believe that the evidence base demonstrates with any clarity that they would not also be available in the absence of the road or indeed under Option B, which would still deliver development at a scale requiring appropriate infrastructure (including GI). This is particularly the case because the very considerable biodiversity mitigation and enhancement necessitated by the road scheme and required by policies in the Local Plan and NPPF will potentially have a detrimental impact on the developable area of nearby allocations and is likely to seriously limit their capacity to accept the proposed levels of growth.</p> <p>Accordingly, and in light of comments we make elsewhere regarding the risk to biodiversity caused by the Option A proposals in this area, we do not believe that the benefits offered by the larger scale development here outweigh the disadvantages. As we make clear in our response to Policy 6D it is our opinion that given the very significant environmental issues likely to arise from the relief road it may be better to seek alternative access arrangements, including improvement to the existing network of roads in the area, and a reduced quantum of development in this area until such time as the evidence demonstrates that there is an overriding need for the relief road.</p>

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				Please see our response to Policy 6D – Kidderminster Urban Extensions for further details.
	LPP0509	Option A	Object	None of these options but another option
	LPP0610	Option A	Object	<p>Object to option A. I don't think it meets the objective of providing housing for people already living in Wyre Forest. A huge expansion in housing on the east side of Kidderminster suggests it is meant to serve people commuting to Birmingham and the Black Country who are likely to travel by car and so contribute to increased traffic and air pollution along the A456. An eastern relief road has already been rejected on more than one occasion, if it were built it would only transport traffic from the bottleneck at Goldness Corner on the A449 slightly more quickly to the bottlenecks in Blakedown and Hagley on the A456. Anyone who has travelled on these roads at peak times will know how bad the traffic is now and a huge expansion in housing will make it worse. A relief road will only move the problem along a little, possibly exporting some of the air pollution into a neighbouring district without solving the overall problem of congestion.</p> <p>The proposed almost doubling in size of the Spennells housing estate would contribute to increased local traffic. Currently there are two exits to the estate and there can be difficulties getting out of the estate in the mornings due to traffic congestion. An increase in housing would make that much worse, and idling cars cause increased air pollution. Most parts of the estate have access to fields with public footpaths that can be used for recreation and exercise helping to combat the problem of obesity that has been identified in the district. Option A these fields will be built on and that amenity will be lost. There are no public footpaths on the fields further out so opportunities to exercise will be removed. The leisure centre is the other side of town and public transport is poor so opportunities for exercise will be greatly reduced for those without a car.</p> <p>There will also be an adverse impact on wildlife that uses Captains pool since the current access to the countryside will be cut off by housing making it hard for wildlife to move from one area to another. Similarly the nature reserve will be cut off and there will no longer be a wildlife corridor between the nature reserve and the countryside. This could have an adverse effect on the</p>

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				<p>viability of breeding populations of wildlife.</p> <p>Although option A is said to enable more effective school provision and provides for free schools at primary level it does not adequately account for the increased need for places at secondary level. The closest secondary school is the split site King Charles I School. Although there may be potential for some expansion of the lower school site on Borrington Road, the upper school site is surrounded by housing and there is no room for further expansion. Under "Building schools for the future" it was planned that the school would be replaced by a new single site school on the Borrington Road site extending into part of the Green Belt. If that land is used for housing it removes the option for expansion of King Charles I School and makes it hard to provide the extra school places required at secondary level.</p> <p>Option A would also have an adverse effect on the Wyre Forest Rural polling district, since all the new houses in the extended Spennells housing district would be within this ward. This would be a large number of suburban Kidderminster households voting on matters affecting rural areas of Stone, Chaddesley Corbett etc and potentially outnumbering those communities so that their views were no longer taken into account.</p>
	LPP0677	Option A	Object	<p>I object to OPTION A.</p> <p>Option A would have a significant, negative impact upon biodiversity and “Green Belt/developed area” - giving the impression of urban sprawl effecting the distinctive identity and attractiveness of the district.</p> <p>Disproportionate focus of additional housing in Kidderminster would add substantial risks to transport, school, amenity requirements in the area- and take away a positive green/environmental outlook and experience forever.</p> <p>The proposal in respect of Heath Lane is impractical and dangerous. Walking along this lane often find having to climb a bank to allow a single lane of cars to pass. Any additional traffic is an</p>

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				<p>accident waiting to happen!</p> <p>If pursue Option A, “natural border” removed between Wyre Forest and Wychavon suggest you consult residents and the government on advantages of merging councils.</p>
	LPP0156	Option A	Object	<p>I object as neither are viable options.</p> <p>Use of Green Belt only justified by proposed eastern relief road, which is only necessary if development proceeds. There is no need for the relief road without the development as traffic can use the A450 from Hagley to Torton.</p>
	LPP0333	Option A	Object	<p>I submit the following objections to OPTION A :</p> <ul style="list-style-type: none"> the land proposed for this Option is agricultural land and has been used for food production during the whole of the time I have lived in my house (32 years) The whole project does not appear to have been well thought out. WFDC is asking residents to submit details of any other sites that they may know about. Surely that is the job of WFDC Planning Dept. In 2016 we had planning permission refused to fell trees behind our house as the proposed works would have “an adverse effect on the amenity of the local area”. If a single house can have such a “damaging” effect then how can WFDC justify building hundreds of houses on the same field? Spennells is already too big.
	LPP0403	Option A	Object	See summary LPP0400.
	LPP0425	Option A	Object	<p>I object to Option A and Option B.</p> <p>Green Belt land should be used only as a VERY LAST RESORT.</p>

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				<p>Wyre Forest, Greater Birmingham, Solihull and Worcestershire should collaborate and collectively review overall brown field site availability and plan housing development accordingly – decisions to build on the Green Belt should not be based on local authority boundaries.</p> <p>The 5 year rolling time frame for construction sites should allow for regular reviews of brown field sites and enable changes to be incorporated into any plan,.</p> <p>The plan fails to recognise changes in shopping habits and unrealistically targets retail expansion and comparison shopping.</p> <p>Kidderminster has suffered from the failure to 'tidy up 'following the migration of Kidderminster town centre to Weavers Wharf and Crossley Retail Park.</p> <p>Retail premises and the courts building have been empty for 8 /9 years - the regeneration of such sites require radical solutions for alternative use that reduce any need to build on the Green Belt.</p> <p>Unnecessary decisions are being taken now e.g. in 1999 who could have predicted the impacts of the 2007/08 economic collapse or changes caused by online shopping (indeed, the plan itself demonstrates an inability to predict /understand short term population levels in the District).</p> <p>The plan fails in its stated aim to "to use a robust and up-to-date evidence base to ensure that the local plan meets the full, objectively assessed needs for market and affordable housing in the housing market area" . Instead it aims to justify what developers want to deliver rather than meet the needs of Kidderminster residents.</p> <p>Previous attempts to build an Eastern relief road have failed - the plan fails to present evidence based data that supports it in economic or environmental terms - at the consultation session I was informed this would be a single carriageway 40 mph road following the same route as the existing road from the Worcester Road through Mustow Green to the Birmingham Road - is it</p>

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				<p>really a relief road at all?</p> <p>Whilst constructing a new school in the Spennells area appears attractive this (together with the promise of the 'relief road' shouldn't be the determining factor when opting to build on the Green Belt – other options should be sought.</p> <p>Many people commute into / and out of Kidderminster now (hence the railway station development) - and have done so for many years. This situation equally relates to the areas covered by the LEPs identified in the plan.</p> <p>Whilst economic development in Kidderminster will be welcome - past experience shows this will take time – in the meantime people will continue to travel.</p> <p>Immediate need is for fresh radical thinking that optimises the use of brown field sites throughout the LEP areas for residential use and enables Kidderminster itself to become a modern, contained and attractive town centre that incorporates retail leisure and residential opportunities rather than pursue outdated models from the past - 'mixed use' communicates little other than the elements of 'wishful thinking' so often reported in the local press over numerous years.</p>
	LPP0486	Option A	Object	I object to Option A
	LPP03142	Option A	Object	<p>I would like to raise my deep concerns regarding the proposed housing development Option A under the local plan review. I think such a large scale development would be extremely detrimental to the physical and mental health of existing and new residents for a number of reasons:</p> <ul style="list-style-type: none"> • The loss of access to valuable Green Belt areas that enrich the lives of all residents • The rise in air pollution from increased traffic • The increased everyday stress from an already congested area

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				<ul style="list-style-type: none"> The lack of essential amenities (including school and doctor surgery places) to accommodate such a growth in population <p>I am hopeful that the Council, elected to represent the needs of their constituents, will take these concerns into consideration</p>
	LPPO3059	Option A	Object	I do not support Option A. The land behind Offmore is considerably higher than other development and would be very visible. Schools in the area are already full it would be nice to be a sustainable community and not just fields of houses.
	LPPO3068	Option A	Object	<p>Having viewed the report and considered the alternatives, I favour the proposals put forward in Option B and object to option A for the following reasons:</p> <ul style="list-style-type: none"> The area's population is almost static and it seems that the council's estimation of the number of new homes needed is too high, meaning that there is room to accommodate the needed homes without using the additional Green Belt land included in Option A. If an extra 2% of Wyre Forest's Green Belt is made available to developers it will, in all probability, be used for housing while brownfield sites/derelict buildings, forming a blight zone around the town centre, will be allowed to remain undeveloped. Development of brownfield sites and derelict buildings in and around the town centre would help to rejuvenate the town. If the expanded Lea Castle site were used to its full potential then many of the needed homes could be accommodated there along with the necessary infrastructure (school, local shops etc) Development of this site would not put further pressure upon the already busy, Bromsgrove and Worcester roads. An Eastern bypass/link road, joining the Worcester road, Bromsgrove road and Birmingham road would not alleviate traffic congestion and would cause air and noise pollution within in a residential area. Mental health and welfare is an increasing issue in this country and it is proven that green space and fresh air and exercise are hugely beneficial in combating mental health issues such as anxiety and depression. How can the removal of an area like this be

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				<p>justified?</p> <ul style="list-style-type: none"> The fields to the East of Spennells are of high quality agricultural land and should continue to be used for food production. The fields provide valuable habitat for wildlife. <p>I object to the proposals put forward in Option A and favour Option B.</p>
	LPPO3181	Option A	Object	<p>In principle objection to loss of Green Belt sites.</p> <p>Concern at expansion and sprawl of Kidderminster eastwards around Hodge Hill area.</p> <p>Inadequate infrastructure to support housing and employment uses/development near Hodge Hill on A456, Hurcott Lane and Husum Way junctions.</p> <p>Concern at lack of infrastructure detail in the plan for the Core and Option Sites to East of Kidderminster.</p> <p>Such development will put undue strain on the existing rural road network with drivers using lanes as rat runs to connect to the A456 and onwards to M5 and A38.</p> <p>In particular Hurcott Lane, Perryford Lane, Rocky/Stakenbridge Lane, Churchill Lane, Wagon Lane, and also south of A456 including Belbroughton Road.</p> <p>Concern at any effect on Hurcott Pool – SSSI – and watercourse network.</p>
	LPPO3195	Option A	Object	<p>The sustainability report suggests local employment to support the additional 1700 homes will be available from the businesses on the Worcester Road and Hartlebury Trading Estate. I do not believe these will expand to support the potential numbers involved.</p> <p>The resulting additional vehicles will have to get on to one of the already congested B roads</p>

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				<p>around Kidderminster. As the new by-pass to Stourport has resulted in major congestion. It is currently very difficult to get out of Wilden Lane at most times of the day and almost dangerous when it gets near rush hour.</p> <p>Surely 'Option A' which disperses the additional homes around the area would be the most beneficial for congestion and general facilities.</p>
	LPP05112	Option A	Object	Option A would use valuable Green Belt agricultural land surrounding the Spennells estate, which is currently in production.
	LPP05123	Option A	Object	I object to the parts of the Core plan and Option A.
	LPP05141	Option A	Object	I do not support Option A for all the above reasons but particularly because of the larger Green Belt land take, scale and concentration of development and the negative impact upon local amenity, biodiversity, health and wellbeing and, most importantly, community identity.
	LPP04839	Option A	Object	<p>Part of Option A (Spennells) has been shown to be unacceptable mainly on the grounds of storm and foul water drainage and flooding issues. Also other constraints, issues and discrepancies relating to the consultants reports. In my view the development here would have a serious impact on Urban Sprawl.</p> <p>I have questioned whether the Eastern Relief Road would do anything other transfer stress to other pinch points on the existing highway network. I can't see how it would improve town centre congestion other than where perhaps the A449 passes through the Horsefair. A traffic modelling analysis may be helpful here but it is not evident that one has taken place. Therefore I cannot see how subjective and unproven benefits would outweigh admitted disadvantages. These disadvantages I believe I have shown to be far more serious than anything shown in the Options Review.</p>
	LPP04651	Option A	Object	The benefits of Option A do not outweigh the disadvantage caused by the large-scale of expansion to the east of Kidderminster that would be necessary.

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				<p>Objections to Option A on Planning grounds:</p> <ul style="list-style-type: none"> The 'beauty of the countryside' has been cited in the plan as an important criterion but has not been given sufficient consideration in Option A. See Annex 1 below for detail. Option A proposes building on Green Belt land which can happen only in exceptional circumstances which have not been demonstrated). See Annex 2 below for detail. The plan has not adequately demonstrated the need for 5,400 new dwellings <u>specifically</u> on Green Belt land. The correlation between the population and the years considered (2001 to 2015) explains less than 5% of the variation (Pearson method). See Annex 3 below for detail. The development of farming land is permitted <u>only</u> if unavoidable. Option A contains well managed farmland with no justification presented for its loss. See Annex 4 below for detail. Option A will remove important wildlife corridors which connect sites of special scientific interest and nature reserves. See Annex 5 below for detail. There is a lack of adequate road capacity and infrastructure for an expansion of the Spennells with no real prospect of the infrastructure being developed. See Annex 6 below for detail. <p>Annexes</p> <p>Annex 1; Sections 5aiii, 11.1, 11.2 and, 23.1 respectively set out the importance of;</p> <ul style="list-style-type: none"> access to facilities for those without cars; recognising the intrinsic character and beauty; protection and enhancement of the natural environment and Promoting activities such as walking and cycling. <p>Around 3,000 houses are within easy walking of the fields; providing access to the countryside to many as a healthy, leisure pursuit. However, the LCA cited states that account has not been</p>

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				<p>taken of scenic beauty. I have added a few pictures that could not be taken following Option A’.</p> <p>Annex 2; Option A proposes building on Green Belt. The Government recommends, ‘maintaining strong protections’, and clarifies that, ‘Green Belt boundaries should be amended only in exceptional circumstances and where <u>all</u> other reasonable options have been examined’. Policy 6B commits to ‘encouraging the effective use and re-use of acceptable brownfield land, safeguarding and enhancing the open countryside. I recognise that <u>some</u> residents <i>think</i> that Green Belt is a landscape protection tool, but very little commitment to policy 6B or of other options being ‘fully examined’ has been presented.</p> <p>Annex 3; The ‘reasoned justification’ outlined is predicated on ‘unusual demand’. However, Figure 3.1 is extremely misleading. The trend to 2034 which predicts 5,400 dwellings appears to have been based on the population figures which explain less than 5% of the total variation (Pearson method). The poor correlation is evident by scrutinising Figure 3.1 from 2001 to 2015. The study does an excellent job of teasing out other factors affecting population such as the age demographic, economic factors, international and national migration and even tries to take account of Brexit, but since the conclusion is that these factors play a minor role on population change the predictive method used remains crucial and is erroneous. The increase from 2001 to 2015 has been 2.7% <u>in total</u> and Table 2.0.1 suggests static population growth. Despite the Council’s best efforts to encourage job growth, for which we are all grateful, the carpet industry continues to decline, so maintaining the number of jobs would be an outstanding outcome. In section 2.4, it is acknowledged that the carpet industry in Kidderminster (population 56,185 in 2015) has been in decline since 1970s. Furthermore, there are numerous examples of construction and development companies holding property with planning permission around the Wyre Forest. If there were high demand, work would start today to convert their land assets into profit. There is clearly little latent demand in the system. The plan looks forward 20 years, but surely the demand needs to be demonstrated <u>now</u> in order to release Green Belt?</p> <p>The Government suggests the established method of calculation is ‘particularly complex and lacks transparency’; recommending a new, standard formula. Given the intrinsic character and</p>

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				<p>natural beauty of the targeted Green Belt and the poor correlation of existing data, we must await the proposed standard method for calculation <u>before</u> giving planning consent. Delaying planning permission to build on Green Belt, pending improved forecasts of the need for new dwellings is surely a minimum legal requirement? Section 6.12 states that, ‘much of the readily available brownfield land has now been developed’. I am aware of brownfield sites and abandoned properties in the area that have not been developed. Surely, the minimum requirement before building on Green Belt is a survey of <u>all</u> brownfield sites in the Wyre Forest, providing a comprehensive list identifying the ownership and status of that land and an action plan to build on it.</p> <p>Annex 4; With respect to sustainability, the local plan suggests safeguarding agricultural land. However, the Amec review is misleading, describing the character as having ‘average quality’ when the pictures here demonstrate it is high quality. The review describes the withdrawal of active land management through poor crop growth. It would be easy to understand land management withdrawal given the speculation over the future of the land and its ownership (now by a development company), precluding a coherent long-term farming plan. The position has been exacerbated by the 2007 outbreak of foot and mouth in the locality, forcing local farmers to move away and reducing demand from local fields for animal feed. In practice however, the reverse is true. My photos show healthy crops, demonstrating that local farmers value the opportunity to rent from the developer to farm! Recently, crops including wheat, barley, carrots, spring onions, potatoes etc, have been grown as well as occasionally encouraging pollination by use of poppy and other wild flowers. My knowledge of the fields covers 30 years. Section 7.9 explains that the ‘Amec’ studies formed a key part of the evidence base for policy options and decisions. Has testimony been sought from any of the farmers that have farmed there? Section 6 outlines the importance of promoting local food production. This has even greater importance post-Brexit. Greater attention is being paid to the number of miles travelled by food and the contribution this makes to global warming. The region can ill afford the loss of agricultural land.</p> <p>Annex 5; A 2014 Government press release outlined the importance of wildlife corridors. The</p>

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				<p>area is blessed with sites of special scientific interest (e.g. Wilden Marsh) and nature reserves (Spennells Valley Local Nature Reserve). Numerous rare species would benefit from the use of natural hedgerows and open fields to provide a varied habitat and a corridor to extend their range.</p> <p>Annex 6; Everyone understands the difficult choices Councils make when balancing infrastructure spend against other pressing needs in times of austerity. We were led to believe that the residential housing on Hawfinch Rise would be reserved to provide extra space for the much-needed expansion of the school. The reality is that development of the fields with the inevitable failure to provide the required infrastructure will produce a nightmare scenario for the new residents in terms of traffic congestion and facilities.</p> <p>I understand that the Council wrestles with conflicting needs on a tight budget, but the level of justification required before building, especially on Green Belt needs to be addressed urgently and much more rigorously.</p>
	LPP04737	Option A	Object	Do I prefer Option A or B? The immediate answer is neither. The amount of land taken up by these two proposals especially the core sites is too extreme. The amount of additional infrastructure required for schools, health facilities etc. looks from this perspective to be too costly and will never be completed. Where are these additional schools or Form Entry (not sure what this means) to be built within this new development without compromising all the other factors such as green infrastructure, transport, water and sewage etc? What about the unique place and all the other considerations?
	LPP04594	Option A	Object	The impact on the Green Belt and the size of the proposed “Super Estate” is huge. For anyone who knows the area, in particular the existing Spennells estate, you will appreciate how big this proposed development is.
	LPP04331	Option A	Object	Option A infers the inclusion of an Eastern Relief road; I believe that this is being used as a dangling carrot to encourage people to support this option. There is no evidence that in reality the relief road is any more likely to happen with this option. Section 106 moneys will be used to

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				ensure affordable housing (which they should) within said scheme, there will not be any left for relief roads.
	LPP04632	Option A	Object	<p>I have tried to read and absorb the contents of the document and have only being partially successful. What I have seen is a looming disaster for quality of life in this beautiful area. The plan is some kind of a patch to a problem that should be fixed at source. In allowing unchecked immigration, successive governments have caused this country to become massively overpopulated and as a consequence, ordinary people are having to endure constant development, loss of open spaces and food production areas (needed all the more with the ever increasing population) and more and more traffic congestion and its attendant pollution, which in turn require more roads and bypasses to be built. The problem must be addressed at source by national government who should be severely pressured by local authorities on residents' behalf.</p> <p>As for the plans themselves, there are too many individual components to be able to comment on them all. If I had to express an opinion, then I would say that option A is not my preferred option, but that is not to say that the other option is acceptable either - it is just the lesser of two evils.</p> <p>I realise that the production of this plan has been imposed by national government, but I implore the local council to act now in resisting the move to just keep building in an attempt to solve a problem that could easily be fixed at source, i.e. stop adding to the problem of an already overpopulated and overcrowded island immediately.</p>
	LPP04301	Option A	Object	The Local Plan Review document is flawed and biased towards Option A. The options only provide two sites whereby additional schools would be assured. The redevelopment of Kidderminster train station is questionable. The Capital Portfolio Fund and the £10 million Development Loan does not go hand in hand with proposed Option A, or any agreement for Kidderminster to take any overspill from Birmingham. The proposed Option A will just provide a

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				<p>commuter estate and therefore secure the Bypass.</p> <p>The downgrading of Kidderminster Hospital is just one example of how the town amenities are not suitable for the existing residents let alone any newcomers.</p> <p>Option A will bring a commuter estate encouraging people to work and spend outside of Kidderminster when in fact the local economy needs a boost.</p>
	LPP04377	Option A	Object	I am strongly opposed to the Options suggested. The district Council is not trying hard enough to use the brownfield sites that are available.
	LPP04436	Option A	Object	<p>I am writing to express my objections to the local plan review preferred options consultation.</p> <p>They are as follows-</p> <ul style="list-style-type: none"> The Councils own statistics show that there are enough brown fields/other capability to fulfil government targets for ten more years. The proposal is for five years (beginning in 2019 will run until seven years from now), and as such no release of Green Belt land will be necessary during this period- “The Green Belt is 13% of the land. We can solve this crisis without having to take huge tracts out of the Green Belt,” the housing minister, Gavin Barwell, said. “They can take land out of the Green Belt in exceptional circumstances but they should have looked at every other alternative first,” he said, including building on brownfield land, releasing surplus government land, increasing the density of projects in towns and cities, or partnering with neighbouring Councils. Whilst I appreciate that there are difficulties in attracting building companies to build upon more difficult sites, allowing the release of more lucrative ‘easier option’ sites will only exacerbate this problem. It may be argued that the Council can negotiate a ‘tie in’ for companies to build upon brownfield/other sites alongside ‘easier’ options, they will then be able to pay a levy to the Council rather than completing these obligations. The Council will not, however, be obliged to spend these resources in Kidderminster/to

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				<p>improve local housing stock that utilises brownfield/other sites.</p> <ul style="list-style-type: none"> The preferred option A removes more than twice the amount of Green Belt from our local area than option B (2% as opposed to the Government's nation benchmark of 1%). This option is purported to allow for new road networks and supporting, but as no information is available, it must be assumed that this is a desire rather than an absolute fact. If one of the two options is to be adopted then option B is the most appropriate, as it will simply extend an already existing new development area with its own direct transport links to both the Wolverhampton and Stourbridge main roads. In light of the above points my vote as a constituent of this area is that- Firstly, that both plans A and B are unnecessary and unacceptable, but that secondly IF one must be adopted, then it should be plan B.
	LPP04445	Option A	Object	<p>Please note my objections to both Option A and Option B of the Local Plan Preferred options.</p> <p>I don't think it's fair to offer a Plan A and B which both involve destroying our local Green Belt which is so close to many of our residents' hearts. Green space is important for emotional and physical wellbeing. As a nation, we grow less than two-thirds of our own food. Now, more than ever, we need to avoid unnecessarily losing our countryside. Why can't we utilise our brownfield land instead of destroying our precious countryside, which is home to rare and endangered wildlife like the Corn Bunting, Long-eared Bat and a Horseshoe Bat.</p> <p>I have lived in Kidderminster many years and have always valued the local Green Belt. It played a huge part in my childhood wellbeing and I have very fond memories of going on nature walks with my family and playing with my friends. Our Green spaces should be protected as once they are gone they are gone for good.</p> <ul style="list-style-type: none"> Green spaces and farmland are important habitats for wildlife, some species of which are rare/endangered i.e. the Corn Bunting. In our efforts to tackle the housing crisis, suitable brownfield land and not Green Belt

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				<p>should be the priority. This should be utilised first and foremost, before any Green Belt land is even touched. What about the derelict and vandalised Sion Hill school site? There are places like this all over which have not been utilised after about a decade and yet you propose to destroy our Green Belt.</p> <ul style="list-style-type: none"> • The amount of housing you propose to build is completely unnecessary and based on figures that apply to our nation as a whole and not the local area's needs. You have also rounded figures up. This is completely unacceptable and one can only assume this has been done to make money first and foremost, and not with the wellbeing of our local people in mind. • Our local government has only closed schools over the years and you now want to move thousands more people into our town. Where will they go to school? Where will they go to the doctors, or the hospital? How will our Police and Fire services cope with the increase? There already aren't enough GPs for the town's population and it's already difficult enough to get a doctor's appointment. Kidderminster Hospital has been downgraded. • I don't feel that this proposal has been purposely kept quiet- I only found out about it from a family member who had a leaflet through her door. I didn't have any warning whatsoever and neither did several other people I know. I also believe it has been designed in a way as to pit 2 parts of our town against each other, with one side hoping you will use Option A and the other wanting Option B with no option available to people who don't want any Green Belt used. Is this not an option? • Houses on the Silverwoods development remain unsold; why is there now a need for such massive development when there appears to be insufficient demand already? This huge building project was supposed to solve Kidderminster's housing needs for the foreseeable future. Once again this contradicts decisions made by the Planners. Was the mistake then or now? • There aren't enough jobs in the area to support this huge influx of people. This will render new developments commuter ghost towns and increase traffic on main roads. <p>To summarise, I do not agree with Plan A or Plan B. I believe there is no need for such urban</p>

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				expansion.
	LPP04452	Option A	Object	<p>In the draft plan there are aspirations to redress the imbalance in the age of the population, attract more business and jobs. Destroying the Green Belt to build houses does nothing to address these aspects of Kidderminster's future. The idea that almost 6000 houses are required when clearly the population of Kidderminster is not growing at a significant rate seems like a grossly inflated figure. The 2.7% increase in the last two years is almost certainly the effect of increased immigration from Europe, which may reduce as some return to their own countries following Brexit.</p> <p>Average age and jobs: To lower the average age of the population it is necessary to attract young people to the town for which you need jobs and cheap housing. In fact the biggest problem facing youngsters today throughout the UK is that they can't afford to get on the housing ladder. Just building new houses on Green Belt land will not help. A potential solution to the housing problem would be to have the derelict and unoccupied properties, of which there are many, in the town converted to flats. This may require the use of compulsory purchase orders, which must be within the power of the Council. The resultant dwellings, would be cheaper to buy or rent, would attract young people and would help to revive the town centre. The proposed use of the Glades site for retail should be changed to more flats for the same reason. Cheap housing will not be found on Spennells Green Belt. Young people will be the people to develop new businesses; older people with established careers will be reluctant to take risks.</p> <p>Green Belt effect: Building houses on green field sites to the east of Kidderminster could have an adverse effect on the average age of the population. Any developer building on that land will want to build 4 & 5 bed houses not only to increase his revenue but also to recover the cost of the land he has purchased. They will not want to provide affordable housing at the 30% level. This will attract commuters from Birmingham and Worcester. And will exacerbate the commuting problem.</p> <p>My objection: I am strongly opposed to both of your preferred options. I believe that developing</p>

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				cheap flats for younger people will balance the ageing problem and help to create new businesses. I believe that to meet the need for affordable housing all brownfield sites in the town should be redeveloped first. No Green Belt land should be built on until the redevelopment of the town centre has been completed and all flats occupied.
	LPPO3215	Option A	Object	<p>I would like to highlight my objection to WFDCs plan to sacrifice large swathes of Green Belt land around Kidderminster for housing development and support neither option A or B. The reason for this being that I believe population growth within the region is static due to a reduction in job opportunities in the area.</p> <p>The Green Belt land around Kidderminster is easily accessed by local people and is well used by all members of the community providing a safe space to exercise both the mind and body. The loss of such land will in addition have a detrimental effect on wildlife with many protected species such as corn buntings, bats, badgers and many other bird species using this land.</p> <p>If following the use of all brownfield sites there is a true unmet need in the district for housing I would support the integration of small developments of less than 100 houses to be spread across the district on a variety of Green Belt areas so as to reduce the pressure on local infrastructure and services. In addition these areas should be carefully considered to see how they link in to existing public transport methods with the potential for a new park and ride train station to be developed outside of the town.</p>
	LPPO3218	Option A	Object	<p>I opposes Option A:</p> <ul style="list-style-type: none"> The plan proposes two thirds to three quarters of development centre on Kidderminster and land surrounding it. I consider this to be unfair and disproportionate and there needs to be some choice as to where people can live to encourage more people to stay in the Wyre Forest. The proposed development is 3 to 4 miles away from the town centre, which has no transport links after 6 pm and will create more traffic getting into the town and out of

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				<p>the already congested estate roads around Spennells.</p> <ul style="list-style-type: none"> Kidderminster town centre is very run down. People do not want to live in big soulless estates or shop in the town centre here, but would rather live in the more vibrant and social areas of Stourport, Bewdley and Cookley etc. The shaping of Option A to justify the relief road to resolve pre-existing transport problems and air quality is not correct. The relief road will not help with air quality in the Horsefair as the majority of traffic to Birmingham from Worcester use the A450 Worcester Road, which should be enhanced and the Bridge raised to accommodate the larger vehicles instead of creating a very expensive and unneeded additional road basically running parallel to this. I challenge the validity of the Green Belt Review and the consequences this has, in respect of Option A for the fields between Spennells and Summerfield. These fields have a massive impact upon social amenity, biodiversity and the integrity and identity of the hamlets of Summerfield and Stone. There are many rare bird and mammal species in these fields (e.g. Bats, Badgers, Linnets and Corn Buntings), and are used regularly for exercise and health and wellbeing by residents, as well as visitors to the local area.
	LPPO3263	Option A	Object	<p>I object to A proposals as you are putting forward an option to build on prime farming land, which has very diverse wildlife on it, (including protected species such as bats, badgers and great crested newts). Also concentrating too many houses on the east of Kidderminster, overwhelming the existing communities which could cause social problems further down the line.</p> <p>The schools and Doctors to the east of Kidderminster are already at capacity.</p>
	LPPO3274	Option A	Object	I object to plan A and “Core sites”.
	LPPO3371	Option A	Object	<ul style="list-style-type: none"> Objects to option A - prefers option B. Consultants are incorrect stating there is no significant wildlife interest in Spennells fields - they are habitats to many animals. Option B would not endanger these habitats.

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				<ul style="list-style-type: none"> Option B spreads smaller, more desirable development throughout Wyre Forest. Local infrastructure demands will be best served in option B - especially schooling, transport and public transport as it will be spread around the district. Stone parish is unfairly targeted in option A for housing and a relief road. Option A does not address the need for affordable homes as prices will be too high for local residents as it's a low income area. The loss of Green Belt, arable land and hedgerows should not be focused on one main area - option B uses less Green Belt. The draft plan is in support of option A as it will provide fund to the relief road - the need for which has no evidence.
	LPPO3408	Option A	Object	<ul style="list-style-type: none"> Prefers option B over option A. Green Belt land should only be used as a last resort. Disconnect between plans and town centre regeneration/transport infrastructure. The Glades used to be in walking distance but now they aren't - these plans will repeat the decision causing more cars on the road.
	LPPO3420	Option A	Object	<ol style="list-style-type: none"> Increased traffic, noise and pollution from exhaust fumes with resulting affect on existing resident's health. Removal of Green Belt amenity currently used by existing residents for walking, cycling, dog walking or horse riding. Increased pressure on local services - schools. GPs and hospital. It is currently impossible to get an appointment at Church Street GP practice. Loss of wildlife habitat. Loss of productive agricultural land. Wyre Forest has an ageing population who do not require thousands of starter homes built for commuters. Commuters parking in neighbouring streets to the railway, rather than paying for car parking, are already a nuisance. Roads are already grid locked. Farfield is as a result of all

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				day commuter car parking a one way road.
	LPP03564	Option A	Object	<p>I drive around Kidderminster and see so many derelict areas and unused building, I cannot comprehend how using Green Belt is appropriate. Should we not be using brownfield sites, derelict buildings etc there are enough factories in Kidderminster or is this too expensive for the developers and they are looking for a cheaper option?</p> <p>We have to protect our Green Belt as concerns over increasing mental health are on the news every day. Our schools are full, we will have even more traffic even with a relief road, additional pollution, increased pressure on doctors and NHS and urban sprawl.</p> <p>The fields on Stanklyn are a haven for wildlife – I go there at 6am for a walk – the swallows are flying over the top of the grasses and I can hear skylarks – it is heavenly – what will happen to their habitat - are we trying to create a horrendous urban sprawl.</p>
	LPP03573	Spennells	Object	<p>In Option A it is suggested that around 1700 dwellings be built. This is far in excess of the actual growth of the local population, which has remained relatively stable since 1991. Recent job losses suggest there is unlikely to be large demand for new dwellings.</p> <p>Option A will take out valuable, much needed, agricultural land if around 1700 dwellings are built on it. This will lead to less productive land being available to Britain. Wildlife habitat will also be lost when the hedgerows are taken out. The common toad, whose numbers are declining rapidly, will lose its migration routes around the Spennells Valley Nature Reserve.</p> <p>Option A would put great pressure on the existing busy roads. The future 3700 residents are unlikely to be helped by an Eastern Relief Road. Spennells Valley Road links the A449 and the A448 and an increased volume of traffic would result in an even slower flow at peak times, leading to increased pollution.</p>

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				<p>Schools: These have only a very limited number of places which only possibly might still exist for new residents' children.</p> <p>Spennells community centre no longer exists as it was all that was available for the school to expand to furnish places for the existing pupils on Spennells.</p> <p>Spennells estate no longer has a community centre. This means there is nowhere for existing residents to meet or pursue leisure activities.</p> <p>Shops: These are next to the school. There are five "shops" and two takeaways on Spennells. The volume of traffic and difficulties in parking around these and the school at peak times are already great. Pollution levels will be greatly increased with 1700 more dwellings. Do we want increased pollution around our schools?</p>
	LPP03588	Option A	Object	<ol style="list-style-type: none"> 1) The lack of concentration on potential Brown Field Sites rather than the easy option of allowing building on Green Belt. 2) You have already identified such Brown Field Sites in your report "Wyre Forest District Strategic Housing and Economic Land Availability Assessment 2016" 3) It is pleasing that areas such as the old Lea Castle Hospital have been identified and these surely are areas to use first for house building. 4) There is no concentration or even identified concern that sites where building permission has been granted are being left and no movement has yet been made to build on such sites, viz:- the land adjacent to the new Tesco in Stourport. 5) This loss of Green Belt land is very worrying especially due to the impending Brexit situation. We are already only 50% self sufficient with food production in England and a continued loss of good agricultural land, which is that backing onto Spennells, could have serious repercussions for our food production. Once the land is built upon, the situation could not be reversed.

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	LPPO3593	Option A	Object	<ul style="list-style-type: none"> • Objects to option A. • Would have negative impact on local area. • Would affect local environment and wildlife. • Increase traffic congestion and risks. • Diminishes the identity of Summerfield and Kidderminster - creates urban sprawl. • Have we used all available brownfield sites across the district? • Selected easier solutions for developers. • The council needs to re-examine options to establish a more balanced plan to protect its distinct and attractive identity for further generations.
	LPPO3664	Option A	Object	<p>OPTION A is opposed and <u>preference is for OPTION B</u> for the following reasons:</p> <ul style="list-style-type: none"> • The housing need outlined is incorrect • You have not provided enough evidence for transport support. The proposed Eastern By pass is not proposed in enough detail in the plan. There are no maps, volume of traffic proposed, entry or exit zones. • If Option A is chosen, there will be negative impact on: <ul style="list-style-type: none"> ○ Health ○ Well being ○ Mental Health ○ Safety ○ Road ; congestion ○ Distinctiveness , region characteristics ○ Transport ○ Crime, social behaviour ○ Wildlife ○ Schools ○ Medical centres, Doctors hospitals. • Councillor Ian Hardiman confirmed that the Council had brownfield sites for 3000

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				<p>dwellings so use of Green Belt should be a last resort.</p> <p>The benefits of allowing easier delivery of school provision and the option of an Eastern Relief Road do not outweigh the disadvantage caused by the large-scale of expansion to the east of Kidderminster that would be needed.</p> <p>Option A:</p> <ul style="list-style-type: none"> Will not provide the employment need as this will make Kidderminster a soulless commuter town. Will produce a housing sprawl and will not generate growth to Kidderminster. One town will merge into another. Current employment land lies vacant and unused on Worcester road since built what evidence is there that more is required and that it will be filled? Infrastructure: The by-pass will not add any growth to Kidderminster and will serve as a route to by-pass the town. The eastern by pass will be opposed as it was previously. What evidence is there that this road will enhance the community? Where will the Eastern by pass end? Presume on A456 where this will add to already heavy congestion. It will cause congestion, traffic, health and asthma problems, and destroy much more than green field and Green Belt sites. <p>You have not mentioned development to secondary schools.</p>
	LPO3780	Option A	Object	Option A unacceptable.
	LPO3795	Option A	Object	<p><u>OBJECTION TO ‘OPTION A’ AND REMOVAL OF LAND FROM GREEN BELT STATUS</u></p> <p>Offering A or Option B is a divisive and dangerous tactic — one that splits communities and gives way to resentment. Who am I to say that the Green Belt in Kidderminster is more important than the Green Belt in Stourport? If the projected growth figures are accurately calculated it will be</p>

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				unnecessary to develop on any Green Belt land. If WFDC harnessed the passion raised by this consultation and worked with residents then maybe we may achieve something lasting and worthwhile.
	LPP03802	Option A	Object	I object to the Council's strategy as evidence/analysis shows the scale is unnecessary. I do not support Option A inc the Kidderminster Eastern Relief Road which, if built, would bypass the town centre and worsen traffic problems along the A449
	LPP04147	Option A	Object	I do not agree with any option that builds on Green Belt.
	LPP04156	Option A	Object	<p>I do not support options A. I would urge you to consider the requirements of local residents, rather than those of large developers in this plan.</p> <p>As well as the implications of destroying the local countryside, which is well used and loved by the local community. Have a look at brownfield sites first.</p> <p>The Kidderminster Eastern relief road appears to take traffic from one busy road and feed it into another!</p> <p>A wider-scale review of the traffic round the Kidderminster area is needed, not merely an additional road.</p>
	LPP04230	Option A	Object	OPTION A IS NOT AN OPTION FOR ME ,
	LPP02357	Option A	Support	<p>Support Option A.</p> <p>Additional housing requires more investment in infrastructure/employment/communication links and new housing to the north and east of Kidderminster could attract businesses.</p> <p>Housing west of the River Severn, with no additional road improvements, will increase traffic congestion/pollution/air quality in Stourport/Bewdley.</p>

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	LPP02612	Option A	Support	We wholeheartedly support the councils preferred option A, because building the majority of the houses on the Spennells and Lea Castle would be the most attractive for those people who choose to live in the Wyre Forest but their employment is within the surrounding towns and cities.
	LPP02614	Option A	Support	<p>I attended the consultation meeting at Areley Kings Village Hall last Wednesday and this is my response. I am totally in favour of option A for the new housing.</p> <p>Your development plan states that you want to develop the role of Kidderminster as the main town for the area. In that case large areas of new residential development should take place there, particularly as a new Eastern Relief road is being proposed which would benefit everyone in the Wyre Forest. It would help to relieve the congestion within central Kidderminster and be convenient for residents on the new estate who commute to Birmingham and the Black Country. Also new schools are proposed for the extension to the Spennells estate. This must be more advantageous than trying to expand multiple schools across Wyre Forest if the residential development is widely dispersed.</p>
	LPP02768	Option A	Support	Option A preferable.
	LPP02955	Option A	Support	It seems that Option A would include new infrastructure whereas Option B will not include any.
	LPP02968	Option A	Support	<p>The current and planned infrastructure in Kidderminster is more suited to the housing increase. The development would complement the recent improvements such as the town centre as well as the planned eastern gateway.</p> <p>The road system in Stourport struggles currently so an increase in traffic would not be helpful to the town itself or the residents.</p>
	LPP02995	Option A	Support	<p>In general I am in support of Option A. I am in favour of keeping new homes near to potential employment site, schools and services whenever possible to reduce the travelling and pollution.</p> <p>Concentrating new housing will make it easier to provide new schools places, health services and</p>

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				leisure activities. The advantage of, and benefits from, constructing a link road to the east of Kidderminster, is self evident.
Stourport on Severn Town Council	LPP01257	Option A	Support	<p>The Council met on 1st August 2017 and wishes for Wyre Forest District Council to proceed with Option A and not Option B.</p> <p>Option B does not provide for any highway or other infrastructure improvements within and around Stourport. Option A proposes a new road which would link the A449 with the A448 which would provide new infrastructure to support the proposed new development around the Spennells Estate.</p>
Stourport on Severn Civic Society	LPP01298	Option A	Support	<p>Overall we prefer Option A as we feel the existing and proposed infrastructure will support development on the scale proposed.</p> <p>Kidderminster is already on the national rail network with access to Birmingham and beyond. The proposed Eastern Bypass will facilitate road traffic in the area- locally and beyond.</p> <p>Stourport High School is at full capacity whereas there is capacity within Kidderminster High Schools.</p>
	LPP01661	Option A	Support	I wish to support option A as it is logical from a geographic point of view, would support the proposed by pass and would be straightforward in delivering County and District services.
	LPP01662	Option A	Support	<p>I would like to offer my support for option A. it makes so much more sense than option B because it will come with inbuilt infrastructure and a bypass road to avoid the town centre.</p> <p>Option B spreads out the houses and therefore puts the strain on local services such as schools and doctors. Placing 600 houses on the Areley Kings side of Stourport would create gridlock on the bridge over the river Severn, and the town centre,</p> <p>Option A is the only way forward.</p>

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Wyre Forest Community Housing	LPP01681	Option A	Support	We are in favour of the delivery of more homes and particularly more affordable homes in the District. Having considered the District Council's Local Plan Review Document, we do agree with your assertion that larger scale sites are more likely to enable the viable provision of affordable housing. Therefore, we support Option A.
	LPP01765	Option A	Support	Option A Support-Better suited road system.
Rock Parish Council	LPP01161	Option A	Support	Rock Parish Council supports Option A.
	LPP0595	Option A	Support	I prefer option A
	LPP0676	Option A	Support	I prefer option A as more flexible and would allow the Eastern Relief Road. With all consultations much is unknown and needs a developer to implement it. Apart from Sugar beet factory seen little action e.g. Bromsgrove Street, Sladen School Site, Horsefair, Improvements between Town Centre & Railway Station.
	LPP0757	Option A	Support	Option A would be preferable as it would allow for desperately needed Eastern Relief Road for Kidderminster.
	LPP0131	Option A	Support	Broadly support Plan A as less dispersed, makes use of some existing infrastructure e.g. Lea Castle site, larger development could more cost effectively support its own services; shops, health etc. Concerns about traffic access from this area to Birmingham Road and people using Hurcott Lane which is narrow and already a rat run. Without mitigating routes this could cause problems.
	LPP0174	Option A	Support	I support the Kidderminster Relief road, and development to the East of Kidderminster.
	LPP0337	Option A	Support	I prefer Plan A as this area already has services i.e. medical centre, schools, roads. Plan B in

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				Stourport does not have sufficient roads, medical centre or schools to cope with another 1,000 houses approx. Dunley Road already has traffic queuing. The bus service is awful. Also we have no leisure centre as it has gone to Kidderminster.
	LPP03098	Option A	Support	Apart from the 'Land off Highclere site (BR/BE/6)', I am in favour of Option A.
	LPP03079	Option A	Support	The Parish Council of Kidderminster Foreign wish to generally give support to option A to enable the creation of an Eastern relief road for Kidderminster.
	LPP03179	Option A	Support	I would support Option A in the light of the benefits and the less negative effects on education etc.
	LPP04659	Option A	Support	Given that there are two preferred options, it would, in my opinion, be best suited to develop the sites at Option A areas within the Lea Castle/ Spennells/ Stanklyn areas of Kidderminster. Although this option does mean developing on a slightly higher % of Green Belt land, it does mean that development is contained within one area and road networks and infrastructure are already viable and the impact of such developments on the infrastructure would be minimal. Similarly, proposals to build facilities, such as schools and medical centres, specifically for the development would be a much better investment of public money than trying to ensure small, already established schools can cope with the demand of housing developments being built around them. Overall the impact of the building of larger developments is lower as the building works are confined to one location.
	LPP04596	Option A	Support	<p>The obvious option is the East of Kidderminster Sustainable Urban Extension with the very important and essential benefits that an Eastern Relief Road for Kidderminster would bring for the whole of Wyre Forest.</p> <p>With the financial incentives available from the developers who develop these sites, it surely makes sense to concentrate them all in one area, where the incentives are large enough to make a difference, i.e. new schools, road improvement and community facilities rather than spread them throughout the District, thereby diluting the effectiveness of these financial incentives.</p>

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	LPP04629	Option A	Support	I realise that a plan is required and putting it into action may take years. Firstly I would like to say that in general terms I would support the core housing sites to the east of Kidderminster together with the option A housing sites. These seem to have been considered more thoroughly in that it provides for education and other community facilities along with a relief road to provide for the additional traffic and provide assistance with congestion on the current ring road.
	LPP04235	Option A	Support	Option A is the best and only way forward, the only logical solution
	LPP04474	Option A	Support	These are THREE good reasons to decline the Stourport-on-Severn proposal and choose the Kidderminster option which has given more attention to the additional infrastructure requirements of the area.
	LPP03231	Option A	Support	<p>It seems logical to base houses closer to employment hubs, major transport links (rail & road) and where there's potential for increased school provision. There's the added benefit of the Eastern Relief Road which should help with the current well-known traffic problems around the roads in Kidderminster (A449, Hoobrook, the Horsefair etc).</p> <p>Improvement to these traffic problems should also help to improve/stabilise the current air quality issues.</p> <p>The benefits of Option A outweigh the disadvantages as long as the new infrastructure is built/developed at the same time as the housing to make it a sustainable development.</p> <p>There will be an additional economic benefit to the town as a whole, new houses mean new people who will shop, eat and spend their leisure time and money in Kidderminster.</p>
	LPP03273	Option A	Support	Prefer Option A
	LPP03293	Option A	Support	Overall the features of Option A, together with the existing infrastructure and facilities of Kidderminster and the area to the east of the town, would more appropriate to better the

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				development on the scale proposed.
	LPP03358	Option A	Support	<p>Please find below my proposal in favour of Option A. The reasoning to support this Option relies solely on its viability with regard to existing and proposed infrastructure.</p> <p>Transport links, accessibility, and the provision of services including educational have been positively accounted for in the proposed Option A. The Relief Road relinquishes current pressures on Kidderminster town traffic and the A449, whilst also ensuring easy access to the M5 and Birmingham. Most importantly, it enables direct, easy access to Option A's two concentrated urban developments.</p> <p>These two sites can enjoy convenient transport links and all that the main town has to offer, including existing educational establishments and the higher than required employment opportunities. The utilisation of the sites minimises aesthetic disruption beyond two concentrated areas. Adherence to existing national and local authority affordable housing policies can be realised when Option A is adopted.</p> <p>It seems nonsensical that Option B can be considered, especially after residential concerns noted at 2.10, Local Plan Review – issues which were echoed by planning officers in the recent refusal of planning application for 125 homes at Astley Cross. Issues of site suitability and the risk to the nature and character of the landscape only stand to be amplified by Option B's mapped locations. It is acknowledged in the Local Plan Review that more green space would have to be utilised in Option B, reducing the likelihood of adherence to Green Infrastructure policies.</p> <p>With regard to site suitability, it begs the question whether local Housing Policies, Adopted Development Plans, the Adopted Wyre Forest Core Strategy, Adopted Wyre Forest Site Allocations amongst others have been seriously considered in mapping Option B.</p> <p>It is not just the distinctive countryside within the District that risks adverse harm from Option B development, it is the already stretched infrastructure. With goals noted in the Local Plan Review</p>

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				<p>to limit the need for travel and ensure sustainable alternatives are available, it must be noted that in Areley Kings for example, there are extremely limited public transport options. This is typical of the District outside of the main towns.</p> <p>Employment opportunities are noted in the Option comparisons to be much less than Option A, and it is disappointing the Local Plan Review has continued to fail to remedy the relationship between land availability, housing completions and employment opportunities.</p> <p>With such limited employment options within this rural corner of the District, use of a car is somewhat imperative. Road users within this vicinity currently face the dangers of on-road parking, and increasingly a blatant disregard for speed limits by drivers - issues which would be exacerbated with greater road users.</p> <p>Accessibility to amenities is limited to the river crossing at Stourport-on-Severn which already faces extreme congestion, again acknowledged in the refusal of application noted above.</p> <p>Whilst Option A accounts for transportation options, sustainable alternatives and seeks to minimise the need for travel in its proximity to amenities, it must be remembered that there is no way of dispersing this additional pressure to infrastructure if Option B were to be adopted.</p> <p>The severity of the shortcomings of the existing infrastructure which would be pressurised further by Option B with no remedies offered, makes Option B prohibitively detrimental to the District for many reasons, only a few of which have been noted above.</p>
	LPPO3429	Option A	Support	I wish to register my support for plan A.
	LPPO3452	Option A	Support	Support Options A.
	LPPO3495	Option A	Support	We support the basic thrust of the proposals including the limited use of Green Belt land, the need to ensure adequate provision of affordable housing and appropriately sited provision for

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				<p>the elderly and single occupation.</p> <p>Any proposals to reduce traffic through town centres are to be welcomed. Pedestrianised zones in Kidderminster have been a great improvement and should be extended wherever possible.</p> <p>These measures would help to improve air quality.</p>
	LPP03517	Option A	Support	I support option A as I believe this area could support and increase in population BUT brown belt land must be sort in preference to Green Belt land at the Spennells site.
	LPP03527	Option A	Support	<p>Option A</p> <ol style="list-style-type: none"> 1. We agree it is very important to preserve the wildlife corridor. 2. Housing suggested in Option A would be closer to employment and education opportunities, therefore requiring less travel. 3. The proposed new Kidderminster Eastern relief road would be very welcome, easing congestion in Kidderminster. This would have the added benefit of improving travel to Worcester, Birmingham and M5 etc without having to go via the town centre. 4. Any new houses in these areas would benefit from this and also the added benefit of easy access to the two mainline railway stations at Kidderminster and Blakedown.
	LPP03533	Option A	Support	I think Option A is preferable as it includes the relief road which surely is desperately needed and suggests better school provision.
	LPP03535	Option A	Support	My feelings regarding the proposed local plan consultation are that WFDC has already made their choice and that this consultation is just a formality they have to go through, based on the fact that there are only going to be infrastructural improvements done to option a this is the one id prefer, id also like it noted that should any further plans for housing be made in Stourport that none is allowed without the developer doing something to improve the roads and local facilities before any permission is granted.

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	LPP03582	Option A	Support	Our favoured option is A because they can get the roads changes. Stourport is getting none.
	LPP03585	Option A	Support	Support Option A
	LPP03606	Option A	Support	Option A preferred choice.
	LPP03656	Option A	Support	Support option A.
	LPP03695	Option A	Support	<p>Option A</p> <p>Proposes significant new infrastructure in the form of a new road, The Eastern Relief Road, improved access to Kidderminster Railway Station and links to the national network. This will have the advantage of reducing traffic congestion in Kidderminster town centre and nearby estates as well as allowing easy access to the economic powerhouse of Birmingham where many well paid jobs are to be found.</p> <p>It also ensures that there will be sufficient school places for the new residents.</p> <p>Although the Lea Castle site lies within the designated Green Belt this has previously been built upon and in its current derelict state is an eyesore and a blot upon the landscape. Development here would only be an improvement.</p> <p>Although it is understandable that many of the residents affected by option A will be deeply unhappy by the proposals this is clearly to be preferred to Option B as the new infrastructure and proximity to the economic opportunities of Birmingham and the Black Country will bring many advantages to the district as a whole.</p>
	LPP03709	Option A	Support	Prefer Option A.
	LPP03728	Option A	Support	Prefer option A
	LPP03730	Option A	Support	In favour of Option A.

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	LPP03788	Option A	Support	Plan A is the better solution.
	LPP03797	Option A	Support	Support Option A on good planning grounds as it would result in new and much needed infrastructure improvements, esp. a new Kidderminster Eastern By-Pass.
	LPP04036	Option A	Support	<ul style="list-style-type: none"> The Kidderminster/Stourport corridor has seen a lot of development in recent years, with several new housing developments. With these have come increases in noise, litter, traffic and road accidents. There is also insufficient parking for local business, with overspill onto side streets and across people's private driveways. Channelling more traffic via this route under Option B would be greatly distressing for residents and detrimental to their health and (road) safety. Keeping facilities more localise in outlying areas should hopefully prevent this from happening Outlying areas will also benefit from local developments and as such should share in the inconveniences caused. Whilst I understand people's concerns around loss of Green Belt land, I believe Option A to be far a far more sustainable and common sense approach to development that will spread the strain across the region rather than concentrating it in areas that are already badly affected.
	LPP04080	Option A	Support	<p>I believe Option A is the answer to local planning. The new developments improve infrastructures, including a Kidderminster by-pass. Option A is on the best side of Kidderminster, improving road access to Bromsgrove, M5, M40, M6. No bridge access is needed.</p> <p>Option B is piecemeal and involves no road improvements, no access improvements over Stourport-on-Severn bridge which is already running to full, with long tailbacks throughout the year. Through Astley Cross village, it is single lane; with good manners keeps it running. The road leads to the Stourport-on-Severn bridge. Traffic congestion is already a problem over Stourport-on-Severn and Bewdley bridge.</p>
	LPP04111	Option A	Support	In relation to the two preferred options being put forwards for development it seems that the obvious option to adopt is Option A as opposed to Option B. I believe this to be for the following

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				<p>reasons:</p> <p>Infrastructure - Option A includes for the proposed Eastern Relief Road which will assist in managing the added traffic which will come to our district as part of the increased population. Preferred Option A would also place residents a lot closer to public transport links such as Kidderminster and Blakedown train stations to access larger neighbouring towns and cities such as Worcester and Birmingham.</p> <p>Employment - All proposed new employment opportunities are being shown on the maps as being in the Kidderminster area so it would make sense to build the new housing nearer to these jobs which will therefore point towards Preferred Option A being the better option. Preferred Option A with the proposed Eastern Relief Road will make it easier for residents to get to the new employment opportunities within our region but will also allow easier access to employment opportunities outside of our initial region in areas such as Worcester and Birmingham.</p>
	LPP04185	Option A	Support	<p>I wholeheartedly agree with proposal A where the potential building is all in one area.</p> <p>Pressure on schools and medical services are localised so new ones can be built rather than cause chaos trying to fit people in to existing 'full' facilities.</p>
	LPP04214	Option A	Support	<p>Neither Option that you offer is totally consistent and I have concerns about both.</p> <p>Of the 2 on offer Option A would seem to be the lesser of two evils and slightly better aligned but have real additional fears that it presents the dangerous significant prospect of narrowing the essential gap between the West Midlands Conurbation and this part of Worcestershire with its unique history and traditions.</p>
	LPP03078	Option B	Comment	<p>I prefer Option B as the housing is spread more evenly across the area rather than a large scale expansion of the eastern side of Kidderminster which would cause even worse traffic.</p> <p>It would also impact on the quality of life of people living on Spennells and surrounding areas</p>

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				who have a large area of countryside which they can access and use regularly for exercise.
	LPP03158	Option B	Comment	Prefer option B. I think there would be more benefits from dispersed strategy.
	LPP03164	Option B	Comment	Prefer option B. More benefits from dispersed strategy.
Land Research & Planning Associates Ltd	LPP0553	Option B	Comment	OPTION B is the preferable one. Still concerns.
Land Research & Planning Associates Ltd	LPP0555	Option B	Comment	NO.
	LPP0181	Option B	Comment	Option B is preferable because it develops the community as whole not just Kidderminster. Expansion and future proofing of school across the district is more equitable.
	LPP0182	Option B	Comment	No. The infrastructure is only necessary, if the development takes place. Improve existing infrastructure.
CORE11	LPP0242	Option B	Comment	We opt for Option b for the reason that, The core strategy and green infrastructure study 2010 which give prime importance to local green infrastructure and a good place to live, will be weakened if "Option a" is chosen. It would be the start of a brick and cement conurbation that is not sustainable, nor could be reversed.
Homes England	LPP0795	Option B	Comment	Provisional requirement for 6,000 dwellings for the Plan period, with the inclusion of previously developed land, including the former Lea Castle Hospital site, and potential greenfield releases, this leaves a shortfall of 2,360 dwellings. Option B, a more dispersed strategy, requires a larger number of sites to deliver the additional 2,360 dwellings, including the release of smaller sites within the rural areas. Development in the

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				smaller towns and rural villages would help to support these areas through the provision of additional housing including affordable housing, as well as local jobs through construction, and transferable benefits to those areas provided by the additional population generated by the development. It will also provide choice of location in the housing market, and may deliver housing quicker than focusing on a small number of larger sites.
	LPP0623	Option B	Comment	<p>Employment opportunities are located throughout the district so makes sense to have the housing also dispersed throughout the district so that local people can live closer to where they work, especially as local transport is poor. The bus service is poor and there are no buses at all at the times needed to get to and from the safari park for early or late shifts. Enabling people to live closer to where they work would reduce traffic congestion and allow the possibility of walking or cycling to work.</p> <p>Option B also helps to preserve open space between Kidderminster and the village of Stone, retaining it as a separate community, and retains green space where the local community can exercise. Option B is much better for wildlife as it maintains access to open countryside for the Spennells nature reserve and the important wildlife site at Captains pool allowing wildlife to move freely and so maintain viable breeding populations.</p> <p>Option B is better than option A although some of the core sites in both options are of concern. The plan to build on the fields up to Hurcott village conflict with the aim to maintain clear space between Kidderminster and surrounding villages. It also puts at risk the SSSI at Hurcott with potential detriment to the wildlife there. I object to the proposal to build on the land currently occupied by Captains and The Lodge on the A448 since that will impact on the wildlife using the pool, the woods and surrounding areas. There are hedgehogs living around the site, a species under considerable pressure. The Captains site would contribute to the congestion on Comberton Road going into Kidderminster and also the Mustow Green roundabout, both currently places where long queues can occur that will not be helped by another 300 houses. The proposed Eastern Relief Road would be unlikely to have any positive impact traffic since it would run between two known bottlenecks and merely move the traffic jams to areas</p>

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				just over the border of Wyre Forest.
Worcestershire Wildlife Trust	LPP01052	Option B	Comment	<p>We note that option B has a reduced impact on Green Belt (by area) which is welcome and would be broadly in line with the Government's stated position on Green Belt release. However it retains an unacceptable allocation at Wilden Lane and will still lead to considerable impacts on designated sites and wider biodiversity elsewhere. As a result, and considering guidance in the NPPF (in particular biodiversity guidance in paras. 9, 109 and 117), we do not believe that Option B as it is currently set out offers a sustainable solution to development at present. Please see our comments in response to Paragraph 6.54 for more details.</p> <p>Nonetheless for the reasons set out in our response to Paragraph 6.55 we are not yet convinced that the case for the eastern relief road has been adequately demonstrated and so we do not believe that Option B is fundamentally flawed in not bringing this element of the plan forward. Moreover, whilst we acknowledge that a more dispersed development strategy does cause some infrastructure difficulties we believe that the advantages it has in terms of reducing the risk to biodiversity to the east of Kidderminster outweighs them at this time. We can find nothing in the evidence base to demonstrate otherwise.</p>
RSPB Midlands Regional Office	LPP01174	Option B	Comment	<p>To summarise our position, on nature conservation grounds alone, the RSPB favours Option B.</p> <p>If Option A is chosen the impact on wildlife of local and County importance (specifically, the local corn bunting population) is likely to be greater, and would prompt the need seriously to examine the scope for large-scale habitat compensation in the form of species-rich grassland creation for corn buntings, as part of the development package.</p> <p>If Option A is selected, we recommend further consultation with WMBC to identify how and where best such compensation can be delivered. The RSPB would also be happy to advise further.</p>
	LPP01971	Option B	Comment	My preferred option is Option B providing more housing with less loss of Green Belt.

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	LPP01870	Option B	Comment	Option B - not loss of Green Belt and reusing the brownfields, consider going for option B
	LPP03032	Option B	Comment	<p>Question 3 - Do you prefer a more dispersed strategy?</p> <p>Answer. - Yes, as the District Council is not in control of the provision of a relief road/school provision it cannot guarantee their provision.</p> <p>Favour Option B.</p>
	LPP03045	Option B	Comment	<p>If a choice had to be made between Option A and Option B, which should not be necessary for at least the next 10 years, based upon the house building projections, I would choose Option B since this would use 22% less Green Belt land (218 hectares compared to 266 hectares in Option A). It would also provide potential residential building of 6559 dwellings compared to only 6304 dwellings in Option A, 255 more dwellings. It would enable development to be more evenly spread around the Wyre Forest in areas where local communities need dwellings for organic growth, rather than in the overcrowded Spennells area. This would place less stress upon existing infrastructure around Kidderminster.</p>
	LPP03053	Option B	Comment	<p>Kidderminster central and its surrounding areas have so many brownfield sites in which to build and develop. Building in these areas, could regenerate Kidderminster central and transform it from the ghost town it currently is.</p> <p>I am asking that you choose option B as the better option for our area.</p>
	LPP02691	Option B	Comment	<p>I am writing to express my objections to the local plan review preferred options consultation.</p> <p>They are as follows-</p> <ul style="list-style-type: none"> The Council's own statistics show that there are enough brown fields/other capability to fulfil government targets for ten more years. The proposal is for five years (beginning in 2019 will run until seven years from now), and as such no release of Green Belt land will

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				<p>be necessary during this period- “The Green Belt is 13% of the land. We can solve this crisis without having to take huge tracts out of the Green Belt,” the housing minister, Gavin Barwell, said. “They can take land out of the Green Belt in exceptional circumstances but they should have looked at every other alternative first,” he said, including building on brownfield land, releasing surplus government land, increasing the density of projects in towns and cities, or partnering with neighbouring Councils.</p> <ul style="list-style-type: none"> • Whilst I appreciate that there are difficulties in attracting building companies to build upon more difficult sites, allowing the release of more lucrative ‘easier option’ sites will only exacerbate this problem. It may be argued that the Council can negotiate a ‘tie in’ for companies to build upon brownfield/other sites alongside ‘easier’ options, they will then be able to pay a levy to the Council rather than completing these obligations. The Council will not, however, be obliged to spend these resources in Kidderminster/to improve local housing stock that utilises brownfield/other sites. • The preferred option A removes more than twice the amount of Green Belt from our local area than option B (2% as opposed to the Government’s nation benchmark of 1%). This option is purported to allow for new road networks and supporting, but as no information is available, it must be assumed that this is a desire rather than an absolute fact. If one of the two options is to be adopted then option B is the most appropriate, as it will simply extend an already existing new development area with its own direct transport links to both the Wolverhampton and Stourbridge main roads. • In light of the above points my vote as a constituent of this area is that- Firstly, that both plans A and B are unnecessary and unacceptable, but that secondly IF one must be adopted, then it should be plan B.
	LPP02533	Option B	Comment	I prefer Option B. I do not feel the benefits of a more dispersed strategy outweigh the disadvantages, however, the reasoned justifications for Option A seems flawed in many ways, see previous comments.
	LPP02276	Option B	Comment	Which sites do you prefer? – Dispersed Option B

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	LPP03801	Option B	Comment	I object to the Council's strategy for development; evidence shows that the scale is unnecessary. However I prefer Option B notwithstanding I object to the analysis re scale of development.
	LPP03361	Option B	Comment	<p>Option B is more reasonable and realistic, but I would still question whether the existing infrastructure can support such a large number of new houses and the families that will live in them.</p> <p>Kidderminster currently I believe has 3 ambulances and only 1 permanent fire fighting crew. Stourport has 1 ambulance car.</p> <p>Kidderminster hospital has been desecrated and as we all know, all 3 hospitals that serve the area are in special measures with services at bursting point or having been removed completely.</p> <p>What plans do the local authority have to support, maintain services and protect the health and safety of people living in the district?</p>
	LPP04497	Option B	Comment	Option B is my choice but no option chosen should include Green Belt land.
	LPP04455	Option B	Comment	Concern re loss of Green Belt
	LPP04458	Option B	Comment	<ul style="list-style-type: none"> • Static population growth - no need for new houses. • Aging population downsizing - freeing up family sized houses. • High obesity levels - why build on Green Belt land where leisure and exercise activities occur.
	LPP04459	Option B	Comment	We refer first to your request for residents to choose between options A and B of this Review. We prefer neither but wish to comment on their relative merits. In your document the choice is clearly presented in favour of Option A based on two major considerations: 1. provision of educational, medical and community facilities and 2. Provision of a relief road between the Worcester and Birmingham roads. It appears that this advice is related to planning convenience

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				<p>for WFDC. Our comments are:</p> <p>1. Wherever additional housing is built, extra facilities will need to be provided whether they be centralised in just one conglomeration, or existing provisions are expanded to suit needs.</p> <p>If one of the two options A or B has to be chosen then Option B would be the most equitable way of accommodating the suggested housing requirement.</p> <p>Non-Green Belt sites available for building can provide in the region of 3000 houses. This number should surely be more than sufficient for local needs.</p>
	LPP04449	Option B	Comment	Option B requires the acquisition of numerous sites making the process slower and more complex. The additional educational and other facilities required would therefore be more piecemeal and less straightforward. Some sites in Stourport already have permission for development. Transport links are not particularly well supported and the already congested town of Stourport does not have the option for use of a relief road.
West Midland Bird Club	LPP04409	Option B	Comment	We strongly object to both proposals because of the devastating effect these proposals would have on all wildlife within the planned areas. This land is Green Belt Land, South of Spennells and WFDC Core area, East of Offmore Estate. These areas should be maintained for farming and for recreational use such as walking and bird, butterfly and moth surveying. The public foot paths and bridle ways are used daily by both residents and visitors.
	LPP04411	Option B	Comment	<p>Both options rely on developing Green Belt land which I believe is the 'easy way out' for the council and is supported by some extremely questionable 'evidence', particularly the extremely poor quality of the 'objective assessment of housing need'.</p> <p>Developing Green Belt land is extremely short sighted for a number of reasons, but especially in the light of 'Brexit' as the Green Belt land earmarked by the council is very productive farm land which will be of benefit to the country (and of course, local farmers) if tariffs are placed on</p>

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				<p>produce grown in Europe.</p> <p>The Green Belt is also supposed to stop communities merging into one another and becoming yet another urban sprawl.</p> <p>Building on Green Belt land is also the easy and most attractive option for developers, and the easy option for the council. The council should not give in to pressure from developers and land owners eager to make a 'quick buck' instead of thinking more creatively about where new housing should be allowed, but instead should consider the needs and well-being of local people and put them at the fore-front of their decision making.</p> <p>Both options also mean a disproportionate amount of housing development would centre on and around Kidderminster, which does not have the infrastructure to support it. The schools are now near or at capacity, so where does the money come from to provide new schools for these developments?</p> <p>I would challenge the need for so many homes in the area. The growth forecasts on the OAHN have been over-inflated, as there has not been significant rise in the local population in the past 10-15 years.</p> <p>There is very little employment actually in the Wyre Forest and most people commute to bigger towns and cities to work. Already, all roads in and out of Kidderminster are congested during the morning and evening 'rush hours' and building more, unnecessary, homes would make that worse, as people would come to live here, but have to commute elsewhere to work.</p> <p>My preferred choice of the two is B, as it has less impact on Green Belt land, especially with regards to the fields adjacent to Spennells.</p> <p>Although I reluctantly support option B, I do not think we have been offered a fair choice at all and if this is indeed a consultation exercise, perhaps the planning policy team will take on board</p>

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				the objections I and hundreds of others in the Wyre Forest have submitted and come up with a better thought out option C. Finally, it seems unreasonable that an unelected planning policy team and a few local councillors on the planning committee have the power to make such momentous decisions that will have such a detrimental impact on so many people's lives. Some of the planning committee also have Green Belt land earmarked for re-designation in their ward and will naturally be under pressure from residents to oppose development there and instead vote for it in another ward. I hope that this will not be allowed to happen.
	LPP04415	Option B	Comment	I do not support option B. I would urge you to consider the requirements of local residents, rather than those of large developers in this plan, as well as the implications of destroying the local countryside, which is well used and loved by the local community. Have a look at brownfield sites first.
	LPP04416	Option B	Comment	Option B already has significant road access especially surrounding the Lea Castle area. Spreading the housing out across the district would help spread number of children needing schools although a primary school should be made for either option and would be needed for the Lea Castle area. More importantly reducing the number of houses needed would mean less Green Belt is used in option B as more brownfield land is used. Something the council should push for harder
	LPP04418	Option B	Comment	I neither fully support option A or B as they stand at present. I do feel that housing should be spread as equally as possible across Wyre Forest so that it does not negatively impact one side/area. I also would also not support Lea Castle becoming a huge estate because of its surrounding road links. I do not support any surge to push housing onto Lea Castle so that building does not have to occur to the south/Spennells area or Stourport— any building should be fair to all areas and the load shared. There is argument that south of the town is better access to the motorways. I do not support building on the land opposite the entrance to Lea Castle. I am in support of a relief road, but were this not in the final plan then even more the need to 'spread the load' in terms of housing and commuting as well as easing traffic in already busy and congested areas. Controlling traffic flow/safety is paramount. Planning must take on board residents' concerns so as not to disadvantage people like myself who have lived in Kidderminster

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				and the surrounding areas all their life. People need to feel that Wyre Forest District Council is there for all its people.
	LPP04419	Option B	Comment	Prefer Option B.
	LPP04431	Option B	Comment	I would like to highlight my objection to WFDCs plan to sacrifice large swathes of Green Belt land around Kidderminster for housing development and do not support option B.
	LPP04251	Option B	Comment	<p>We are in favour of a sensibly modified Option B for the following reasons:</p> <ul style="list-style-type: none"> • The Population Growth figures suggested in the report are speculative and dependent upon the aspirational target for employment growth. • Option A states there is no significant natural interest in Spennells Fields and the site known as Captains. This is incorrect. • The local infrastructure demands of any development are not addressed. • There is a failure to take a holistic view of the housing need alongside that of the Southern/ Eastern bypass and the development of the Railway Stations. A bypass consumes large quantities of land. • Option A will not address the need for affordable homes. (CRE) • There will be a major and significant loss of amenity to the residents of Spennells should Option A be adopted. • The suggested growth of Employment Opportunities in the Wyre Forest is not supported by current employment patterns. • Watercourses are already compromised in the area known as (WFR/ST/1) Captains and The Lodge. • The loss of Green Belt, arable land and hedgerows should not focus in the main on one particular area. Wyre Forest will be best served with a geographically widespread plan.
	LPP04367	Option B	Comment	Only support if all the alternatives to Green Belt development have been fully explored and any development was dispersed.

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	LPP04654	Option B	Comment	<p>In effect, both Options A and B suggest ribbon development. Neither option envisages a community that could be centred in the midst of the development.</p> <p><u>Option B</u> the second bullet point says “Additional development at Lea Castle will put additional pressures onto the A551 and A449”. This statement ignores the fact that Baldwin Road, and Hurcott Road, are already used as a rat run for traffic on the A456 from Birmingham travelling to and from Stourbridge and Wolverhampton. Development to the east in both options may also be used in this way. In addition, the Government’s own policy “to conserve, enhance and restore the diversity of England’s wildlife” would be compromised by the effects on Hurcott village nature area.</p>
	LPP04840	Option B	Comment	<p>I have questioned the impact of an Eastern Relief Road. If Option A was adopted a new access road would be required but other than access to the new developments it is not shown how it would relieve congestion on the existing network. Any development would increase air pollution. More analysis would be required here.</p> <p>‘The absence of additional infrastructure impacting oneducational provision’ is at odds with the Draft Wyre Forest Infrastructure Delivery Plan (2017), which indicates the estimated Education Infrastructure Costs for Option A at about £30m and about £25m for option B. This indicates an impact of the same order of magnitude and therefore at this stage of the argument probably not significant.</p>
	LPP05124	Option B	Comment	Option B uses less Green Belt and creates more houses yet isn't the council's preferred option.
	LPP03152	Option B	Object	Concern with option B.
	LPP0487	Option B	Object	I object to Option B
	LPP0426	Option B	Object	<p>I object to Option B.</p> <p>Green Belt land should be used only as a VERY LAST RESORT.</p>

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				<p>Wyre Forest, Greater Birmingham, Solihull and Worcestershire should collaborate and collectively review overall brown field site availability and plan housing development accordingly – decisions to build on the Green Belt should not be based on local authority boundaries.</p> <p>The 5 year rolling time frame for construction sites should allow for regular reviews of brown field sites and enable changes to be incorporated into any plan,.</p> <p>The plan fails to recognise changes in shopping habits and unrealistically targets retail expansion and comparison shopping.</p> <p>Kidderminster has suffered from the failure to 'tidy up 'following the migration of Kidderminster town centre to Weavers Wharf and Crossley Retail Park.</p> <p>Retail premises and the courts building have been empty for 8 /9 years - the regeneration of such sites require radical solutions for alternative use that reduce any need to build on the Green Belt.</p> <p>Unnecessary decisions are being taken now e.g. in 1999 who could have predicted the impacts of the 2007/08 economic collapse or changes caused by online shopping (indeed, the plan itself demonstrates an inability to predict /understand short term population levels in the District).</p> <p>The plan fails in its stated aim to "to use a robust and up-to-date evidence base to ensure that the local plan meets the full, objectively assessed needs for market and affordable housing in the housing market area" . Instead it aims to justify what developers want to deliver rather than meet the needs of Kidderminster residents.</p> <p>Previous attempts to build an Eastern relief road have failed - the plan fails to present evidence based data that supports it in economic or environmental terms - at the consultation session I was informed this would be a single carriageway 40 mph road following the same route as the existing road from the Worcester Road through Mustow Green to the Birmingham Road - is it</p>

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				<p>really a relief road at all?</p> <p>Whilst constructing a new school in the Spennells area appears attractive this (together with the promise of the 'relief road' shouldn't be the determining factor when opting to build on the Green Belt – other options should be sought.</p> <p>Many people commute into / and out of Kidderminster now (hence the railway station development) - and have done so for many years. This situation equally relates to the areas covered by the LEPs identified in the plan.</p> <p>Whilst economic development in Kidderminster will be welcome - past experience shows this will take time – in the meantime people will continue to travel.</p> <p>Immediate need is for fresh radical thinking that optimises the use of brown field sites throughout the LEP areas for residential use and enables Kidderminster itself to become a modern, contained and attractive town centre that incorporates retail leisure and residential opportunities rather than pursue outdated models from the past - 'mixed use' communicates little other than the elements of 'wishful thinking' so often reported in the local press over numerous years.</p>
	LPPO366	Option B	Object	<p>If new houses are required the infrastructure MUST be in place which has to include roads (Stourport is already gridlocked most of the time) schools are oversubscribed and doctors at capacity.</p> <p>Green Belt must be protected at all costs, use brownfield sites first for any houses/schools and doctors.</p>
	LPPO402	Option B	Object	See summary LPPO400.
	LPPO614	Option B	Object	This was published under the 2010 to 2015 Conservative and Liberal Democrat coalition

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				<p>government-:</p> <p>This government has been very clear that when planning for new buildings, protecting our precious Green Belt must be <u>paramount</u>.</p> <p>Local people don't want to lose their countryside to urban sprawl, or see the vital green land around their towns and cities go to unnecessary development.</p> <p>The council can meet their housing needs by prioritizing Brownfield sites, and fortify the Green Belt in their area.</p> <p>Only when every brown field site is exhausted should any consideration be given to Green Belt land.</p> <p>Greatest concern is the pollution due to vehicle exhausts, it is already very high due to queuing traffic outside of my home which is close to Burlish Crossing.</p> <p>I live next to Green Belt land and would like it to remain so. I say no to Plan B.</p> <p>I am strongly against any Green Belt land being used until all brown sites have been used.</p>
	LPPO2073	Option B	Object	<p>Please respond to following::</p> <p>The infrastructure for option B's dispersal strategy is of concern. Stourport facilities can't cope now e.g. lack of public toilets, so improved infrastructure - schools, roads, doctors, fire services needed first.</p> <ol style="list-style-type: none"> 1. Building a new town possibly at Lea Castle, is more sensible/cost effective and

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				centralising will reduce the impact on Green Belt.
	LPP02079	Option B	Object	<p>Option A, with an eastern by-pass/new link road from Birmingham Road, is preferable to Option B.</p> <p>Kidderminster and Stourport are already stretched - doctors, dentists, schools and heavy summer traffic w/o any new development.</p> <p>Option B has always been farmland so despite need for extra housing, the sites in Areley Kings are not feasible and opposed to by myself/others. The road from Areley Kings to Stourport is narrow and could not cope with extra traffic.</p>
	LPP01902	Option B	Object	Plan B would be unthinkable with the number of houses to be built adding to the already ridiculous amount of traffic on the Areley Kings side of the bridge! The infrastructure would never cope with more cars, people dying for space! The schools, doctors and roads are at breaking point now!!
	LPP01939	Option B	Object	I object to both Options and I think it should be re-thought. This is a massive decision for Wyre Forest so we must be sure to get it right. Protect all Green Belt as far as possible.
	LPP02954	Option B	Object	<p>Nobody wants to lose greenfield sites and would hope that all brownfield sites would be developed before any other land was considered.</p> <p>Stourport/Bewdley area would be worse off because of the heavy traffic problems already experienced by crossing the bridges. It seems that Option A would include new infrastructure whereas Option B will not include any.</p>
	LPP02895	Option B	Object	In the draft plan there are aspirations to redress the imbalance in the age of the population, attract more business and jobs. Destroying the Green Belt to build houses does nothing to address these aspects of Kidderminster's future. The idea that almost 6000 houses are required when clearly the population of Kidderminster is not growing at a significant rate seems like a

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				<p>grossly inflated figure. The 2.7% increase in the last two years is almost certainly the effect of increased immigration from Europe, which may reduce as some return to their own countries following Brexit.</p> <p>Average age and jobs: To lower the average age of the population it is necessary to attract young people to the town for which you need jobs and cheap housing. In fact the biggest problem facing youngsters today throughout the UK is that they can't afford to get on the housing ladder. Just building new houses on Green Belt land will not help. A potential solution to the housing problem would be to have the derelict and unoccupied properties, of which there are many, in the town converted to flats. This may require the use of compulsory purchase orders, which must be within the power of the Council. The resultant dwellings, would be cheaper to buy or rent, would attract young people and would help to revive the town centre. The proposed use of the Glades site for retail should be changed to more flats for the same reason. Cheap housing will not be found on Spennells Green Belt. Young people will be the people to develop new businesses; older people with established careers will be reluctant to take risks.</p> <p>Green Belt effect: Building houses on green field sites to the east of Kidderminster could have an adverse effect on the average age of the population. Any developer building on that land will want to build 4 & 5 bed houses not only to increase his revenue but also to recover the cost of the land he has purchased. They will not want to provide affordable housing at the 30% level. This will attract commuters from Birmingham and Worcester. And will exacerbate the commuting problem.</p> <p>My objection: I am strongly opposed to both of your preferred options. I believe that developing cheap flats for younger people will balance the ageing problem and help to create new businesses. I believe that to meet the need for affordable housing all brownfield sites in the town should be redeveloped first. No Green Belt land should be built on until the redevelopment of the town centre has been completed and all flats occupied.</p>
	LPPO2896	Option B	Object	I understand and accept that more housing needs to be built in the Wyre Forest area but I feel it

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				<p>is essential to upgrade, develop and extend road ways/links which are already very busy in order to keep traffic flowing.</p> <p>Infrastructure needs to be upsized to cope with the extra population particularly:</p> <p>Schools — In our area I believe Cookley Primary cannot cope with any more capacity and both Cookley and Wolverley Secondary school have very restrictive vehicle access and parking capacity. I think provision for new school(s) would be essential.</p> <p>Hospital — It is my opinion that Kidderminster Hospital already desperately needs upgrading to serve the people of Wyre Forest and surrounding areas so obviously with more population that would become even more important — we cannot keep adding to the pressure of Worcester and Russell's Hall.</p> <p>Of the two options proposed in the local plan review, I think Option A is preferable as it includes the relief road which surely is desperately needed and suggests better school provision.</p>
	LPP02855	Option B	Object	I strongly object to Option B.
	LPP02863	Option B	Object	Option B is more dispersed and will not bring any improvements but will worsen traffic congestion on Bewdley and Stourport bridges and affect the air quality in Dunley Road area
	LPP02747	Option B	Object	Objection to the whole draft local plan for Wyre Forest.
	LPP02702	Option B	Object	<p>I strongly disagree with both Options A and B.</p> <p>There is no need for 6,000 new houses in Kidderminster. As in the Council's own report the population of Kidderminster has remained static. Therefore I do not believe there are "exceptional circumstances" in Kidderminster that require the removal of protection of Green Belt land to build so many houses. A new, fair independent report should be completed as the</p>

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				<p>existing one is obviously biased.</p> <p>If no alternative can be found I prefer Option B as it develops less of the Green Belt and it is much fairer to spread the developments. People prefer to have a choice of area to live in to be close to existing friends and family so I believe spreading out development would be better for the people of Kidderminster.</p>
	LPPQ2709	Option B	Object	<p>Please note my objections to both Option A and Option B of the Local Plan Preferred options.</p> <p>I don't think it's fair to offer a Plan A and B which both involve destroying our local Green Belt which is so close to many of our residents' hearts. Green space is important for emotional and physical wellbeing. As a nation, we grow less than two-thirds of our own food. Now, more than ever, we need to avoid unnecessarily losing our countryside. Why can't we utilise our brownfield land instead of destroying our precious countryside, which is home to rare and endangered wildlife like the Corn Bunting, Long-eared Bat and a Horseshoe Bat.</p> <p>I have lived in Kidderminster many years and have always valued the local Green Belt. It played a huge part in my childhood wellbeing and I have very fond memories of going on nature walks with my family and playing with my friends. Our Green spaces should be protected as once they are gone they are gone for good.</p> <ul style="list-style-type: none"> • Green spaces and farmland are important habitats for wildlife, some species of which are rare/endangered i.e. the Corn Bunting. • In our efforts to tackle the housing crisis, suitable brownfield land and not Green Belt should be the priority. This should be utilised first and foremost, before any Green Belt land is even touched. What about the derelict and vandalised Sion Hill school site? There are places like this all over which have not been utilised after about a decade and yet you propose to destroy our Green Belt. • The amount of housing you propose to build is completely unnecessary and based on figures that apply to our nation as a whole and not the local area's needs. You have also

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				<p>rounded figures up. This is completely unacceptable and one can only assume this has been done to make money first and foremost, and not with the wellbeing of our local people in mind.</p> <ul style="list-style-type: none"> • Our local government has only closed schools over the years and you now want to move thousands more people into our town. Where will they go to school? Where will they go to the doctors, or the hospital? How will our Police and Fire services cope with the increase? There already aren't enough GPs for the town's population and it's already difficult enough to get a doctor's appointment. Kidderminster Hospital has been downgraded. • I don't feel that this proposal has been purposely kept quiet- I only found out about it from a family member who had a leaflet through her door. I didn't have any warning whatsoever and neither did several other people I know. I also believe it has been designed in a way as to pit 2 parts of our town against each other, with one side hoping you will use Option A and the other wanting Option B with no option available to people who don't want any Green Belt used. Is this not an option? • Houses on the Silverwoods development remain unsold; why is there now a need for such massive development when there appears to be insufficient demand already? This huge building project was supposed to solve Kidderminster's housing needs for the foreseeable future. Once again this contradicts decisions made by the Planners. Was the mistake then or now? • There aren't enough jobs in the area to support this huge influx of people. This will render new developments commuter ghost towns and increase traffic on main roads. <p>To summarise, I do not agree with Plan A or Plan B. I believe there is no need for such urban expansion.</p>
	LPP02474	Option B	Object	In response to the two options on display at the planning consultation at Areley Kings Village Hall on 26 th July I feel compelled to make the following observations and comments.

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				<p>Option B is a non-starter for a number of reasons.</p> <ol style="list-style-type: none"> 1. The infrastructure in Stourport is inadequate to cope with the current demands of residents and the visitors, particularly during rush hours and summer weekends when the town is busy with holiday makers and tourists. 2. During the peak hours it is now at present normal to be stuck in massive traffic jams to enter and exit the town with the bridge traffic often stationary. I would offer the view that even as things are, should a major incident occur requiring large numbers of emergency services vehicles needing to access the bridge, it would be impossible to be dealt with in an efficient manner and would inevitably result in delays resulting in serious injury and a potential loss of life due to the current volume of traffic. <p>With this in mind I dread to think what the consequences could be with the additional housing and population should option B be adopted in the event of any unforeseen catastrophe?</p> <ol style="list-style-type: none"> 1. If plan be were to be adopted where would the children of school age be educated? Two schools have been closed in the last few years, once again this will mean additional cars on the road during “the school run” which will also add to the problems mentioned above while increasing the parking problems associated with dropping off and collecting the children. 2. As a pensioner with health problems I feel qualified to question whether the two doctor’s surgeries could cope with the additional influx of patients as it is not unusual to have to wait several days for an appointment now. 3. About 10 years ago Vodafone applied to erect a telephone mast adjacent to the field in Pearl Lane. Research uncovered certain facts, one being the field on Pearl Lane is part of an “area of outstanding natural beauty” and as such cannot be built on! It goes without saying the proposal was turned down by the Planning Committee. <p>In closing I wish to object to Plan B on the above mentioned grounds as I feel Kidderminster is better equipped to handle the increase in population and the town centre is in desperate need of</p>

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				the extra footfall to make it a viable area for future investment.
	LPP02269	Option B	Object	<p>We oppose the adoption of the Local Plan, both Options A & B including the Core Areas of The Captains and the Lodge because :-</p> <ol style="list-style-type: none"> 1. There should be no erosion of the productive Green Belt land as there will be an increased need for the UK to provide more food production rather than import food once we have left the EU. 2. Loss of Green Belt will further endanger wild life, both flora and fauna. 3. Loss of Green Belt will also reduce the natural area for people to exercise, as the current areas have many public paths. 4. Proposed building on areas designated as natural flood plans seems fool hardy, as there is plenty of local evidence showing the damaging effects this can have on other areas. I.e. Bewdley, Upton on Severn, Tewksbury etc; 5. Loss of Green Belt will add to the global warming effects that are projected. 6. The increase in population predicted in the new plan will not be able to be employed within Wyre Forest and will thus need to commute to Birmingham and West Midlands, and Worcester. The Wyre Forest has seen a reduction in manufacturing over the last 5 to 10 years in trades that rely on large numbers of workers. Any new businesses are more likely to be high tech and requiring less personnel. 7. Due to item 6 above, roads will become more heavily congested, causing more health problems due to greater levels of engine exhaust emissions. 8. The existing trunk road system in and around the Wyre Forest area is currently running at full capacity with no real plans evident to address the situation. 9. Increased population will need more health facilities both at GP level and Hospital. Wyre Forest has seen Kidderminster Hospital services progressively reduced and this would need to be reversed. Likewise more GP surgeries would be required and the concern there seems to be a national shortfall in GPs. Whilst the Government states that more will be trained, the Royal College of GPs has revealed that some 20% are likely to leave. It is not clear in the Proposed Local plan if the areas required for additional medical

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				<p>facilities are included in the plan or would be additional to it.</p> <p>10. Current public transport is very poor and needs substantial investment to serve the current population levels let alone increased population.</p>
	LPO2275	Option B	Object	<p>Option B</p> <p>Does not come with any new infrastructure and, therefore, any development west of the River Severn will increase congestion and pollution in both Stourport and Bewdley?</p> <p>In particular development at Areley Kings will exacerbate an already unacceptable level of congestion and pollution at the river crossing and along the High Street where the additional vehicle emissions occasioned by an additional 550 families (potentially 1000 plus vehicles) would require an Air Quality Management Plan which would be difficult if not impossible given the limited options in the restricted area of the High Street.</p> <p>The LPR also highlights concerns that the district has "Very poor public transport and high levels of traffic congestion with poor strategic transport infrastructure" (LPR; paragraph 2.10. p 15)</p> <p>This is especially the case in Stourport where it can take up to 20 minutes, at least, to cross the bridge from Areley Kings and negotiate the town centre by car and where most of the strategic car park at Vale Rd has already been sold to housing developers.</p> <p>Public transport is also very poor. The bus journeys from Bewdley and Stourport town centres, respectively, to Kidderminster bus station each takes over 30 minutes at best, meanders around several estates and provide no direct link to the railway station.</p> <p>Option B also fails to take into account pressures on local services such as doctors, police and fire that an additional 1547 families will make to Stourport's already oversubscribed amenities. The LPR itself describes the provision of additional sufficient, appropriately located education</p>

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				<p>facilities as "problematic". (LPR; paragraph 6.56, p45)</p> <p>It would also appear that Option B is less likely to meet the identified need for affordable housing. (LPR, Table 6.0.6, p41)</p> <p>A further disadvantage of option B is that it advocates urban sprawl in many different parts of the district. In addition to the problems of pollution and congestion already highlighted this encroachment on to the countryside will inevitably result in the loss of valuable agricultural land as well as natural habitats and would seem to contradict the council's overarching principle of "protecting and enhancing green infrastructure" (LPR, section 5.4, paragraph c vi, p22).</p> <p>Although it is understandable that many of the residents affected by option A will be deeply unhappy by the proposals this is clearly to be preferred to Option B as the new infrastructure and proximity to the economic opportunities of Birmingham and the Black Country will bring many advantages to the district as a whole.</p>
	LPPO2264	Option B	Object	<p>I write in relation to the Local Plan Review Consultation for Spennells estate in Kidderminster. I would like it known I strongly object to Option A and Option B.</p> <p>I shall outline my reasons below:-</p> <ul style="list-style-type: none"> • There will be an increase in traffic, noise and pollution from cars. This will have a detrimental effect on our mental health and wellbeing. Unsafe for our children to play out. • There will be an increased pressure on local schools. The class size will become too large and there would be fewer resources available to the students. Parents will have to bring their children to school in their car; again which will have an increase in pollution. • There is a good variety of wildlife in the area which will be lost, that nest on the fields i.e. Linnets, Skylark, dormouse etc. Wildlife should be protected. Also a lot of the trees on Spennells have preservation orders on them. Impact on the wildlife which feeds and

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				<p>grazes the land is to be protected.</p> <ul style="list-style-type: none"> • It will have a loss of agriculture land which is of a good quality. • There is a public right of way on these fields which would be lost, which would contribute towards our mental health. • There would be a large increase in pressure on already stretched services for Doctors surgeries, hospitals, dentists and opticians, school and nursery on Spennells. • These fields are an important/integral part of the Spennells estate as a lot of people use the fields in a variety of ways. For instance, just going out for a stroll, walking their dog, riding/training their horses, children playing, running/jogging training, to recuperate from illness, exercise and interaction with friends for a walk and chat. • There is already an issue with traffic trying to get off Spennells during the day, this new development will only make matters a lot worse, more accidents can occur. There will be an increase in noise and car pollution which again has an effect on mental health. Extra pressure on our roads, more potholes to fill in after winter, heavy congestion. • Loss of internet speed and quality. • Extra busses and traffic which will be a safety issue for adults and children alike. • There will be drainage issues as the fields would be a good resource for a soak away, showers will lose pressure.
	LPPO2403	Option B	Object	<p>Prefer Option A which will bring much needed infrastructure improvements /job growth and other developmental benefits/investment in the area in terms of new businesses/other types of facilities and serve a greater proportion of the population than dispersed development of Option B.</p> <p>A new Kidderminster Eastern Relief road will ease congestion but Option B will bring no new benefits and worsen current traffic congestion in Bewdley/Stourport esp. Bridge area.</p> <p>Impact on emergency vehicles/rat runs could develop.</p>

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				<p>Pedestrian safety/lack pavements.</p> <p>Spoil views/peace and quiet of the countryside/impact on recreational use/loss of agricultural land.</p> <p>Impact on council's conservation policy lists</p> <p>Already pressures on medical/educational provision would be easier to provide in bigger developments.</p> <p>New incomes may commute so provide housing where road and public transport improvements can be provided.</p>
	LPP02404	Option B	Object	<p>Support for Option A/object to Option B as it is unsustainable in the local area and is detrimental to the local community.</p> <p>Option A: New, much needed infrastructure improvements to serve more of the population than Option B which could impact on emergency vehicles/cause rat runs on narrow roads affecting pedestrian safety/loss of recreational land/views/agricultural land. Pressure upon medical/educational provision and few new job opportunities as opposed to Option A which may encourage job growth. More brown-field sites are available in and around Option B, rather than the greenfield area of Option A which may only attract commuters.</p>
	LPP04140	Option B	Object	I do not agree with any option that builds on Green Belt.
	LPP04066	Option B	Object	<p>Neither Option that you offer is totally consistent with the points made above and clearly I have concerns about both.</p> <p>I welcome the fact that the Town and District Councils have justifiably rejected the Gladman Appeal and their speculative proposals. But if they are approved what then? - surely we would not want to increase the damage done to our towns by their success by pressing ahead with</p>

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				either of these options -particularly Option B which would have even greater and adverse effect on Bewdley and Stourport and their green surroundings.
	LPP04023	Option B	Object	Option B should be rejected.
	LPP03858	Option B	Object	<p>The expected travel time 10 minutes, the actual travel time was 25 minutes. The cause of the long traffic queue from the top of Dunley Road into town? There were no roadworks, the delay was purely down to the volume of traffic trying to move through Stourport. This was not a one-off event. It is not unusual for there to be long queues trying to cross Stourport bridge.</p> <p>If option B is selected, what plans are proposed to manage the extra traffic that is bound to arise with hundreds more houses expected?</p> <p>What plans are there for managing the fact that one of the proposed sites in Areley Kings lies on what was once marshland and is at the lowest point of the water table?</p>
	LPP03789	Option B	Object	Plan B has disadvantages, inc. access to facilities/traffic congestion.
	LPP03657	Option B	Object	Object to option B.
	LPP03659	Option B	Object	Object to Option B
	LPP03275	Option B	Object	I object to plan B and “Core sites”.
	LPP03224	Option B	Object	<p>I think that by dispersing the developments it will bring major problems with infrastructure in particular, the roads and traffic congestion over the river bridges in Bewdley & Stourport. For example, the increased traffic from the proposed developments at Areley Kings will only increase the known traffic congestion over the bridge and exacerbate the air quality issues in Stourport town centre/the Gilgal etc.</p> <p>The other issue is medical & educational services. These would be family houses and would undoubtedly increase demand for school places and doctor’s services –both already under</p>

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				pressure in both Bewdley & Stourport.
	LPP04498	6.56	Object	Q 6.55 and 6.56: I wished to comment again on how the options for redevelopment have been unfairly portrayed. Question 6.55 outlines benefits of Option A before asking for an opinion whereas question 6.56 outlines the disadvantages of option B before asking for an opinion. In order for this document to fairly ask for people's opinions without swaying their judgment both options should be weighed up with advantages and disadvantages before asking for the opinions of residents. The document should be impartial and allow residents to create their own opinions and decisions independently and without influence from the council.
	LPP04447	Option B	Object	<p>Please note my objections to both Option A and Option B. First of all, there are areas common to both Options, on Green Belt land. Does this mean these cannot be questioned?</p> <p>My objection is not that Kidderminster needs no additional housing, but Green Belt land should not be used:</p> <ul style="list-style-type: none"> • Green space is important for emotional and physical wellbeing • Green space is a diminishing resource and should be protected. Once it is gone it cannot be regained • Loss of farmland will lead to insufficient food for the Country – imports are costly and cannot be guaranteed, especially with Brexit looming • Building on undeveloped land causes flooding. When land is covered by concrete/tarmac the surface water runs off and has to go somewhere. Broadwaters is already prone to flooding by the park, building at the top of the hill can only make this worse • Green spaces and farmland are important habitats for wildlife, some species of which are rare/endangered. From my garden I have personally seen deer, grass snakes and bats. Bats are a common sight in the evening – during the last few years I have found a dead long-eared bat and a horseshoe bat in my garden so I know for certain that those species live in the Hurcott area.

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				<p>Kidderminster's infrastructure cannot cope with this expansion – schools, doctors, dentists and roads are insufficient. Numerous schools in the town have been closed over the last 10-15 years – presumably the Council decided they were undersubscribed. Which is the mistake? Short sighted decision then or the apparently imminent population explosion now?</p> <p>Kidderminster Hospital has been downgraded. The closest A&E department is now a 45 minute drive from the town. This will cost lives in times of emergency.</p> <p>Urban sprawl on the scale proposed is not in keeping with Kidderminster's semi-rural character. The size of development planned for the north east side of town is massive – 1100+ houses in a tranche will completely alter the character of the town and destroy Hurcott Village, spoiling a historic area forever. The roads around the Park Gate public house, Hurcott Lane and Birmingham Road are already dangerous with numerous accidents occurring. The massive increase in traffic which would result from these plans would worsen the accident rate and cause gridlock. The Clensmore development has made the Horsefair congestion much worse as no change to the road system was included. Further development on this side of town will only add to this.</p> <p>Properties on the Silverwoods development remain unsold; why is there now a need for such massive development when there appears to be insufficient demand already? This huge building project was supposed to solve Kidderminster's housing needs for the foreseeable future. Once again this contradicts decisions made by the Planners. Was the mistake then or now?</p> <p>There are not enough jobs in the area to support this huge influx of people. This will render new developments commuter ghost towns and increase traffic on main roads.</p> <p>I believe Kidderminster should use all of its brownfield sites before any further destruction of green sites is even considered. There are numerous factory sites and sites where schools have been closed – apparently these schools were not required but now they are needed again to support the massive expansion plans! The site at Sion Hill has planning permission but is still lying</p>

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				<p>derelict. Crown House in the town centre is an eyesore and could be used, as well as the plethora of empty shops and offices in the town. This would rejuvenate the town centre; at the moment it is dying.</p> <p>To summarise, I do not agree with Plan A or Plan B. I believe there is no need for such urban expansion.</p>
	LPP04378	Option B	Object	I am strongly opposed to the Options suggested. The district Council is not trying hard enough to use the brownfield sites that are available.
	LPP04385	Option B	Object	I have to object as neither are viable options. Option B is totally unsustainable in that it places a lot of additional development the wrong side of the river in Stourport-on-Severn, creating increased traffic pressure on the bridge, pressure on existing schools in Areley Kings and there is little provision for shopping nor any medical provision that side of the river. With no alternative river crossing or by-pass in prospect, this cannot be a serious proposition as the existing infrastructure cannot sustain further development.
	LPP04389	Option B	Object	None of these options but another option
	LPP04395	Option B	Object	Object to option B, lack of infrastructure and to the use of any Green Belt land.
	LPP04410	Option B	Object	<p>Object to option B as its Green Belt; brownfield sites should be considered first. Local infrastructure - roads, traffic, schools, doctors insufficient/local hospital has no A&E.</p> <p>Kidderminster town centre is worst it's ever been half the shops are empty/rates are high.</p> <p>Houses could be built on former Glades old site, Park Lane, Mill Street, the old PO and above the shops in the town centre. As £1.4 million was spent on renovating 3 derelict cottages in the Horsefair then we should do so before touching Green Belt.</p>
	LPP04413	Option B	Object	I do not support option B. I would urge you to consider the requirements of local residents,

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				rather than those of large developers in this plan. As well as the implications of destroying the local countryside, which is well used and loved by the local community. Have a look at brownfield sites first.
	LPP04426	Option B	Object	I object to the B proposals as you are putting forward an option to build on prime farming land, which has very diverse wildlife on it, (including protected species such as bats, badgers and great crested newts), and also concentrating too many houses on the east of Kidderminster, overwhelming the existing communities which could cause social problems further down the line.
	LPP04427	Option B	Object	My objections relate to Option B and the flawed way in which the figure of houses required has been arrived at. I am in favour of utilising the use of Green Belt only as a last resort. I feel we are far from a last resort and that this area just does not require a volume which cannot be met by utilising brownfield sites both identified already and also ignored.
	LPP04433	Option B	Object	Object instead re use of Brownfield sites and town centre rejuvenation.
	LPP04435	Option B	Object	I am writing to strongly object to the building of extra housing as explained under the draft Local Plan Preferred Options A and B. My reasons are as follows: <ul style="list-style-type: none"> • The population of Kidderminster over the last few years has remained fairly static and this proposal will unnecessarily attract more people into a market town that is currently ill equipped to handle such an influx. • Both Options will involve the loss of a tremendous amount of Green Belt and agricultural working farm land. Option A would be far more disastrous, and would also result in the loss of wildlife in the nearby woodland areas. I believe the Council has a duty to protect these Green Belt areas and the wild life that lives there for future generations. • Loss of local footpaths and bridleways, where many of the local residents and indeed schoolchildren spend recreational time, and indeed is the very reason why many people

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				<p>have chosen to live here!</p> <ul style="list-style-type: none"> • The building of houses under Option A, and to a lesser extent Option B, will cause the loss of the natural break from the other nearby communities, creating an ugly urban sprawl and eat into the lungs of Kidderminster. Furthermore, additional housing would increase the Carbon Footprint. • Heavy traffic on local roads which are not suitable for the amount of housing proposed. They are always in a poor state of repair which can only get worse, requiring additional Council spend. • The proposed housing is situated too far for most people to be able to walk into town so additional bus routes would be needed. • There will be an over capacity for local schools, doctors and hospitals. • At a time when the nearest fully functioning hospital is already stretched to capacity and under special measures and the local Kidderminster hospital is operating as a “drop in centre”, what guarantees can the Council make that the necessary and sufficient amenities for healthcare would be actually provided? • With BREXIT looming and the uncertainty that it will bring to the ability to forecast public spending, how can the Council justify increased expenditure on infrastructure and services necessary to support an expanded community, without jeopardising their ability to remain in office? • What Job opportunities are available for an increased population in a run down and depleting Kidderminster, where shops and businesses are closing at an alarming rate? Could this mean that eventually people will want to move away from Kidderminster to seek employment, ultimately defeating the object of attracting them there in the first place? <p>I urge the council to throw out both Option A and B, not to destroy beautiful Green Belt and wildlife areas that can never be replaced, and to spend the money primarily on regenerating a rundown Town Centre. However, if it is proved to be a definite need for additional housing, then reluctantly Option B would be my preference.</p>

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	LPPO4738	Option B	Object	Do I prefer Option A or B? The immediate answer is neither. The amount of land taken up by these two proposals especially the core sites is too extreme. The amount of additional infrastructure required for schools, health facilities etc. looks from this perspective to be too costly and will never be completed. Where are these additional schools or Form Entry (not sure what this means) to be built within this new development without compromising all the other factors such as green infrastructure, transport, water and sewage etc? What about the unique place and all the other considerations?
	LPPO3182	Option B	Support	It would involve the loss of less Green Belt land together with all the wildlife that goes with it It would deprive the locality of less good quality agricultural land A dispersed strategy is good as the affect of new development would be spread more evenly around the district
	LPPO3081	Option B	Support	I am writing to notify you of my preference for Option B with regards to the two options for the proposed housing development in Kidderminster. I am concerned that the preference for Option A (involving the removal of protected green-belt) is not the best course of action for Kidderminster or its existing population. Furthermore, the scale of the development seems to have been based on pre-recession data during stronger growth, and as such does not represent the best interests or realities of the area. There are plenty of such alternate locations waiting for development in the Wyre Forest area, which have the added benefits of existing infrastructure. This in turn would result in an injection of demand to the stagnating town centre economies. Option B details the type of change that would benefit the local area in the long run. Developing green-belt must always be a last resort. It is often argued that the UK needs more housing to meet the historically growing demand, but before merging towns like Kidderminster with villages like Stone and Stanklyn (destroying vital countryside and farmland in the process) all

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				<p>other options must be exhausted. In this case, other options <i>are</i> available and are clearly favoured by the majority of the local electorate. Last year's Brexit vote set in motion changes that are already impacting the UK population growth and industry and the UK's agricultural sector will need to be maintained and developed in order to thrive under these challenging times. Removing a belt of highly productive land from Kidderminster is economic self-harm in these circumstances, not to mention the negative health consequences of destroying available countryside and replacing it with new roads. Developing central urban areas makes much more sense on all counts.</p> <p>Aside from the ecological, agricultural and health benefits mentioned above, there are practical benefits of developing brownfield sites. In the past, these sites were part of the life-blood of our towns—connected to the arteries, nerves and hearts of areas like Kidderminster. The local economy is prepared to quickly reconnect with transport links and infrastructure (physical and digital), ready to resuscitate then regrow these brownfield sites. The aforementioned injection of much-needed demand in recently neglected areas will benefit towns like Kidderminster, building momentum in an area that has struggled since the great recession of 2008. Building on Birmingham's recent success, train-linked Kidderminster can then ensure that new money is spent locally, rather than bleeding off into places like Worcester (especially likely given that Option A is located on the Worcester road).</p> <p>My fear is that any preference for Option A is clearly not in locals' long-term interests, irreparably damaging Kidderminster. Please make the right choice and select Option B.</p>
	LPPO3060	Option B	Support	I support option B, because it already has existing development, it would have less impact on newly housing and there are schools which can support further development in the area.
	LPPO3167	Option B	Support	I would support choosing Option B.
	LPPO3171	Option B	Support	The route seems to cause the least disruption to roads and the lesser burden to other infrastructure such as medical facilities.

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				<p>A new school would not be needed; there are spaces available in schools in Wyre Forest.</p> <p>The money would be better spent on:</p> <ul style="list-style-type: none"> Reducing rents and parking charges to attract new business and visitors building an attractive cinema and bowling alley Providing free shuttle buses to and from successful sites such as SVR, Safari Park and Leisure Centre. <p>Stourport and Bewdley need additional bridges for traffic and pedestrians.</p>
	LPP020	Option B	Support	Supports Option B. Once Green Belt is lost it is gone forever. There may not currently be enough brownfield sites to meet projected needs, as time goes by, and ways of trading/manufacture change, who can say there will not be more available.
	LPP023	Option B	Support	Supports option B
	LPP0112	Option B	Support	Option B' is my preferred choice, if sufficient brown field sites can not be found
	LPP0189	Option B	Support	I think Option B is the better solution, giving a more even distribution of housing around the whole of Kidderminster, and regenerating the old ugly derelict buildings around the area making Kidderminster a more pleasant place to live.
	LPP0678	Option B	Support	<p>Reluctantly support Option B but re-examine all brownfield sites For example:</p> <ol style="list-style-type: none"> Transform redundant buildings, behind Matalan to vibrant, affordable apartments Are industrial units on the “ex British Sugar” development needed - there appears to be excess capacity at Easter Park and adjacent Trading Estate. Could additional housing be made available on this site? <p>If small, commercial unit capability is required convert the Kidderminster Town Area, ex-Woolworths location (with many adjacent empty shops), to a Trades and Skills area; i.e. a</p>

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				location where businesses can pursue their trades, but also demonstrate them to the public/visitors? Kidderminster Town Centre could become a balance of retail, entertainment (bars, cafes) and Trades/Skills. A centre for educational (college) and vocational training. Could the area next to Tescos in Stourport be used for apartments/housing?
Stone Parish Council	LPP01159	Option B	Support	Stone Parish Council supports Option B.
Chaddesley Corbett Parish Council	LPP01029	Option B	Support	Parish Council supports option B. Impact on western settlements could be reduced by using option A site near Lea Castle. This may assist with plans for relief road. Plan appears to propose a relief road running through a new residential estate which would make it an unattractive place to live. Large eastern extension would have to be carefully controlled so that it made a positive contribution to quality design and local distinctiveness. Consider that option B would give greater opportunity for quality design and local distinctiveness. Both options will have major impact on traffic volumes heading east out of district. Junctions at Mustow Green and Hagley will need improving. Detailed discussions will be required with County.
	LPP02255	Option B	Support	Under Option B with the development of the Lea Castle site where the infrastructure is already in place, if 1000 homes were built a new school would be built to accommodate the children from the area. Heronswood School is unable to increase in size as it has no available land around. Lea Castle site would also be somewhat screened with the woodland areas already present which would have less impact on the area. For my reasons given I oppose option A and favour option B
	LPP02261	Option B	Support	I believe the best policy for Wyre Forest would be Option B where the proposed building etc. would be confined to infill and keeping the current boundaries of the area.

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				I favour Option B as I think all of Wyre Forest should share the increase in housing but that the Council should firstly build on all available brownfield sites and insist on regeneration of empty properties into housing. They should lobby Parliament to change any laws to ensure landowners do not keep empty properties which are detrimental to the local area e.g. Crown House and Worcester Street. All planning permission already granted to developers should be developed quickly and without delays, planning permission should be given with a clause that building must be completed within a period of time for instance 3 years.
	LPP01876	Option B	Support	We feel strongly that it should be Option B. Option B is less extreme, less impact in any one area. .
Spennells Against Further Expansion	LPP01743	Option B	Support	Of the two choices in the Local Plan we would choose Option B because: <ul style="list-style-type: none"> • Less Green Belt land would be used • Ability to build a greater number of houses, in areas where they are needed for local expansion. • The dispersed nature of the development would result in less pollution and less strain upon Kidderminster's existing infrastructure. Spreading development would serve the needs of expanding local communities by creating the potential for more housing development, but without concentrating the development to the detriment of the Green Belt cushion between the Wyre Forest and the West Midlands conurbation.
Summerfield Against Land Transformation	LPP01624	Option B	Support	We reluctantly support Option B because of the lower Green Belt land take and the lesser disadvantage to the Summerfield (and Spennells) community.
	LPP03049	Option B	Support	<ul style="list-style-type: none"> • Option B uses less Green Belt land. • Option B plans for a larger number of houses, in areas where they reflect the local need. • The dispersed nature of development in Option B would result in less strain upon

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				<p>Kidderminster's infrastructure and allow other communities to retain their own infrastructure to the benefit of their residents.</p> <ul style="list-style-type: none"> Option B does not require the additional policing costs suggested in section 4.4.9 of the WFIDP.
	LPP03057	Option B	Support	<p>I believe there are a number of Brownfield sites in Kidderminster and the surrounding areas that could and should be used first.</p> <p>Kidderminster town centre itself has a number of opportunities for housing development and the existing infrastructure to support the building of residential units.</p> <p>New housing in the town centre could breathe new life into the depleted high street rather than moving people further away onto Green Belt land.</p>
	LPP03026	Option B	Support	<p>My opinion is that we should adopt Option B, the continued development of brownfield sites across the district as and when required.</p> <p>Conclusion: There is too much uncertainty to justify the irrevocable destruction of our Green Belt.</p> <p>Therefore I believe that Option B with the continued development of brownfield sites across the district as and when required is the correct decision.</p>
	LPP02997	Option B	Support	<p>I prefer Option B as it uses 20% less Green Belt. I also believe that there are other avenues which have not been considered and have been missed from your documentation without clear explanation. I also believe it is important to look at the actual figures in terms of population and what this area needs.</p> <p>I recommend Option B is followed utilising brownfield sites as a priority; only then that Green</p>

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				<p>Belt is used once brownfield sites have all been developed and exhausted.</p> <p>It was also pleasing to hear Councillor Ian Hardiman on TV state that the Council had brownfield sites for 3000 dwellings, so the use of Green Belt should be a last resort. It was important to hear this and to prioritise these areas as approximately 3000 dwellings meets the need for this District. *3582 dwelling as calculated by using the SNPP projections would mean that brownfield sites can accommodate 83.74%.</p> <p>It was also encouraging to read that in your table for aims and objectives (3.02) that the District does want <i>"to protect and support the role of Green Belt through a strategic review"</i> so to lose the Green Belt agricultural land adjacent to the Spennells estate would be a substantially larger in option A, than that of Option B and with the projection figures of dwellings that can be sourced via brownfield sites Option B is more favourable and would <i>"identify limited strategic Green Belt release to enable the delivery of the plan"</i>.</p>
	LPPO2909	Option B	Support	<p>Prefers Option B as it uses 20% less Green Belt.</p> <p>The plan appears encourage building on the Green Belt, attracting commuters from Birmingham and Worcester.</p> <p>The road infrastructure needs addressing as Kidderminster is frequently gridlocked during rush hour, especially at the Wilden Lane/Worcester Road roundabout, which has been caused by the new link road.</p>
	LPPO2985	Option A	Support	I broadly support Option A because I feel that the infrastructure gains are very important.
	LPPO2915	Option B	Support	<p>I write with regard to the above proposal with regards to the Green Belt land surrounding Spennells estate.</p> <p>In the report we are asked whether we prefer Option A or B. My opinion is that we should go</p>

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				<p>with Option B.</p> <p>Option B would use less Green Belt land and there are ample brown field sites within the Wyre Forest area and especially within the Kidderminster town centre, which could be used for housing.</p>
	LPP02931	Option B	Support	Option B, a more dispersed use, would mean catchment areas for schools doctors etc would not be pushed past a potential breaking point. There are many viable brownfield sites and also the half derelict town centre to consider.
	LPP02950	Option B	Support	<ul style="list-style-type: none"> • Uses 20% less Green Belt land. • Does not involve Green Belt graded 'very good'. Towns & Villages to retain their historical characteristics • Less likely to attract overspill from B'ham/Solihull, therefore genuinely can be said to meet local needs across the District. • Will not cause the major traffic congestion that will occur with Option A • Will not require the construction of the essential Option A relief roads • The various housing developments can run concurrently across the District, without major disruption, achieving the housing requirements more quickly.
	LPP02871	Option B	Support	I support Option B
	LPP02829	Option B	Support	Do the benefits of dispersal strategy outweigh congestion in town centre?
	LPP02678	Option B	Support	<p>If the development of Wyre Forest (WF) is to be considered as a combination of residual, commercial and industrial phases, whilst still maintaining some credence to backing the surrounding 'Green Belt' (GB). Then in any statutory planning exercise there must be consideration, <u>as a first priority</u> given to any existing urban/'Brown-field' site (BFS) that has become available and apparently surplus to requirement.</p> <p>Let us now assume that this previously used BFS has been serviced with communications,</p>

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				<p>drainage, power and water then the only restoration of such sites would be the requirements of an environmental impact study, minimal site groundworks preparation – (providing there was little/no contamination.) There is no potential similar servicing benefit with Option A.</p> <p>Since most of such BFS sites would attract domestic dwellings and maybe some small and medium enterprises (SME) then an increase in population/residents would invariably help to bring the town centres back to life. Another advantage would be that transportation improvements would not necessarily be at such a high premium, walking between services would be an advantage in the health of the populace as well. Use the developers to assist in the refurbishment of the centre of the three towns, we all know of developments that have had new roads provided to service their respective new properties. The hospital, three major GP's surgeries, train and bus terminals are all within walking distance in Kidderminster.</p> <p>When one considers the approximate annual requirement of 300 developments for the next 17 years spread over the whole district, there seems little need to go for the GB option, as proposed. Given that the BFS will only be able to absorb half of the statistical requirement, presumably over the 17 years, that is still circa 150 properties per annum. Which means that the '3 noted fields' adjoining the Spennells, is too big by far for the implementation of the annualised sum of developments over the 17 years. There must be smaller GB sites that could absorb the annualised requirement, that the 'numbers' seem to suggest. Without the impact that taking three adjacent GB fields, all to make a stretched Spennells, will have in that one area of Kidderminster.</p> <p>Which could easily be interpreted as the acquisition of three fields to take the planned development of 5500. If we now consider the size of development companies that have been named in the media then they could develop the three fields in well under 10 years. Which all of a sudden makes a mockery of 5500 house provision spread over 17 years in the WF, and changes the whole Local Plan to a Local Plan for the Development of Eastern Kidderminster specifically, so be honest if this is the underlying and probably the cheapest proposal say this is the preferred</p>

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				<p>option.</p> <p>It seems too easy to say what WFDC needs to appease some directive from Westminster and in the process overload the ‘eastern’ side of WF, when the need to develop the GB does not appear necessary in the time scale that the current study is quoting. This is where the ‘Least Cost’ option to WFDC or conversely being the recipient of the very best benefit package that could be extracted from the developers or other financing operation/ILA</p> <p>Given that the GB option would need the provision of the Eastern Kidderminster Relief Road (EKRR) from the A449 around Kidderminster to the A456, one has to wonder where the funding for that would come from. In which case all the other County Councillors would be arguing for own “Eastern Relief Road”, that would likely take all of the 17 years to debate the funding of “Eastern Relief Road” wherever in the County it was going to go.</p> <p>So I say Option B – Development across the whole of Wyre Forest, is the way to go</p> <p>The facts are that since WFDC is apparently not in such a strong position, other than ‘rubber stamping’ any ideas of developing the whole of Wyre Forest that it will be forced to take the easy and cheapest option and disregard the rules that stipulate that communities should not be melded together, Spennells and Summerfield, Spennells and Stone. In other words load up the eastern side of Kidderminster and be done with it, all within one hit!</p> <p>I repeat develop the whole of WFDC – Option B</p>
	LPPO2581	Option B	Support	<p>As a resident of Stone Parish I am extremely concerned about the prospect of using greenfield land together with potential loss of wildlife habitat, in our Parish for housing needs, which will seriously add to unjustifiable urban spread.</p> <p>I therefore wish to register my objections to the Local Area Plan by selecting OPTION B.</p>

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				<p>I am at a loss to understand how the requirement for about 6,000 houses will be needed in the ensuing years especially in the present and indeed near to medium term future when the three towns forming Wyre Forest District are barely able to sustain employment levels as at present.</p> <p>The prospect of attracting new means of employment and therefore the sustainability and growth for the long term future in WFD, engenders a feeling of pessimism.</p> <p>Before all else certainly the needs for Healthcare, a viable Hospital with health care for all residents and the elderly, transportation and public services, roads infrastructure, Schools, Industry, commerce, retail, open space and leisure facilities, this with the background of an almost extinct Carpet industry a traditional employer of Wyre Forest residents.</p> <p>Any new housing certainly not at the proposed level could most probably be accommodated on brownfield site and via inner urban renewal and Core Option allocated land, surely when all of these sites are fully utilised, should there be a need to sequestrate greenfield land.</p> <p>Therefore I reiterate that OPTION B of the Local Area Plan is and should be the most sensible direction that Wyre Forest District Council must pursue.</p>
	LPPO2582	Option B	Support	<p>As a resident of Stone Parish I am extremely concerned about the prospect of using Greenfield land together with potential loss of wildlife habitat, in our Parish for housing needs, which will seriously add to unjustifiable urban spread.</p> <p>I therefore wish to register my objections to the Local Area Plan by selecting OPTION B.</p> <p>I am at a loss to understand how the requirement for about 6,000 houses will be needed in the ensuing years especially in the present and indeed near to medium term future when the three towns forming Wyre Forest District are barely able to sustain employment levels as at present.</p> <p>The prospect of attracting new means of employment and therefore the sustainability and</p>

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				<p>growth for the long term future in WFD, engenders a feeling of pessimism.</p> <p>Before all else certainly the needs for Healthcare, a viable Hospital with health care for all residents and the elderly, transportation and public services, roads infrastructure, Schools, Industry, commerce, retail, open space and leisure facilities, this with the background of an almost extinct Carpet industry a traditional employer of Wyre Forest residents.</p> <p>Any new housing certainly not at the proposed level could most probably be accommodated on brownfield site and via inner urban renewal and Core Option allocated land, surely when all of these sites are fully utilised, should there be a need to sequester greenfield land.</p> <p>Therefore I reiterate that OPTION B of the Local Area Plan is and should be the most sensible direction that Wyre Forest District Council must pursue.</p>
	LPPO2451	Option B	Support	<p>I am very much in favour of Option B for the following reasons:</p> <ul style="list-style-type: none"> • Flexibility. Dispersed development is more able to react to changes than one large scale development. • Diversity. Spreading the development across the district will allow Stourport, Bewdley et al to benefit rather than growing Kidderminster alone. • Environmental. We should be looking to reuse and redevelop rather than take away green field sites. Once they are gone, they will not come back. • Generational. If we are to keep young people in the district we need housing to suit them. Town centre would be ideal, and would contribute to town centre regeneration.
	LPPO2166	Option B	Support	<p>I do feel development does need to be spread out throughout Wyre Forest; not just on the eastern edge of Kidderminster which already has the brunt of the core housing. Hence, in addition to my other comments , I would choose Option B.</p>
	LPPO2329	Option B	Support	<p>I personally prefer Option B provided the brownfield sites are used first and a larger housing</p>

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				<p>estate is built at Lea Castle where there is currently some housing. Looking at the core development site in appendix A, an estate similar or of a similar size to Spennells could be built without causing too much intrusion on the approach to Kidderminster from Wolverhampton or Stourbridge. It would of course need careful planning. The area adjacent to the Stourbridge Road which is currently classed as Green Belt should only be reclassified as a last resort should the need arise.</p> <p>I therefore prefer Option B and object to Option A.</p>
	LPP02296	Option B	Support	Benefits of a more dispersed strategy most definitely outweigh the disadvantages of not supporting the relief road or easier school provision.
	LPP02366	Option B	Support	My preferred option is B
	LPP04231	Option B	Support	OPTION B IS BETTER
	LPP04178	Option B	Support	I feel that the District Council should adopt Plan B on the Kidderminster side of the river, where access from the main roads is a lot easier & people living on any development on these sites would be able if they wanted to easily walk into town to use the facilities.
	LPP04150	Option B	Support	Support Option B sites as there is much less requirement for the use of Green Belt land.
	LPP04070	Option B	Support	Therefore I support option B due to the fact that less Green Belt land is affected.
	LPP03832	Option B	Support	I prefer Option B as it utilises 20% less Green Belt land and object strongly to Option A.
	LPP03803	Option B	Support	<p>I object to the Council's strategy as evidence shows that the scale is unnecessary. I prefer Option B notwithstanding I object to the analysis leading to the unnecessary scale of development.</p> <p>The Council needs to think in other directions rather than to pursue an unwanted eastern bypass that would cause negative effects to outweigh any perceived benefit.</p>

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	LPP03665	Option B	Support	<p>Option B is the preferred choice as this road will not be required and it uses less Green Belt.</p> <p>The benefits of a more dispersed strategy do outweigh the disadvantages of not supporting the relief road or easier school provision. More on brownfield sites.</p>
	LPP03747	Option B	Support	<p>Regarding the proposed new housing development to the East of Kidderminster, I have looked at the relevant plans and consider that Option B is the better Proposal.</p> <p>I am also very pleased to see that there is a proposal to convert the 1902 built former Warehouse in Churchfields (opposite the CMS Dealer's premises) into housing apartments.</p>
	LPP03776	Option B	Support	<p>Having studied the points behind the above review I would personally recommend that you support Option B.</p> <p>Plan B does seem more acceptable especially as promises have been made to improve the infrastructure.</p>
	LPP03614	Option B	Support	<p>I would like to show that my preferred option to be Option B and also my objections to the LP and my views, on how it is a flawed document.</p> <p>So to clarify I am stating my preferred option to be OPTION B but I want it to be noted, I am objecting to all building including the core housing which features in both options, and to the <u>Wyre Forest District Council Local Plan 2016-2034</u> as a whole.</p>
	LPP03574	Option B	Support	<p>Option B has a lower concentration of dwellings and spreads the development over a wider area. This will have a lower impact on transport, schools and other local services.</p> <p>Option B spreads any increase in dwellings around the district, and concentrating particularly on the Lea Castle brownfield site for dwellings appears to meet the actual growth in population.</p>
	LPP03475	Option B	Support	<p>This option will spread housing and employment zones around the area helping to boost the</p>

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				<p>economy.</p> <p>Local facilities such as doctors, dentists and schools in each town will then be able to absorb people more easily.</p> <p>People will also be able to integrate more easily into the local community rather than becoming a satellite estate on the outskirts.</p> <p>Option B will lead to shorter car journeys for people to travel to their work, schools and shops.</p> <p>More children being able to walk to school.</p>
	LPP03398	Option B	Support	<p>Option B would be the lesser of two evils, if linked to the planned development for housing at the old Lea Castle Hospital site. This would involve far less Green Belt land having to be destroyed and would be very much fairer to spread new housing in smaller pockets around the district rather than dump it all alongside one already built-up area at Spennells.</p>
	LPP03217	Option B	Support	<p>I support Option B as my preferred option, and oppose Option A, as option B requires the use of less Green Belt and is a far more dispersed development to allow more people to choose where they live in the Wyre forest.</p> <p>Many younger people and families are wanting the flexibility to live in the more vibrant, green and social areas of the Wyre Forest such as Bewdley, Stourport and Cookley, and live near friends and family, rather than move out to mass housing estates in Kidderminster. There is currently not enough affordable housing in these areas, which Option B would address.</p> <p>I support Option B albeit land at Captains Pool should also not be developed.</p>
	LPP04532	Option B	Support	<p>I believe option B is more beneficial to Kidderminster and offers the opportunity to revitalise the town by removal of derelict / unused buildings and replacing them with housing either through the conversion of the current buildings or new build properties. The most obvious example is</p>

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				<p>resultant of the town centre moving down a street through the creation of Weavers Wharf which has left Worcester Street as an eyesore that gives a negative impression of our town. The building of housing on the land between Worcester Street & Bromsgrove Street (from Coventry St to Prospect Hill) & the demolition of the old Littlewoods & Woolworths buildings would bring people closer to the town, improve footfall for local business and at the same time clear away / rejuvenate a dead area of the town. I am sure as part of this process many other examples will be provided by residents of areas of the town that could be positively improved by open minded thinking around option B.</p> <p>The core housing plan combined with option B will have less of a negative impact on the area and careful consideration of how the core housing sites are utilised could reduce this impact further. The creation of a village on the Lea Castle Hospital site (core housing site) with more than the proposed 600 homes would spread the pressure on the area road network more evenly, reduce the need for unnecessary Green Belt development and provide the creation of a new community and business opportunity for local shops and services.</p>
	LPP04589	Option B	Support	<p>The Local Plan Review Preferred Options Document asks that we consider if we prefer Option A or B to cater for WFDC plans to accommodate increased population up to 2034 and the required housing and employment needs; and presumably the infrastructure needs including roads, public and private transport, schools, medical services, hospitals and policing.</p> <p>In broad terms the main differences between the two options is that:-</p> <p>Option A concentrates the vast majority of the housing towards the east of Kidderminster building on a vast amount of the Green Belt, making Spennells a “Super Estate”; where Option B disperses the build across Brown Field sites and Green Belt around Kidderminster, using approximately 20% less Green Belt.</p> <p><u>We of course support Option B but with a more realistic numbers of dwellings built as outlined in this objection.</u></p>

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	LPP04465	Option B	Support	<p>In relation to the proposed developments on Spennells Green Belt we are simply asked do we prefer Option A or B. In simple terms I prefer Option B as it uses 20% less Green Belt but you will see I also have other views/ideas.</p> <p>I recommend Option B is followed but Green Belt is only used after existing Brown Field sites have been developed.</p> <p>Other reasons for preferring Option B is that the Wyre Forest Infrastructure Delivery Plan (WFIDP) identifies additional Policing costs for Option A (section 4.4.9). Also, Option B does not need as much roadwork and section 7.0.12 of the same report says " the County Council judges that there will be a transport funding gap, as has been consistently identified in the previous version of the WFIDP back in September 2012 and in the IDPs of other Districts in Worcestershire." This will save £17.5m per the report.</p> <p>This is recommended in the WFIDP in section 3:</p> <p>"It should be noted that the expanded Lea Castle site within Option B is preferable to the smaller allocation identified in Option A. This expanded site has the potential to include additional development opportunities such as retail and a new primary school which will assist in providing a more sustainable development. This expanded site also allows the potential for a further access from the site onto the A451. However, it should be noted the A451 is a fast road that has historically suffered from a high accident rate so care would need to be taken when considering any access."</p>
	LPP04450	Option B	Support	<p>I feel that many of the aims for the future of our local area are good. However, while I appreciate the need for the local council to make adequate provision for future housing, both for local people seeking affordable homes (including those seeking social housing) and to provide some housing which will encourage higher wage earners to move into the area, I do not feel that Option A meets this need and that Option B would be preferable.</p>

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				<p>In the past the local council has shown lack of vision in planning. I fear that Option A shows further lack of vision and seeks to doom Kidderminster to becoming a dormitory town for Birmingham without the necessary infrastructure to support it. My views are not based upon 'Not in my backyard' but because I care about the preservation of Green Belt and realistic improvement of the local area for local people.</p> <p>My main concern is that presenting developers with the opportunity to build upon green field sites, currently outside of the Green Belt, will lead to urban sprawl to the southeast of Kidderminster, while brown field sites within the area remain undeveloped.</p>
	LPP04451	Option B	Support	Preference for Option B.
	LPP04414	Option B	Support	Supports option B.
	LPP04302	Option B	Support	I think Option B is preferable
	LPP04306	Option B	Support	Option B would be less impact in the area as it is mainly infill on areas already surrounded with properties and buildings.
	LPP04309	Option B	Support	I choose Option B.
	LPP04262	Option B	Support	<p>Prefer Option B.</p> <p>The dispersed strategy would have less impact but there have already been concentrated development of housing in The Horsefair, the Sugar Beet Site, Stourport Basin. Kidderminster would struggle to successfully become richer since it is further from motorways and transport routes. It is the semi-rural/rural nature of the town and housing which appeals to newcomers. School provision must always have the ability to fluctuate to demand for places.</p>
	LPP04292	Option B	Support	<p>Supports Option B:</p> <ul style="list-style-type: none"> It offers sufficient housing and commercial/industrial development opportunity to meet

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				<p>the needs of the District with the least impact on the environment, agriculture and infrastructure.</p> <ul style="list-style-type: none"> • It has a lower concentration of dwellings, spreading the development over a wider area, which should have a lower impact on transport, schools, and other services. Being more widespread covers the catchment area of additional schools. • It uses less Green Belt and agricultural land and more brownfield sites such as the old Lea Castle Hospital site. • It is less likely to result in loss of local identity and merging of towns/communities, due to the wider spread of housing development.
	LPP04640	Option B	Support	<p>I prefer Option B as it uses 20% less Green Belt with comment as follows:</p> <p>Option B does not need as much roadwork</p> <p>In the Green Belt review some of the assessment is wrong and coalescence will occur if Option A is pursued.</p> <p>The WFIDP identifies additional Policing costs for Option A. Large estates have evidenced increased anti social behaviour/crime rates acknowledged in the WFIDP but in the Local Plan consultation.</p> <p>The WFIDP and the Local Plan are very light on the provision of medical services.</p> <p>It is recommended the expanded Lea Castle site within Option B is transferred to Option A. Should Option A be chosen I support the more sustainable Lea Castle site to inc further access</p>
	LPP04627	Option B	Support	<p>Option B would be a better proposal as it spreads the houses around and not pushing Kidderminster houses further away from the town centre which would mean cars would be required to get into town as opposed to walking. Why does Kidderminster need so many new</p>

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				houses?
	LPP04759	Option B	Support	Access to other Green Belt areas identified as 'core' sites included in Option B, between Stourbridge Road and Bromsgrove Road can be easily accessed, at a fraction of the cost, (a) from Stourbridge Road and/or Birmingham Road, and (b) from Birmingham Road (via a new junction on Husum Way opposite Shakespeare Drive) and/or via the Stourminster School site. Neither of these potential areas of land, albeit existing Green Belt, would require a major trunk road completed to make them suitable for development.
	LPP04773	Option B	Support	I believe the best policy for Wyre Forest is option B where the proposed building etc would be confined to infill and keeping the current boundaries of the area. Option B is preferred as all of Wyre Forest should share the increase in housing. For the valid reasons stated it is my belief that any proposed building should be kept within the footprint already here, my preference is option B
	LPP04712	Option B	Support	<p>I do not approve of any development of the Green Belt and it is government policy to protect the Green Belt except in exceptional circumstances.</p> <p>Having read the information concerning economic social and environmental issues, I feel that on balance Option B would be the better option for future developments in the Wyre forest.</p> <p>Firstly, in relation to economic issues, I note that there has been a reduction in employment opportunities in the area, due to decline of traditional manufacturing industries. The static population growth and a high degree of economic dependency due to the ageing population, together with a low level of in migration, have produced the need to attract an economically active population to the area.</p> <p>If this premise is correct i.e. that the district needs to attract economically active commuters from other areas to address this imbalance and the assumption that they are less likely to have found employment in the local area than in Worcester or the West Midlands conurbation, then of the two main sites proposed Option B would be much more suitable. The site to the south of</p>

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				<p>Stourport would give access to the main roads to Worcester without passing through Kidderminster and furthermore it is not in the Green Belt. There are only two short stretches of footpath in this area to the south west of the B4194 and access to wooded countryside of Areley and Ribbesford Wood would not be obstructed. The other site to the north of Kidderminster along the A451 would also unlikely to add any extra through traffic, as it would attract commuters bound for Halesowen, Stourbridge and Birmingham. It also adjoins an existing core site around Lea Castle.</p> <p>The other sites in option B are small and could be adapted to local needs in Cookley, Fairfield and Bewdley, provided there are no environmental objections. This would take into account the needs of an increasingly elderly population throughout the district who would suffer if they were separated by long distances from their families and local services.</p>
	LPP04922	Option B	Support	<p>In relation to the proposed developments on Spennells Green Belt we are simply asked do we prefer Option A or B. In simple terms I prefer Option B as it uses 20% less Green Belt but you will see I also have other views/ideas.</p> <p>I recommend Option B is followed but Green Belt is only used after existing Brown Field sites have been developed.</p> <p>Other reasons for preferring Option B is that the Wyre Forest Infrastructure Delivery Plan (WFIDP) identifies additional Policing costs for Option A (section 4.4.9). Also, Option B does not need as much roadwork and section 7.0.12 of the same report says " the County Council judges that there will be a transport funding gap, as has been consistently identified in the previous version of the WFIDP back in September 2012 and in the IDPs of other Districts in Worcestershire." This will save £17.5m per the report.</p> <p>This is recommended in the WFIDP in section 3:</p> <p>"It should be noted that the expanded Lea Castle site within Option B is preferable to the smaller</p>

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				allocation identified in Option A. This expanded site has the potential to include additional development opportunities such as retail and a new primary school which will assist in providing a more sustainable development. This expanded site also allows the potential for a further access from the site onto the A451. However, it should be noted the A451 is a fast road that has historically suffered from a high accident rate so care would need to be taken when considering any access.”
	LPPO5075	Option B	Support	<p>I support the proposed Option B. Option B also removes around 48 hectares Less Green Belt than option A which is a very important and essential point that I wish to make. Green Belt should be protected wherever possible for future generations and current generations to enjoy and cultivate.</p> <p>The dispersed nature of the development would result in less pollution and less strain upon Kidderminster’s existing infrastructure which is already struggling to cope. This would spread the development more evenly around Wyre Forest, serving the needs of expanding local communities by creating the potential for more housing development and enabling people to choose where they want to live.</p>
	LPPO5076	Option B	Support	I therefore reluctantly support the proposed Option B, but request no Green Belt is removed or re-designated until every brownfield site already allocated in the plan in Kidderminster has been built on over the next 12 years or more.
	LPPO5081	Option B	Support	After the use of brownfield sites, I reluctantly support Option B. This uses less Green Belt land and it will spread housing and employment zones throughout Kidderminster, Stourport and Bewdley providing an economic boost to all the towns. It will also help people make shorter car journeys to work, school and shops leading to less congestion. I believe the three towns and surrounding rural areas can more easily absorb the numbers of extra people into doctor’s surgeries and children into local primary and secondary schools, rather than concentrate them on the Eastern part of Kidderminster. Hopefully more children would then be able to walk to school.

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	LPP04844	Option B	Support	Disperse development around the district to ensure an equitable spread.
	LPP04845	Option B	Support	My preference is for Option B.
	LPP04866	Option B	Support	Option B takes a substantial amount less of Green Belt land (circa 20%) than Option A. The Green Belt has a very important part to play in protecting the sprawl of towns into the open countryside, and your proposals (Option A) disproportionately focuses all housing on the eastern edge of Kidderminster, which would then merge it with the hamlets of Summerfield and Stone. This would also mean that many new home buyers would have ‘no choice’ of where they wish to live. Option B is more dispersed and gives buyers options to live close to family, friends, work and the area they choose to live.
	LPP05115	6.56	Support	<p>Prefer Option B.</p> <p>The dispersed strategy would have less impact but there have already been concentrated development of housing in The Horsefair, the Sugar Beet Site, Stourport Basin. Kidderminster would struggle to successfully become richer since it is further from motorways and transport routes. It is the semi-rural/rural nature of the town and housing which appeals to newcomers. School provision must always have the ability to fluctuate to demand for places.</p>

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	LPPO6	Site submitted - Yew Tree Walk, Stourport	Comment	Suggests site AKR/18 - Yew Tree walk, Stourport. It is immediately available available for increased levels of affordable housing or an entirely affordable scheme.
	LPPO7	Site submitted - Habberley Road, Kidderminster	Comment	New site submitted for consideration - Habberley Road, Kidderminster
	LPPO64	Alternative sites	Comment	Alternatives. There are lots of empty disused buildings around Kidderminster which could be developed, all the empty shops. Crown House, Industrial buildings built and still left empty and old units left empty because cheaper units can be found elsewhere. Why take farm land when there are so many derelict and unused places?
	LPPO101	Alternative sites	Comment	<p>Old Leisure Centre site, ideal for town centre living being within walking distance of rail and bus stations.</p> <p>Re-develop Horsefair area, which is a total disgrace to Kidderminster and is close to town centre.</p> <p>Alternative which appears to have been over looked is the Burlish Park Golf course which is now closed and is now a waste land. I am under the impression that Wyre Forest owns this land, although I might be wrong. This area is close to bus routes and employment areas and covers a large expanse of land.</p>
	LPPO111	Alternative sites	Comment	Developing Green Belt land should only be considered as a last resort if all other options have been exhausted. There are many Brownfield sites in the Wyre Forest area that should be considered first, like the closed down carpet factories, redundant warehouses that litter this area, the failed Wyre Forest golf club off Zortech avenue and the old Ceramaspeed factory, next door, which is far too large for any prospective manufacturer in this area to ever use again as a factory.
	LPPO122	Alternative sites	Comment	Consideration should be given to the land at Burlish, until recently a golf course.

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				This is poor agricultural land.
	LPPO183		Comment	Yes. Education provision will improve by more schools increasing capacity. Pollution can be solved easier by keeping Green Belt and appropriate tree planting. Improvements to traffic flow by appropriate route signage.
	LPPO198	Alternative sites - Town Centre	Comment	Our town centre is a ghost town, with the majority of retail units standing empty and the others mainly charity shops. A considerable amount of money was spent by the council changing the block paving and seating available, this has in no way regenerated the town centre or encouraged any new commercial enterprises either retail or otherwise. Would the land not be better used for creating housing?
	LPPO228	Alternatives - Kidderminster Town Centre	Comment	Kidderminster once a vibrant beautiful Town has dwindled and decayed. We <u>must think</u> of the future how best to make Kidderminster a pleasant & welcoming place to live. We should prioritise on improving and rejuvenating the town centre maximising areas such as brownfield sites first before we look to alternatives such as the fields around Spennells. I do not accept that we have to take green fields away.
	LPPO230	Alternatives - Kidderminster Town	Comment	Kidderminster town centre needs regeneration and improvement. I avoid its empty shops, graffiti and derelict buildings. Refurbishing and developing Kidderminster town would be an excellent opportunity to bring the once beautiful buildings back to life.
	LPPO310	Site submitted - Land at Puxton, Kidderminster	Comment	Suggests land at Puxton (WFR/WC/21) is included in the plan for housing.
Tooby Family	LPPO318	Site submitted - Land at Gaymore Farm, Cookley	Comment	There is no new land allocated for housing in Cookley Village up to 2034. This is not “robust” planning as the village has a considerable base population and the density of built form is unlikely to lead to many “windfall” sites even if the garden land policy is eased. Given that a Housing Needs Survey will be completed in

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				2017/18 it would be prudent to zone land for phased release. My clients site (WFR/WC/5) is preferable to the ADR as it does not close the strategic gap with the Lea Castle Hospital site (WFR/WC/15). By moving the Green Belt eastwards to the track alongside WFR/WC/5 a clearly defensible new boundary would be created.
	LPPO353	Site submitted - Land at Ridge End, Bewdley Hill	Comment	Suggests new site: East field near Ridge End, Bewdley Hill, Kidderminster
	LPPO427	Alternatives	Comment	<p>I object to Option A and Option B. Green Belt land should be used only as a VERY LAST RESORT.</p> <p>Wyre Forest, Greater Birmingham, Solihull and Worcestershire should collaborate and collectively review overall brownfield site availability and plan housing development accordingly – decisions to build on the Green Belt should not be based on local authority boundaries.</p> <p>The 5 year rolling time frame for construction sites should allow for regular reviews of brownfield sites and enable changes to be incorporated into any plan,.</p> <p>The plan fails to recognise changes in shopping habits and unrealistically targets retail expansion and comparison shopping.</p> <p>Kidderminster has suffered from the failure to 'tidy up 'following the migration of Kidderminster town centre to Weavers Wharf and Crossley Retail Park.</p> <p>Retail premises and the courts building have been empty for 8 /9 years - the regeneration of such sites require radical solutions for alternative use that reduce any need to build on the Green Belt.</p>

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				<p>Unnecessary decisions are being taken now e.g. in 1999 who could have predicted the impacts of the 2007/08 economic collapse or changes caused by online shopping (indeed, the plan itself demonstrates an inability to predict /understand short term population levels in the District).</p> <p>The plan fails in its stated aim to "to use a robust and up-to-date evidence base to ensure that the local plan meets the full, objectively assessed needs for market and affordable housing in the housing market area" . Instead it aims to justify what developers want to deliver rather than meet the needs of Kidderminster residents.</p> <p>Previous attempts to build an Eastern relief road have failed - the plan fails to present evidence based data that supports it in economic or environmental terms - at the consultation session I was informed this would be a single carriageway 40 mph road following the same route as the existing road from the Worcester Road through Mustow Green to the Birmingham Road - is it really a relief road at all?</p> <p>Whilst constructing a new school in the Spennells area appears attractive this (together with the promise of the 'relief road' shouldn't be the determining factor when opting to build on the Green Belt – other options should be sought.</p> <p>Many people commute into / and out of Kidderminster now (hence the railway station development) - and have done so for many years. This situation equally relates to the areas covered by the LEPs identified in the plan.</p> <p>Whilst economic development in Kidderminster will be welcome - past experience shows this will take time – in the meantime people will continue to travel.</p> <p>Immediate need is for fresh radical thinking that optimises the use of brownfield sites throughout the LEP areas for residential use and enables Kidderminster itself to become a modern, contained and attractive town centre that incorporates</p>

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				retail leisure and residential opportunities rather than pursue outdated models from the past - 'mixed use' communicates little other than the elements of 'wishful thinking' so often reported in the local press over numerous years.
	LPPO464	Extended Lea Castle	Support	Why cannot the lea castle site as a whole be developed between the A449 and Stourbridge road to the east this would give good infrastructure in the form of transport links and as this is already a major site will have the drainage, site is not within the east and south site flood plains. This could be developed to be self sufficient as there would be enough houses built to justify a new primary school and have local amenities constructed. If the land to the east and west of the current proposals were also developed this would allow a sustainable bus route, have access to the local secondary school in Wolverley and provide a sustainable community.
	LPPO465	Extended Lea Castle	Comment	Why cannot the lea castle site as a whole be developed between the A449 and Stourbridge road to the east this would give good infrastructure in the form of transport links and as this is already a major site will have the drainage, site is not within the east and south site flood plains. This could be developed to be self sufficient as there would be enough houses built to justify a new primary school and have local amenities constructed. If the land to the east and west of the current proposals were also developed this would allow a sustainable bus route, have access to the local secondary school in Wolverley and provide a sustainable community.
	LPPO466	Alternative sites	Comment	Why are there no proposals for development on the North/West of Kidderminster? Can development opportunities be investigated at the rear of the existing Ferndale Estate?
	LPPO488	Alternative site	Comment	A good use of Lea Castle Hospital site would be a 540 unit development for elderly persons with their own Doctors surgery. This would limit the extra vehicles that come out onto the A449 which is just before a dangerous bend.

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	LPPO578	Alternative sites	Support	<p>I support building on Lea Castle for the following reasons:</p> <p>Large number of dwellings would be on existing brownfield ground, and not reducing the amount of Green Belt land around the town. The size of the area could be further increased by using the land up to Axborough Lane.</p> <p>A large number of dwellings could support a 2 form entry primary school, thus reducing the impact on the local facilities.</p> <p>It would be within the catchment of Wolverly CE High School and would positively impact the schools long term viability.</p> <p>It would be capable of sustaining a bus service</p> <p>It would support a village centre which would fall under Cookley parish, but would not put any burden on that community as it would be large enough to support its own park, village hall, school and shop.</p> <p>It would potentially be able to provide live-work units</p>
	LPPO689	Site submitted - Land off Crundalls Lane/Hoarstone Lane	Comment	<p>Suggests new site: Land off Crundalls Lane / Hoarstone Lane Bewdley.</p> <p>It is understood that the adjoining land owner (Grey Green Farm) would potentially release the land to the west in addition to this site.</p> <p>Two blocks of land with road frontage totalling 10.52ha. Hoarstone Lane is narrow but there is sufficient land/space for infrastructure improvements.</p> <p>Sustainable site, well located to existing residential, cycle and road networks, bus routes, shops and other services.</p>

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	LPPO691	Site submitted - Orchard House, Far Forest	Comment	Call for Sites Submission form: Orchard House, Cleobury Road, Far Forest
	LPPO38	Alternatives	Comment	<ul style="list-style-type: none"> • Woolworths Building • Two Court buildings • Derelict and empty factories within the town area • Empty shops no longer fit for purpose • The Glades site • Empty shops in Blackwell Street • Crown House • The old factory in Park Lane <p>These could all be knocked down and new housing built in the town.</p>
	LPPO51	Alternative site - Land at Aggborough	Comment	I believe that the Harriers are moving their ground to the practice grounds by Birchen Coppice, this will leave the ground by Aggborough for further development. This is a far better option as it is nearer the town centre and rail links etc.
	LPPO56	Site submitted - Railway Corner, Stanklyn Lane, Kidderminster	Comment	Suggests site at Railway Corner, Stanklyn Lane, Kidderminster. Both in isolation and also in conjunction with the preferred option A. We would like to propose 3 bungalows on the site.
	LPPO61	Strategy	Comment	<p>The question is whether you join the three towns of Kidderminster, Stourport and Bewdley together with the infrastructure already in place i.e. roads and other requirements well within reach. In the event you expand into the country side without the infrastructure it all costs more and once the country side has been built on its gone for good, whereas with a few exceptions little would be lost with the integration of the three towns.</p> <p>Take the request for building down Dry Mill Lane Bark Hill that could be built at the</p>

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				<p>top of Blackstone bank where water pipes are presently being laid. This in my opinion is far more acceptable to the community than the present request with all additional facilities required along with increased traffic problems for Welch Gate and Bewdley.</p> <p>Whilst high rise flats are not the in thing at present it is more than likely we will in the future due to the continued expansion of the human race we will build upward.</p>
	LPPO115	Extended Lea Castle	Support	<p>Would like to see a major expansion or the building on the Lea Castle site taking Green Belt right up to the A499 and across the Park Gate Rd in the field opposite. This would take less Green Belt and can use existing infrastructure. Potentially 2500 houses could be built</p> <p>I propose that a larger development is built on Lea Castle, taking in adjoining farm land. This will allow links with Wolverhampton Rd and Stourbridge Rd.</p> <p>A sizable development, say 2000 + houses, would be able to have a school , shops and maybe a bus route. This would prevent straining on existing services and also would feed into Wolverley High School, which is under subscribed.</p>
	LPPO191	Alternative sites - Wyre Forest Golf Course	Comment	<p>The land at Burlish, until recently a golf course, is also available and in my understanding already belongs to the local authority. In view of it being extremely unlikely to be taken over for use as another golf course as there is overcapacity in other clubs within an easy access to the district. This is very poor land for agricultural use, having a reputation of only able to grow stones. So no great loss to national food production. This land has not been cultivated since before the last war. However, the council record is not good in this respect, taking over fields used for recreation, to build new council offices. So much for the national obesity crisis. The plans only seem to identify only a small portion of this land as core. The</p>

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				whole of the old golf course, not Green Belt land, should be fully utilised before considering other options.
	LPO195	Alternative sites - Land Between Kidderminster and Wolverley B4190	Comment	<p>Option C?</p> <p>Land (No mans land) between Kidderminster and Wolverley B4190 maybe an option, perhaps further enquiries could be made into this.</p> <p>We appreciate difficult decisions have to be made especially in the light of the government guidelines, but surely it makes more sense to use less Green Belt.</p>
	LPO196	Alternatives Selba Drive HELAA BHS/22	Object	I wish to object to the inclusion of "Land off Selba Drive, Kidderminster (referred to as BHS/22 - HELAA Reference Number) in the Local Plan Review. This land is a public amenity, the only open land used by very many living on the Habberley estate for a variety of purposes including dog exercise, children playing, family sitting/picnic area, various ball games (where every other small amount of sward is labelled "No Ball Games"). All other land surrounding this area is privately owned and not open to public access.
CORE11	LPO243	6-57	Comment	The retired eastern by pass plan should be re-visited. Links to this route from new developments near Kidderminster would be feasible, and at the same time combine with tourism from the north, and relieve traffic into Kidderminster, plus combining with the already completed Bewdley by pass. A western by pass should also be pursued for the same reasons. If planned correctly much of any new road building could be done independently of new housing and or commercial operations.
	LPO269	Extended Lea Castle	Support	<p>The current draft proposals in Options: A & B propose using only some of the land available at Lea Castle.</p> <p>My proposal would be to extend this by not only including both Options A & B but</p>

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				<p>also extend the site to land up to Wolverhampton Road and the rear of the Lea Castle site up to Axborough Lane. In addition further development along the western side of Wolverley Road towards Sion Hill linking up with the development of the disused Sion Hill Middle School site. In addition the old Sladen Middle School site on Hurcott Road has also never been developed since clearance and should also be considered.</p> <p>Advantages of these proposals:</p> <ol style="list-style-type: none"> 1. With the additional land proposed a sustainable community of around 2,500 homes could be created. 2. This community would be large enough for a new primary School. 3. This community being within the Wolverly High School catchment area it would positively impact on this schools long term viability. 4. This community would be large enough to sustain a Village Centre & local shops. 5. This community would also be large enough to sustain a bus service and live-work units. 6. Additional development areas to the North / West of Kidderminster should also be considered, such as the rear of the existing Ferndale Estate where over 200 houses could be accommodated and this area has local shops & a bus service etc.
	LPPO315	Site submitted - Land at Northwood Lane, Bewdley	Comment	<p>My client is disappointed that the site WA/BE/4 (land at Northwood Lane, Bewdley) has not been zoned for residential development. The land is not in the Green Belt and development would improve the landscape by removing existing structures. The site is within walking distance of facilities in Wribbenhall and Bewdley town centre. It is a sustainable location. Any increase in traffic would be very marginal. The site is perfect for low density “self-build” housing (3 or 4</p>

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				developments) within an overall Master Plan layout. My client asks that the site be zoned for this use.
Cory & Morgan	LPPO316	Site submitted - Land at Wilden Top, Stourport	Comment	My clients are disappointed that their site (MI/20- Land at Wilden Top) has not been zoned for housing. Wilden village has all the facilities to make it a “sustainable” location. If MI/20 was developed with MI/17 and MI/21, this would give a better outcome than sites west of the River Severn in Stourport (Option B housing site) as there would be less pressure on urban roads in Stourport and easier access to Kidderminster, Worcester and Birmingham.
	LPPO317	Site submitted - Land at Wilden Lane, Stourport	Comment	My clients own land on Wilden Lane. It is currently used for storage and business purposes. My clients and their children are Gypsies with a long history of residence in the Stourport area. My clients wish to create a 4 pitch private Gypsy site on their land. This would help meet the identified shortfall of 21 pitches between 2020 and 2034. My clients ask that their land be allocated in the local plan, shown on the proposals map and be removed from the Green Belt. If this request is met in the Deposit version of the plan (Feb 2018) my clients will move towards detailed designs and a planning application.
Trustees G W Hardwick	LPPO322	Site submitted - Land off Lowe Lane, Fairfield	Comment	There is no new land allocation for housing in Wolverley or Cookley during the plan period. Whilst it is acknowledged that affordable housing sites have been developed recently, it is not “robust” to not allocate any land for the 17 years to 2034. This is especially so as both communities have significant base populations and the density of built form is unlikely to lead to a meaningful number of windfall sites, even if the ‘garden land’ restriction is eased. Given that Housing Needs Surveys are to be conducted in 2017/18 for the area it would be prudent to zone the ADR’s for phased release for housing, including my client’s land in WFR/WC/22.
	LPPO323	Site submitted - Corner of Caunsall Road / Kinver	Comment	There is no allocation of land for new housing in Cookley up to 2034. This is not ‘robust’ as required by Local Plan guidance. A local Housing Needs Survey will be

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		Lane, Cookley		completed in 2017/18 and is likely to show unmet local demand for the plan period. My client's site on the corner of Caunsall Road and Kinver Lane is PDL benefitting from approvals 15/1069/FULL and 15/2056/CR. The attached drawing 3466-04A dated 6/6/17 shows that the requirements of the approvals can be met, in addition to 3 extra dwellings. This is an applicable 'windfall' site and should be removed from the Green Belt and zoned for housing.
	LPPO343	Alternative site suggestion	Object	<p>Response to Local Plan Review Preferred Options and Sustainability Appraisal Report (May and June 2017) in respect of the proposed non-allocation of site WFR/WC/10 - Land off Kimberlee Ave, Cookley</p> <p>The 2017 Objective Assessment of Housing Need Report has evidenced the overall requirement for 300 new dwellings per annum over the new plan period, which would total 5,400 over the plan period. Sites in and around Cookley have access to many services including Shops, Schools and a Doctor's surgery, good access to open space or sports facilities and therefore score highly for sustainability objectives. The Draft Plan identifies as a key principle that villages in the Rural East of the District are more sustainable than in the Rural West as they have more service provision and public transport</p> <p>As explained in the Development Strategy there is now a need to remove land from the Green Belt for both housing and employment development to support essential elements of the strategy. Under proposed Local Plan Review Preferred Options, three large sites near Cookley are proposed to be allocated. These sites are; WFR/WC/15 - Lea Castle Hospital, BW/4 - Hurcott ADR and WFR/CB/7, OC/4/5/6/12/13N, WFR/ST/1, FPH/27 - East of Kidderminster (N), all of which will require changes to the Green Belt boundary. Predicted benefits for these site options stem from the implementation of a Kidderminster Eastern Relief Road and the provision of sufficient, appropriately located education facilities but a question remains over whether these benefits will ever outweigh the disadvantage caused</p>

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				<p>by the large-scale of expansion to the east of Kidderminster.</p> <p>In the Preferred Options document which addresses the approach to the location of future homes, it is recognised the provision of small scale residential development, to meet specific local needs within the District's rural settlements will be encouraged. In order to help the Council address the shortfall in dwellings, an additional option for the future development of such a site in this category; WFR/WC/10 - Land off Kimberlee Ave, Cookley should be considered.</p> <p>The proposed sites; WFR/WC/15 - Lea Castle Hospital, BW/4 - Hurcott ADR and WFR/CB/7, OC/4/5/6/12/13N, WFR/ST/1, FPH/27 - East of Kidderminster (N) do not adjoin the village of Cookley or Kidderminster itself. However, the site; WFR/WC/10 - Land off Kimberlee Ave, Cookley is better related to the existing village facilities at the village core than the proposed sites submitted Preferred Options document.</p> <p>The reasons given by the Council for not allocating the site at WFR/WC/10 - Land off Kimberlee Ave, Cookley are not made clear in the Preferred Options document. Parts of the Strategic Green Belt Study (AMEC 2016) and a more detailed Second Stage Green Belt Study (AMEC 2017) which forms part of the evidence base seem contradictory, in that on the one hand the Green Belt is fulfilling its intended strategic purpose but on the other, sites for some 2500 dwellings are to be allocated from within the Green Belt.</p> <p>Deliverability</p> <p>Following the initial feasibility studies and during the early stages of the emerging Local Plan, the site; WFR/WC/10 - Land off Kimberlee Ave, Cookley was advised to the Council to be considered for suitability of development. Should this site come forward, it is available for immediate development and would be deliverable for</p>

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				<p>housing to meet local needs in appropriate circumstances.</p> <p>Potential access into the site; WFR/WC/10 - Land off Kimberlee Ave, Cookley from either of three corners (NW, SW or SE) could allow a varied range of site design but the most likely would involve a standard cul-de-sac streetscape of at least 35 dwellings. The site is well located in terms of the road network and any road safety impact could be mitigated by accessing it over an existing service road, currently maintained by a statutory undertaker. The unacceptable impact of the nearby A449 Trunk Road for future occupiers would be mitigated by surrounding agricultural land and with development not possible where the Elan Valley Aqueduct runs adjacent the site boundary, a buffer would be created for some of the present houses. Existing hedgerow areas on the western and southern site boundaries could be retained and enhanced to screen the development from existing houses on Kimberlee Avenue and Brampton Close.</p> <p>Relationship with existing services</p> <p>The site; WFR/WC/10 - Land off Kimberlee Ave, Cookley is very well located in the village in relation to existing services, with a good range of services within a significantly lower walking distance than the proposed allocated sites; WFR/WC/15 - Lea Castle Hospital, BW/4 - Hurcott ADR and WFR/CB/7, OC/4/5/6/12/13N, WFR/ST/1, FPH/27 - East of Kidderminster (N). A Public Footpath passes along the western and southern boundaries of the site providing possibilities to link into this footpath network directly from the site itself. The footpath leads to the canal tow path and the local recreational area with various sports facilities including Cookley Sports & Social Club and play equipment. Adjoining the recreational area are two Primary Schools. These facilities can equally be easily accessed via Castle Road where again a choice of access exits via a Public Footpath linking to Lea Lane or the local roads themselves.</p>

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				<p>Within 600-700 metres of the site; WFR/WC/10 - Land off Kimberlee Ave, Cookley, the village offers a Doctors surgery, Village Hall, two Public Houses, Post Office, Church, Restaurants, Shops and Supermarket. The proposed sites; WFR/WC/15 - Lea Castle Hospital, BW/4 - Hurcott ADR and WFR/CB/7, OC/4/5/6/12/13N, WFR/ST/1, FPH/27 - East of Kidderminster (N) would involve walking approximately a mile from the closest point of the sites, which may, in reality, not be the access points available once a site layout has been drawn.</p> <p>Summary</p> <p>It is considered the proposed site; WFR/WC/10 - Land off Kimberlee Ave, Cookley is ideally placed to provide family housing due to its excellent access to a full range of local facilities, including local school provision and medical services and access to the Church.</p> <p>Adequate vehicular access could be provided to the site. The site also offers an opportunity to join onto the existing excellent public footpath network in Cookley village, with links via pathways and cycle paths to employment, education and retail areas. All dwellings would be within 400m of a bus stop reducing need to travel by car, thus promoting energy efficiency.</p> <p>As a small scale residential development, there will be no requirement to provide additional roads which would have a cumulative adverse effect on the Green Belt and increase flood risk to the district.</p> <p>The site has historically been used as agricultural land and is currently an unused grazing paddock. Further fieldwork for archaeological potential is likely to be necessary but this is no different to the majority of land in the Wyre Forest area. There are no significant trees on the site and there are no Tree Protection Orders in force. There are no international conservation designations on or adjacent to</p>

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				<p>the site and there is potential for biodiversity enhancement and improved green/blue links.</p> <p>The site is both available for development and deliverable and is considered to be better related to village services than other sites proposed to be allocated. It is requested that this site is taken forward as an allocation within the Wyre Forest District Local Plan Review Preferred Options (June 2017).</p>
	LPPO404	6.57	Comment	See summary LPPO400.
Land Research & Planning Associates Ltd	LPPO549	Site submitted - Land at Pound Bank, Far Forest	Comment	Our Clients' land is adjacent to Far Forest, outside Green Belt and should be supported as promoted for at least 50% affordable homes and/or Starter Homes.
Land Research & Planning Associates Ltd	LPPO554	Alternatives	Support	<p>Planning Reasons</p> <p>1. Change of Policy increasing provision of Affordable Homes from 30% to 40% would help address shortage of affordable homes in schemes of over 10 dwellings and over 1000 gross square metres. Larger developers would see this affecting viability and profits, and would resist. At the same time this would reduce the amount of normal housing being provided so more land would need to be provided.</p> <p>2. If rural settlements outside Green Belt were allowed to expand where landowners were prepared to provide at least 50% affordable homes/starter homes this would provide for a considerable amount of the shortfall. It would take the burden away in the foreseeable future of massive infrastructure costs for a new relief road.</p>

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				POLITICALLY 3. It would reduce the amount of protests recently about the use of Green Belt land for housing.
	LPP0462	Extended Lea Castle	Comment	Why cannot the lea castle site as a whole be developed between the A449 and Stourbridge road to the east this would give good infrastructure in the form of transport links and as this is already a major site will have the drainage , site is not within the east and south site flood plains. This could be developed to be self sufficient as there would be enough houses built to justify a new primary school and have local amenities constructed .If the land to the east and west of the current proposals were also developed this would allow a sustainable bus route, have access to the local secondary school in Wolverley and provide a sustainable community.
	LPP0510	Alternative site suggestions	Comment	Extend the site to the Wolverhampton Road and at the rear of Lea Castle site up to Axborough lane. Link up to Sion Hill to link with the Sion Hill Middle school site. With the additional land proposed including sites in that area already identified by WFDC including Hurcott ADR a sustainable community of around 2000 to 2500 homes could be created. This would be large enough to support a 2 form entry primary school. It would support a village centre which is within the Cookley parish but would not become a burden on that community. It could sustain a bus service.

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				<p>it could produce live work units</p> <p>it would be with in the catchment of Wolverley CE High School catchment and so help with the long term viability of the school.</p> <p>A linear development to the east of Kidderminster would not be a sustainable community. It would not have a 'heart' and could not accommodate a neighbourhood centre.</p> <p>Offmore Primary school is full.</p> <p>Land to the rear of Offmore and Baldwin Road is higher and development would be visible.</p>
	LPPO692	Site submitted - The Oxleys, Tenbury Road	Comment	Call for sites submission: The Oxleys, Tenbury Road, Clows Top.
	LPPO697	Site submitted - Adjacent to Stone Hill North, Kidderminster (OC/13)	Comment	<p>Suggests additional site adjacent to Stone Hill North (OC/13). The land extends to approximately 19.5ha.</p> <p>The area is considered an essential addition to Stone Hill North (OC/13) and provided natural infill. The land would offer additional land area, is level and naturally screened in part.</p>
Hingley & Callow	LPPO699	Site submitted - Land off Bromsgrove Road, Kidderminster	Comment	<p>Suggests new site off Bromsgrove Road, adjacent to Stone Hill North (OC/13).</p> <p>The land extends to approximately 5.98ha adjoining red shaded core housing site listed as Stone Hill North. This land parcel gives a natural fill of the proposed Stone Hill North / Stone Hill South housing sites as identified and will provide for alternative access arrangements and infrastructure provisions as may be required by the overall scheme. Incorporation will also provide scope for protection for the</p>

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				water course and similar. Topography is well suited and location essential for "gateway development".
Hingley & Callow Oils Ltd	LPPO701	Site submitted - Station Yard, Blakedown	Comment	Suggests new site at Station Yard, Blakedown.
	LPPO703	Site submitted - Fold Farm, Chaddesley	Comment	<p>Suggests new site, Fold Farm, Chaddesley</p> <p>We would like to add land, as shown edged red on the attached plan, extending to approximately 0.30ha located at Fold Farm Chaddesley Corbett.</p> <p>The site is suggested as suitable for low density housing with a sympathetic design scheme to enhance surrounding properties. The site is also considered an ideal location for accommodation for retired persons.</p>
Inshore Support Ltd	LPPO707	Site submitted - Hurcott Lane/Hurcott Kennels/Stourbridge Rd, Kidderminster	Comment	<p>The land, which extends to approx. 10.74 acres, is located to the south of the Stourbridge Road, east of Hurcott Lane and north of the property known as Hurcott Kennels (which is also owned by our client). The land is more particularly shown edged in red on the attached plan.</p> <p>To the west of our clients site is land which is currently subject to an outline planning application (ref: 16/0003/OUTL) for a residential development of up to 100 dwellings known as 'Land South of Stourbridge Road Kidderminster'.</p> <p>It is our view that our client's site would be a sustainable option for the delivery of further housing for Kidderminster in line with the potential delivery of housing both at the Miller site and on Lea Castle Hospital (part of which is also subject to an application for up to 600 dwellings, up to 3,350 sq m of Class B1 employment uses and 150 sq m of Class A1/A3/D1 uses under ref 17/0205/OUTL).</p> <p>Focusing some of Kidderminster's housing delivery along the Stourbridge Road</p>

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				<p>would, in our view, be more sustainable in terms of releasing land from the Green Belt than allowing the delivery of other sites which have a greater impact on areas of ecological and conservation interest such as those proposed further south along Hurcott Lane and around Hurcott village.</p> <p>Our clients are dedicated to trying to protect the cherished Hurcott Park which provides an important green ‘lung’ in towards the built up area of north east Kidderminster and, as such, feel strongly that development should be kept in close proximity to key arterial routes into the centre and away from key ‘green’ amenities which are so strongly valued by local residents.</p> <p>We trust that our clients site will be looked upon favourably and that it will be considered as a sustainable future release from the Green Belt for the delivery of housing</p>
Wyre Forest Community Housing	LPO722	Site submitted - Hayes Road, Wolverley	Comment	Call for sites form submitted - Hayes Road, Wolverley.
Wyre Forest Community Housing	LPO731	Site submitted - Land off Selba Drive	Comment	Call for sites form submitted - Land off Selba Drive
	LPO736	Site submitted - Land at Caunsall	Comment	<p>Call for sites form submitted - Land at Caunsall.</p> <p>It is infilling development across the site road frontage and therefore accords with NPPF para.89.</p>
Horton Estates Ltd	LPO825	Site submitted - Cursley Distribution Park, Curslow Lane	Comment	New site submitted - Cursley Distribution Park, which has not been promoted during previous rounds of consultation on the LPR. Request that Cursley Distribution Park be designated as a previously-developed site in the Green Belt

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				<p>under draft Policy 34, to provide a development plan policy framework which explicitly supports the principle of replacement buildings, limited infilling and partial/complete redevelopment of this site, in accordance with paragraph 89 of the National Planning Policy Framework (NPPF). In addition, through a rationalisation of the substantial brownfield site it would be possible to release land from the Green Belt and allocate it for residential use to contribute towards your District's identified housing needs (housing need has already been identified as an "<i>exceptional circumstance</i>" to justify the release of Green Belt land throughout the District, in the context of NPPF para. 83). In addition we request that the site be considered through your Authority's Brownfield Land Register assessment process.</p> <p>Cursley Distribution Park extends to c.10ha of previously-developed land located c.3km southeast of Kidderminster and 4km east of Stourport-on-Severn, close to the border with Wychavon District Council. Hartlebury Railway Station and Hartlebury Trading Estate lie c.3km to the south-west. The site is accessed from Curslow Lane; with the site's single point of access taken 400m north of the Droitwich Road crossroads (A422). The village of Shenstone lies c.800m to the north-west.</p> <p>The site provides a significant quantum of floorspace (22,557 sq m) currently used for industrial purposes (B2 and B8 Use Classes, with ancillary administrative/office accommodation). The site boundary and buildings are identified on the Existing Site Plan. The floorspace is provided principally in the form of four significant high-bay warehouses (each ranging between 3,800 and 5,320 sq m), although there are ten other smaller buildings (including offices and housing for plant and machinery). There is an extensive internal road network and areas of external hardstanding (used as service/loading yards) within the site linking the various buildings. The buildings and roads/hardstanding are separated by areas of managed grassland, although there are only a small number of trees within the site and on the boundaries (the site is secured by a fence beyond existing hedgerows on the boundaries). It is understood that the site was originally</p>

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				<p>developed as a Ministry of Defence (MOD) storage depot (it appears that some of the building may have been aircraft hangars with blast walls) but it has been used for civilian employment purposes since at least 2005. The owners have invested in the asset to provide commercial units which can be let on flexible and competitive terms. However, some of the buildings are very old and there will be a need for redevelopment in the short-medium term to ensure that the buildings offer attractive facilities for the market. Save for the Green Belt designation, there are no significant environmental/physical constraints to development within or adjoining the site; there are no heritage assets (scheduled monuments, listed buildings or conservation areas); no nature conservation designations; and the site lies entirely within the Environment Agency's Flood Zone 1. This is supported by the site assessment within the Employment Land Review (June 2016, Site Ref. 10). To the north are two bungalows and to the south are two dwellings. To the east and west lies agricultural land (arable).</p> <p>Potential Site Development</p> <p>The owners are considering options to redevelop and modernise the site including the limited infilling of vacant land in-between existing buildings and/or the redevelopment/replacement of existing buildings. This would provide a more efficient and modern business environment, and would be an entirely acceptable form of development in principle given the fourth and sixth bullet points of NPPF para. 89 which state that the replacement of an existing building and the limited infilling or partial/complete redevelopment of previously-developed sites in the Green Belt is not "<i>inappropriate</i>" development (in the case of the latter two types of development the national policy requirement is that they must "<i>...not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development</i>"). These representations request that this national policy be made explicit in the LPR by designating Cursley Distribution Park under Policy 34 as previously-developed land (PDL) within the Green Belt (akin to the designation of the nearby Rushock Trading Estate). Representatives of the owners met with Development Control in May 2017 to discuss the emerging</p>

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				<p>proposals and it is understood they received positive feedback in relation to the potential for site rationalisation where this would comply with NPPF para. 89. I also understand that there was acknowledgement that a rationalisation of the site could potentially release areas of PDL which could be redeveloped for small-scale residential purposes, as part of a comprehensive mixed-use development whereby existing employment floorspace/use is retained. I am informed by my Client that your Authority assesses the <i>“impact on openness of Green Belt”</i> on the basis of existing building volume.</p> <p>The attached Illustrative Masterplan has been prepared to provide a broad indication of how the site could be comprehensively and efficiently rationalised to replace several of the existing older buildings with modern employment buildings resulting in a total building floorspace (c.21,363 sqm) and volume (c.223,435 m3) which is a reduction on the existing position (c.22,557sqm / c.231,293 m3). In addition, this form of development would enable the potential release of areas of brownfield land which could be redeveloped for residential use. It should be noted that the Masterplan indicates a level of residential development which will exceed the existing level of building floorspace and volume (this will need to be calculated in detail) but it does serve as an indication of how the site could be developed more efficiently, and where surplus land could be released to the north and/or south. In terms of the residential development, small housing sites (1.5ha <i>“Upper Residential”</i> and 1.9ha <i>“Lower Residential”</i>) could be provided with their own designated points of access from Curslow Road, each capable of accommodating circa 40 dwellings (representing a low density to reflect the site’s rural context). The attached Masterplan is purely indicative and we would welcome the opportunity to discuss the proposals with Officers of your Authority in further detail. However, we contend that the site can offer <i>“suitable”</i>, <i>“available”</i> and <i>“achievable”</i> brownfield land for residential development in the context of NPPF para. 47. It is, therefore, <i>“deliverable”</i> and can be considered for release from the Green Belt.</p>

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Hurcott Village Management Committee	LPPO1629	Alternative suggestion - Extended Lea Castle	Comment	<p>I would like to make the following observations in favour of the development of the Lea Castle Site:</p> <ul style="list-style-type: none"> Options A and B of the WFDC current draft proposes using <u>some</u> of Lea Castle land for development. If the whole of the Lea Castle site were included in this proposed development then a new sustainable village, like Cookley, could be created. With a sustainable community of say 1500+ homes this could become a new Village with shops and a two form entry Primary School. It could support a village centre which, despite being in the parish of Cookley, would be a separate village. It would have good existing road links to Kidderminster, Stourbridge, Bridgnorth, Wolverhampton and beyond. It would be capable of sustaining a bus service. It would be within the catchment of Wolverley CE High School which would have a positive impact on the school's long term viability.
Gladman Developments Limited	LPPO1432	Additional site - Wolverhampton Road	Comment	<p>Gladman are promoting land straddling the Wolverhampton Road adjacent to the urban edge of Kidderminster to the south of the B4189. (HELAA ref. WFR/WC/16) 17Ha site capable of delivering up to 400 dwellings. Could bring it forward within 5 years of land being removed from Green Belt through Local Plan process.</p> <p>Eastern section already proposed under option A. Proposed release of western parcel as is also well contained and its release would help to establish recognisable urban edge to use as new GB boundary.</p>
Gladman Developments Limited	LPPO1433	Additional site The Lakes Road Bewdley	Support	<p>Gladman are promoting land at The Lakes Road Bewdley for housing. 9.52Ha site located within 2km of town centre. HELAA concluded that only 3Ha was deliverable. This reflects several factors which Gladman believe can be mitigated</p>

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				for. Outline application for 195 dwellings now going to appeal (16/0550/OUTL). In accordance with NPPF, site is deliverable, available and offers suitable location for development now. It would help to significantly boost housing supply in location outside of Green Belt.
	LPPO2713	Alternative Options	Comment	<p><u>Other options for Building, Blue Sky Thinking</u></p> <p>a. Park Lane - numerous redundant industrial buildings which have no historical merit and a timber yard which should be relocated to an industrial estate. The site opens on to the canal and would be a prime housing development. Whilst it would actually be good if Park Lane were dualled to complete the ring road, I assume that this is unlikely.</p> <p>b. Glades Leisure Centre. This land already belongs to WFDC. The councillors have a vanity project to build a Multiplex cinema and extra restaurants etc which will further denude the town of retail facilities. It is immoral for Wyre Forest District Council to be building a Multiplex whilst ignoring the need for low cost housing. In reality no developer will invest in building a Multiplex cinema in Kidderminster as there is no financial justification and so this land will remain empty when it would be an ideal site for low cost housing within walking distance of the town. Any local council which wanted to protect its town centre would reject the idea of building outside it and would build much needed low cost houses on land which it already owns.</p> <p>c. The whole of the east side of Bromsgrove Street could be redeveloped into a mixture of low rise flats and small houses for people who cannot afford cars or public transport but who could then access the town centre.</p> <p>d. Worcester Street is a totally dead street. If there really is a market for a Multiplex cinema then it should be built on the site of the large retail units</p>

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				<p>(formerly Woolworths, Littlewoods), opening directly into the town and a bowling alley in the same complex. Current tenants could move into the former TJ Hughes shop bringing another part of the town back to life. The other developments envisaged for the Glades site could also be built in Worcester Street saving this part of town from total devastation. The rest of Worcester Street should be released from retail usage for housing because realistically the town is not going to require these retail units. Even if Worcester Street is kept as retail there is considerable scope to create housing above the retail units. WFDC seems to reject ideas of this nature because they are too difficult. The Council should ask as an facilitator and not take no for an answer. The council has greater powers for Compulsory Purchase than it seems to realise. It is ,however, far easier to build on green field sites and continue to allow the town to die.</p> <p>e. In the unlikely event of a Multiplex ever getting built on Worcester Street I envisage that a roof could be built over enclosing the current square outside the Littlewoods building. Above the Multiplex would be the ideal place to build flats for independent senior citizens. Independent people who no longer have cars are far happier having independent access to shops and other leisure facilities rather than having to rely on others for lifts. Building here would give direct access to Bromsgrove Street but also by lift to the Multiplex and to Worcester Street to access all the towns facilities.</p> <p>There is however an alternative for Worcester Street:</p> <p>f. Worcester Street could be re-designated on the east side as the Kidderminster Craft Quarter and on the west side as the Kidderminster Antiques Quarter. Instead of reopening the street to traffic, replace the street lighting with Victorian style gas lamps(LED really). Reface the shops to look like a high class Victorian Shopping Street. This obviously costs money and I am aware that the empty buildings do not belong to the council. However, it would surely be better to spend money on</p>

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				<p>upgrading the shops and ensuring that the upper floors were occupied as housing rather than wasting money creating a rat run. I do wonder whether because this would be a craft centre, that funding could be sought from the Arts Council or the Lottery Community fund. The east side properties would then be let to a mixture of jewellers, glass makers, potters, weavers, artisan bakers etc who would manufacture and sell from the premises. They might well do a large proportion of their business on the net enabling the properties not to be rated as retail. The antiques quarter could be similarly developed. Indeed if Bromsgrove Street East is redeveloped for housing the existing antiques shops could be relocated onto Worcester Street where they would get higher footfall and kick start the process. The major advantage of redeveloping Worcester Street in this way is that if done properly it would become a nationally acknowledged tourist attraction and bring the thousands of visitors to the Safari Park and SVR into the town. Whilst this is not directly associated with the plan, it would be possible immediately to start a monthly craft and antiques market on Worcester Street to establish the direction of travel.</p> <p>g. Green Street/ Meadow Mill Industrial Estate. Green Street has a derelict Industrial Unit, formerly the Frank Stone building. This has no architectural merit and should be demolished. New build on Green Street could be architectural structured to match heritage buildings. Behind this unit is the Meadow Mill Estate. The largest part of this estate is empty space, used by the tenants as car parking but there is a surplus of space. There are tributaries of the Stour crossing this land which automatically makes it attractive for housing. I see a massive opportunity to create better quality industrial units and housing on the site giving a much better usage and more attractive site. To do this it would be necessary to build two sets of roads. Imagine these as interlocking fingers of two hands. Entering down the fingers of one hand would give access to the ground floor industrial units. Entering down the fingers of the other hand would give access to the low rise housing units. This would provide total separation of the domestic and commercial traffic and</p>

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				<p>improve both the look and the usage of the site several times over. Whilst once again our council would dismiss this plan out of hand because it is too difficult, I envisage that the owners of the site would make a considerable profit from this scheme whilst increasing the number of small commercial units available and creating hundreds of residential units.</p> <p>h. Completely redesign the high school provision for Kidderminster. Start with Baxter College. This is a failed school that is losing students to the point that some of the current buildings are now being left empty. It shares its site with The Wyre Forest School which is a brand new building but was built for the wrong number of students and so is inadequate. A new, larger, school is required (including provision for 18-25 years olds). The solution to this is to close Baxter College completely and disperse its students between Wolverley and King Charles School. The Wyre Forest School should be rebuilt on the Sladen site. This fulfils the covenant for educational use and allows a school of the correct size to be built. The present King Charles 1 High School should be closed and an enlarged school be built on the site already earmarked behind the redundant Stourminster School. As an academy, KC1 school would find this attractive as it would profit from the sale and create a larger (and better financed) school. The final piece of the jigsaw would be to close Wolverley C of E High School and move it on to the vacated Baxter site. The brand new Wyre Forest School buildings will make an excellent sixth form centre. Two sites would be released for building. The KC1 site would give fantastic opportunities to build mixed housing within walking distance of the town and the station. The Wolverley site is enormous and would create a brand new village big enough to fill the gap between the brownfield availability and the 6000 units which WFDC has calculated that it needs. (not withstanding the fact that the 6000 units aren't required. At least if they were built on the West side they would be within commuting distance of Wolverhampton/ Bridgnorth,etc.)</p> <p>I. There is considerable scope to redevelop the land around the Harriers football</p>

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				<p>ground. The industrial estate is another example of grossly underutilised industrial land. This combines with the enormous problem of a lack of parking for the new Kidderminster station and the SVR. The solution is to dig the entire site out and create a two-storey underground carpark. On top of this at the level of the current Hoo Road would be the industrial units and above these would be low rise residential units. For a blueprint of how this could be achieved, look at the Victoria Centre in Nottingham (I am aware that the hole already existed). Again, because of the ability to charge for parking and the housing this would be a profitable and therefore viable project. This development could actually be a prestige project which would attract national attention for its brilliant use of space. I also envisage a profitable project in building a new East Stand at the Harriers ground. (Again to look for a blue print look at the current Chelsea Football ground). A new stand would incorporate seating for the football club, new changing facilities (Harriers Ladies team?) and flats. The great thing about the flats is that they would face the SVR. This could be a very profitable development as it would be ideal for high value flats with access to the station.</p> <p>Many of my suggestions will be rejected by Wyre Forest District Council, but I believe that they are all commercially viable. They could contribute to the positive development of Kidderminster unlike building on the greenfield land, or missing out on town centre development and allowing the town to continue its slide to dereliction.</p>
	LPPO2807	Alternatives	Comment	In Kidderminster, brownfield sites should be used. There are available empty properties owned by Wyre Forest District Council, which should be developed into affordable housing. Worcester street in Kidderminster is a street of empty shops with accommodation above. Why is this not being looked at before taking Green Belt land?
	LPPO2797	Extended Lea Castle	Support	Before building on this valuable Green Belt/farm land all the land at and around the old Lea Castle site should be used together with all brownfield sites no matter

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				how small and which are in an accessible position of which there are many around Kidderminster.
	LPPO2515	Site Suggestion - extended Lea Castle	Comment	Suggests a larger site at Lea Castle. Utilising all of the land proposed in both Option A and B and extending the site to include land up to the Wolverhampton Road and at the rear of Lea Castle up to Axborough Lane. There might also be a possibility of further development on the eastern side of Wolverley Road towards Sion Hill, which would link with development at the Sion Hill School site. With this proposed land, including the sites in that vicinity already included in the Plan, a sustainable community of around 2,000-2,500 houses could be created. This would be large enough to support a 2 form entry primary school within the catchment of Wolverley High School (thus positively impacting on the schools long term viability) and a sustainable bus service. It would also support a 'village' centre within the Cookley Parish without putting a burden on that community and would potentially be able to support live-work units,
	LPPO3033	6.57	Object	Question 4: further options? Not without further information other than to say that brownfield land should be used first
	LPPO737	Site submitted - Fingerpost Cottage, Cleobury Road, Rock	Comment	Call for sites form submitted - Fingerpost Cottage, Cleobury Road, Rock.
	LPPO2297	Options	Comment	Question the need for the amount of housing needed. Does not consider the release of housing from the older population as on Spennels. Affordable housing would be better placed nearer the town centre / or within reasonable walking distance of the railway station. Convert the "Courthouse", use the land where the auction / markets are presently. Make changes to the more derelict areas around the town – old carpet mills – horsefair - etc
	LPPO2877	Alternatives	Comment	It states there is insufficient brownfield sites and non- Green Belt land to

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				<p>accommodate housing and employment growth.</p> <p>There are brownfield sites not even on the plan.</p> <p>Chuchfields Kidderminster , Brown Westhead Wolverley , park Lane , Kidderminster , Brown Westhead Wolverley. Kidderminster is a dead town and building affordable homes and bringing life and community back into the town should be a priority.</p>
	LPPO515	Extended Lea Castle	Support	<p>I support building on the Lea Castle site for the following reasons:</p> <p>Large number of the dwellings would be on existing brownfield ground and not reducing the amount of Green Belt land. The size of the area could be further increased by using the land up to Axborough Lane.</p> <p>A large number of dwellings could support a 2 form entry primary school, thus reducing the impact on the local facilities.</p> <p>It would be within the catchment of Wolverly CE High School and would positively impact the schools long term viability.</p> <p>It would be capable of sustaining a bus service</p> <p>It would support a village centre which would fall under Cookley parish, but would not put any burden on that community as it would be large enough to support its own park, village hall, school and shop.</p> <p>It would potentially be able to provide live-work units.</p>

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	LPPO577	Extended Lea Castle	Support	<p>I support building on Lea Castle for the following reasons:</p> <p>Large number of dwellings would be on existing brownfield ground, and not reducing the amount of Green Belt land around the town. The size of the area could be further increased by using the land up to Axborough Lane.</p> <p>A large number of dwellings could support a 2 form entry primary school, thus reducing the impact on the local facilities.</p> <p>It would be within the catchment of Wolverly CE High School and would positively impact the schools long term viability.</p> <p>It would be capable of sustaining a bus service</p> <p>It would support a village centre which would fall under Cookley parish, but would not put any burden on that community as it would be large enough to support its own park, village hall, school and shop.</p> <p>It would potentially be able to provide live-work units.</p>
	LPPO626	Alternative site suggestion	Comment	<p>A potential way to help preserve more of the Green Belt would be to revive the plan to rebuild King Charles I School on the Borrington Road site. This could increase school places at secondary level to support the proposed new housing developments. The original plan had much of the expansion into the Green Belt consisting of playing fields, which most people would find less objectionable than housing and also help to maintain clear land between Stone and Kidderminster. Old school site on Comberton Road could then be released for housing. This would be much more suitable than a site on the edge of Kidderminster since it is closer to town and facilities such as GP practices. It would be within walking distance of the railway station and so remove the need for extra</p>

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				car journeys and also be within walking distance of the town centre.
	LPPO671	Alternative site suggestions	Comment	<p>I suggest that any of the following sites away from existing developments would make suitable sites as an alternative to Option A:</p> <ul style="list-style-type: none"> - Sion Hill school - Lea Castle - Land on A456 between Blakedown and Hagley - Land which is no longer used by Wyre Forest Golf Club - The old Brintons Golf Driving range on Stourport Road.
J & H Evans	LPPO690	Site submitted - Land fronting Rectory Lane, Rock	Comment	Call for sites submitted: Land fronting Rectory Lane, Rock
	LPPO693	Site submitted - Land North West of Ferndale Crescent, Kidderminster	Comment	<p>The land proposal off Ferndale Crescent has sustainable access to a wide range of services from bus stops to shops and schools to recreational space/facilities and represents a sustainable form of development.</p> <p>The land is grade 3 agricultural. There is a footpath crossing the site that would be retained.</p> <p>The site has attracted interest from several developers and, if removed from the Green Belt, would be deliverable within 5 years.</p>
	LPPO698	Site submitted - Land at Crundalls Lane / Grey Green Lane, Bewdley	Comment	<p>Suggests land off Crundalls Lane / Grey Green Lane.</p> <p>A total area of 6.95ha that would provide natural infill within the existing road structure network. Whilst part of the site is recognised as having limited flood risk this could be utilised effectively as open space giving an estimated 5ha of developable land. With a density of 20-25 houses per hectare on the net</p>

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				developable area and allowing for public open space. It is also considered that this would be considered an ideal location to include an element of accommodation for retired persons.
Hingley & Callow	LPPO700	Site submitted - Land off Stanklyn Lane, Kidderminster	Comment	<p>Suggests new site - Land off Stanklyn Lane.</p> <p>The site, as shown edged red on the attached plan, extends to approximately 3.3ha adjacent to an existing blue shaded option A housing site. This area would offer additional land area, is superbly screened by existing natural features and give an alternative access back to Stanklyn Lane. The site is suggested as suitable for low density housing with a sympathetic design scheme to enhance surrounding properties.</p>
	LPPO702	Site submitted - Land adjacent to Chaddesley School	Comment	<p>New site suggested - Land adjacent to Chaddesley School.</p> <p>We would like to add land, as shown edged red on the attached plan, extending to approximately 2.4ha located adjacent to Chaddesley Corbett School.</p> <p>The site provides an ideal opportunity to enable modern housing development. It may be beneficial for the school to be incorporated within the village boundary.</p>
R & D Turner Charitable Trust	LPPO706	Site submitted - Land south of Arley Lane, Goods Green, Upper Arley	Comment	<p>New site suggested - land south of Arley Lane Goods Green, Upper Arley.</p> <p>The land is open farm land and includes a range of underutilised partially redundant farm buildings. The site in all extends to approximately 4.20ha, a plan showing the area outlined in red is attached for your information.</p> <p>The area is located opposite a previously developed residential site and offers scope for missed density housing to include starter and retirement homes. The land owners attitude towards development is positive and they desire to maintain a thriving village economy with employment and tourism generation, support for</p>

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				<p>the school, sports/social grounds, and local businesses a key focus.</p> <p>Accessibility is good and we understand principal</p>
Rock Parish Council	LPPO1164	Site suggestion - Bliss Gate Inn	Comment	Would like a policy in the Local Plan to encourage the refurbishment of the Bliss Gate Inn to be converted into units of accommodation together with the use of the rear Car Park. The site has fallen into a poor state of repair and really does great harm to the gateway into the Bliss Gate Village.
Worcestershire Wildlife Trust	LPPO1053	Paragraph 6.57	Comment	<p>We strongly recommend a blend of Options A and B, amended to remove the Settling Ponds, Wilden Lane core allocation, the proposed eastern relief road and the Option A allocations to the east of Kidderminster because of their significant ecological impacts and the limited evidence underpinning the need for the road.</p> <p>We believe that such an approach would deliver the required level of development whilst taking a positive step towards reducing the overall environmental impact of the Local Plan. Notwithstanding this helpful improvement there will still be significant implications for biodiversity and Green Infrastructure arising from a number of the allocations and additional work to confirm the acceptability of their inclusion will be needed prior to finalising the Plan.</p> <p>Once the final allocations are agreed it will be essential for the Local Plan to set out mechanisms for the effective delivery of biodiversity enhancement and GI. The policy framework included in this consultation offers a helpful starting point, particularly in Policies 11D and 14, but we consider that the Plan needs to go further. With that in mind we would recommend that sites sitting in well defined geographic clusters be pulled together to form cohesive groups so that major developments are delivered using the GI led approach championed by the Worcestershire Green Infrastructure Partnership. In short such an approach would suggest that groups of contiguous or closely associated sites be covered by</p>

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				<p>overarching Green Infrastructure Concept Plans designed to maximise the environmental benefits available at each location. This fits closely with the policy framework already set out in policy 14 and offers a mechanism by which master planning of the major developments proposed can be guided towards the most sustainable outcomes. We would be pleased to discuss this with the council if that would be helpful.</p> <p>For further information please see our comments under the relevant allocations policies and our response to paragraph 6.54.</p>
	LPPO2170	Extended Lea Castle	Comment	Can the required number of new houses be provided by using the land around Lea Castle between the Wolverhampton Road and the Stourbridge Road? There are major highways already established in this area with good links to other urban areas and any development would not butt up to existing dwellings but could be a stand alone ‘village community’ with access to Wolverly High School.
Campaign to Protect Rural England	LPPO983	6.57	Comment	Grey Green Lane - Could potentially develop north on either side of Grey Green Lane but would hope that this was not required. At Low Habberley there is a viable urban extension. This would then mean the urban extensions east of Kidderminster would not be needed. Site is well contained plateau between Habberley Valley and tributary of Honey Brook. Not high grade agricultural land.
Sir Thomas White's Charity	LPPO899	Site submitted - Land North West of Kidderminster	Comment	Our client owns the land to the north-west of Kidderminster, adjacent to Habberley Road (B4190) and covers an area of approximately 36 hectares. A site location plan is submitted with this representation. The site is adjacent to the urban edge of Kidderminster and approximately 3.5km to the north-west of the centre. The site is bound by hedges which forms the boundary of the site. To the north the site is bound by Sandy Lane, which creates an access point to the site. To the east the site is bound by residential dwellings from Coningsby Drive, Harvington Close and Carlton Close. To the south the site is bound by High Habberley House and dense trees and to the west the site is bound by agricultural

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				<p>land. Low Habberley Road transects the site from east to west.</p> <p>The site is deliverable for residential development and is situated within a sustainable location, with suitable accessibility. The site is within close proximity of a wide variety of services and facilities. Including a food superstore and post office 400m to the south, Franche Community Primary School 600m to the south, and Baxter College 700m to the south. The site is not constrained and could deliver housing immediately, which is supported by the Council's Housing and Economic Land Availability Assessment (HELAA), published in June 2016, through which the majority of the site forms part of a wider assessed area. The HELAA concludes that the site is potentially developable after five years, if the site were to be released from the Green Belt. Therefore the site has the potential to make a meaningful contribution to the housing requirements within Kidderminster and if necessary could be delivered in phases. The site location plan submitted with this representation shows the potential for a phased development depending on the Council's requirements. If there is a smaller, short term need, a smaller element of the site could be brought forward, as 'Phase 1' for approximately 120 dwellings. This would assist the Council in achieving its ambitious target of delivering 300 dwellings per annum.</p> <p>Of the five Green Belt tests, the site is only considered to conflict with the test of assisting in safeguarding the countryside from encroachment. However, this is inevitable given the Borough's housing needs and the fact the plan is not proposing a sufficient supply to meet its needs. Given these pressing needs the release of the site will not compromise the delivery of urban regeneration and the use of derelict and urban land. The Council has exhausted these sources of supply before releasing other sites from the Green Belt which are proposed for allocation.</p> <p>Development of the site would not result in unrestricted sprawl of large built-up areas. It represents a minimal extension to the north western edge of</p>

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				<p>Kidderminster and would include landscaping to provide sufficient defensible boundaries to reduce its impact on the open landscape beyond the site.</p> <p>It would not result in neighbouring towns merging, there would remain a minimum 200m buffer between the edge of Low Habberley and the edge of phase 2, and in any case any proposals for the site would be sensitively designed, with open space provided on this edge to increase the buffer further. In turn this buffer would also ensure any development preserves the setting and character of Low Habberley.</p> <p>The representations above set out why our client considers that additional land needs to be allocated by the plan, as well as further flexibility should be incorporated within the Council's housing supply, if the plan is to be found sound. We also outline the reasoning the land north-west of Kidderminster being a suitable location for sustainable development and that it is an appropriate location for residential development to meet this shortfall.</p>
Stone Parish Council	LPPO1160	Additional Site - King Charles High School, Kidderminster	Comment	Suggests that King Charles High School on Chester Road, Kidderminster be re-developed for housing. Relocating the High School to the land adjoining the Lower School at Borrington Road.
Taylor Wimpey West Midlands	LPPO1553	Paragraph 6.57	Comment	<p>Potential issues with delivering solely Option 'A' or 'B,' a combination of the Options is most appropriate. There is concern that whilst the identification of a further urban extension in Option A is logical, deliverability will be dependent on all the land between Comberton Road (A448) and Worcester Road (A449) being secured.</p> <p>There is concern that the Council has not set out a balanced overview of Options A and B in setting out their consultation questions in paragraphs 6.54 to 6.56. For example, paragraph 6.55 outlines the benefits of Option 'A' and paragraph 6.56</p>

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				largely discusses the dis-benefits of Option 'B', which provides a bias view in favour of Option 'A.' Taylor Wimpey consider there to be benefits and dis-benefits of both options which will need to be carefully considered in light of responses to this current consultation and further evidence prepared.
	LPPO709	Site submitted - Heath Lane, Shenstone	Comment	Call for sites form submitted for land at Heath Lane, Shenstone. Proposed use for Travelling Showpeople
	LPPO2173	Extended Lea Castle	Support	<ul style="list-style-type: none"> Leas Castle is ideal. Can provide school and shops. Has good roads north and south but Hurcott Road is already impossible.
Gladman Developments Limited	LPPO1424		Comment	Stourport-on-Severn is a sustainable market town that can accommodate more growth than currently identified under this policy. Non-Green Belt sites in sustainable locations also need to be considered. Land at Astley Cross also presents a development opportunity.
	LPPO2888	6.57 Alternatives	Comment	<p>Viable alternatives - do not accept that proper consideration has been given to all of the brownfield sites. Still scope for brownfield development of apartments and flats e.g. Park Lane, Green Street, site of Crown House, sites of former schools, Jobcentre etc best way to provide much needed affordable housing.</p> <p>An aging population need suitable housing to downsize to, near town centres and shops are ideal for this. Before releasing Green Belt you should demonstrate that there are insufficient brownfield (or green field non-Green Belt) alternatives. I do not believe you have done this in the current plan.</p> <p>I would support a 'Spennells type' development on the Lea Castle site, expanding the current proposal. A full development on that site would support a primary school. Creating a 'second Spennells' on the Lea castle site would have less impact</p>

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				on local residents as it could be self-sustaining providing shops and live/work units providing employment opportunities. Lea Castle site has better road access, between two A roads it already has the necessary road infrastructure as the Wolverhampton Road and Stourbridge Road are already linked. This means there would be no 'rat runs' created through residential streets.
	LPPO3050	Alternatives	Comment	Shortfall of housing should be met by utilising Brownfield sites as was the case on the old Power Station site in Stourport and the sugar beet factory in Kidderminster.
	LPPO3051	Alternatives	Comment	What about the building in the Bull Ring that is not being pulled down now that could be made into accommodation?
Midcounties Co-operative Society	LPPO820	Site submitted - Land South of Wolverley Road, Kidderminster	Comment	<p>Suggests site: Land south of Wolverley Road, Kidderminster (site ref FHN/7)</p> <p>The owner is keen to see the land brought forward for development as soon as possible and there are no physical or legal constraints on doing so.</p> <p>The site is currently included in the Green Belt and the Local Plan Review Preferred Options maintains such a designation.</p> <p>These representations do not address in any detail the scale or nature of the need for new housing in Wyre Forest though the right to do so a later stages of the Local Plan Review process is reserved.</p> <p>The published evidence & other material which informs the Preferred Options demonstrates that there is a clear need to allocate a substantial amount of additional land for new housing; and that this need cannot be met without releasing for development a significant amount of land that is currently within the Green Belt. The Council's positive approach to addressing this challenge — a strategic review of the Green Belt, the development of a coherent spatial strategy and careful site selection - is to be welcomed. However irrespective of the nature of the spatial strategy adopted by the Local Plan Review, the release of land south of Wolverley Road for residential development is wholly justifiable.</p> <p>The site</p>

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				<ul style="list-style-type: none"> • is bounded on three sides by the existing urban area and its development would represent a natural rounding off of the built form • it is framed by existing physical features and so and clear & defensible Green Belt boundaries can be defined in line with provisions of NPPF para 85 • its development would integrate well with & benefit adjoining development by facilitating & improving access from it to nearby countryside & recreation <p>New housing on the site would contribute to meeting acknowledged needs, be wholly acceptable at the site specific level and would not, by virtue of its modest scale and comfortable relationship with the existing area, prejudice whatever spatial strategy is pursued by the Local Plan Review or the functions of the Green Belt. The Council is urged to give positive consideration to its allocation for residential development by the Local Plan Review.</p>
	LPPO2057	Extended Lea Castle, Wolverley Road and Ferndale	Comment	<p>Extend the land at Lea Castle up to Wolverhampton Road and at the Rear of the site up to Axborough Lane. Also develop on the western side of the Wolverley Road towards Sion Hill to link with the development of the Sion Hill Middle School site. The sites are:</p> <ul style="list-style-type: none"> • within the catchment of Wolverley CE High School and could positively impact on the schools long term viability. • would be capable of sustaining a bus service. • would be large enough to support a 2 form entry primary school. • would support a village centre and would not put a burden on the Cookley Parish community. • could provide a sustainable community of 2,000 to 2,500 homes. <p>Also the WFDC are wrong to not propose ANY development on the North/West of Kidderminster, at least 100-200 homes could be developed at the rear of the existing Ferndale Estate.</p>
	LPPO2707	6.57 Extended Lea Castle	Support	We support the proposal for Lea Castle sustainable village which would allow for a

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				community development, complete with primary school and would be capable of sustaining a bus service.
	LPPO1974	Other site suggestions.	Comment	<p>Development could be carried out on:</p> <ul style="list-style-type: none"> the site of the old Leisure centre and adjoining car park that could integrate the disused shops in Worcester Street empty factory units behind Matalan the old builders yard in Park Lane Wyre Forest Golf Club (site now disused) Crown House <p>Development of the old Lea Castle site should be used before green fields sites.</p>
	LPPO2590	Extended Lea Castle site	Support	<p>I believe that a better option is for the brownfield site of Lea Castle to be developed to meet Kidderminster's needs, this makes much more sense as it is close to the 449 Wolverhampton Road and would eliminate the need for a very expensive bypass. The development would be large enough to serve a small primary school and feed on into the secondary school at Wolverley which has the capacity to take the children.</p> <p>With shops and doctors added it would become a desirable place for families to live.</p>
	LPPO2918	Lea Castle	Comment	Lea Castle would be perfect for this kind of development and work along the lines of Spennells. Also, this would benefit Wolverley High School and provide increased pupil numbers for them wouldn't it?
Stourport High School	LPPO1202	Alternatives	Comment	Surplus land in the control of Stourport High School should be allocated for development. Reasons to support this proposed allocation:

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				<ul style="list-style-type: none"> Stourport High School is in significant need of funding to repair and replace dilapidated buildings. Insufficient grant funding to undertake the substantial building work required to the school. The school are, therefore, in a position where they are having to generate their own funds. Intention of the school to pursue a residential planning permission on surplus land in their control and sell it to a developer. This funding will then be used to assist the funding of the building and repair works. It will improve the facilities available to the school's pupils and safeguard the future of the school for years to come. No other allocation within Stourport will have similar benefits, only site where money generated from the development will directly fund a community facility. The site has clear and strong defensible boundaries. Proportion of the site is previously developed land. Paragraph 89 of the Framework allows for the limited infilling or partial or complete redevelopment of previously developed land. whether redundant or in continuing use, which would not have a greater impact on the openness of the Green Belt for the purposes of including land within it. The proposed residential development on the previously developed section of the site will have a reduced footprint in height compared to the Sixth Form building. There is significant development to the north east of the site that helps define the built up edge of Stourport. Development in this location will not, therefore, erode the perceived gap between Kidderminster and Stourport. <p>The above factors, when taken in combination, constitute 'exceptional circumstances' that justify the release of the site from the Green Belt and its allocation for residential development.</p>

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				<ul style="list-style-type: none"> Site is appropriate location for development. The surplus land in the control of the school is in a less important Green Belt location than Wyre Forest Golf Club (LI/2). It is disappointing that the land in the control of the school has not been assessed through the Council's Green Belt Assessment, as it was previously advised by Officers that that would be the case. The surplus land in the control of the school is better related to the built up extent of Stourport. It will not have such a significant impact in terms of reducing the gap between Stourport and Kidderminster. The various proposed allocations at Stourport will result in the population of the settlement increasing placing additional pressures on the school. The additional funding generated by the sale of the site of the housing will help improve the school facilities and assist in meeting the increased number of pupils. <p>The site is in a suitable and sustainable location for development, performs a highly limited Green Belt role and is the only site that the site promoters are aware of that have direct tangible social benefits. The site should be allocated for development in the emerging Plan.</p>
Stourport High School	LPPO869	Site submitted - Land off Coniston Crescent, Stourport	Comment	Call for sites form submitted for land off Coniston Crescent, Stourport-on-Severn.
Strong Farms (LS) Ltd	LPPO878	Site submitted - Stour Corridor/Lea Castle, Wolverley	Comment	Call for Sites form submitted - Stour Corridor/Lea Castle, Wolverley.
Kidderminster Harriers Football Club	LPPO926	Site submitted - Kidderminster Harriers Football Ground	Comment	Call for sites form submitted for Kidderminster Harriers Football Stadium - To allocate for housing the existing Aggborough Stadium & adjacent car park. This combined site is estimated to be 2.38 hectares, thus has a potential capacity for around 96 new dwellings assuming a density of approximately 40 units /ha.

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				<p>Housing in this close to town centre location would reduce the need to allocate other sites elsewhere in the district particularly those lying beyond the existing built up areas of the town and in Green Belt. The submission of this site for consideration for potential residential development is conditional upon the successful relocation of the current Kidderminster Harriers use to a suitable alternative site which will meet the club's future needs.</p> <p>The existing Aggborough Stadium and car park is a town site within easy walking distance from the rail station Kidderminster Station (approx.0.5 miles). Housing development here would help reduce the extent of encroachment into Green Belt currently proposed in the new Local Plan (Core Housing sites, as well as both options A & B). Housing on the outskirts of town currently proposed would not necessarily have the opportunity to be as well integrated into the existing Kidderminster town and the services/retail offer that a closer town centre location (i.e. the Aggborough site) would provide.</p> <p>Housing on the site would be more compatible with existing neighbouring uses, these being predominantly residential.</p> <p>The site is not subject to any particular designations that would otherwise impinge on redevelopment here. For example, it is not within a Conservation Area, there are no listed buildings or Tree Preservation Orders (TPO) and there are no flooding issues.</p> <p>The relocation of the existing football club to the new facilities south of Kidderminster will not happen immediately, but, with appropriate planning policies in place, could take place within the first five years of the proposed Local Plan period, thus freeing up this site for the required housing.</p>
Kidderminster Harriers Football Club	LPPO995	6.57 - Kidderminster Harriers Stadium	Comment	<p>To support development on previously developed land before land with greater environmental or amenity value, in accordance with NPPF para's 110 – 111. Add to list of Core Sites for allocation: <u>Aggborough Stadium and car park site for housing (total approx.96 units). Not</u></p>

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				<u>currently in Green Belt so removal is not necessary.</u>
	LPPO2390	6.57 Alternatives	Object	We feel that a development on ground such as the old Glades Leisure Centre site or maybe the Cermaspeed site would be much more advantageous and would also enhance the town centre. There is no enhancement to be found by adding such a large number of council properties to a very small village.
	LPPO2540	6.57	Comment	There are lots of sites in Kidderminster , i.e., the grounds of Sion Hill school, Sion Hill, Sladen School, Hurcott Road. where people can get a school place, into a doctors surgery, regular buses & walk into Kidderminster town centre where they may work.
	LPPO2690	Selba Drive	Object	<p>I was dismayed to learn that "Land Off Selba Drive" (reference number BHS/22) is included in the Local Plan Review as suitable for housing development.</p> <p>I wish to strongly object to this, on the grounds of overcrowding of access routes and the terrible erosion of local amenities.</p> <p>For decades, this open land has been widely used by children of all ages, families and dogwalkers. As it is adjacent to the Selba Drive cul-de-sac, it is a safe area for children to play in sight of a number of homes and with no through access and therefore few cars. There is no other such area on Habberley estate. To build on this land would be to deprive the whole community of a valuable and much-needed recreational area.</p> <p>With the recent redevelopment of the Cooper's Arms public house and adjacent church and church hall, the land in question will be even more in demand for use by locals. The closing down of the public house, church and church hall leave precious few local amenities in the area, making this land an even more precious community resource.</p>

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				Access to Selba Drive is already difficult, with the adjacent Westminster Drive now very crowded with cars. When the new houses on the public house and church site are occupied, increasing pressure will be put on the area from parked vehicles and from traffic. The development of the open land next to Selba Drive would dramatically worsen this problem.
	LPPO2235	Para 6.57	Comment	<p>If Greenfield sites are made available to developers, there is danger that they will be used, because they are easier to build upon and present a better profit margin, while the blight zones around our towns remain. The council should take steps to ensure that all brownfield sites, such as the Sion Hill school site and the area adjacent to Tesco in Stourport are developed. Pressure should be put upon landowners not allowing their properties to be developed because they hope for greater profit. The many derelict buildings around the town centre, such as the old Law Court building, disused factories in Green Street and Park Lane, the old Woolworths and BHS buildings could be made into truly affordable apartments for first time buyers and provide social housing. Inclusion of Green Belt in the plan should not be considered until all of the brownfield sites have been used.</p> <p>Housing development around the town centre would help to regenerate Kidderminster whereas development almost two miles away on the edge of the town will not. People living in the town would have easy access to the town and to the station. There would be less car journeys and less pollution. Option B better meets this need.</p> <p>I am glad that steps are finally being taken to develop the waterfront areas in Kidderminster but when is the eyesore, Crown House (the old Post Office building), going to be addressed?</p> <p>I do not feel that the proposed cinema on the Glades site will help to regenerate the centre of the town. It will further draw attention away from the centre. This</p>

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				<p>area could better be used for housing, including housing for the elderly within walking distance of shops, restaurants, doctors, opticians, dentists etc.</p> <p>High property taxes have driven many small businesses away from Kidderminster town centre. Can the council find a way to reduce property taxes to encourage small retail businesses back into the town and improve local economy?</p> <p>I suggest that building west of Kidderminster should be take place instead. The expanded Lea Castle site should be fully developed for housing, with associated provision of a primary school, shops etc. The plan has not considered Blakedown. Parking at Kidderminster station cannot be expanded but there is scope at Blakedown. Consideration should also be given to building at Chaddesley Corbet and Wolverley, rather than focusing upon the area joining the east of Kidderminster. The plan should be revised to include this option.</p>
	LPPO2254	6.57 Alternatives	Comment	<p>The whole of the Wyre Forest including outlying villages like Wolverley, Blakedown, Chaddesley Corbett should be included within these proposals and any development spread across the whole district to ensure that urban sprawl is contained and building is within existing boundaries.</p> <p>The Government is not in favour of developing green field sites unless it is a last resort. There are many brownfield sites within the area that should be developed, some of which already have planning permission but are being held as land banks. The Council should not allow this and should lobby Parliament to ensure this is against the law.</p>
	LPPO2558	Site suggestion - extended Lea Castle	Support	<p>The alternative that I would please ask you to consider is the Lea Castle area. This is already an existing built upon site which could be expanded to create a brand new community. Why not create a new part of Kidderminster with a new school, shops, play area, pub which would be far more appealing to people moving to the</p>

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				area?
	LPPO1923	New site suggestion Wolverley.	Comment	There are brownfield sites that are not on the plan, e.g. Brown Westhead Park, Wolverley, partially owned by the Council and with limited economic benefit to the area; and the site of the old quarry on the opposite side of the B4189 to the above site. There is brownfield land still not built on behind The Range at Crossley Park in Kidderminster.
	LPPO3061	Para 6.57	Comment	Suggested areas for development Development around existing housing estates in the North of the district; Ferndale, Habberley, Franche and in the South East; Offmoor, Spennells, Stanklyn would develop the Wyre Forest area along a North-South axis and not merely provide commuter residences for other districts to the East. Developing and regenerating the town centre would create a more natural demand for housing from the indigenous population, while attracting a younger element that would be attracted to a vibrant district hub. Building a large number of houses along the eastern edge of the district would not encourage growth from within.
	LPPO2483	Lea Castle	Support	I think there is enough housing in Kidderminster. But if there is a need for more, why not housing like mobile homes, modern, compact but permanent with communal laundries and gardens.
	LPPO1967	Extended Lea Castle	Support	<ul style="list-style-type: none"> • Lea Castle would be most appropriate for development. • A community could be set up. • Main road surround the site.
	LPPO1995	Lea Castle Hospital Extension	Support	<ul style="list-style-type: none"> • The Lea Castle site would be a better option.
	LPPO1837	Lea Castle Hospital	Support	Supports extended Lea Castle Development.

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		Extension		
	LPPO2629	6.57 - Alternative site	Comment	<p>As an alternative, we propose that the Local Plan includes ALL brownfield sites, developed to their maximum potential, especially the former school sites, and specifically a larger scale development on the former Lea Castle site and small amount of attached green fields, which we feel could support a 200-2500 home development. This site would facilitate the the building of a primary school, development of community facilities and a community heart as well as improving the longer term viability of Wolverley Secondary School. It would also provide a larger financial contribution to infrastructure. This development would not adversely impact on the existing Cookley village community, but would mean a regular bus service would be very viable. The derelict, disused Lea Castle site would become a vibrant community for the future.</p> <p>Development should also be actively pursued on the north western area of Kidderminster, e.g. extending housing development in the Ferndale area.</p> <p>We feel that these proposals would not only provide merely the sites for housing development, but sites which are sustainable, attractive and enhance the Wyre Forest as a whole.</p>
	LPPO2659	Callow Hill	Comment	<p>We feel the land is ideally suited for a small development (two detached houses affordable to second time buyers).</p> <p>Two modern detached house have been built opposite and there has been small infill development across the road on the main Kidderminster to Tenbury road. We know of many families looking to move out of first time buyer properties to a more rural location therefore freeing affordable properties at the bottom end of the market.</p>

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				This project would provide valuable accommodation to help with the housing crisis in the area. This area would particularly benefit from young families moving into it providing a healthy wide spread age band of residents therefore enhancing the community spirit.
	LPPO2672	Lea Castle	Support	<p>There is a particular need for more homes for one or two person households, and for people who need genuinely affordable homes, including social housing.</p> <p>I understand that one of the possibilities would be a development of the Lea Castle site. The site is large enough to support a community with a primary school and local shops and facilities, and a community of that size should also be able to support a regular bus service.</p>
	LPPO1461	Lea Castle Sustainable Village	Support	<p>Supports Lea Castle site being developed as it already has services such as power, phone connections etc. from past use.</p> <p>If it were to be developed would like us to overcome some issues such as traffic.</p>
Wyre Forest Green Party	LPPO1488	Additional Brownfield Sites - Kidderminster Town Centre	Comment	<p>The Council must make more effort in identifying suitable brownfield sites.</p> <p>The Council has made a number of attempts to attract more retailers to Kidderminster over the last few years, with limited success. It is clear that it is becoming more difficult for high street retailers to compete with Internet services in all but a few markets, but there is no recognition of this in the Plan. The trend nationwide is for a decline in the number of banks, building societies, estate agents etc. which make up many of the businesses in town centres. Kidderminster town centre has at least 40 large shops and office blocks that stand empty, some for well over a decade. The town centre is in urgent need of regeneration. We believe that Compulsory Purchase Orders should be made on some of the larger vacant shops. Planning needs to accept that the amount of shop frontage in Kidderminster is in excess of need and the area associated with retail and related</p>

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				<p>businesses in Kidderminster town centre be downsized to reflect likely future demand, and areas surplus to retail, such as Worcester Street, converted to apartments with some mixed use.</p> <p>Crown house on the Bull Ring in Kidderminster and the timber yard on Park Lane are significant examples of brownfield sites which should be in the Local Plan. Should the land owner not be amenable to housing development then we urge the use of Compulsory Purchase Orders.</p>
Wyre Forest Green Party	LPPO1492	Site suggestion - Wyre Forest Golf course	Comment	Stourport also has a number of Brownfield sites which are in need of development in order to meet some of the local housing needs of a growing/developing town centre. The now defunct Wyre Forest golf course has released some land and there is no reason why the whole of it should not be released for housing development. Growth of Stourport will require improvement in infrastructure, in particular public and private transport provision.
	LPPO2184	East of Kidderminster - Lea Castle	Support	<ul style="list-style-type: none"> • Supports Lea Castle Extension. • Would be able to sustain many houses, a school etc. which is badly needed.
	LPPO2791	6.57 Kidderminster town centre	Support	I would suggest that a large proportion of the existing retail zone in the centre of Kidderminster, in which properties are currently vacant, could be reallocated to housing before building on Green Belt. This would have the benefit of regenerating the town centre and putting housing close to local amenities.
	LPPO2793	6.57 Kidderminster town centre	Support	I am shocked by the state of Kidderminster town centre. It is very run down with derelict sites and empty buildings. Surely these sites should be used for housing before any green sites are even considered. Wyre Forest Council should be ashamed of the state of Kidderminster town centre, and it should be a top priority for any development.

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	LPPO2794	6.57 Kidderminster town centre	Support	There are brownfield sites in the centre of Kidderminster which should be used to alleviate housing shortages, thereby improving the appalling state of the present town centre.
	LPPO2210	Extended Lea Castle and Ferndale	Comment	Develop land at Lea Castle, with a new school/shops, as a standalone community. Also fully utilise the sites of Sion Hill School/former Sladen School and develop land to the west of Wolverley Road towards Sion Hill. Land to the north/west of Kidderminster (Ferndale) should also be considered.
	LPPO1813	Alternatives	Comment	There are plenty of Brown sites around WFDC area you have the old school of Sion Hill/Sladen, the Old hospital Wolverhampton Road and the amount of property that could be used for residential around the area is ample for any district.
	LPPO1847	Lea Castle	Support	I totally support Lea Castle sustainable village.
	LPPO2846	Selba Drive	Object	<p>We wish to <u>object</u> in the strongest possible way to the inclusion and any consideration given to the “Land off Selba Drive — Kidderminster” in the local plan review.</p> <p>Any building work on this land will severely disrupt an important local community amenity with no substitute in the surrounding area. I will, in particular, draw your attention to the following issues:</p> <ul style="list-style-type: none"> • Daily, children of all ages play on the field. It is a safe area as there isn't any through traffic and there is an infrequent movement of vehicles in the cul-de-sac. Other green areas in and around the Habberley Estate are designated 'No Ball Games' and not big enough. • It is used daily by local people to walk their dogs, to exercise and to relax with friends. • Habberley Estate has little or no identified play areas that are easily and safely accessible by children and parents.

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				<ul style="list-style-type: none"> Infrastructure on Selba Drive would have to be revised. Any extra volume of traffic would have a detrimental effect on residents and the environment; this would have to be negated. Drainage would also have to be repurposed, currently rainwater from Selba Drive and the Habberley estate drains onto the road and into the field, causing some flooding. Without this run off, the effect on the existing residents could be catastrophic. At a time when our population needs more open, green areas, this open green area is being considered for development. We are of the understanding that when the original Kdderminster Self Build Association, who built the houses on Selba Drive, gave land to WFDC, it was to be used as open use land and not to be built on. We are currently waiting on a freedom of information request and pursuing the documentary evidence of this. <p>We very much hope that this area is removed from the local plan.</p>
Gladman Developments Limited	LPPO1431	para.6.57 additional sites	Comment	<p>Gladman believe there is a clear need to plan for more housing allocations than set out in options A & B. Large-scale sites proposed require release from Green Belt plus significant upfront infrastructure. Need to ensure there are no shortfalls in housing provision, especially in early years.</p> <p>BW believe OAHN should be 332 dpa. There are also clear links with Black Country and wider Worcestershire area. Also more flexibility should be built in to allow for sites not coming forward as anticipated. A 20% uplift is often suggested by Local Plan Inspectors.</p> <p>Suggest that site selection process is revisited and additional allocations made. This will help to secure rolling 5 year housing supply.</p>

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Gladman Developments Limited	LPPO1435	Additional site - Areley Common	Support	Gladman seeks allocation of land at Areley Common (8.32Ha) which straddles boundary with Malvern Hills DC. 0.9Ha is in WFDC. The consideration of sites alongside the District's main settlements is vitally important and in cases where administrative boundaries run close to the settlement edge, it is vital that this is effectively managed through the duty-to-cooperate in local plan making. HELAA (AKR/13) considered development was achievable. Outline application 17/0045/OUTL proposed up to 125 dwellings plus C2. The site is well contained with defensible boundaries including hedgerow to the southern boundary, woodland to the east and existing residential development to the north and west. In accordance with NPPF the site is deliverable, available and offers a suitable location for development now.
Strong Farms	LPPO870	Site submitted - Land off Castle Road, to the South of Cookley	Comment	Call for sites form submitted - Land off Castle Road, to the South of Cookley.
Strong Farms	LPPO871	Site submitted - The Barracks, Wolverley Road, Wolverley	Comment	Call for sites form submitted - The Barracks, Wolverley Road, Wolverley.
Yew Tree Walk Ltd	LPPO745	Site submitted - Yew Tree Walk, Stourport	Comment	<p>Call for sites submission - Land at Yew Tree Walk, Stourport.</p> <p>The site was previously put forward in response to the Council's call for sites and was included in the Council's Housing and Economic Land Availability Assessment 2016 (HELAA). The HELAA identifies that the site is previously developed land (PDL) (a brownfield site) and that it is within the Green Belt. As this site at Yew Tree Walk is PDL, it is therefore requested that it be included on the brownfield register that is being prepared for Wyre Forest.</p> <p>The HELAA 2016 also identifies that 18% of the site is covered by a TPO (2013) and 25% of the site is within Flood Zone 3. Note that these proportions are based on the red line area that was submitted as part of the call for sites. The</p>

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				<p>Promotional document submitted demonstrate through an Illustrative Masterplan that residential development can come forward on the majority of this site outside of the areas covered by the TPO and Flood Zone 3.</p> <p>The Preferred Option Sustainability Appraisal scores the site well against a number of objectives, including improving health and well-being, improving and enhancing the provision and accessibility to local services, meeting housing needs, promoting energy efficiency, protecting agricultural land, protecting and enhancing landscape/townscape and also maintaining and enhancing community and settlement identities. The SA does however score the site a major negative with regards to flood risk and a minor negative with regards to biodiversity. This scoring is based on the red line area contained within the HELAA.</p> <p>Informed by the SA and HELAA, para 6.47 of the Local Plan Review Preferred Options Document (June 2017) sets out that sites which are considered unsuitable (for example because of flood risk), are not viable or not deliverable have been excluded from the preferred options. Yew Tree Walk, is not currently identified as a preferred allocation in the Local Plan Preferred Options Document. In line with para 6.47 of the Preferred Options Document it is assumed that despite the site being PDL and appropriate for Green Belt release, the site has been discounted due to the fact the evidence base identifies the site as unsuitable given it is partly located in Flood Zone 3 and partly covered by a TPO. Such an assessment has been based on the red line area submitted to the call for sites which does not reflect the actual developable area of the site. In reality the Flood Zone 3 and TPO constraints do not cover the majority of the site. Sites should not just be discounted because part of the site falls within Flood Zone 3.</p> <p>The majority of the site is unconstrained PDL. The Illustrative Masterplan submitted as part of these representations demonstrates how a suitable residential development can come forward on this site. The red line area has now been revised from that shown in the HELAA to more accurately reflect the developable area of the site. This change to the red line is set out in the Promotional Document and sets out that built development can come forward</p>

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				<p>outside of the constrained areas. In light of this change the Council should revisit the sites scoring in the SA and reconsider this brownfield site for allocation. Note that this change has no impact upon the capacity of the site.</p> <p>The HELAA 2016 identifies that access would need to be through the adjacent housing estate off Yew Tree Walk. A Transport Technical Note has now been prepared by WSP which has been submitted as part of these representations. This note establishes that access from Yew Tree Walk can be provided for a proposed development of up to 85 dwellings.</p> <p>The site at Yew Tree Walk is sustainably located, is PDL and is on the edge of Stourport-on-Severn. The site is within the Green Belt, however in the context of the need to release land from the Green Belt to meet housing needs, it has been demonstrated that the release of this site would not compromise the role of the Green Belt. Given that development should be targeted towards Kidderminster and Stourport-on-Severn as the principle settlements, Green Belt sites such as Yew Tree Walk which are in sustainable locations, are unconstrained (as demonstrated in this letter), and particularly those which are PDL, should therefore be identified as suitable residential allocations through the Local Plan Review.</p>
	LPPO2419	6.57 Alternatives	Object	<p>There are so many sites in Kidderminster which can be built upon or regenerated. Spread out over a wider less destructive plan and included in option B. For example:</p> <ul style="list-style-type: none"> • Sladen school site • Sion Hill school site • Huge empty previously "sea line" unit of the A442 Worcester road • The old glades site (we don't need a cinema) Council have said it themselves we need homes on brownfield sites first. • Old brintons carpet site • Crown House

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				<ul style="list-style-type: none"> empty shops down the complete length of High Street. The empty previously "Barber-Ella hair salon" unit and flats opposite the town hall. Soon to be empty Debenhams building in weavers wharf <p>This would create a wonderful canal side residential town much like the Birmingham canal site which is thriving with bars and shops.</p> <p>Lets regenerate our town in a more modern less destructive way and bring young commuters in this way, who live in the centre, next to shops, bars, restaurants, and the train station.</p> <p>This would prevent traffic issues, over development of the already large Spennells estate. Spreading out the need for doctors, schools and policing needs evenly.</p>
	LPPO868	Site submitted - Adj. Red Lion Court, Bridgnorth Road, Arley	Comment	<p>Call for sites submitted - Adjacent to Red Lion Court, Bridgnorth Road, Arley. Former overflow car park for the Red Lion Inn (Red Lion Inn falls into Shropshire and has been developed for residential).</p> <p>The WFDC Core Strategy identifies the need for affordable housing and highlights a shortage as being a particular issue in the rural areas of the District where average house prices are highest. Policy CP04 encourages a proactive approach within rural areas. Furthermore policy DS04 again highlights the pressing need for affordable housing in the District's villages, rural settlements and other rural hamlets.</p> <p>The Wyre Forest Site Allocations includes policy SAL.DPL2 which identifies affordable housing in response to an identified local need being permitted as an exception to the general presumption against residential development in rural locations.</p> <p>Having established in the Core Strategy that there is a shortfall of affordable housing with the District overall, and furthermore, that the pressing need is felt most acutely in rural areas I would welcome your view of this site being advanced</p>

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				as a rural exception site for affordable housing. I am also aware that the recent Housing Bill seeks to promote automatic planning permission in principle on brownfield sites to bring forward more land to build new homes quicker.
	LPPO1824	6.57	Comment	Have all the brownfield sites in the Wolverley / Cookley area been explored e.g Brown Westhead Park and the area on the opposite side of the road which I believe was the site of the Old Quarry? The same demands would be made on infrastructure but surely it makes sense to look at these areas rather any Green Belt locations.
	LPPO756	6.57	Comment	Why not include the section of land opposite Bunkers Hill i.e. the Eastern Section in Core Site? Not Highclere? Already planning permission for Safari Park Development on Bunkers Hill so would seem logical.
	LPPO704	Site submitted - North of Birmingham Road, Kidderminster	Comment	<p>Suggests site north of Birmingham Road, Kidderminster, located opposite core employment site WFR/CB/7. The land identified extends to approximately 8.9ha. Further land to the north and west could also be available.</p> <p>We confirm our clients are positive in respect of gateway development for the approach to Kidderminster on the Birmingham Road. The land area identified could provide a mixed use opportunity of employment generation, residential and/or retail as part of the overall development to the east of Kidderminster. Accessibility by virtue is excellent, land area is flat and available at short notice.</p>
Price, Price, Findley & Dormer	LPPO705	Site submitted - Land off Snuff Mill Walk, Bewdley	Comment	<p>Suggests new site - Land off Snuff Mill Walk, Bewdley.</p> <p>There is an area of underutilised land extending to approximately 3.5ha adjacent to the Bewdley Town centre boundary, as shown edged in red on the attached plan. Existing residential development adjoins, but the topography of the site would make development unobtrusive to neighbours. A sympathetic low density scheme would be proposed looking to complement the adjacent conservation site,</p>

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				with particular thought to retirement accommodation that is needed within Bewdley. Topography limitations and preservation of screening and natural features further benefits the site and would give ample opportunity for amenity areas to be created in association with such a scheme. This site is envisaged to be suitable for low density development.
Hardwick & Prosser	LPPO714	Site submitted - 164 and 165 Sutton Park Road, Kidderminster	Comment	<p>The draft documentation, paragraph 6.2, acknowledges that it will not be possible to be entirely reliant on brownfield land. There will be a requirement for greenfield land take and it is preferable to create a scheme, such as that proposed at Sutton Park Road, within a residential development boundary, surrounded by residential use and in a sustainable location in comparison to releasing greenfield sites such as fields which adjoin a residential development boundary. For this reason we believe the site (164/165 Sutton Park Road) would be preferable to some options in the consultation document.</p> <p>This site, as a whole, would create a good boost to local housing supply as well as a viable scheme for a developer assisting its delivery. It is important to bring forward allocations of varying sizes too in order to allow varying builders and/or developer to bring them forward to create a variation of sites available in terms of design, layout and pricing to create some variety for the market.</p> <p>I note, from a previous application on 165 Sutton Park Road (acknowledged in the attached form), that an application for residential use was recommended at committee for refusal but I believe it was withdrawn, The reasons for refusal varied but essentially the application was very poorly put together - submitting too many dwellings on the plot and failing to leave sufficient space for access, parking turning as well as being unable to comply with the relevant design guides at the time. Any new proposal should be viewed on its merits and not with this previous history in mind. It is noted that there are a number of TPOs on site but it is not to say, given the larger site, that these cannot be successfully retained with the guidance of a qualified arboriculturalist.</p>

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				Furthermore I note there was concerns over access. Having spoken to planning officers about this site, during pre-application advice, it was considered there may be overall potential as part of a land assembly project which could include The Grange (Care Home for the Elderly) which adjoins the site. It is also understood that no. 163 has queried potential for development of this site. Overall — 164 and 165 Sutton Park Road could contribute to a successful housing scheme as has been the case in recent years off Sutton Park Road (examples including The Croft). Overall this site is one which represents a sustainable location for development with minimal impact or impacts which could successfully be mitigated.
Peacock & Devitt	LPPO710	Site submitted - Land South of Fairfield Lane, Wolverley	Comment	Call for sites submitted - Land South of Fairfield Lane, Wolverley.
	LPPO711	Site submitted - Bentley Grove, Curslow Lane, Kidderminster	Comment	<p>Call for sites form submitted for land adjacent to Bentley Grove, Curslow Lane.</p> <p>This land is delineated on the attached plan. The land edged blue comprises a single dwelling and its curtilage; and the land edged red is managed grassland. These representations relate to both parcels.</p> <p>The land does not feature in the Council's 2016 Housing & Economic Land Availability Assessment but the owner is keen to see the land brought forward for development as soon as possible.</p> <p>Published evidence & other material which informs the Preferred Options demonstrates that there is a clear need to allocate a substantial amount of additional land for new housing; and that this need cannot be met without releasing for development a significant amount of land that is currently within the Green Belt.</p>

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				<p>The Council's approach to addressing this challenge needs to consider all options available and the potential of releasing land in the Green Belt which is of little functional value or landscape importance should be seriously explored. New housing can help sustain currently less than sustainable patterns of development, for example by making public transport serving the existing network of rural settlements more viable and by supporting local businesses & services.</p> <p>Such development at a relatively modest scale would not detract from the thrust of whatever overarching spatial strategy is pursued and should be supported as making a positive contribution to meeting both rural policy objectives and Borough wide housing needs.</p> <p>The land at Bentley Grove provides a good example of where such development could take place. The site</p> <ul style="list-style-type: none"> • lies within the hamlet of Mustow Green close to the villages of Harvington and Chaddesley Corbett and its development would help sustain those settlements, notably by improving the viability of existing bus services (42 & 133) which run through the area to Kidderminster & Bromsgrove and by supporting local businesses & schools • is of little functional or landscape value, containing no productive farmland or mature trees or hedgerows • could be easily accessed from either Curslow Lane and/or Bromsgrove Road and has no known physical or other constraints on development <p>Therefore the Council is urged to give positive consideration to the allocation of the land known as Bentley Grove for residential development in the Local Plan Review.</p>
	LPPO713	Site submitted - Land	Comment	Call for sites for submitted for Land adjacent to The Wain House, Lye Head, Rock

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		adjacent to The Wain House, Lye Head, Rock		
Wyre Forest Community Housing	LPPO733	Site submitted - Severn Grove, Kidderminster	Comment	Call for sites form submitted - Severn Grove, Kidderminster
Wyre Forest Community Housing	LPPO735	Site submitted - Queens Road, Stourport	Comment	Call for sites form submitted - Queens Road, Stourport
	LPPO2421	Alternative sites - brownfield	Comment	<p>Plan states “there is insufficient sustainably located readily available brownfield or non-Green Belt land to accommodate the necessary housing and employment growth required in the plan period.”</p> <p>There are brownfield sites not in the plan, for example Brown Westhead Park in Wolverley (former army hospital with WWII buildings all over it, partially owned by the council and with limited economic benefit to the area; and the site of the old quarry on the opposite side of the B4189 to the above site. There is brownfield land still not built on behind The Range at Crossley Park in Kidderminster.</p>
	LPPO2857	Alternative Options	Comment	Brownfield sites could create housing developments. New housing must be affordable for local young people trying to get onto the property ladder. Flats and apartments in empty shops in Kidderminster town centre would be better. Build bungalows to free up family homes. Do not destroy our countryside.
	LPPO2862	Proposed alternatives	Comment	Plans not focused on need for centralised high density housing in Kidderminster rather than low density housing on greenfield land. Half of the tower blocks were demolished in the Horsefair. The majority of housing plans since have been low density out of town estates moving the population out of the town centre, increasing traffic into the centre and requiring the construction of additional link roads. The plan should promote centralised housing development that reduces the

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				dependency on car travel and lowers Co2. Rural bus service in Cookley has been threatened. If more people live out of town we are not solving the travel issue or supporting the communities requirements for easy travel to work/school.
	LPPO2889	Extended Lea Castle	Support	I would support a 'Spennells type' development on the Lea Castle site, expanding the current proposal. A full development on that site would support a primary school. Creating a 'second Spennells' on the Lea castle site would have less impact on local residents as it could be self-sustaining providing shops and live/work units providing employment opportunities. Lea Castle site has better road access, between two A roads it already has the necessary road infrastructure as the Wolverhampton Road and Stourbridge Road are already linked. This means there would be no 'rat runs' created through residential streets.
	LPPO1899	Lea Castle	Comment	I propose that the new development should be built on the Lea Castle site as this would then connect with the Wolverhampton Road, allowing a small community to be built that would be large enough to support a primary school and be able to have a better bus route and create a village atmosphere. It would also be in the Wolverley High school catchment area which would allow the school to prosper too.
	LPPO2636	Alternative sites	Comment	I would like to suggest the following sites be added into the core plan. <ul style="list-style-type: none"> The whole of Worcester Street from Coventry Street up to the old magistrates court. This area of Kidderminster's town centre is currently 'dead'. Redeveloping these empty shop units as housing would revitalise other areas of the town centre, making it a more vibrant place to visit. Disused factories at various sites including Green Street and Park Lane. In Bridge Street Stourport, the large retail unit formerly occupied as an

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				indoor market. It has been empty for several years and is now in a state of chronic disrepair. It would therefore be an ideal site to develop, similarly to what WFDC are currently doing in nearby New Street.
	LPPO2812	Extended Lea Castle Site	Support	Support proposals for a Lea Castle Sustainable Village which is an option that should be considered
Strong Farms (LS) Ltd	LPPO873	Site submitted - ExCamp, Land Off Brown Westhead Park Road, Wolverley	Comment	Call for Sites form submitted for ExCamp, Land Off Brown Westhead Park Road, Wolverley.
	LPPO2920	6.57 Alternative options	Support	If really necessary the old Lea Castle site could be used for affordable housing, as all the Utilities are in place, along with a road structure. A new school could be built on the old Sion Hill site, providing education for children on the new estate.
	LPPO2393	6.57 Alternatives	Comment	<p>The amount of building proposed seems excessive. I can't see many people wanting to move into Kidderminster unless the town has more to offer them. Parts of the town have been neglected for far too long and have become an eyesore. Many people use Kidderminster for the large supermarkets and little else.</p> <p>If it is really necessary to build in such numbers, I don't understand why the plans do not include much more building of homes and employment opportunities in the town centre. If the population is going to increase vastly, then the town has to be improved. If houses are built round about, I fear that the town will be even more soul less and become a commuter town with an empty centre.</p> <p>I welcome the improvements that are going to start soon to the railway station and this will be a big draw for commuters coming in and out of Kidderminster.</p> <p>On the plans, the Lea Castle site is marked for development. Why can't this area</p>

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				<p>be expanded to form a proper little village? It could have a primary school, a few shops, a GP surgery and a starter industrial units. Major roads are already there, and a bus service would also be viable. This would avoid all the strain that building in soul less patches around the town would cause. The school at Offmore is full to capacity the GP surgeries are all stretched. If planned properly Lea Castle village could have a heart with a purpose built school, a medical centre. It could become a place where families really would choose to live, work, and play.</p> <p>It seems that there is no plan to develop the north west of Kidderminster, I can't understand this.</p> <p>I support the call for the use of brown sites in and around the town of Kidderminster and also a village in and around the Lea Castle site.</p>
	LPPO2423	Selba Drive	Object	<p>I was disturbed to discover that under the Local Plan review so many smaller sites were being included for consideration without any mention to those living close by.</p> <p>I therefore wish to strongly object to the inclusion of the "Land Off Selba Drive" HELAA Reference number: BHS/22. I am objecting on the grounds of <u>poor access</u> and what I consider to be <u>a dangerous erosion of local amenities</u>.</p> <p>With the removal of the public house, the Catholic Church and St Johns annex there is no longer any facility within the Habberley estate apart from the private club and a small scout hut. The Habberley estate has lost a venue for people to meet and congregate, removing any exercise or family option's, from coffee mornings and parties through to Zumba, all have now disappeared.</p> <p>And now there are plans to remove the only free open space on the estate where children can safely play within hailing distance and in reasonable view of a good</p>

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				<p>number of homes.</p> <p>Land used for exercising the dog, playing cricket and football so to remove this amenity would be a considerable loss to this area, once again forcing people to take transport to go outside of the local area, using their cars and thus contributing to a negative environmental impact within the Wyre Forest district area.</p> <p>Residents would also suffer from the addition of extra vehicles on already overcrowded roads with people parking on pavements, verges and anywhere else they can find that is safe to leave their vehicles.</p> <p>Selba Drive and the roads that lead to it are not wide enough to provide access for the additional cars and people. Westminster Drive is almost none negotiable on occasions and there is the expectation of extra vehicles parking on Truro drive and Canterbury Road generated by the occupation of the new homes on the old pub site. Making the fearful prospect of Emergency vehicles being unable to reach properties at those crucial times, when so often needed.</p>
	LPPO2168	6.57	Comment	Brownfield sites should be looked: Sion Hill School, The lion's Fields and Crown House.
	LPPO2186	New area suggested - Blakedown	Comment	If there is an absolute necessity for housing I believe the area surrounding Blakedown should be considered – there are existing transport links to Birmingham and Worcester from there.
	LPPO2648	Lea Castle - whole site	Support	If more houses are needed I propose they are built on the Lea Castle site creating a self contained village with its own school, shops and GP practice. But I believe there needs to be much more investment in the local NHS to support more people moving in.

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	LPPO2308	Alternatives	Object	<ul style="list-style-type: none"> • brownfield sites should be developed first • In town centre empty shops used for housing as the need for retail units is diminishing . • jobs are required, currently there are empty factory units ie easter park.offices are empty in green st. • Housing needs to run in conjunction with employment • Do something about employment. • Preserve Green Belt not build on it.
	LPPO2587	6.57 Alternative Sites	Object	<p>As an alternative I would like to propose the use of land at Lea Castle, this could be extended to use land up to the Wolverhampton Road and at the rear of the Lea Castle site, extending up to Axborough Lane. There could also be some development on the Western side of Wolverley Road towards Sion Hill which would link with the development at the Sion Hill Middle School site.</p> <p>This development could create a sustainable village with all the required infrastructure to support it, a village centre and a primary school. The village would be able to sustain a bus service and would not impact on the community of Cookley.</p> <p>In addition to this I feel that, WFDC should propose some degree of development on the north/west of Kidderminster and feel it would be reasonable to develop land at the rear of the existing Ferndale estate which could accommodate 100-200 houses.</p>
	LPPO1462	Lea Castle Sustainable Village - Policy 31	Support	Supports Lea Castle Sustainable Village.
	LPPO2601	6.57 Alternative Sites	Object	Other sites, such as Lea Castle would be large enough to warrant their own, new amenities and therefore not add pressure to other locations or require constant

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				<p>trips into the town.</p> <p>Other sites already have existing plumbing and sewerage - Lea Castle, Sladen School site, Sion Hill school site, industrial units off Stourport Road, other disused factory sites within central Kidderminster.</p> <p>These other sites are an eyesore, that attracts vandalism and metal theft, and should be used first, before fresh green sites are even considered. Why haven't they been built upon if housing is so urgently needed? Please ask the building firm why?</p> <p>The majority of employment is based nearer other parts of Kidderminster.</p>
	LPPO2080	East of Kidderminster - Lea Castle Extension	Support	<ul style="list-style-type: none"> • Supports Lea Castle site. • Could create sustainable community with new school and bus service.
	LPPO2190	Lea Castle	Support	<ul style="list-style-type: none"> • Lea Castle would be a better proposal.
	LPPO1463	Lea Castle Sustainable Village - Policy 31	Support	Feels Lea Castle Sustainable Village is the best option for new housing.
	LPPO2759	6.57 Lea Castle	Support	<p>I think an alternative proposal to use the Lea Castle Site is more suitable.</p> <ul style="list-style-type: none"> • it is a larger site with room to include a central communal and commercial area, • It's size could provide many more houses, of varied size and price, and also support a large primary school within the catchment for Wolverly High. • It would not rely on one major road to access, nor major construction to provide sufficient access.

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				<ul style="list-style-type: none"> Redevelopment of this site would provide an opportunity to use unused land in the true spirit of regeneration.
	LPPO2788	6.57	Comment	<p>Justification 31.1 states “there is insufficient sustainably located readily available brownfield or non-Green Belt land to accommodate the necessary housing and employment growth required in the plan period.” I would counter that:</p> <p>There are brownfield sites that are not even on the plan, for example Brown Westhead Park in Wolverley (former army hospital with WWII buildings all over it, partially owned by the council and with limited economic benefit to the area; and the site of the old quarry on the opposite side of the B4189 to the above site. There is brownfield land still not built on behind The Range at Crossley Park in Kidderminster.</p> <p>I strongly suggest that you consider other brownfield sites such those I have outlined in Wolverley to share the housing quota which is due to Wolverley and Cookley Parish.</p>
	LPPO2963	6.57	Comment	<p>Development should be dispersed across the district as equally as possible so that no one area alone has to bear the brunt of the associated negatives. Use only greenfield sites where there is no public access to lessen impact on loss of recreational use.</p>
Offmore Comberton Action Group - Local Plans	LPPO1568	Site suggestion - Rear of Ferndale Estate	Comment	<p>We believe WFDC are wrong not to propose ANY development on the North/West of Kidderminster. We feel that 100-200 houses could quite reasonably be developed at the rear of the existing Ferndale estate and would have easy access to the A449 at the Lea Castle cross roads.</p> <p>We believe that our alternatives will create viable and sustainable communities, protect valuable, productive farmland, preserve endangered bird species and other wildlife and, by prioritising Brownfield development, ensure that our towns</p>

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				and town centres are viable and thriving.
	LPPO2946	Lea Castle & Hurcott ADR	Support	<p>Advantages of alternative option at Lea Castle brownfield site and Hurcott ADR.</p> <ul style="list-style-type: none"> • Current proposals for Lea castle site are for only 600 houses and those proposals avoid rather than tackle the issue of underground tunnels at the site. Development would impact the residents of Cookley village, with increased need for primary school places and other facilities. If the development of Lea Castle site extended to Axborough Lane and included 2000 – 2500 houses, then this should provide enough profit to address the issues of the tunnels and would result in the development of a sustainable community with its own primary school, shops etc, similar to when Spennells was developed. This would support a village centre which whilst in Cookley Parish would not produce a burden on that community. • Where 2500 houses are developed the developers contribute to road improvement which could address the issues of Hurcott Lane / Hurcott Road. • The expansion of Lea Castle development would be capable of sustaining a bus service. • It would be in the catchment area of Wolverley High School which is currently undersubscribed and would positively impact on the schools long term viability. • A large site would also be able to provide a combination of affordable housing/social housing as well as Larger more executive homes ensuring that the housing needs of all residents and communities are met. <p>I would also like to stress that WFDC should not build on any Green Belt land until all brownfield sites have been developed first. Consideration should also be given to regenerating the old part of Kidderminster town centre to utilise unused shops etc for conversion into flats/apartments. Why can't some of the existing retail</p>

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				shops have accommodation converted above the premises similar to properties in London and other large cities. Weavers Wharf has been developed and regenerated. Young people would be attracted to living in a cosmopolitan type of community where residential flats/apartments are developed amongst restaurants, wine bars and coffee shops etc.
Wyre Forest Community Housing	LPPO1685	New Site Suggestions	Comment	<p>We recommend the inclusion in the Plan of the following sites:</p> <ul style="list-style-type: none"> • Severn Grove, Kidderminster - This site, owned by TCHG, is included in the site allocations policy but not referenced in the Local Plan Review we would expect to see its inclusion as a core site. • Queens Road, Stourport -This site, owned by TCHG, is included in the site allocations policy but not referenced in the Local Plan Review we would expect to see its inclusion as a core site. • Yew Tree Walk, Stourport – We are in discussion with the owner of this site and believe that the site should be incorporated into the Local Plan Review as a Core site. • Rock Works, Kidderminster – We are in discussion with the owner and believe that the site should be forward incorporated into the Local Plan Review as a Core site. • Selba Drive, Kidderminster – This site, owned by TCHG, should be incorporated into the Local Plan Review as a Core site.
	LPPO2002	Lea Castle - Sustainable Village	Support	Supports the Lea Castle ‘Sustainable Village’ idea.
	LPPO2034	Lea Castle - Sustainable Village	Support	Use Lea Castle site and Sion Hill School sites for Sustainable Village saving Green Belt land.
	LPPO2045	Extended Lea Castle and	Support	<u>Lea Castle:</u> already has several access roads and is currently overgrown, underused

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		Ferndale		<p>and a magnet for anti social behaviour.</p> <p>Could include school/would have less impact on the countryside and wildlife/negate cost of upgrading road system.</p> <p>Build houses not factories/industrial units</p> <p><u>Ferndale:</u> Support, smaller so less impact, no need to upgrade road.</p>
Spennells Against Further Expansion	LPPO1739	New site suggestion	Comment	We are reliably informed that an offer to vacate Kidderminster Harriers Football Club has been made by the Club to the Council and has been put forward as additional land for housing development, conditional on the football club being allowed to move to the training ground as an alternative venue. We suggest this be added to the existing brownfield sites to be used for residential development.
Spennells Against Further Expansion	LPPO1741	6.57 - site suggestion	Comment	Development of an entire rural village on Lea Castle Hospital and School site.
	LPPO4412	Alternatives	Comment	I would challenge that not enough brownfield sites are available. There is still room for further development on the Silverwoods site and the Lea Castle campus. Also, Burlish Top Golf Course has been closed for about a year and, I believe, will not open again as a gold club viable for business venture, as there is already sufficient provision in the area. It is common knowledge that the golf course is not viable agricultural land as it is of very poor quality and would provide space for hundreds of homes (and possible school). There is also the old Parsons Chain site in Stourport, at present it is being used by Severn Trent Water to store pipes etc. for the Birmingham Relief Project. However, that will be completed in a couple of years at most, leaving the site empty again, I assume.

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	LPPO3268	Brownfield	Support	Brownfield sites available not listed in the plan. What about locating more development in other areas, such as Wolverley, Franche, Bewdley, Stourport and others?
	LPPO4583	6.57	Comment	There are Brownfield sites that are not even on the plan, for example Brown Westhead Park; and the site of the old quarry on the opposite side of the B4189 to the above site. I also strongly suggest that you consider other brownfield sites such those I have outlined in Wolverley to share the housing quota which is due to Wolverley and Cookley Parish.
	LPPO4842	Extended Lea Castle	Support	Alternative sites need to be given greater consideration, Eg brownfield sites esp Lea Castle.
	LPPO4610	Extended Lea Castle	Comment	An alternate option would be to develop the Lea Castle site increase some of the land to make it into a sustainable community. To develop an eastern bypass around the A449 / A450 junction which would help alleviate traffic / pollution along the Chester Road corridor.
	LPPO4399	Alternative Sites	Comment	Recommend that in achieving dispersal of housing, further areas are considered. For example Blakedown, conspicuous by its absence, has good rail connection with its station. Harvington & Chaddesley Corbett have good road connection to Birmingham, Bromsgrove & Worcester. All are capable of accommodating medium developments with little impact on the nature of the villages. The expanded Lea Castle site within Option B is preferable to the smaller allocation identified in Option A.
	LPPO4227	Alternatives	Comment	Kidderminster has many brownfield sites to build on and the existing building on the old sugar beat site and for example the area where the Glades was sited which may bring life back to a what seems to be a dying town.
	LPPO4228	Alternatives	Comment	Brownfield sites should be used first.

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	LPPO4778	6.57 Alternative Sites	Comment	<p>I support the regeneration of the area around the former Glades and Magistrates Courts, principally for apartments. I feel the proposal for a multiplex cinema is out of proportion with the demand in the District, which is already met by a regional company. Additional shops and restaurants in this area are not desirable or economically sustainable. Many other attractive old and empty buildings are ideal for conversion to attractive town centre living.</p> <p>There is waste land where Sladen School on Hurcott Road once stood as this was demolished in 2009. This is also the case for Sion Hill School where planning permission has been granted on this site but progress has not been made. Stourport also has a number of brownfield sites which are in need of development in order to meet some of the local housing needs of a growing/developing town centre. The now defunct Wyre Forest golf course has released some land and there is no reason why the whole of it should not be released for housing development. Growth of Stourport will require improvement in infrastructure, in particular public and private transport provision.</p> <p>Consideration should be made of small-scale development at Blakedown, Chaddesley Corbett, Harvington or Wolverley which would provide the opportunity for improved, sustainable facilities and services for those villages. I support development of a new community on the Lea Castle Hospital and School brownfield site, provided that:</p> <ul style="list-style-type: none"> • Consideration is given to the local environment and ecosystems; • The development is built with good housing principles (as described in section 14, below); • The local community is fully engaged with planning the development; • Infrastructure, such as transport, schools and GPs are provided. <p>Crown House on the Bull Ring in Kidderminster and the timber yard on Park Lane</p>

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				are significant examples of brownfield sites which should be in the Local Plan. Should the land owner not be amenable to housing development then I urge the use of Compulsory Purchase Orders. The Council must make more effort in identifying suitable brownfield sites.
	LPPO4229	Alternatives	Comment	IF YOU HAVE TO BUILD THEN LEA CASTLE SHOULD BE BUILT ON AS IT HAS BEEN BUILT ON PREVIOUSLY .
	LPPO4806	Alternatives	Comment	The Preferred Options Document shows a small part of the golf course between Kidderminster and Stourport (formerly Wyre Forest GC and Birchen Coppice GC) for house building. Surely the whole of the golf course should be used as I understand it is in liquidation, has land owned by WFDC, is unsuitable for agriculture, is not in the Green Belt and is not an essential leisure facility, as there are an abundance of golf clubs in and around Wyre Forest all looking for new members. The area is vast (about the size of Spennells) and could accommodate a separation zone between residents at its Stourport boundary.
	LPPO4807	Alternatives	Comment	There are areas to the north of Kidderminster not considered in the options document, because of the fixation for an eastern relief road. An example that should have been considered is at Habberley where the community is shielded with a road and verges.
	LPPO4384	Alternatives	Comment	Could the area of Lea Castle included in Option B not also be included in Option A?
	LPPO3549	Alternatives	Comment	There are sufficient current and future sites on brownfield land, (lea castle, Kidderminster Town Centre and outer areas) To be used first. I would like to see regeneration in Kidderminster Town Centre bringing communities into the Town.
	LPPO3479	Lea Castle	Support	The Lea Castle Hospital site should be enlarged to develop a larger and more sustainable housing.

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				<p>It would also enable the development of</p> <ol style="list-style-type: none"> 1. A two form school 2. Doctors surgery 3. Bus Service to and from Kidderminster 4. Local Shops
	LPPO3343	Alternatives	Comment	Must use existing brownfield sites in Stourport.
	LPPO3388	Alternatives	Comment	Housing can be built on brownfield sites.
	LPPO3976	Extended Lea Castle	Object	<p>I would suggest as an alternative to building around Offmore & Comberton, a bigger site at Lea Castle. The Plan currently proposes using some of this land in both Option A and B but I would suggest combining the land under both options and then extending the site to include land up to the Wolverhampton Road and at the rear of Lea Castle up to Axborough Lane. There might also be a possibility of further development on the western side of Wolverley Road towards Sion Hill, which would link with development at the Sion Hill School site. With this proposed land, including the sites in that vicinity already included in the Plan, a sustainable community of around 2,000-2,500 houses could be created. This would be large enough to support a 2 form entry primary school within the catchment of Wolverley High School (thus positively impacting on the school's long term viability) and a sustainable bus service. It would also support a 'village' centre within the Cookley Parish without putting a burden on that community and would potentially be able to support live-work units.</p>
	LPPO4628	Alternative Sites	Comment	Kidderminster town centre is in desperate need of regeneration and perhaps using land closer to the town centre will help invigorate it and mean that we don't just

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				have charity shops and empty shops.
	LPPO3662	Selba Drive	Object	As a resident of more than 20 years I am fully aware of how frequently this amenity land is used by residents of the whole estate from children playing football, dog walkers, parents with very small children to safely run around and many other recreational pursuits. The only other area on Habberley Estate is the play area behind Habberley Club which is not big enough or suitable for any of these activities. All other land around this area is privately owned and not accessible by right to the public.
	LPPO4061	Alternatives	Object	<p>Bewdley can contribute to additional housing needs not by building on identified greenfield sites but by amongst other things:</p> <ul style="list-style-type: none"> • Conversion of workhouse in High Street and derelict underused neighbouring land near the R.C.Church into flats • Imaginative use of the Dog lane site not just for parking but small scale housing in keeping with existing Dog Lane historic cottages and possibly some small business premises etc. • Wholesale redevelopment of Bridge house/surrounding Rowing Club site in Wribbenhall and adjoining camping site to maintain some business/sport related capacity but also to create significant additional housing - hopefully more in keeping with and enhancing older existing housing along this part of the river . • Renovation/conversion of empty retail properties into flats e.g former HSBC site • Renovation of Ribbesford House
	LPPO4075	Selba Drive	Object	Regarding the “Local Plan Review” in connection with the suggested proposal to build community housing on land adjacent to Selba Drive in Kidderminster.

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				<p>I wish to register my “Strongest Objection” to the proposal to use the land adjacent to Selba Drive for community housing for the following reasons.</p> <p>This area is frequented on a daily basis by children of all ages as it is a safe play area. This allows them to be involved in many different types of sports, games and other recreational pursuits. Safety is enhanced by the absence of any through traffic and infrequent vehicle movements in the Cul-de-Sac.</p> <p>The area is also regularly used by many adults for dog walking and exercising activities. In particular local residents acknowledge it as a place of peacefulness and somewhere to meet friends and relax.</p> <p>Habberley Estate has little or no identified play areas that are easily and safely accessible by children and parents.</p>
	LPPO4082	Alternatives	Comment	<p>Suggested proposal:</p> <ul style="list-style-type: none"> Having looked at the proposal for the development of the Lea Castle site would it not be better to enlarge this development up to the A449 and Axborough Lane. This would then allow for a development along with the Hurcott ADR and any other additional parcels of land within the surrounding area (west of A449) a sustainable community of some 2000 homes which could be afforded its own ‘village centre’ thereby not impacting on Cookley. The A449 is a major trunk road that could easily accommodate any additional traffic with no on route villages to be affected. This development would be significant enough to support its own primary school and with Wolverley CE High school on its doorstep answer the education development requirements.

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				The Horsefair is an eye sore and should be an embarrassment to any inspiring forward thinking Council that wants to promote Kidderminster as a town worth investing in. This is an area that should be fully reviewed and with careful planning could be a super development for both housing and leisure and a be a gateway into the heart of town rather than the eyesore it is now. Although it will not be too long before it can be developed if the collapsing of the old Post Office building is anything to go by.
	LPPO4595	6.57	Comment	<p>It appears from the press the Lion Fields is due to be offered for development of cafes, restaurants, leisure and cinema. This will introduce yet another 'centre' to Kidderminster. The town needs to be consolidated not made even more sprawling; we already have three centres, Weavers Wharf, Swan Centre (which appears to be dying on its feet along with Worcester Street) and the Rowland Hill Centre. Why can this large Brownfield site not be used for housing, which would effectively bring more people and life into the town centre.</p> <p>There are various derelict/empty Brownfield sites around the District. Where owners are not willing to 'offer these up for housing' why can't the Council issue Compulsory Purchase Orders on these sites, in order to protect our precious Green Belt?</p>
	LPPO4599	6.57 Alternatives	Comment	<p>Has anyone considered that to the north of Kidderminster there is an area which is between Habberley, Franche, Fairfield and Wolverley that has a lot of open land, little of it actively farmed and what looks like some brownfield areas. This area is serviced by the Bridgnorth Road (A442) with the B4189 giving direct access to Wolverhampton Road (A449) and Stourbridge Road (A451). I do not know whether these areas are Green Belt or not but I am aware that Wolverley School is short of pupils for the future, so in some ways these needs could be matched by some new houses locally.</p> <p>The Ferndale Estate built at the north of Franche, has the ability to cope with more</p>

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				<p>houses, with access roads already in place. Could this be considered for a larger community with many existing facilities available locally on the Franche Road nearby with direct access to the town, factories and Bewdley.</p> <p>There is an obvious choice for at Lea Castle Hospital, which is effectively brownfield. There are plans to build 600 houses. Surely if the whole site i.e the triangle of land from A449 -B4189 -A451 and topped off at Axborough Lane was used this would give a village community, that not only could it gain its own facilities, school, shops, Doctors and bus's etc., but would help nearby Cookley with its lack of Primary School places and top up Wolverley's shortage of older pupils.</p> <p>I gather that Sion Hill School site has now been sold to developers, so why not use the small parcel of land south of the B4189 in Broadwaters next to the A449 and make a worthwhile job of building houses in this area, which already has some level of facilities which would be available from day one.</p> <p>The centre of Kidderminster Town has so many possibilities for improvement that if we made an effort, the vibrancy would again return to what used to be a destination for shopping and entertainment.</p> <p>Worcester Street area is waiting to happencompletely rebuild all the shop fronts and above build back and fill with modern apartments for people to live in and enjoy the town, with access and parking from the rear in Bromsgrove Street. The proposed new cinema and eating establishment with parking is a great idea but some parking area needs to be kept for shoppers.</p> <p>At the Eastern end of Worcester Street there are buildings being left to deteriorate. Park Lane in town has old buildings and a canal, all around the country these areas are sought after to build new or converted apartments for modern</p>

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				<p>life.</p> <p>Green Street opposite Aldi there is another old building that lies empty waiting for a refurb. Maybe this could possibly be more apartments close to local amenities. Or a mini version of SALTS MILL which is located in Saltaire on the outskirts of Bradford. Crown House. Developers love to build on open land and don't want to get involved in what can be expensive and difficult work, surely this is a chance for one of them to shine.</p>
	LPPO4600	6.57 Alternatives	Comment	<p>Further building of houses to the Lea Castle Hospital site under Option B. We believe that this site could accommodate at least two thousand five hundred houses. The result of this would be a more 'sustainable village' environment with the following advantages:</p> <ul style="list-style-type: none"> • Would be within the catchment of Wolverley High school and would positively impact on the school's long term viability. • Would be large enough to support a two-form entry primary school. • Would support a village centre whilst not encroaching on the Cookley Parish. • Would be capable of sustaining a bus service. • Would potentially be able to provide live-work units. <p>In addition it is wrong of WFDC to not consider development on the north/west of Kidderminster. One to two hundred houses could be developed to the rear of the existing Ferndale estate.</p>
	LPPO4602	6.57 Alternatives	Comment	<p>I appreciate the need to increase the number of houses in the Wyre Forest but would suggest there are more suitable sites, with greater opportunities, local community services; employment etc...in closer proximity such as the Burlish Park Golf Course that has recently closed, or the development of the sites in</p>

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				Kidderminster Town Centre of the old Glades Leisure Centre and/ or Woolworths. And in Stourport there is again the site of the old Leisure Centre that has yet to be sold/redeveloped.
	LPPO4606	Extended Lea Castle	Support	<p>Lea Castle has been out of use since 2008 and is now a derelict site. I would welcome the redevelopment of the site to its own community as it previously was. Building on existing footprints alone, would not provide a community as these are spread distances apart across a huge site. Far more than 600 houses could be built. Extend this site up to the Wolverhampton Road, Axborough Lane and the Stourbridge Road and look at the option of developing the western side of Wolverley Road incorporating Site Hill site. This would mean that there would be enough houses for it to be a sustainable community which would be able to have its own primary school, shop etc, thus reducing pressure placed on existing services which are already at full capacity. This school could then feed into Wolverley High School and Baxter College which are able to accommodate additional students. The road structure is already in place to facilitate the development of this community and would be capable of sustaining a bus service. Live/work units could be included in these plans.</p> <p>Further develop behind the Ferndale estate to spread the development across Kidderminster.</p> <p>Instead of industrial units by Hodgehill nurseries, use existing sites such as Greenhill Industrial Estate, Hartlebury Trading Estate, Hoobrook etc where there are empty units and would be preferable to fill those first before building on Green Belt land.</p> <p>I strongly believe the above suggestions are a far more positive way forward, limiting the impact on local residents and existing services.</p>

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	LPPO4508	6.57 Alternatives	Comment	The obvious choice for your 1st phase would be Lea Castle and that area around Wolverley X roads/A449 as you already have good land available and the added use of a vacant school at Sion Hill.
	LPPO4522	Extended Lea Castle	Object	A larger development of the Lea Castle site as suggested by OCAG-LP would seem to merit serious consideration.
	LPPO3155	6.57	Object	As an alternative I would like to see a rejuvenation of town centre brown belt land for proposed housing development. The town, and areas close by, have much land that could be used to provide the housing growth demanded by the Government and also drastically improve the aesthetics of what is at the moment a very run down and derelict space.
	LPPO4645	6.57 Alternatives	Comment	<ul style="list-style-type: none"> - Put all 3000 dwellings on existing brownfield sites - Expand Lea Castle - Encourage division of barn conversions into smaller units. - Regenerate the town centre with affordable housing in empty buildings - Inc numbers of houses on Sion Hill school site
	LPPO1925	Lea Castle Hospital Extension	Support	<ul style="list-style-type: none"> • Supports extended Lea Castle site.
	LPPO3044	6.57	Comment	<p>The Woolworths and Littlewoods sites in Worcester Street should be purchased, compulsorily if necessary, to facilitate the building of a leisure complex in the existing town centre in order to help to rejuvenate the town centre, with multi-storey parking incorporated into the development. This would then free up the entire Lionfields site for residential development, including the old Victorian Market building which could be converted into in-town apartments, with local town shopping and railway access conveniently alongside.</p> <p>An alternative development would be for the Lea Castle Hospital site to be</p>

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				developed as a self-contained, out of town residential village site, initially on brownfield land and only if necessary, extending into Green Belt land within the third 5-year phase.
	LPPO3071	Suggestion for Town Centre and Lea Castle	Comment	<p>I also feel there are plenty of other sites which could be used like for instance lea castle, sion Hill school.</p> <p>What about building apartments in the town centre where all the empty shops are.</p>
	LPPO2996	Alternatives	Object	<p>As already identified it is good to read about the development of brownfield sites for residential dwellings; the District and especially Kidderminster town centre has declined and so utilising some of these buildings and converting them for affordable living will bring people back into the centre of town to utilise the town amenities and within walking distance use the added new attractions and eateries that the town has accommodated in central locations such as the alongside the River Stour. This should mirror the success that Worcester has achieved through their regeneration and riverside location with places such as Diglis where homes are affordable to buy and rent and are in the lower quartile of housing prices. Kidderminster and Stourport have their heritage to protect so revamping and converting industrial buildings would keep the integrity of the town and make the buildings both desirable and unique.</p> <p>The Lea Castle Hospital site is a site that should be developed and it was pleasing to hear the Conservative MP Mark Garnier agree with our vision to use this site. This area could be an ideal location to house a new village to support Cookley and Wolverley, I also believe the site could house more than the proposed 600 homes as seen in the plan. This location is also near good A roads and links to Birmingham through the A451, A456 and the A449 for those that are commuting to</p>

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				<p>Birmingham and other local West Midland locations.</p> <p>Blakedown- Travel and Railway Links</p> <p>Another consideration is our travel and Railway links, why is Blakedown not considered for development? You state that Kidderminster Railway station is the 2nd busiest in Worcestershire, it requires improvement especially for parking and the projection of greater passengers in the future but Blakedown is a station that could be developed and also on the line to Birmingham. You state in your report that Blakedown and Cookley have reasonable public transport but Blakedown we could make much better use of. If we are to develop the Lea Castle Hospital Site it would be vital to develop Blakedown too to accommodate the numbers which would use the rail network to access local commuter towns and cities. You must consider the local needs for Blakedown, and the boosting factor that this growing village has a railway station for the local residents as this would help to disperse the numbers and demand that is currently placed on the Kidderminster town station. Blakedown needs to be suitable developed, it should not be omitted or overlooked from your plans.</p>
Offmore Comberton Action Group - Local Plans	LPPO1566	Additional Site - Lea Castle	Comment	<p>The current draft WFDC Proposals in Options A and B propose using some of the land at Lea Castle. We propose extending this by including not only Options A and B but also extending the site to use the land up to the Wolverhampton Rd and, at the rear of the Lea Castle site, extending the site up to Axborough Lane as well as across to the Stourbridge Rd.</p> <p>We believe that an additional 37.73 Hectares can be brought into the Lea Castle site in this way. • We further believe that there MIGHT be a possibility of some development on the western side of Wolverley Rd towards Sion Hill to link with development at the Sion Hill Middle School site.</p> <p>With the additional land and including sites in that vicinity already identified by</p>

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				<p>WFDC, we believe a sustainable community of around 2,000-2,500 houses could be created. This would:</p> <ul style="list-style-type: none"> • be large enough to support a 2 form entry Primary School. • support a village shopping centre and potentially some employment land. • support a village centre which whilst within Cookley Parish would not produce a burden on that community. • be capable of sustaining a bus service. • potentially be able to provide live-work units. • be within the catchment of Wolverley CE High School and would positively impact on the school's long term viability. <p>We believe that our alternatives will create viable and sustainable communities, protect valuable, productive farmland, preserve endangered bird species and other wildlife and, by prioritising Brownfield development, ensure that our towns and town centres are viable and thriving.</p>
	LPP01868	Extended Lea Castle	Comment	I think Option A Lea Castle "Sustainable Village" would be suitable for the building of houses. A two form entry primary school and a bus service.
	LPP02089	Extended Lea Castle and Ferndale	Support	We support Lea Castle sustainable village with 2 form entry primary school and village centre sustainable bus service. Live-work units.
Spennells Against Further Expansion	LPP01740	6.57 - site / strategysuggestion	Comment	<p><u>Phase 1 (first 5 years):</u> Use existing empty properties in the town centre e.g. Woolworths site for a leisure complex (cinema/bowling alley) and ideally the adjacent ex-Littlewoods building for a multi-storey car park. The remaining Lionfields site could then all be dedicated to housing/residential; plus other brownfield sites such as the Churchfields site (3000 houses could be constructed on these sites). If Worcester Street was not returned to through traffic, the Council would immediately save £500,000 of taxpayers moneyto purchase the vacant</p>

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				<p>Woolworths building.</p> <p><u>Phase 2 (5-10 years)</u> : Use Lea Castle hospital site (brownfield site) for 600-700 houses.</p> <p><u>Phase 3 (after reviewing housing need, 10 – 15 years)</u>: Lea Castle Hospital and School site - use of Green Belt extension if absolutely necessary. Green Belt at Lea Castle only released at this stage if deemed necessary for increased housing.</p> <p>No Green Belt site to be released until housing needs are reviewed after 10 years.</p>
	LPPO3254	Lea Castle	Support	<p>A far more sensible proposal would be to build on the whole of the Lea Castle site as I appreciate houses need to be built somewhere in the area. Building on that site would not interfere with the local community or cause excessive traffic in an already built up area. Wolverley high school is not over subscribed so would have spaces for the new community. This would also support their long term viability.</p> <p>I would urge the council to think about these arguments rather than rushing into easy options that end up causing long term problems.</p>
	LPPO3854	6.57	Comment	Looks to far ahead. Silverwoods needs finishing with appropriate infrastructure, recreational and green areas. Brownfield sites should be used for building rather than greenfield, such as Stanklyn Lane.
	LPPO4681	6.57 Alternatives	Comment	<ul style="list-style-type: none"> would like to suggest that another review is done to check your housing figures needed. Then a further review needs to take place to check the <i>now</i> available brownfield sites to build on. New sites have come vacant since your plan, some of considerable size such as the land next to Matalan (ex-Wood Yard), possible further land at Victoria Carpets, and land at Kidderminster Harriers.

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				<ul style="list-style-type: none"> There are also very many empty factories and buildings in and around Kidderminster town centre and ring road. The Magistrates Court being a prime example of this. All of these should be used first to build apartments for our younger or elderly population near the town centre and amenities (thus freeing up more 'family' sized homes negating the need to build more of these), and if these long standing empty buildings where not put forward in the Call for Sites, compulsory purchase orders should be used to acquire such. The proposed 'new cinema' on Lionfields should be located elsewhere. If the Debenhams building becomes vacant or one of the large units over by Sainsbury's, this should be utilised first. Lionfields is a prime location for residential development, thus being able to breathe life back into Worcester Street with an array of attractive cafes, restaurants, gyms and bespoke shops. The larger buildings (Woolworths e.g.) could be used for such cinema or a bowling alley itself. The amount of trendy 'urban' living apartments would encourage young people to stay in Kidderminster, and also give elderly people the chance to live somewhere safe and with facilities and release larger homes for families in existing suburbs. The money saved on not opening Worcester Street back up to traffic, could be used to regenerate this area as the night life / social eating area of Kidderminster. The current REEL cinema would become vacant if the new cinema is built, thus creating further opportunity to convert to apartments, or reduce the need for further industrial units at Easter Park. Another option is to expand the development of Lea Castle and make it a village in its own right (develop from both options A and B). This should be developed in its entirety with local shops/facilities and a good road network, this supporting the Cookley and surrounding residents in getting to Birmingham and relieving the much maligned Horsefair and Ring Road.

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	LPPO4647	6.57 Alternatives	Comment	Kidderminster town centre has a lot of scope for development. You have Crown House, the swimming baths and the old Law Courts immediately spring to mind. It may even put some life into the town which at the moment is sadly lacking. I note there are brownfield sites that have not even been mentioned eg Brown Westhead. I would be very interested (along with a large number of people) to know the reasoning behind not developing these 'hidden' brownfield sites.
	LPPO3400	Alternatives	Comment	I would also prefer WFDC to look at revitalising the town centre by including as much housing as possible in new developments in the centre by combining it with retail and leisure i.e. shops/cafes on the ground level with flats/apartments above. A number of premises which have been empty for a considerable time would benefit the town by an imaginative conversion into housing including housing as part of the development of the Glades Leisure Centre site, and making provision for housing combined with new retail units along an improved road lay-out along that part of Blackwell Street leading to the Horsefair would be of great benefit to a gateway into the town. The old Victoria Carpets sports ground on Spennells Valley Road may be worth looking at also, as would the defunct golf course between Kidderminster and Stourport.
	LPPO4393	Paragraph 6.57	Comment	Empty units in the town could become apartments, industrial estates with empty units could be redeveloped. Plenty of areas where building would not upset so many lives like on Spennells.
	LPPO3666	Alternative sites	Support	<ol style="list-style-type: none"> 1. Blakedown to share some of the development. As you suggest this has a rail link and school. You have not included Blakedown in your plans. Why is this? It has a road link, good rail way and access and school. 2. Increases to housing near to the Safari Park, 3. Increases to housing towards the west of Kidderminster – in Franche and Woverley, distribute the housing rather than all on one site which will create an urban sprawl. 4. In old Sion Hill school

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				<p>5. At the back of Morrisons</p> <p>6. The old Woolworth site and to the rear.</p> <p>7. Place permanent housing on the large caravan sites in Stourport.</p> <p>8. Use The town centre – build apartments in areas where the town is no longer vibrant. This will make the town more vibrant and safe.</p>
	LPPO3654	Alternatives	Comment	<p>Clearly as WFDC have a target to meet of 300 new homes annually, until 2034. I appreciate that building new homes has to take place. To the east of Kidderminster we have the Lea Castle site which should surely be a primary development location. I would like to make the following observations in favour of the development of the Lea Castle Site.</p> <p>Options A and B WFDC current draft proposes using <u>some</u> of Lea Castle land for development. (Development plans for 600 homes were displayed at St Oswald's Church Hall on 17th November 2016mber 2016) If the whole of the Lea Castle site were included in this proposed development then a new sustainable village, like Cookley, could be created. I also understand that with over 1000 dwellings a first school and shops become a viable option for a "Lea Castle Village". Advantages of the Lea Castle site:</p> <ul style="list-style-type: none"> • With a sustainable community of say 1500 homes this could become a new Village with shops and a two form entry Primary School. • It could support a village centre which, despite being in the parish of Cookley, would be a separate village. • It would have existing road links to Kidderminster, Stourbridge, Wolverhampton and beyond. • It would be capable of sustaining a bus service • It would be within the catchment of Wolverley CE High School which

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				would have a positive impact on the school's long term viability
	LPPO3964	Paragraph 6.57	Object	<p>New Road is full of shops that could be relocated (perhaps some to the vacant shops within the town centre and vacant units on the Stourport Road) and housing built on both sides of the road. This would provide housing that is near the town centre, railway station and canal.</p> <p>I also think lots of care should be taken to provide quality, free, places to go. Sanders Park in Bromsgrove is much nicer than any park in Kidderminster and could be used as a model for Spennells Park.</p>
	LPPO3354	6.57	Comment	<p>- Employment that could be within the South Kidderminster Enterprise Zone: 'Adjacent Ceramaspeed', 'Victoria Carpets Sports Ground' and land between Hoo Farm & Summerfield and opposite Easter Park.</p> <p>- Core Housing Sites that could replace Option A to the South of Kidderminster: 'Timber Yard Park Lane' and 'Bromsgrove St' (excluding the Glades site).</p> <p>- Create a large housing estate on the 'Lea Castle Hospital' site that has its own shops and services.</p>
	LPPO3295	Alternatives	Comment	Land at Yew Tree Walk, Stourport is brownfield - this should be given precedence to greenfield land. The land is near to the town centre and immediately available.
	LPPO4456	Alternatives	Comment	Large buildings in Kidderminster town centre lay empty ready to develop.
	LPPO4526	Extended Lea Castle	Comment	I support the development of the vast Lea Castle site which has been idle far too long. This site is perfect for a sustainable community. Advantages it is large enough to support a 2 form entry Primary School - it is in the catchment area of Wolverley High School. It is capable of sustaining a bus service. This is a compact area and would easily become a community heart - not like the straggled Eastern

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				<p>By Pass proposal.</p> <p>WFDC DO NOT MAKE A DISASTEROUS MAJOR PLANNING DECISION - LISTEN TO THE PEOPLE - LEA CASTLE IS THE OBVIOUS SITE TO DEVELOP WITH THE LEAST ENCROACHMENT ON GREEN BELT.</p>
	LPPO4672	6.57 Alternatives	Comment	<p>Justification 31.1 states “there is insufficient sustainably located readily available brownfield or non-Green Belt land to accommodate the necessary housing and employment growth required in the plan period.” I would counter that:</p> <ul style="list-style-type: none"> There are brownfield sites that are not even on the plan, for example Brown Westhead Park in Wolverley (former army hospital with WWII buildings all over it, partially owned by the council and with limited economic benefit to the area; and the site of the old quarry on the opposite side of the B4189 to the above site. There is brownfield land still not built on behind The Range at Crossley Park in Kidderminster.
	LPPO4541	Extended Lea Castle	Support	<p>We feel that the proposed development at Lea Castle is the answer to your apparent need of more housing and could be further maximised without impacting on Green Belt land. There is sufficient land to encompass this and there is already infrastructure on site to accommodate a larger building project than proposed. This would seem more like a little village, better than a strip of land stretched into Green Belt at Offmore with a lack of community heart. The local schools are under subscribed, Wolverley CE High School being one, whereas Offmore Schools are over subscribed and can't be extended. Wouldn't a small primary school also on the Lea Castle site then become necessary for the extra houses and an answer to the locals needs anyway. A larger development at Lea Castle would also affect less householders directly than on the proposed East Offmore development.</p>

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				The roads that surround the Lea Castle Site are already in place and further roads for the extra traffic wouldn't then be necessary, money saved. This money could be better spent then than on new bridges, new infrastructure and new roads to allow then possibly to help improve areas like Comberton and the Horsefair.
	LPPO4159	Alternatives	Comment	Build on brownfield sites in Kidderminster.
	LPPO4711	6.57 Alternatives	Comment	There are other options for housing the older inhabitants and younger people. Kidderminster has not made adequate efforts to make use of inner city land, especially in the more central areas, where most of the services are located. Canal side locations have been successfully developed in other towns and cities and the canal opposite Weavers Wharf would lend itself to the development of flats and apartments close to services. At the moment the huge timber yard and other semi-industrial uses will not attract shoppers to our retail district. Also the old shopping area, now declining could be rezoned for residential use. As our population is static, but the number of individual households is increasing, smaller developments close to facilities might be the answer. This is especially important for the more elderly residents who would not wish to be physically isolated in a vast housing development.
	LPPO4733	6.57 Alternatives	Comment	<p>6.57 What alternative option would I suggest? I would suggest a pragmatic approach to the requirement to build more dwellings.</p> <ul style="list-style-type: none"> • Start the Plan by completing the proposed housing on Silverwoods site (70 dwellings) and the other brownfield sites around the Wyre Forest (783 dwellings) in accordance with Policy 30 Table 30.0.1 on page 173. Total 853 • There are dwellings already being constructed. From the figures supplied by WFDC these will number 441 during 2016. There may be more by the time we get to the end of 2017. • Most residents I have spoken to at the consultation meetings agree that

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				<p>the Lea Castle Hospital site would be a suitable area to put a large scale development. The core site would provide 600 dwellings. If this is then combined with the 2 sites from option A (150 dwellings) and option B (360). this would give a total of 1110. There used to be a school on the Lea Castle site (Alexander Patterson School). I don't know if the building is still there but, if so it could be refurbished and bought back into use. This would follow the view expressed in the Plan to minimise the number of sites in a more concentrated strategy.</p> <ul style="list-style-type: none"> • The Sion Hill School site is close enough to Lea Castle to consider using the land for a school rather than 60 dwellings. The shortfall could be taken up by encouraging larger existing houses to be converted to flats (Policy 18D) or old factories down Green street or elsewhere to be developed into flats. • This could take us at least 10/12 years into the future to get these dwellings built or at least agreed. At this time the plan could be reviewed in the light of the changed requirements at this time which may or may not require the need to develop on greenfield sites. I know people who have houses on the Spennells estate. They have been advised when purchasing the property that there are in place plans to build on land on the edge of this estate. Presumably, this land already designated could be used for more dwelling if required.
	LPPO4770	6.57 Alternative Sites	Comment	<p>The following are either brownfield, empty or vacant properties that should be developed before any Green Belt land is used thus creating a mixture of low cost starter houses, inner city living apartments and canal side properties which would bring people and life back into the centre of Kidderminster, will support shops, coffee shops, restaurants, pubs and in turn create a vibrant town centre without building on Green Belt.</p>

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				<ul style="list-style-type: none"> Lea Castle – Potential for 1000 houses which would also then be eligible for a new school. If the planned number of house on this site increases then a new school could be accommodated here to avoid further congestion, it is well screened from major roads which would also add to the look of the area. Sion Hill (School) now derelict and in need of demolition Timber yard (opposite Weaver's Wharf) Empty buildings (by Matalan) Wyre Forest Golf Club site (owned by the council) now unused. Crown House – develop into flats for inner city living or demolish The old Magistrates Building could provide refurbished apartments <p>I understand there are currently over 1000 empty residential properties around Wyre Forest, these need to be utilised before any building work on new homes begins.</p> <p>Outlying areas such as Stourport, Bewdley, Wolverley, Chaddesley Corbett, Blakedown, Mustow Green etc appeared to have been left out or hugely overlooked in this review.</p> <p>In addition any land lords with empty properties should be made to put these back into the housing stock either for rent or for sale. We cannot have properties sitting empty whilst we use up Green Belt land. The Council should also lobby Parliament to change any laws to ensure landowners do not keep empty properties which are detrimental to the local area e.g. Crown House and Worcester Street.</p> <p>Further to this we may have land in the area which is owned by developers who are not building due I expect due to the lack of profit available. Any planning permission already granted to such developers need to develop these sites without delay, any future planning permission given should have a time period</p>

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				that states any building work is started & completed within that time scale.
	LPPO4747	6.57 Alternative Sites	Comment	Lea Castle could accommodate 1000 houses as the infrastructure is already in place, by increasing the planned number of houses on this site a school could be accommodated here to avoid further congestion.
	LPPO4543	6.57	Comment	I would request also that other brownfield sites within the parish of Cookley and Wolverley are also considered i.e. Brown Westhead Park in Wolverley which was a former army hospital in WW2.
	LPPO3426	Brownfield Sites	Comment	I urge the Council to re-consider brownfield sites such as space left by Glades and Lea Castle. Developing our pitiful town centre would help to regenerate this area. The town definitely does not need any more supermarkets.
	LPPO3853	6.57	Comment	<p>Develop all the small plots of land that has already had buildings on previously.</p> <p>The old Sladen school site, Sion Hill Middle school site the Glades on Bromsgrove Street site instead of taking what seems to be the easy option of churning up large swathes of virgin Green Belt land.</p> <p>A village at Lea Castle has been suggested which would be large enough to support economic advantages to schools/education and infrastructure in the immediate community.</p>
	LPPO4608	6.57 Alternatives	Comment	<p>There are brownfield sites that are not even on the plan, for example Brown Westhead Park in Wolverley (former army hospital with WWII buildings all over it, partially owned by the council and with limited economic benefit to the area; and the site of the old quarry on the opposite side of the B4189 to the above site.</p> <p>There is brownfield land still not built on behind The Range at Crossley Park in Kidderminster.</p> <p>I also strongly suggest that you consider other brownfield sites such as those I have outlined in Wolverley to share the housing quota which is due to Wolverley</p>

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				and Cookley Parish.
	LPPO4613	Extended Lea Castle	Support	I understand the need for more houses in Britain, but I fully believe that these houses have to be built with sustainability in mind. If you are looking to encourage people to move to Kidderminster and invest in the local area, you need to provide these residents with services, such as schools and public transport. This would all be possible with extending the planned building on the Lea Castle site. Developing a sustainable village would allow for a school to be built, a bus service and a village centre. This would be much more desirable. To me, it is clear that building a village on Lea Castle is the only option that is viable and sustainable.
	LPPO4614	Extended Lea Castle	Support	The Lea Castle ‘Sustainable Village’ plan as put forward by ‘Offmore Comberton Action Group-Local Plans’ should be taken up. This proposal is futuristic, a new community which many people would love to live in, not dollops of development strung out across the Green Belt.
	LPPO4663	6.57 Alternatives	Comment	<p>I strongly suggest that you consider other brownfield sites such those I have outlined in Wolverley to share the housing quota which is due to Wolverley and Cookley Parish.</p> <p>On page 178 Justification 31.1 it states “there is insufficient sustainably located readily available brownfield or non-Green Belt land to accommodate the necessary housing and employment growth required in the plan period.” I would counter that:</p> <ul style="list-style-type: none"> • There are brownfield sites that are not even on the plan, for example Brown Westhead Park in Wolverley (former army hospital with WWII buildings all over it, partially owned by the council and with limited economic benefit to the area; and the site of the old quarry on the opposite side of the B4189 to the above site. There is brownfield land still

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				not built on behind The Range at Crossley Park in Kidderminster.
	LPPO4524	6.57	Comment	<p>There are many empty and unused sites: The old Magistrates Courts and other empty units in Worcester Street; Park Lane factory buildings - empty and decaying; Mill Street seems to have numerous unused and empty sites; Crown House; Easter Park still has empty units - perhaps a change of land use should be considered here since, after seven years we still do not need so many retail units there.</p> <p>There is still a long way to go with the new development at the former British Sugar site - why can't we hold off on any drastic commitment until we see a clear need?</p>
	LPPO4531	6.57	Comment	Are you sure there are no more brownfield sites that could be utilized. Let's start by pulling down Crown House and replacing it with a residential property. Are there no buildings in New Road and Green Street that are not being used but could be converted into homes.
	LPPO4016	Paragraph 6.57	Object	<p>I note that the current local plans propose using some land at Lea Castle to help meet housing allocation targets. Consideration should be given to not only including Options A & B but also extending the site to sue land up to Wolverhampton Road and extending the site up to Axborough Lane. The additional land at these sites could create a sustainable community of 2,000-2,500 houses and:</p> <ul style="list-style-type: none"> • be large enough to support a 2 form entry primary school • also support a village centre, but not put a burden on that community • capable of sustaining a bus service • offer scope for live-work units • and be in the catchment of Wolverley High School- positively impacting on

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				<p>its long term viability</p> <p>I'm concerned that no consideration has been given to looking at meeting some of housing allocation targets by developing out on land to the North/West of Kidderminster. For example some new stock could be reasonably developed near the Ferndale estate.</p>
	LPPO4028	Alternatives	Support	<p>A possible alternative is to start using brown sites to build on such as Sion Hill middle school and derelict buildings inside the town such as the old Woolworths and many more buildings down Worcester Street. Other weaknesses of Kidderminster that could be worked on includes the stretched GP services, few major high value employers and Kidderminster town centre, none of which will be achieved through increasing the population.</p> <p>The plan in option A mention building 600 hundred houses, on the old Lea Castle site, would it more viable to build more houses in this area as well as a school and shops, not only would this be a beautiful place to live you will be generating more jobs.</p> <p>The plan also hasn't considered other surrounding areas such as Blakedown which would be much more viable for access to Birmingham.</p>
	LPPO4881	6.57 Alternatives	Support	<p>Transferring the Option A Lea Castle extension land, to Option B</p> <p>Your plan also makes no reference to the possibility of using the extensive land surrounding Blakedown. This would be an important consideration, as here, there is scope to extend car parking at Blakedown train station.</p>
	LPPO4874	6.57 Extended Lea Castle	Support	<p>Providing the stops are in place on Hurcott Lane and Hurcott Road full development of the Lea Castle site, which I understand could provide up to 2000 dwellings, seems the most logical step to develop the eastern side of</p>

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				Kidderminster, if that is deemed necessary, despite there being availability of land in other areas. If Lea Castle were developed to its full potential there would be cost savings on infrastructure and in particular utilities. It would also offer the ability to offer a mix of affordable housing far in excess of that which would be provided on the Hurcott sites. Additionally it would be self sufficient in terms of local amenities, schooling and medical facilities, which would then not be a drain on overstretched Cookley.
	LPPO4457	6.57	Comment	We urge the government to build on the brownfield sites within Kidderminster which will regenerate the town centre.
	LPPO4226	Alternatives	Comment	Redevelop the old post office and derelict factory buildings in Kidderminster.
	LPPO4300	Alternatives	Comment	I would also like to suggest the use of the Kidderminster golf course as part of the re-development plans. The golf course could be re-located in some of the proposed building area and hence maintain the precious Green Belt.
	LPPO3805	Paragraph 6.57	Support	I suggest that the tower above the old post office at the Bull Ring Kidderminster is converted into affordable apartments clad in non-combustible material to improve aesthetics.
	LPPO3143	Alternatives	Comment	Under Planning Policy Statement 3 for housing priority for development should be previously developed land, in particular vacant and derelict sites and buildings. This area of land has only a small footprint of buildings. Other areas with more previous development in particular vacant and derelict sites and buildings would be more suitable. Without development previously used land has a detrimental affect on area.
	LPPO4511	6.57 - Extended Lea Castle	Support	As an alternative, I'm throwing my weight behind the Lea Castle "Sustainable Village" plan outlined by the OCAG-LP. The current draft WFDC Proposals in Options A and B propose using some of the land at Lea Castle. I propose extending

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				<p>this by including not only Options A and B, but also extending the site to use the land up to the Wolverhampton road and at the rear of the Lea Castle site, extending the site up to Axborough Lane. I also believe that there might be a possibility of some development on the western side of Wolverly Rd towards Sion Hill to link with development at the Sion Hill Middle School site.</p> <p>This plan would be large enough to support a new 2 form entry Primary school, a new village centre, a sustainable bus service and would also be in the catchment area of Wolverley High School. And that's only scratching the surface.</p> <p>Please at least seriously consider this alternative plan.</p>
	LPPO4548	Extended Lea Castle	Support	<p>It would be far preferable to create a sustainable village at the Lea Castle site. Extend the site up to Wolverhampton Road and to Axborough Lane. Include the required primary school and a village centre to minimise impact on Cookley. It would be in the Wolverley High School catchment.</p>
	LPPO3643	Paragraph 6.57	Comment	<p>I would like to suggest:</p> <ul style="list-style-type: none"> • Lea Castle blue print only. • Westhead park Wolverley • Site of the old Quarry. <p>Plus we have a town centre sitting empty, why not turn he empty shops, disused offices into dwellings, thus surrounding the new eateries, making Kidderminster a more attractive enticing place to live and socialise.</p> <p>I also believe that our area needs to be more innovative in our buildings and become a known area for a sustainable district of innovative non traditional building method. We started off right with the council building why not for all</p>

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				<p>future homes and business development more fitting to our landscape, after all Wyre Forest is known for its Oak trees and we have vast farming for straw/hay for strawbale.</p> <p>This alone would bring in visitors to our area and make people want to migrate.</p> <p>I hope we can all work together closely to make the Wyre Forest an area we can all be proud of for future generations.</p>
	LPPO3334	Alternatives	Comment	There are brownfield and infill sites available that have not be considered/identified, these need to be used before any development on greenfield sites.
	LPPO3120	Alternative Sites	Comment	<p>Bromsgrove St. (BHS/2): I do not feel that Kidderminster needs another cinema with a multi-storey or more shops. This would release more land for housing. Perhaps some of the empty shops in the town could be converted into housing thus bringing life back into Worcester Street.</p> <p>Sion Hill School (WFR/WC/18): Develop the playing fields and extend this development down to the Wolverhampton Road.</p> <p>Lea Castle (WFR/WC/15): Extend the Lea Castle site to use the land up to the Wolverhampton Road and at the rear of the Lea Castle and extending the site up to Axborough Lane. This is my preferred option as it would create a sustainable community with its own Primary School, health facilities, shops etc. This larger community would alleviate any issues that a smaller site would have on Cookley Parish.</p> <p>There are no proposals for any development on the north/west of Kidderminster e.g. The rear of Ferndale Estate could be developed.</p>

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	LPPO3327	6.57 Alternative Sites	Support	<p>An alternative would be to develop brownfield sites and Kidderminster Golf club, potentially widening Deansford Lane.</p> <p>Using the Lea Castle Centre would offer a centred separate community for new housing.</p>
	LPPO3107	Alternatives	Comment	<p>Alternative proposals to be considered:</p> <p>Increase Lea Castle land up to the Wolverhampton Rd, Axborough Lane and the Stourbridge Rd. Also on the western side of Wolverley Rd linking to the Sion Hill Middle School site. to create a sustainable community with new primary school and shops and the capacity to sustain a bus service. As a feeder school to Wovlerley CE High School it will also have a positive impact on the high schools long term future.</p> <p>Proposal of industrial development at Hodge Hill other empty units at industrial sites not being filled so need no further development.</p> <p>I hope these alternative proposals can be taken into consideration</p>
	LPPO4041	Paragraph 6.57	Comment	<p><u>My proposals</u></p> <p>I believe the number of properties required in the Wyre Forest from 2019 to 2034 has been vastly over-estimated by both the Objective Assessment of Housing Need (OAHN) by AMION and the Local Plan Review (the Wyre Forest housing requirements has only grown by 1000 in the last 15 years) and I believe the housing requirements should be met in order as follows:</p> <ul style="list-style-type: none"> • identify and bring back into use all vacant housing properties in Wyre Forest

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				<ul style="list-style-type: none"> • identify and develop housing on all vacant brownfield sites • use the land banked areas • review the Kidderminster Town centre plan to revitalise the centre of the town as follows: <ul style="list-style-type: none"> ○ consider converting to living accommodation many of the empty smaller shops ○ scrap the plans to build a cinema on the old leisure centre and build properties (flats and small houses on this area) ○ convert the old Woolworths and if necessary the Littlewoods store into a cinema and bowling alley ○ demolish the old Crown House building and redevelop this area as originally planned ○ build an enclosed two-way escalator access from Worcester Street to the Bromsgrove Streetcar park to bring people into town ○ consider making the Bromsgrove Streetcar park multi- storey with apartments on top. If not build on the "smaller areas" nearer Prospect Hill ○ convert the old law courts to apartments ○ is the old health centre now fully utilised now the new one has been built? If not part-demolish and build housing ○ develop the area that was fire damaged on the corner of New Road and Bridge Street • consider small scale developments in Wolverley • consider developments in Blakedown as the station is being upgraded and a bigger car park is being built Although they now have a neighbourhood Plan this was not in existence when this consultation started and should be ignored • develop Lea Castle for housing as per the Local Plan <p>If it is found after developing all brownfield sites that further housing is still</p>

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				<p>required THEN and ONLY THEN extend Lea Castle to Axborough Lane to the east towards Stoubridge Road and the west towards the Wolverhampton Road and get the developers to contribute to new roundabouts on both roads. The roundabout on the Stoubridge Road will hopefully help to cut down the number of serious and fatal accidents on this stretch of road. This developed area in and around Lea Castle could then become a new village with it's own school, shops and health centre.</p> <p>This village could also be extended south of Park Gate Road if there was the need.</p> <p>If you still a requirement after this has all been completed the take up the remaining parts of option B as this is much more dispersed and requires less Green Belt than option A</p> <p>I believe there are enough suggestions in "My Proposals" above that would enable significant housing demands to be met in a priority which will not only be fair and satisfy most of the Wyre Forest population but will also bring life back into the town which Kidderminster desperately needs.</p>
	LPPO3746	Selba Drive	Object	<p>The land was handed to the Council on the understanding that it would be left as open access land and green space for people to enjoy, not to be built on.</p> <p>It is well used by a great amount of people both young and old for many purposes and should remain as such.</p>
	LPPO4129	6.57 extend Lea Castle	Comment	<p>As a first point we are surprised that the development of the largest brownfield site in the area, (the former Lea Castle complex) is subject to such a restricted plan whereas the major part of the plan is centred on Green Belt land. The complete development of this site would simply be a return it to being fully developed, albeit for a different purpose. The full development of this would directly</p>

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				<p>inconvenience by far the lowest number of existing house holders and due to the fact that most of the site is hidden from people travelling through the Wyre Forest area so the impact on the general attractiveness of the east of the town would not be impacted to such a great degree. We accept that the development of the land bordering the Stourbridge Road, between the Park Gate and Axborough, would be visible to travellers, but less than a dozen existing residents would be directly affected.</p> <p>The nature of the former use of this site means that the subterranean infrastructure is far greater than the footprint of the former buildings. This infrastructure and existing utilities on site, would also make development cheaper, quicker and inflict less disturbance on residents surrounding the site.</p> <p>There would also be the advantage of the development of a village atmosphere that would not be true of the ribbon development proposed. This site also provides existing access to major roads into and out of the 'village' that would not impact the locality so badly. It also completely eliminates the danger of providing a 'cut through' and provides a selfcontained safe village type community</p> <p>We are also surprised by the lack of utilisation of the Sion Hill school site. The explanation that it is to be retained for St Oswald's school does not bear scrutiny. The former school playing field was far too large for the former secondary modern school. The adjoining fields leading down to the A449 would also increase the available building land by an extensive extent, again with little or no impact on the tiny number of local residents. This would also add to the village feel to the development, benefit existing schools and provide a local infrastructure of shops and community buildings. We submit that this would far better serve all concerned than the poorly thought out ribbon development of Offmore, that will blight the area for a far larger number of existing residents and at a greater cost, both financial and aesthetic to locals and visitors alike.</p>

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	LPPO4590	6.57	Comment	Why is the expanded Lea Castle site included within Option B not included in Option A and why is Blakedown excluded completely.
	LPPO4504	6.57 Alternatives	Comment	<p>Before any Green Belt is built on all Brownfield sites should be used first including Sladen and Sion Hill School sites. There are also many empty shops in Kidderminster which should be considered perhaps to provide apartments at reasonable prices. It would enhance the area which is very run down and does nothing to encourage visitors to return. There are also empty factory sites within the town which could be utilised in the same way.</p> <p>What about the area to the North of Kidderminster between Habberley, Franche Fairfield and Wolverley where there is a lot of open unused land surely this should be a consideration.</p> <p>I believe that a better option would be to create a new village on the Lea Castle site. The current proposal is for 600 homes, if this was extended to use land at the rear of the site and also include land up to the Wolverhampton Road and up to Axborough Lane it would become a fully sustainable community of 2000 homes or more. It could support its own Primary School, Bus Service and shops etc. It is a perfect site which is surrounded by Woodland and trees and therefore would not have a negative visual impact.</p>
	LPPO4603	6.57 Alternatives	Comment	<p>There are brownfield sites that are not even on the plan, for example Brown Westhead Park in Wolverley (former army hospital with WWII buildings all over it, partially owned by the council and with limited economic benefit to the area; and the site of the old quarry on the opposite side of the B4189 to the above site. There is brownfield land still not built on behind The Range at Crossley Park in Kidderminster.</p> <p>I also strongly suggest that you consider other brownfield sites such those I have</p>

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				outlined in Wolverley to share the housing quota which is due to Wolverley and Cookley Parish.
	LPPO4635	6.57 Alternatives	Comment	There are brownfield sites that are not even on the plan, for example Brown Westhead Park in Wolverley (former army hospital with WWII buildings all over it, partially owned by the Council and with limited economic benefit to the area. Similarly the site of the old quarry on the opposite side of the B4189 to the above site seems to have also been overlooked. There is brownfield land still not built on behind The Range at Crossley Park in Kidderminster. I strongly suggest that you consider other brownfield sites such those I have outlined in Wolverley to share the new build quota.
	LPPO4642	6.57 Blakedown	Comment	I believe the Local Plan should include Blakedown given the recent new residential development there and as parking at Kidderminster station cannot easily be increased but could be at Blakedown.
	LPPO4527	Ferndale	Comment	WFDC are wrong not to propose ANY development on the North/West of Kidderminster where 100-200 houses could be developed at the rear of the existing Ferndale Estate.
	LPPO4441	Alternatives	Comment	<p>Kidderminster no longer has a thriving carpet factory industry and indeed there have been a number of well publicised redundancies at the remaining carpet factories in recent months. Another major employer in the area, SeaLine, has also closed down in the last couple of years. We do not have the industry, manufacturing or otherwise, to support a growth in the population and there is little to attract young, ambitious people to work in the area outside of retail and tourism jobs. Highly skilled workers and those with advanced qualifications such as degrees, frequently have to go elsewhere to find jobs suited to their requirements as they cannot find them in Wyre Forest.</p> <p>The town centre has a considerable number of empty retail units, some of which</p>

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				<p>have unfortunately been vacant for a number of years. Worcester Street presents a depressing sight with lots of empty shops and “to let” signs.</p> <p>As an alternative, I would prefer that the Council focusses on using existing brownfield sites for housing and development instead of unnecessarily destroying designated Green Belt. I feel that there are a number of opportunities to rid Kidderminster of unsightly and often derelict properties, some of which have been in this condition and blighting the town for years rather than months. For example, the area near Matalan on Park Street has several old, unsafe buildings and also the old timber yard next to Matalan. The old law courts building has also been empty for a long time and I am sure that there are a number of other possibilities. I would also urge the Council to use the land at the former Lea Castle Hospital for housing development instead of Spennells Fields and The Captain’s Pool and The Lodge areas.</p> <p>In summary, I do not think that the numbers projected by the Council are realistic, based on the lack of population growth over the last 10 years and the lack of industry and jobs to attract new people to the area. If these numbers are in dispute, there is no need to build 6000 new homes on Green Belt land. I accept that some new homes will be required, but think that existing brownfield sites and the former Lea Castle Hospital site should be used instead of destroying our beautiful countryside.</p>
	LPPO4686	6.57 Alternatives	Comment	<p>On page 178 Justification 31.1 it states “there is insufficient sustainably located readily available brownfield or non-Green Belt land to accommodate the necessary housing, and employment growth required in the plan period.” This is not so I would counter that for two reasons:</p> <p>There are brownfield sites that are not even on the plan, for example Brown Westhead Park in Wolverley (former army hospital with WWII buildings located all</p>

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				<p>over it, partially owned by the council. These appear to have very limited economic benefit to the area.</p> <p>There is also the site of the old redundant quarry on the opposite side of the B4189 to the above site. There is also brownfield land still not built on behind The Range at Crossley Park in Kidderminster.</p> <p>There was also an application to build housing on the Churchfields site Kidderminster that remains un-developed, since the application was not allowed in 2015.</p> <p>Why is it these sites are not under consideration? Just because the government of the day allows you to build on greenfield sites, it does not mean you have to, especially when the above sites could be considered.</p> <p>I believe you have a duty to fully explore these options and give clear and transparent reasons to the public why you may not take them into account. I strongly suggest that you consider brownfield sites such those I have outlined.</p>
	LPPO4692	6.57 Alternatives	Comment	<p>Suggestions:</p> <ul style="list-style-type: none"> Development of Lea Castle for sustainability. Widening of Deansford Lane - offers a sensible non destructive alternative. <p>There are plenty of other development sites that will not impact local residents.</p>
	LPPO3646	Selba Drive	Object	<p>This area is used by many local residents for social activities (children playing or dog walking) removal of this would cause local people to have to go further away from their homes to continue these activities</p>

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				<p>9 homes would approximately mean another 18 vehicles (2 per household seems quite normal), which would need to be catered for in Selba Drive.</p> <p>In addition, the current excessive parking at the junction of Selba Drive & Westminster Road has already caused many people to complain to the council. This is before the introduction of more vehicle traffic.</p> <p>With the new houses also built in the site of the Cooper's Arms (again with inadequate parking), it will increase on road parking at the other end of Westminster Road.</p> <p>There are plans to remove the old garages and put 4 more houses in the same site. Many cars go up there as it is, where are those meant to park once the work starts / completes?</p> <p>There is not enough space for the current number of vehicles. Adding potentially 18 more vehicles to park and use these roads will cause more problems.</p> <p>I can see a future of parking problems that will be a constant source of complaints.</p> <p>In a nut shell, this area cannot accommodate the traffic that will arise from this development.</p>
	LPPO4429	Alternatives	Comment	The council should prioritise the development of brownfield land such as the rest of the Silverwoods estate, the old Sladen School site and Sion Hill School, to meet the shortfall in housing which is provided as the reason for the proposal.
	LPPO4702	6.57 Alternatives	Comment	Justification 31.1 it states “there is insufficient sustainably located readily available brownfield or non-Green Belt land to accommodate the necessary housing and

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				<p>employment growth required in the plan period.” I would counter that:</p> <ul style="list-style-type: none"> There are brownfield sites that are not even on the plan, for example Brown Westhead Park in Wolverley (former army hospital with WWII buildings all over it, partially owned by the Council and with limited economic benefit to the area; and the site of the old quarry on the opposite side of the B4189 to the above site. There is brownfield land still not built on behind The Range at Crossley Park in Kidderminster. <p>I also strongly suggest that you consider other brownfield sites such those I have outlined in Wolverley to share the housing quota which is due to Wolverley and Cookley Parish.</p>
	LPPO4707	6.57 Alternatives	Comment	<p>Justification 31.1 it states “there is insufficient sustainably located readily available brownfield or non-Green Belt land to accommodate the necessary housing and employment growth required in the plan period.” I would counter that:</p> <p>There are brownfield sites that are not even on the plan, for example Brown Westhead Park in Wolverley (former army hospital with WWII buildings all over it, partially owned by the council and with limited economic benefit to the area; and the site of the old quarry on the opposite side of the B4189 to the above site. There is brownfield land still not built on behind The Range at Crossley Park in Kidderminster.</p> <p>I also strongly suggest that you consider other brownfield sites such those I have outlined in Wolverley to share the housing quota which is due to Wolverley and Cookley Parish.</p>
	LPPO4157	Lea Castle	Support	<p>The Lea Castle site could be adopted as suitable for an initial large scale development, incorporating appropriate infrastructure such as schools, shops, GP</p>

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				surgery, transport links, etc.
	LPPO3160	Alternatives	Comment	We would like more consideration of developing brownfield sites, including the town centre.
	LPPO3166	Alternatives	Comment	We would like more consideration of developing brownfield sites, including the town centre.
	LPPO3168	Alternatives	Comment	<p>Land is a precious resource, we need affordable housing to be built, but there are alternative Brownfield sites in Kidderminster and the surrounding areas. These could and should be used first.</p> <p>Kidderminster town centre has opportunities for housing development. Use the existing infrastructure and consider building residential units or change of use.</p>
	LPPO3212	Alternatives	Comment	<p>Extend the area to build on at Lea Castle include all the land from the A449 to A451 and to Axborough Lane.</p> <p>Consider land at the rear of Ferndale estate.</p> <p>Brownfield sites should be built on before destroying the Green Belt. Sladen school and Sion Hill school sites have still not built on. Do we need so many houses?</p>
	LPPO3608	Extended Lea Castle and Ferndale	Comment	<p>I would like to propose the use of land at Lea Castle, this could be extended to use land up to the Wolverhampton Road and at the rear of the Lea Castle site, extending up to Axborough Lane. There could also be some development on the Western side of Wolverley Road towards Sion Hill which would link with the development at the Sion Hill Middle School site.</p> <p>This development could create a sustainable village with all the required infrastructure to support it. It would support a village centre and would be large enough to support a primary school. The village would be able to sustain a bus</p>

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				<p>service and would not impact on the community of Cookley.</p> <p>In addition to this I feel that, WFDC should propose some degree of development on the north/West of Kidderminster and feel it would be reasonable to develop land at the read of the existing Ferndale estate which could accommodate 100-200 houses.</p>
	LPPO4891	6.57 Alternatives	Comment	<ul style="list-style-type: none"> There are brownfield sites that are not even on the plan, for example Brown Westhead Park in Wolverley (former army hospital with WWII buildings all over it, partially owned by the council and with limited economic benefit to the area; and the site of the old quarry on the opposite side of the B4189 to the above site. There is brownfield land still not built on behind The Range at Crossley Park in Kidderminster. <p>I also strongly suggest that you consider other brownfield sites such those I have outlined in Wolverley to share the housing quota which is due to Wolverley and Cookley Parish.</p>
	LPPO4893	6.57 Alternatives	Comment	<p>Green Belt land should not be removed when suitable alternative sites could – and should - be used e.g. further development of the Sugar Beet site, the Lea Castle campus and city centre developments.</p>
	LPPO3828	6.57	Comment	<p>I would like to propose the following:</p> <p>That consideration is given to developing firstly all the existing brownfield areas within Kidderminster. The most significant being the former Sladen and Sion Hill school sites.</p> <p>The former Lea Castle hospital site near Cookley, which is already earmarked for a development of 600 dwellings. This will put pressure on the existing facilities in Cookley namely the primary school and doctor's surgery. If this were to be</p>

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				increased to around 2,000 dwellings then the development would be eligible for its own school, bus service route and doctor's surgery, taking the pressure off the village of Cookley. As this area is on the other side of the A449 and already well screened by woodland it would not have a significant visual impact on the village.
	LPPO3555	Alternatives	Comment	Brownbelt land must be utilised, empty Kidderminster shops to incorporate apartments above, utilise the top of Park Lane, behind Matalan in Kidderminster, properties in Green Street opposite Aldi.
	LPPO3860	6.57 Lea Castle and Ferndale	Object	<ul style="list-style-type: none"> • Other options are more suitable. • why not development at the rear of existing Ferndale Estate.
	LPPO3763	Alternatives	Comment	<p>There is flatter land potentially available where the recently closed golf course is. It is a much larger plot of land so could accommodate quite a significant estate rather than the 80 properties being considered at present. It would also seem to be suitable on other levels such as traffic access as it is in closer proximity to the Stourport/Kidderminster dual carriageway.</p> <p>The only down side I can see compared to the existing proposal is that the council do not currently own the golf course land.</p>
	LPPO4907	6.57 Alternatives	Comment	<p>It states "there is insufficient sustainably located readily available brownfield or non-Green Belt land to accommodate the necessary housing and employment growth required in the plan period." I would counter that:</p> <p>There are brownfield sites that are not even on the plan, for example Brown West head Park in Wolverley (former army hospital with WWII buildings all over it, partially owned by the council and with limited economic benefit to the area; and the site of the old quarry on the opposite side of the B4189 to the above site. There is brownfield land still not built on behind The Range at Crossley Park in</p>

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				<p>Kidderminster.</p> <p>I also strongly suggest that you consider other brownfield sites such those I have outlined in Wolverley to share the housing quota which is due to Wolverley and Cookley Parish.</p>
	LPPO4915	6.57 Alternatives	Comment	<p>The plan has not considered Blakedown. Section 13.21 and 13.22 recognises that parking at Kidderminster Railway station cannot be expanded easily but there is scope at Blakedown. I believe the Local Plan should be revisited to include Blakedown particularly given the recent new residential development in that area.</p> <p>The Local plan is biased. It should also cover Blakedown. It is not in accordance with the guidelines for Public Consultation and falls short of both YouGov and Rural and Town Planning Institute best practice and needs to be revisited.</p> <p>Kidderminster town centre as it is now is devastated. With the retail sector hit so hard by internet sales it seems unlikely that we can revitalise the old high street to sustainable levels. So why is nobody talking about converting the old Woolworths/Littlewoods buildings into nice new apartment blocks with plenty of accessible parking at the rear and only a short walk to both the station and weavers wharf and how this might help to stimulate the local economy in more effective ways?</p>
	LPPO4533	Extended Lea Castle	Support	<p>I believe a larger development at the Lea Castle site should be built to create a sustainable community with a new Primary School and a village centre. This would incorporate options A and B at Lea Castle and extend the site to the Wolverhampton Road, to the rear of the Lea castle site and to the Axborough Lane.</p>
	LPPO4454	Alternatives	Comment	<p>Are there really no brownfield sites left to develop?</p>

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				<p>I would like to see a more dynamic approach to bringing the centre back to life with apartments. Perhaps reduce the number of shops to provide land. Many shopping streets are now a relic of pre-retail park days. There are also tracts of old carpet factories used for small businesses. Not a good use of city centre land.</p> <p>I can't see any mention of eco-housing. Surely all proposed housing should far exceed minimum insulation standards and incorporate solar panels as standard.</p>
	LPPO4460	Alternatives	Comment	Use brownfield sites plus significant use of the Lea Castle area which will have minimal impact on the present residential population.
	LPPO4751	6.57 Alternative Sites	Comment	<p><u>Objective: To plan for Long Term Sustainable Development</u></p> <p>There's a clear need for a robust and approved local plan to be in force and for adequate land to be set aside for realistic, planned future development. However before any consideration, at all, is given to the re-designation of Green Belt land, there are other alternatives which should have prior consideration:-</p> <p>Brownfield sites – These include:- Victoria carpets' former sports ground; Kidderminster Golf Club and Car Park; Land North of Bernie Crossland Walk (Rear of Chester Road South); Land South of Bernie Crossland Walk; Chester Road South Service Station; Land at 78 Cherry Orchard; Comberton Place; Lea Street School; Stadium Close (also Aggborough Stadium); The former Polish Club;</p> <p>Other sites, including those in Stourport and Bewdley should be identified. These include, but not exclusively: Former school sites (including playing fields) at Sladen, Sion Hill, Stourminster and Blakebrook Schools, in Kidderminster and, maybe others in Stourport and Bewdley; the former Sugar Beet Factory site – A higher density of housing is probably feasible; the Lea Castle site – suitable for high density, affordable housing; the former Wyre Forest Glades site – should be re-designated for high density affordable housing; Redundant shops/offices in town</p>

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				<p>centres and elsewhere are suitable for conversion, or demolition and redevelopment:</p> <p>Kidderminster has numerous longstanding vacant premises, which are likely to attract only low rental occupation. Competition from Merry Hill, Worcester and, ever increasingly the internet, has had and will continue to have, adverse effects on the retail trade. The future retail needs of the town can be met by the Weavers Wharf development and Vicar Street. The remainder of the town (including the former 'Woolworths' and 'Littlewoods' sites and other empty shops in Worcester Street) is, therefore, potential for redevelopment. A massive area, extending to the former 'Glades' Centre and the Ring Road, is ideally suited for high density, affordable housing, which in present circumstances, appears to be much more important than more shops/cinema etc.</p> <ul style="list-style-type: none"> • Stourport has vacant shops and office space which could be considered for domestic use. • Bewdley also appears to have unoccupied properties and, in particular the HSBC has recently moved out of its premises. Town centre domestic units can be very attractive, particularly to young people. • Crown House – One of the worst eyesores in the UK. This would be best suited for urban open space but the site could be considered for domestic redevelopment. • Swan Centre – One of the least frequented shopping centres in the region. This could be demolished and re-developed. <p>N.B. Compulsory purchases of town centre properties should be considered, where owners of designated units are reluctant to sell.</p> <ul style="list-style-type: none"> • Park Lane Kidderminster – vacant sites include long disused mill units opposite the Matalan site, the former 'Jewson' site and other possible

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				<p>development land nearby. These may have been earmarked for an extension to Weavers Wharf but, in present circumstances, housing appears to be the priority.</p> <ul style="list-style-type: none"> • Aggborough Stadium. -The prospect of Kidderminster Harriers removing to the training ground site in Stourport Road has recently come to light. This would leave the stadium and car park site available for substantial, high density housing, in keeping with existing development of the surrounding area. This, it would appear, has not been taken into consideration in the Council's planning. • The large site adjacent to 'Tesco' in Stourport – this is already fenced off and designated for development, but has remained undeveloped for several years. • The former sewerage treatment site in Wilden Lane, Hoobrook (backing on to McDonalds). • The development of open areas presently used for car parking. This would require the provision of multi-level car parking in the 3 towns. • Existing domestic properties within the 3 towns and available for purchase and redevelopment - possibly small sites suitable for one or two houses, properties available for demolition and use of large gardens. • The Countryside - Sensitive developments, especially where existing main roads provide essential access, e.g. Shenstone (A450), Mustow Green/Harvington/Stone (A448/A450), Low Habberley (B4190) and land at the junction of the A449 Wolverhampton Road/B4189 Wolverley Road and Park Gate Road etc. etc. • Local villages/residential areas – small housing developments in keeping with existing structures and avoiding essential Green Belt where possible. e.g. Chaddesley Corbett, Cookley, Wolverley etc. etc. <p>N.B. "The modern trend of developing small 'pocket' communities has much to</p>

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				<p>commend it, when compared to the impersonal facelessness of large estates”.</p> <ul style="list-style-type: none"> Reviews - Sites where previous applications for planning permission have been refused should be reconsidered – these are likely to be numerous. Priorities for the future are changed and decisions now outdated. <p>N.B. It is unfair that the south-east of Kidderminster has borne the brunt of expansion over the last 4 decades and is again in the forefront for planned new development.</p> <p>There are other Green Belt and other areas in Wyre Forest, around Kidderminster, Stourport, Wribbenhall, Bewdley and the local villages (not considered in either Option A or Option B), with potential access from existing main roads.</p>
	LPPO4505	6.57 - Extended Lea Castle	Support	Support Lea Castle
	LPPO4172	Alternatives	Comment	Has site of Glades Leisure centre been considered for apartments? Can old part of the Kidderminster Town Centre be turned into apartments?
	LPPO4509	6.57 Alternatives	Comment	<p>Primary areas for development need to be areas already used, brownfield sites. The development of Lea Castle site is a much needed area of development. The site itself already contains the basic needed for a housing complex and the road network is such that it can take the weight of traffic.</p> <p>Development that allows for the building of the eastern relief road enables people to be connected to major road networks, allowing them to commute without getting gridlocked in town traffic.</p>
	LPPO4638	6.57 Alternatives	Comment	Use brownfield land for affordable housing
	LPPO3793	6.57	Comment	I am emailing to oppose the planning for building to take place on Green Belt land to the east of Kidderminster. I cannot see why these proposals would be made

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				<p>when there is perfectly good land to be built on at Lea Castle, especially as this site could be used as a sustainable village. There is also land to be used on the existing Ferndale estate that seems perfectly reasonable to me for at least 200 houses.</p> <p>To build on the proposed Green Belt land would be an intrusion on the beautiful wildlife that inhabit there and a visual intrusion to the stunning land also. There are many endangered bird species that would be affected and I personally think it would be a crime to damage that.</p> <p>I truly hope you take Lea Castle and the Ferndale estate into consideration before destroying our lovely countryside.</p>
	LPPO4652	Extended Lea Castle	Support	<p>I would suggest that an <u>Option C</u> should be considered, that utilises more than the designated area around Lea Castle, and builds sufficient houses there to justify a school, and a shopping and community centre. Residents could then do local shopping on site and not need to travel so often to the town centre.</p> <p>I am not commenting out of self-interest, I am thinking of future generations who could have their own school in an enlarged Lea Castle complex.</p>
	LPPO4679	6.57 Alternatives	Comment	<ul style="list-style-type: none"> Use existing empty properties in the town centre (eg. Woolworths site), for the proposed leisure complex (cinema/bowling alley) or move it more towards the Weavers Wharf area to stop the town centre becoming divided and further disjointed. The Lionfields site could then all be dedicated to housing/residential. Other empty buildings here could then be made into restaurants/cafes and the road not opened up to traffic to allow a 'café culture' with outside seating etc. <p>The monies saved (£500,000) from opening up the road (keep it pedestrianised to promote said café culture) could be used to compulsory purchase these buildings</p>

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				<p>and revamp this area of town. It is also closer to the main shopping areas on Weavers Wharf than Lionfields thus stopping even further segregation of the town centre.</p> <ul style="list-style-type: none"> • There is waste land where Sladen School on Hurcott Road once stood as this was demolished in 2009 and also Sion Hill School. The Magistrates Court and offices should be made into residential housing. • Churchfields site should also be developed (some 3000 houses can be built here according to Ian Hardiman). • Use Lea Castle Hospital site (brownfield site in options A and B combined) for 600-700 houses. Then 10 – 15 years on, further development of Lea Castle Hospital and School site - use of Green Belt extension if absolutely necessary. Green Belt at Lea Castle only released at this stage if deemed necessary for increased housing. No Green Belt site to be released until housing needs are reviewed after 10 years. • I also think that the idea of a cinema on the ex-Glades site is not a good plan. This land could be used for housing and the proposed cinema (if really needed) sited nearer the heart of Kidderminster, and not cut the town into two parts. Is a cinema the future or are green fields for our children and children's children? What then of the vacant REEL cinema...more housing? <p>We need small scale town centre apartments and flats for our younger people and older residents and not large mass housing 3 to 4 miles outside of a town with poor transport or facilities. Building retirement housing near the town centre will also free up more large family sized homes as per your report, thus negating any need for further building. Smaller flats and apartments will have smaller land footprints too, making the land mass an important factor in determining housing numbers and reducing the overall land required.</p>

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				<ul style="list-style-type: none"> • Development of an entire rural village on Lea Castle Hospital and School site. • Kidderminster town centre has at least 40 large shops and office blocks that stand empty, some for well over a decade. The town centre is in urgent need of regeneration, and I believe that Compulsory Purchase Orders should be made on these. There is waste land where Sladen School on Hurcott Road once stood as this was demolished in 2009 and also Sion Hill School. The Magistrates court and offices should be made into residential apartments. • Re-evaluate the whole 'need' for housing figures and reassess land availability to include recent windfall sites such as Kidderminster Harriers site, Victoria Carpets, Wood Yard next to Matalan etc. Build higher rise, or convert more flats in the town centre to boost numbers (smaller build footprints) for the elderly and younger generation (a good example is Comberton Hill), therefore freeing up existing larger homes. • Stourport in particular also has a number of brownfield sites which are in need of development in order to meet some of the local housing needs of a growing/developing town centre. The now defunct Wyre Forest Golf Course has released some land and there is no reason why the rest should not be released for housing development. <p>I therefore state that all brownfield sites and existing sites must be developed first, and that no land be removed from the Green Belt for at least a minimum period of 10 years.</p>
	LPPO4168	Alternatives	Comment	<p>There is also alternative land abutting south east of Highclere (Land Registry Title no WR95003) that could be incorporated to support improved highway access and additional residential development to avoid the traffic congestion and dangers for both pedestrians and vehicles that already exist at the higher levels in the Park Lane area. This site could also provide improved recreational facilities. It also</p>

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				offers easy access to Bewdley town centre without the need to traverse and negotiate the hazards of Park Lane.
	LPPO4626	Alternative Sites	Comment	There are many alternatives available to develop and expand in and around Kidderminster - several buildings are derelict and have been for several years which could be used for the 1700 homes that you wish to implement. In turn, this could improve the regeneration of Kidderminster town centre and bring the business you desire to the area.
	LPPO3529	Selba Drive	Object	<p>Our own children and their friends made good use of this space playing football, cricket, hide n seek, etc as do our grandchildren.</p> <p>You are building or built Family homes on garage, pub, hall and church sites I assume FAMILY means people with children, just where do you think these families are going to go for a kick about hide n seek, ride their bikes exercise etc (NO BALL GAME SIGNS ARE AROUND THE ESTATE) in a fairly safe environment without being a nuisance to other residents or shop owners children have to play somewhere!The existing parks great for smaller children but not adequate for older ones in the area.</p> <p>We sincerely hope that you can leave us and future residents of Habberley Estate A little bit of green space for us all to enjoy.</p>
	LPPO3997	Paragraph 6.57	Object	There are viable alternatives in Wyre Forest, some of which do not appear to have been fully considered in the current proposals. I do not feel that you have given full consideration to all of the brownfield sites in the Wyre Forest District. We need affordable homes and these do not have to be houses, there is still considerable scope for brownfield development of apartments and flats e.g. Park Lane in Kidderminster, Green Street, site of Crown House, sites of former schools, the Jobcentre etc. Furthermore, with an aging population, we need suitable housing for elderly people to downsize to, developments near town centres and

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				<p>shops are ideal for this. Releasing Green Belt land for development looks like the easy (or lazy) option. You have a responsibility to the people of Wyre Forest to protect our Green Belt wherever possible and I do not believe you have demonstrated that there are insufficient brownfield (or green field non-Green Belt) alternatives.</p> <p>To ensure that any development has good road access and facilities I would support a 'Spennells type' development on the Lea Castle site, which would mean expanding the current proposals for that site. A full development on that site would support a primary school, providing a much needed additional feeder school for Wolverley High school. Creating a 'second Spennells' on the Lea castle site would actually have less impact on local residents as (like Spennells) it could be self-sustaining with the opportunity to provide shops and live/work units providing employment opportunities. Also the Lea Castle site has better road access, being situated between two A roads it already has the necessary road infrastructure as the Wolverhampton Road and Stourbridge Road are already linked (similar to the Spennells Valley Road). This means there would be no 'rat runs' created through residential streets, unlike the Baldwin Road scenario, which would create havoc on the residential streets in the Greenhill area.</p> <p>If you simply built the number of houses proposed for the Baldwin Road site on the Lea Castle site instead – you would create no traffic problems for the immediate neighbours?</p>
	LPPO4466	Alternatives	Comment	Support infill development to south of Kidderminster
	LPPO4690	6.57 Alternatives	Comment	There are still plenty of brownfield sites that should be developed before building on Green Belt land. Half of Kidderminster town centre is empty and abandoned. Town centre development would massively enhance the centre of Kidderminster and reduce the need to travel which would benefit air quality and cause less traffic

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				<p>congestion. The old Glades site and Bromsgrove Street car park which is always empty now. The old abandoned law courts, countless old factories. Old school sites such as Sladen and Sion Hill. The falling down buildings in the Horsefair which I think most people would agree is the street that most desperately requires the Council's help and vast improvements could be made. There are many options that should be implemented first instead of the Council choosing the 'easiest' for development.</p> <p>If houses still have to be built then the Lea Castle site could be extended up to the Wolverhampton Road which I believe wouldn't cause as much upset and loss of quality of life as Options A or B would.</p>
	LPPO4434	Alternatives	Comment	<p>Although the plan states that Brownfield sites have been included, there are more that should be added for Core Housing sites. There are two disused school sites in the Kidderminster area alone, that should be considered; as well as the Lee Castle site and the rejuvenation of the Kidderminster town centre sites such as Bromsgrove Street, the old Law Courts (that have been empty for several years) and of course Crown House, to name just a few. Surely it makes more sense to develop all Brownfield sites to maximum capacity first and only then should Green Belt areas be considered as a last resort.</p>
	LPPO4430	Alternatives	Comment	<p>The poor state of Kidderminster town centre in combination with poor traffic management and congestion around the station do not make Kidderminster an attractive base for commuters working in Birmingham. I believe that development of those brownfield sites closer to the town centre should be maximised to their full potential to ensure housing is affordable and in the right location to provide easy access to amenities and employment for those with both limited means and reduced mobility, particularly the elderly.</p> <p>I propose WFDC also make sustained efforts to encourage development of the Lea Castle, Sion Hill and Sladen school sites which are in prime locations and for which</p>

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				local infrastructure is already present.
	LPPO4625	Alternative Sites	Comment	Derelict school area at Sion Hill, the old Sladen School site are two I passed yesterday on the way home. Both of these are large areas with the ability to host adequate parking.
	LPPO3410	Alternative sites	Object	<ul style="list-style-type: none"> • Kidderminster town centre could provide more housing. • Could use Worcester Street, Bromsgrove Street and The Glades - those housed would then be in walking distance to a lot of services. • 'Political will' at national level needed to deter land banking.
	LPPO3087	Development Suggestions	Comment	<p>Extensions to the Lea Castle site (as in WFDC Options A and B) should be utilised; and land on the Lea Castle site which constitutes the field(s) alongside the Wolverhampton Rd and a "rear" extension of Lea Castle up to Axborough Lane should also be included. This use of land could create a "Lea Castle Village" with around 1,800-2,000 houses. This would create a wholly sustainable community which would be large enough to have a village centre, primary school, community facilities and sustain a bus service. In addition, being in the catchment area of Wolverley High School it would help to make that school sustainable.</p> <p>Further some extension into land adjacent to the Wolverhampton Rd/Wolverley Rd area and Sion Hill Middle School site could also be considered and could provide another 200-300 houses. Development in this area is supported by two main A roads the A449 and A451.</p> <p>I have noted that there is no proposed development at all to the western Kidderminster estates. However a development of 100 – 200 houses as an extension to the Ferndale estate could and should be considered. This estate also has reasonable access to the A449 via Wolverley and could support such a development. In addition there are surplus Secondary School places available to</p>

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				serve this area as Baxter College is seriously undersubscribed.
	LPPO3109	Lea Castle Hospital	Support	This site would be large enough to warrant building all the facilities lacking on the Baldwin Road site. This option would generate a feeling of community spirit and a nice area to live. This choice of site would also please the hundreds of people affected by the use of any of the other proposals.
	LPPO4928	6.57 Alternatives	Comment	<ul style="list-style-type: none"> • Create two clear focus development areas and <u>not</u> a long featureless strip as current. • Maximise development on Lea Castle Hospital site. Include all land up to Axborough Lane, Stourbridge Road and Wolverhampton Road. Include the South (WC/16) and East (WC/32) extensions also. Create a community to include shops, school and bus routes. • Maximise housing development at or near the Kidderminster Enterprise Park – for obvious traffic congestion and environmental reasons. This all include AS/10 and OC/13. Can even more land be obtained in and around Stone? • Ensure Hurcott Lane issue is resolved. Access to Hurcott Woods to be preserved for everyone in the WF community and beyond – but terminating access at the Hurcott Woods car park (in effect making Hurcott Lane a no through road) is a serious option for consideration. Traffic calming chicanes or humps at the edges of Hurcott Village should be considered also. • Existing Core Housing Sites to be reviewed and abandoned if possible. If parts of them must be used – ensure they are done last in the development calendar – after the above two focus development areas are completed.
	LPPO4537	Alternative Sites	Comment	Kidderminster itself would benefit from further regeneration. This could include developing new, quality and affordable homes in Kidderminster itself and on

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				undeveloped brownfield sites. This could be resolved by a smaller development south of Park Gate Road only.
	LPPO4518	Alternative Sites	Comment	The town centre is like a ghost town as it is with all the derelict shops people are moving away from the area not into it.
	LPPO3382	Paragraph 6.57	Comment	The Proposal of a sustainable Village at Lea Castle could be explored more thoroughly allowing 2,000 houses, large enough for a primary school and a bus service, services are already available. Ferndale estate could be extended further, Sladen Site or Sion Hill Middle sch site, the old GPO offices and Magistrates Court? I believe the Brownfield sites within Kidderminster should be looked at as a priority before destroying our beloved and precious Green Belt land, cost alone should not sway this.
	LPPO4523	Alternative Sites	Comment	Any buildings needed would first be built on the brownfield sites that w.f.d.c. have at their disposal. Such as Lea Castle, Sion Hill, Sladen, the old Wyre forest golf course, disused factory units, Stourminster School, the old Victoria cricket ground to name a few that I know of.
	LPPO4525	Alternative Sites	Comment	I believe that there are other sites under consideration which would seem more suitable, in particular the Old Ceramaspeed site in Kidderminster.
	LPPO4375	Alternatives	Comment	Core Housing Sites that could replace Option A to the South of Kidderminster: 'Timber Yard Park Lane' and 'Bromsgrove St' (excluding the Glades site).
	LPPO4365	Alternatives	Comment	There are numerous brown site areas in the area namely Sion Hill school Lea castle hospital Stourminster school also land in park street and various other small sites in the area although we realise would be more costly would undoubtedly clear up some derelict eyesores.

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	LPPO4624	Alternative Sites	Comment	I am at a loss to understand why the site of the former Glades leisure complex cannot be used for house building instead of a cinema etc., at least this will bring necessary footfall to the shops. There are many empty shops in Worcester Street, why cannot these be turned into dwellings?
	LPPO4387	Paragraph 6.57	Comment	Rear of Ceramaspeed - It is on an industrial estate and has wide roads leading to it, which are able to cope with large vehicles. More suitable fpor Travelling Showpeople site. The surrounding roads also seem to be less busy with day-to-day traffic.
	LPPO4388	Paragraph 6.57	Comment	Rear of Ceramaspeed -This is a far more suitable space for Travelling Showpeople: the industrial estate offers wide roads leading into it, specifically built for large and often articulated vehicles. The roads are less congested by heavy day-to-day traffic so the impact on the general public would be much less.
	LPPO4298	Alternatives	Comment	<ul style="list-style-type: none"> • Under-used warehouse buildings around the centre of Kidderminster • The redundant leisure centre / health centre site. • The large number of empty shops in the town centre including so many redundant upper storeys above the shop fronts.
	LPPO4544	6.57	Comment	<p>I believe it would be more beneficial to make use of the brownfield sites to create more homes and to re-generate the town itself, there are several buildings which would be better utilised in this way rather than left to rot and make the town look like an eyesore. My suggestions are:</p> <ol style="list-style-type: none"> 1. The land which used to be the Glades Leisure Centre, I know there is consultation for it to become a multiplex Cinema which in an ideal world I think would be a brilliant idea, however, realistically speaking young

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				<p>people, families etc. do not attend cinemas as it is far too costly and with modern technology such as Sky, Virgin, Amazon firesticks etc, they can watch all they want by using these methods of viewing at a lot less cost. This is why I think this land would be of more benefit by using it for housing.</p> <ol style="list-style-type: none"> 2. All the empty shops in Worcester Steet, i.e. the old Woolworths, Littlewoods stores and the large amount of charity shops. 3. The Old Magistrates Court. 4. The disused timber yard and warehousing behind Matalan, this would be perfect for town houses or Apartments for canalside living similar to areas in Birmingham which have been re-generated with fantastic restaurants etc. 5. Sion Hill School. 6. Sladen School. 7. The Old Lea Castle Hospital would be ideal as it has two major roads either side of it which would be able to handle the extra volume of traffic no problem, I am confident of this as I travel along these roads everyday to work and there is nowhere near as much traffic on these roads as there is around the Spennells/Aggborough/Offmore areas. The plan to use Lea Castle would also mean using less Green Belt Land than the Spennells proposition. <p>I have lived in Kidderminster for 34 years and have watched the decline of the town over a number of these years I desperately would love the council to carry on rejuvenating the town itself and make it a pleasurable place to visit with more restaurants, maybe an entertainment venue for concerts, shows etc rather than taking away our valuable Green Belt land which once gone will be gone forever.</p>
	LPPO4763	6.57 Alternative Sites	Comment	On page 178 Justification 31.1 it states “there is insufficient sustainably located readily available brownfield or non-Green Belt land to accommodate the

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				necessary housing and employment growth required in the plan period.” Why are there no brownfield sites on the plan? ie Brown Westhead Park in Wolverley (former army hospital with WWII buildings all over it), partially owned by the Council and with limited economic benefit to the area; and the site of the old quarry on the opposite side of the B4189 to the above site. There is brownfield land still not built on behind The Range at Crossley Park in Kidderminster. Why have these areas not been considered and if so then please can you advise on why they are unsuitable ?
	LPPO4766	6.57 Alternative Sites	Comment	On page 178 Justification 31.1 it states “there is insufficient sustainably located readily available brownfield or non-Green Belt land to accommodate the necessary housing and employment growth required in the plan period.” Why are there no brownfield sites on the plan? ie Brown Westhead Park in Wolverley (former army hospital with WWII buildings all over it), partially owned by the Council and with limited economic benefit to the area; and the site of the old quarry on the opposite side of the B4189 to the above site. There is brownfield land still not built on behind The Range at Crossley Park in Kidderminster. Why have these areas not been considered and if so then please can you advise on why they are unsuitable?
	LPPO4865	6.57 Alternatives	Comment	We have numerous brownfield sites, that should and must be built on first, they include old derelict factory units in Green Street, same in Park Lane, the old magistrates court bottom of Comberton Hill, Bromsgrove Street, empty premises in Worcester Street, the land where Sladen school once stood, Sion Hill school. In Stourport we have two parcels of land next to Tesco, plus the old leisure centre land.
	LPPO4870	6.57 Alternatives	Comment	A further and up to date review must be made of available development land in Kidderminster. The Wood Yard to the side of Matalan and buildings behind are all now vacant since the review was completed, as well as the Magistrates Court and many other buildings. If these are not released by the owners, then WFDC should

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				<p>utilise funds and compulsory purchase these sites to develop.</p> <p>It has also been suggested that discussions are ongoing around land available at Kidderminster Harriers for housing. This must be factored into numbers. Some accountability must be taken for further windfall sites occurring, such as the recent carpet factory closures.</p> <p>Move the proposed cinema off Lionfields to one of the empty buildings in the town centre, with associated pubs and restaurants, thus bringing it closer to the Weavers Wharf development, freeing up a lot of space at Lionfields for retirement housing, or young people apartments that would breath more life and energy into Kidderminster, especially early evenings as other towns and cities have done. Comberton Hill development is a very good example of this.</p> <p>With the building of a new cinema, this would release the site of the current 'REEL' cinema for further apartments or resolve the need for additional employment spaces at Easter Park. Many small business owners find it difficult to lease small offices. All that is proposed are large industrial units, there should be a mix.</p> <p>Use both option A and option B for the Lea Castle site, with further development of the site to create a new village with its own identity and facilities, thus supporting the much needed provision of new infrastructure in that area and creating a road to take the traffic to Birmingham from this side of Kidderminster away from the Horsefair and ring road.</p> <p>Development of the array of empty premises in Kidderminster for housing use. Revisit all 'vacant' property in Kidderminster and the use of CPOs as required. Approach Housing associations to support with this.</p>
	LPPO4494	6.57 Alternative	Comment	<ul style="list-style-type: none"> Worcester St; Bromsgrove St car park (exc Fabric shop) plus Glades area.

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		suggestions		<ul style="list-style-type: none"> • Vicar St – over the shops esp former WFDC offices. • Corner of Coventry St/Blackwell St – appears in disrepair • Green St l/h side – the building backing onto Morrisons car park appears to be unoccupied and further down on the left hand side (past Dixon St opposite B&Q) inc the building currently partly used as offices. • Corner of Church St/Ring Rd – shop unoccupied since it was the “Medical Hall”, Church St further accommodation to let . <p><i>I am sure if you look there's plenty more.</i></p> <p>CROWN HOUSE – a car park with accommodation/just accommodation? Maybe inc walkway to the Swan Centre.</p> <p>Make Kidderminster an attractive place; to live, work and shop– be innovative - a forerunner!</p> <p><u>Planners:</u> -Look at towns on the Continent for inspiration eg France and Germany.</p> <p>Kidderminster town has the potential to be an attractive town with some very nice brick built buildings housing shops, an attractive Town Hall and buildings eg Lloyds Bank but we do have some very unattractive buildings, many empty shops.</p> <p>Along Worcester St there are 12 exc the old Woolworths building. All of the one side of Worcester St backing on to Bromsgrove St could be converted into living accommodation/OAP complex (location pos alleviate loneliness). Incentivise any remaining shops there to move to empty shops elsewhere in town. Any objections/obstacles must be overcome before Green Belt land is considered for building . Bromsgrove St car park and Glades area could be regenerated with housing only inc some green spaces but not so as to encourage anti social</p>

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				<p>behaviour as in Coronation Gardens.</p> <p>Crown House must be demolished; it is an eyesore taking up valuable land. As a nation we cannot afford to continue using land for car parks so multi story car parks must be built rather than surface car parks. So I suggest we demolish Crown House and replace with an attractive brick built multi story car park with the money ear marked to be spent on Worcester St) with living accommodation on the top (as on the Continent) with own secure parking.</p> <p>Nationally as well as locally we should look at every available space for living accommodation. Towns are not what they used to be so we should regenerate them into vibrant areas where people want to live.</p>
	LPPO3465	Para 6.57	Comment	<p>All on going sites that have been left and not developed and are now in a disgusting state, should be finished before any green fields are even touched eg. Sion Hill School, Yew Tree Pub in Broadwaters and Lea Castle Hospital.</p> <p>The centre of Kidderminster is a disgrace. The retail premises that will never ever be used again for business should now be redeveloped for both residential and commercial use, bringing life back into a dying town. This will make it a young vibrant place to live (not everyone wants a house with a garden). The development of the inner town must the priority long before any further outward expansion of Kidderminster is even dreamed of.</p> <p>All roads and transport infrastructure must clearly defined and planned for before any future developments are contemplated.</p> <p>Education provision should be firmly planned for now, not left for future thought. Health care also needs to be planned for jointly with the NHS.</p>

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	LPPO4538	Extended Lea Castle	Support	<p>We believe that there may be a better option that would safeguard the habitats and lives of the mammals, birds and bats in this area. We suggest that more should be considered on the Lea Castle Site. The footprint of the old hospital has been ear marked for the building of 600 dwellings but the site could accommodate many more. And with a little development on the fringes there it would provide sustainable community that could support its own primary school, and wouldn't be a burden on the Cookley Parish.</p> <p>We ask you to seriously consider the development of the Lea Castle site as a sustainable community and a viable option which would reduce the impact on the proposed Green Belt diminution.</p>
	LPPO4697	6.57 Alternatives	Comment	<p>On page 178 Justification 31.1 it states “there is insufficient sustainably located readily available brownfield or non-Green Belt land to accommodate the necessary housing and employment growth required in the plan period.” I would counter that:</p> <ul style="list-style-type: none"> • There are brownfield sites that are not even on the plan, for example Brown Westhead Park in Wolverley (former army hospital with WWII buildings all over it, partially owned by the Council and with limited economic benefit to the area; and the site of the old quarry on the opposite side of the B4189 to the above site. There is brownfield land still not built on behind The Range at Crossley Park in Kidderminster. <p>I also strongly suggest that you consider other brownfield sites such those I have outlined in Wolverley to share the housing quota which is due to Wolverley and Cookley Parish.</p>
	LPPO4542	Extended Lea Castle	Support	<p>I note Lea Castle site is included in your options but I feel this could be further developed to create more of a brand new sustainable community rather than</p>

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				<p>numerous “add ons” to already established existing areas</p> <p>If the site at Lea Castle were expanded, as it could be, to provide all the current additional housing required this would create more of a community which in turn could provide a new primary school (Offmore school, as I’m sure you are aware, is full to capacity and cannot be extended), also shops and a community area. This would also appeal more to people moving into the area, a brand new site including new local amenities</p> <p>Traffic and new roads could also be better managed and accommodated at this site rather than adding some form of eastern bypass, which would also have to take into consideration the rail track and possible very costly new bridge</p> <p>I would please ask that you consider alternative options and work on creating a new community within Wyre Forest as opposed to causing disconcert to your already established areas.</p>
	LPPO3494	Para 6.57	Comment	<p>There are many sites that should be used: Lea Castle, Sion Hill, Sladen and particularly the old town centre, which is a disgrace, before dwellings are constructed on virgin land. Before any of this building goes ahead the plans for the infrastructure should be passed. Where is the money for the infrastructure coming from? We will need new schools, new Doctors Surgeries and hospitals. The current local hospitals have reached crises point and GP practices are not coping; they cannot get the staff. More doctors and medical staff need to be trained and that takes years. The local schools are full, so more money will need to be spent building new schools. Where is the money coming from?</p> <p>Kidderminster has great potential; it has canals and rivers and a few years ago was a thriving market town surrounded by beautiful country side, but if we are not careful it will become a commuter town that no one wants to visit. Before any</p>

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				more dwellings are built we need to sort the old town centre out, by replacing the empty shops with desirable dwellings and businesses and making it once again a rural town that visitors want to visit.
	LPPO4303	Alternatives	Comment	I propose the use of existing brownfield sites in the centre of town! I appreciate this is more costly to the local council but we really do have to protect the Green Belt at all costs. With rising obesity levels, reduction in emissions and reduction in food miles being the governments prerogative I don't see how you can justify building on green and with so many brownfield sites available.
	LPPO4361	Alternatives	Comment	Rezone areas of Kidderminster town centre for housing.
	LPPO3237	Alternatives	Comment	Plan heavily focused on large development in one area ie Option A Spennells and Hurcott. Fairer to have spread out whatever homes that are needed across more areas. Why nothing in other areas?
	LPPO4258	Alternatives	Comment	Build your houses in the old, empty Woolworths site, on the old Glades site, on Lea Castle, on the old Sladen Site, on the old Sion Hill site, bulldoze the The Horsefair and regenerate this area!
	LPPO3194	Extended Lea Castle	Comment	<p>Alternative Proposal: A Lea Castle “Sustainable Village”</p> <p>Proposed lea castle land extending to the edge of the wolverhampton road at the rear of the site, possibly some development on the western side of wolverly towards sion hill to link with the new development at the sion hill school.</p> <p>Advantages of this proposal: with the additional land we propose including sites in the vicinity already identified by WFDC we believe a community of 2500 houses could be created</p> <ul style="list-style-type: none"> • it would be large enough to support a 2 form entry primary school

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				<ul style="list-style-type: none"> it would support a village centre and cookley parish without burdening existing facilities it would be capable of sustaining a bus service provide like-work units good impact on the longevity of Wolverly CE high school.
	LPPO4196	Kidderminster Town Centre	Comment	<ul style="list-style-type: none"> Building more homes around the town centres will reduce car journeys and pollution. This will regenerate the town centres, to make them more attractive It is the centre of Kidderminster for example which requires the major investment. Spreading the home building requirement around other smaller sites will reduce the radical changes in communities across the region.
	LPPO3424	6.57	Comment	<p>Whilst I understand the need for development and understand that inevitably this land will eventually be developed as an expansion of Kidderminster, the immediate development I feel should take into account previously developed land of other areas in Kidderminster, including:</p> <p>Lea Castle hospital site and the former school sites of Sion Hill and Sladen and also the empty buildings along the canal behind Matalan. Once the empty shops in Kidderminster have been regenerated then the space above these stores could also be converted in to flats.</p> <p>I would like to propose the following concerning the general development of the eastern Kidderminster area.</p> <ul style="list-style-type: none"> That consideration is given to developing firstly all the existing brownfield

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				<p>and/or previously developed areas within Kidderminster. The most significant being the former Sladen and Sion Hill school sites and Lea Castle Hospital site near Cookley</p> <ul style="list-style-type: none"> The former Lea Castle hospital site near Cookley, which is already earmarked for a development of 600 dwelling will put pressure on the existing facilities in Cookley namely the primary School and doctor's surgery. If this site was to be extended to include the land up to the Wolverhampton Road and then Axborough Lane at the rear of the Lea Castle site, then this would enable around 2,000 dwellings to be built. The development would then be a sustainable community and be eligible for its own school, bus service and doctor's surgery, taking the pressure off the village of Cookley. As this area is on the other side of the A449 and already well screened by woodland it would not have a significant visual impact on the village. It would then also be in the catchment area for Wolverley CE High School.
	LPPO4555	Alternative Sites	Comment	<p>There are far more obvious choices to build much needed housing than the Spennells proposed site.</p> <ul style="list-style-type: none"> Firstly the old Lea Castle grounds Also Kidderminster Town Centre, so many empty buildings – make use of this The Old Post Office building. Yes this is an ugly building but make use of it
	LPPO3318	Lea Castle - Sustainable Village	Support	<ul style="list-style-type: none"> Supports Lea Castle proposal so we don't use Green Belt.
	LPPO4428	6.57 Alternatives	Object	<p>On page 178 Justification 31.1 it states “there is insufficient sustainably located readily available brownfield or non-Green Belt land to accommodate the</p>

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				<p>necessary housing and employment growth required in the plan period.” I would counter that:</p> <ul style="list-style-type: none"> There are brownfield sites that are not even on the plan, for example Brown Westhead Park in Wolverley (former army hospital with WWII buildings all over it, partially owned by the council and with limited economic benefit to the area; and the site of the old quarry on the opposite side of the B4189 to the above site. There is brownfield land still not built on behind The Range at Crossley Park in Kidderminster. <p>I also strongly suggest that you consider other brownfield sites such those I have outlined in Wolverley to share the housing quota which is due to Wolverley and Cookley Parish.</p>
	LPPO4464	Alternative sites	Comment	<p>The plan has not considered Blakedown. Section 13.21 and 13.22 recognises that parking at Kidderminster Railway station cannot be expanded easily but there is scope at Blakedown. I believe the Local Plan should be revisited to include Blakedown particularly given the recent new residential development in that area.</p> <p>The Local plan is biased. It should also cover Blakedown. It is not in accordance with the guidelines for Public Consultation and falls short of both YouGov and Rural and Town Planning Institute best practice and needs to be revisited.</p> <p>Kidderminster town centre as it is now is devastated. With the retail sector hit so hard by internet sales it seems unlikely that we can revitalise the old high street to sustainable levels. So why is nobody talking about converting the old Woolworths/Littlewoods buildings into nice new apartment blocks with plenty of accessible parking at the rear and only a short walk to both the station and weavers wharf and how this might help to stimulate the local economy in more effective ways?</p>

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	LPPO3557	Alternatives	Comment	Any new developments should be in brownsites wherever possible.
	LPPO3943	6.57	Comment	<p>I would urge the Council to explore fully and rigorously pursue all brownfield sites and Green Belt use 'would be a last resort'.</p> <p>There are redundant, buildings in Kidderminster town centre that are ripe for conversion. Buildings are becoming available, even since the publication of the Draft Local Plan, for example the re-location of the Job Centre. Regeneration of Kidderminster town centre must be central to WFDC priorities. In the absence of any SWOT analysis, how can we assume that we can attract people to the area and fulfil the anticipated population growth? Without a commitment to and rapid development of the town centre, we run the risk of depleting our Green Belt for the purposes of unfounded WFDC aspirations.</p> <p>We may face the scenario of many empty newly built houses, sacrificed Green Belt, serious disregard for environmental issues, a nebulous plan for an Eastern Relief Road, but no plan for a road to alleviate traffic congestion from both the Wolverhampton and Stourbridge roads, areas to which the OAHN Report suggests we have greatest connection.</p>
	LPPO3091	Alternative sites	Comment	Extensions to the Lea Castle site (as in WFDC Options A and B) should be utilised; and land on the Lea Castle site which constitutes the field(s) alongside the Wolverhampton Rd and a "rear" extension of Lea Castle up to Axborough Lane should also be included. This use of land could create a "Lea Castle Village" with around 1,800-2,000 houses. This would create a wholly sustainable community which would be large enough to have a village centre, primary school, community facilities and sustain a bus service. In addition, being in the catchment area of Wolverley High School it would help to make that school sustainable.

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				<p>Further some extension into land adjacent to the Wolverhampton Rd/Wolverley Rd area and Sion Hill Middle School site could also be considered and could provide another 200-300 houses. Development in this area is supported by two main A roads the A449 and A451.</p> <p>I have noted that there is no proposed development at all to the western Kidderminster estates. However a development of 100 – 200 houses as an extension to the Ferndale estate could and should be considered. This estate also has reasonable access to the A449 via Wolverley and could support such a development. In addition there are surplus Secondary School places available to serve this area as Baxter College is seriously undersubscribed.</p>
	LPPO4884	6.57 Extended Lea Castle	Comment	<p>The Lea Castle site offers a great opportunity to have a comprehensive plan for a sustainable community with every amenity available that would make a first class environment. With the Wolverley High School available, a new primary school would be warranted. The entire area should be included by immediately approaching the landowner of the remaining area, with a generous offer. The areas on the other side of the A449 would complement this development, with good access to major roads.</p>
	LPPO4500	Extended Lea Castle	Support	<p>Proposal: To FULLY develop the Lea Castle site with the construction of 1000 plus dwellings supporting its own schools, shops, businesses and other amenities which smaller developments would be incapable of. This would ameliorate the necessity of travelling to other locations so overall traffic would be reduced.</p> <p>I acknowledge and accept that, with increasing population, provision has to be made for additional housing. Thus, my recommendation would be to FULLY develop the Lea Castle site to its FULL potential of in excess of 1000 homes etc as above. Lea Castle can be accessed by TWO main routes, namely A491 and A449 in addition to secondary roads and is of sufficiently far from Stourbridge to maintain</p>

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				substantial “green” areas for environmental and aesthetic advantage. This single development, if adopted, would more than compensate for several of the lesser projects such as Baldwin Road and South of Stourbridge Road, Hurcott.
	LPPO4501	Extended Lea Castle	Support	Proposal: To FULLY develop the Lea Castle site with the construction of 1000 plus dwellings supporting its own schools, shops, businesses and other amenities which smaller developments would be incapable of. This would ameliorate the necessity of travelling to other locations so overall traffic would be reduced. I acknowledge and accept that, with increasing population, provision has to be made for additional housing. Thus, my recommendation would be to FULLY develop the Lea Castle site to its FULL potential of in excess of 1000 homes etc as above. Lea Castle can be accessed by TWO main routes, namely A491 and A449 in addition to secondary roads and is of sufficiently far from Stourbridge to maintain substantial “green” areas for environmental and aesthetic advantage. This single development, if adopted, would more than compensate for several of the lesser projects such as Baldwin Road and South of Stourbridge Road, Hurcott.
	LPPO4789	6.57 Alternatives	Comment	Develop land at rear existing Ferndale estate and on western side of Wolverley Road to link up with the Sion Hill school site.
	LPPO4791	6.57 Alternatives	Comment	<ul style="list-style-type: none"> • Develop the Lea Castle site as a sustainable community with own Primary School so as not to impact on Cookley Village. • Positive impact on Wolverley High School’s long term viability. • Regenerate the town centre/empty sites through area • Include other sites in the North/West of Kidderminster, Bewdley and Stourport on Severn

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	LPPO4792	6.57 Alternatives	Comment	<ul style="list-style-type: none"> • Develop the Lea Castle site as a sustainable community with own Primary School so as not to impact on Cookley Village . • Positive impact on Wolverley High School's long term viability. • Regenerate the town centre/empty sites through area • Include other sites in the North/West of Kidderminster, Bewdley and Stourport on Severn.
	LPPO4828	6.57 Alternatives	Comment	<p>There is an overprovision of retail within the town particularly around Worcester Street.</p> <p>There may well be potential for further development along the River Stour and canal.</p> <p>With 2500 on the housing waiting list and the sort of affordable housing for which there is the greatest need would be best provided within the town centre vicinity where amenities are greatest.</p> <p>Development should be based initially on brownfield sites as well as the Lea Castle hospital site. The quantum of these appear to be well over 4000 plots. Greater scrutiny is needed to ascertain additional redevelopment potential within the town centre where over provision of retail accommodation is leading to large numbers of empty and underutilised shops.</p> <p>The sort of affordable housing for which there is the greatest need would be best provided within the town centre vicinity where amenities are greatest.</p> <p>Should be greater emphasis on town centre redevelopment, wider dispersal across the District as set out in Option B. This would include Lea Castle and potentially sites to the west of the District and also potential expansion of Chaddesley,</p>

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				Harvington and Blakedown which are nearer Birmingham and the Black Country.
	LPPO4796	6.57 Alternatives	Comment	Kidderminster Town Centre requires urgent attention to revive it. The removal of the outdated and outmoded shops on the left side of Worcester Street, the Woolworth building etc, would give room to emulate the successful conversion of the Wyre Forest Housing offices. This would give reasonable density, affordable housing in the middle of town. Owners/tenants would be close to shops, bus and train connections, as well as the Council Hub and new Medical Centre. We need to lobby the Government if need be, to rejuvenate the centre of town, there are many small areas of brownfield sites which are still waiting to be taken in hand. Please, for everyone's sake, ignore the blandishments of large building companies, and use local builders to make the town hum again.
	LPPO4795	6.57 Alternatives	Comment	Kidderminster Town Centre requires urgent attention to revive it. The removal of the outdated and outmoded shops on the left side of Worcester Street, the Woolworth building etc, would give room to emulate the successful conversion of the Wyre Forest Housing offices. This would give reasonable density, affordable housing in the middle of town. Owners/tenants would be close to shops, bus and train connections, as well as the Council Hub and new Medical Centre. We need to lobby the Government if need be, to rejuvenate the centre of town, there are many small areas of brownfield sites which are still waiting to be taken in hand. Please, for everyone's sake, ignore the blandishments of large building companies, and use local builders to make the town hum again.
	LPPO3960	Alternative suggestions	Comment	Develop the Lea Castle site with additional land proposed which we believe would sustain a community of between 2000 and 2500 house, which would support a 2 form entry Primary School and would not impact on Cookley Village Centre. It would be within the catchment area of Wolverley High School and would positively impact on its long term viability. There are many empty sites around the Kidderminster area, i.e. Sladen School site,

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				<p>Sion Hill School site, the Horsefair, and land in Park Lane leading to Matalan which could be used for housing. Also the town centre needs regenerating — why not use the Crown House for flats, the top of shops in Worcester Street as flats and also use the Glades land and surrounding land for housing.</p> <p>Kidderminster does not need a Multicomplex cinema and more shops. The cinemas in the surrounding areas are empty because of the cost of tickets.</p> <p>WFDC is wrong not to propose any development on the north/west of Kidderminster, Bewdley or Stourport on Severn as we feel there are areas which could be developed within these catchment areas.</p> <p>Why have Franche and Ferndale not been included in the Options, both areas have fields many of which are used for horse grazing.</p>
	LPPO4290	Extended Lea Castle	Comment	<p>Building on non-agricultural land, such as Lea Castle must be a better option.</p> <p>Would enable a ‘community spirit’ to develop, and a new Primary School and shops could be built.</p> <p>This area is within easy reach of the town centre and hospital and has good road links for a bus service.</p> <p>Better relief for the Horsefair would come from a complete redevelopment with flats above the shops for first time buyers.</p>
	LPPO4815	6.57 Alternatives	Comment	<p>There are brownfield sites that are not even on the plan, for example Brown Westhead Park in Wolverley (former army hospital with VVWII buildings all over it, partially owned by the council and with limited economic benefit to the area; and the site of the old quarry on the opposite side of the B4189 to the above site.</p> <p>I also strongly suggest that you consider other brownfield sites such those I have</p>

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				outlined in Wolverley to share the housing quota which is due to Wolverley and Cookley Parish.
	LPPO4819	6.57 Alternatives	Comment	<p>There are brownfield sites that are not even on the plan, for example Brown Westhead Park in Wolverley (former army hospital with VWWII buildings all over it, partially owned by the council and with limited economic benefit to the area; and the site of the old quarry on the opposite side of the B4189 to the above site.</p> <p>I also strongly suggest that you consider other brownfield sites such those I have outlined in Wolverley to share the housing quota which is due to Wolverley and Cookley Parish.</p>
	LPPO3416	Alternatives	Comment	Are sufficient brownfield sites in Wyre Forest area to accommodate the housing needs.
	LPPO4057	Alternatives	Support	Use Parson Chain/Brownfield sites first.
	LPPO3563	Alternatives	Comment	Redevelop housing in the town centre i.e. Worcester Street and Park Lane.
	LPPO4216	Town centre sites	Comment	The Council need to redevelop housing within the town centre, i.e. Worcester St and Park Lane.
	LPPO3982	Lea Castle	Support	The proposal of an alternative site is more suitable i.e. 'land on Lea Castle' area, for said developments.
	LPPO3991	Extended Lea Castle	Support	<p>I propose an alternative: Lea Castle 'Sustainable Village' using WFDC proposals for land at Lea Castle (Option A & B) extended to the Wolverhampton Road/Agborough Lane as site would:</p> <ol style="list-style-type: none"> 1. accommodate 2,000-2,500 houses

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				<ul style="list-style-type: none"> 2. be large enough to build/support 2 primary schools. 3. enhance Cookley parish facilities. 4. be within Wolverley CE High School catchment. 5. support its own village centre
	LPPO4008	Alternative suggestions	Comment	<p>Use:</p> <p>Lea Castle site which has road systems in place/would have less impact.</p> <p>Zortech Avenue/the former golf course plus former Parsons Chain Company before Green Belt</p>
	LPPO3104	Alternative Sites	Comment	<p>I would propose further development of the Lea Castle site which could provide 2000-2500 houses.</p> <p>This development would provide a small/medium sized community, which would be large enough to support a Primary School and a Bus Service. It would also be in the catchment area of Wolverley High School to give a positive impact on the school's long term viability.</p> <p>Whichever options are chosen the road network needs significant improvements to maintain safety and minimise congestion.</p>
	LPPO3101	6.57	Comment	<p>I believe that the OCAG-LP group proposal for a sustainable village located at Lea Castle shows far more merit than the proposal put forward by WFDC, and request that you consider this as a viable alternative.</p> <p>In addition, I would like to see serious consideration given to the creative regeneration of the town centre, to include converting some of the unused warehouses into living accommodation.</p>

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	LPPO3108	6.57	Comment	I suggest not only the use of all available brownfield sites before considering any reduction of the Green Belt, also, there are many thousands of empty or derelict houses in this country, these should be renovated & put back into use.
	LPPO4510	Paragraph 6.57	Comment	<p>Anyone driving into Kidderminster from Stourbridge, via The Rose Theatre junction, must feel instantly depressed, it looks so awful!</p> <p>There are all the depressing closed shops. They could bring life to the town centre as housing, if they were developed into apartments and flats.</p> <p>All around Kidderminster there are Brownfield sites, standing derelict and depressing.</p> <p>There should be a time limit set for development of these sites. Again, re-vitalising the town centre.</p> <p>Kidderminster could be in the for- front of town centre revival in a new and different way. With on-line shopping, town centre shops will never be the same!</p> <p>Make the residents of Kidderminster, proud of all areas of our town and the impression which it gives to visitors.</p>
	LPPO3249	Lea Castle - Sustainable Village	Support	I do support the proposal from OCAG for a Lea Castle Sustainable Village.
	LPPO4514	Lea Castle	Comment	<p>Building on that site would not interfere with the local community or cause excessive traffic in an already built up area.</p> <p>Wolverley high school is not over subscribed so would have spaces for the new community. This would also support their long term viability</p>

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	LPPO3256	Alternatives	Comment	<p>To regenerate the Centre of Kidderminster, has any body thought of demolishing the shops from the old Woolworths downwards and building residential homes and flats to blend into the walk and shopping area.</p> <p>I believe it would add to the housing shortage and also bring life back into the centre of town by attracting new business due to there presence.</p>
	LPPO3507	Alternatives	Comment	There are lots of brown sites not used yet before using Green Belt
	LPPO3264	Lea Castle	Support	<p>I believe that a better option is for the brownfield site of Lea Castle to be developed to meet Kidderminster's needs, this makes much more sense as it is close to the 449 Wolverhampton Road and the Stourbridge road, also would eliminate the need for a very expensive bypass. The development would be large enough to serve a small primary school and feed on into the secondary school at Wolverley which has the capacity to take the children.</p> <p>With shops and doctors added it would become a desirable place for families to live, providing a very substantial income for the council at minimal cost.</p>
	LPPO4535	Alternative Sites	Comment	Wouldn't it be far better to build a totally new village within the district thereby, again, giving residents what they want - access to green space all around?
	LPPO4188	Alternatives	Comment	Look at alternative sites outside of the town on the Kidderminster side with direct access to the by pass opposite the safari park. This will at least keep the extra traffic away from passing in and out of an already busy little town.
	LPPO4515	Alternative Sites	Comment	There are large areas in Kidderminster which need redevelopment.....sion hill school site, old glades site, town centre empty units and flats above to name a few. These should be redeveloped BEFORE green sites are built on. This would prevent the town centre dying and Kidderminster being spread out thinly until it meets surrounding villages.

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	LPPO4620	Paragraph 6.57	Comment	I would feel the most safest route for cyclists and people wanting a footpath would be down Kendlewood Road and then on to the main Stourbridge Road and through Broadwaters and then down into Kidderminster town centre.
	LPPO4621	Paragraph 6.57	Comment	<p>Some people would be better positioned on the Lea Castle site e.g those people commuting to Wolverhampton and Stourbridge daily.</p> <p>There are many disused buildings and abandoned sites in Kidderminster that could be put to use before carving up the countryside. In particular, the Horsefair area has been in severe need of redevelopment since I first came to live in Kidderminster in 1972. If I was visiting Kidderminster for the first time from the Stourbridge side of town, I wouldn't bother stopping.</p>
	LPPO3369	6.57 Alternative sites	Object	<p>There are alternatives, Lea Castle, the Ferndale estate, the Old magistrates court and market building, standing empty for many years. Brownfield sites first please. The old telephone exchange is a good example of using existing buildings. Now housing for nice flats. More of this sort of planning would not only be better for Kidderminster generally but would put life back into the town itself.</p> <p>Let them be a role model to show that Kidderminster people and wildlife matter in these days of capitalism.</p>
	LPPO3372	Lea Castle - Sustainable Village	Comment	The Lea Castle Option would be the least disruptive all round and should be given very serious consideration. Create a large housing estate on the 'Lea Castle Hospital' site that has its own shops and services.
	LPPO4374	Alternatives	Comment	Employment could be within the South Kidderminster Enterprise Zone: 'Adjacent Ceramaspeed', 'Victoria Carpets Sports Ground' and land between Hoo Farm & Summerfield and opposite Easter Park.
	LPPO3457	Alternative Sites	Comment	My preferred option is for the council to develop all the brownfield sites and disused building around Kidderminster, including revitalising the town centre,

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				before any further plans are considered. Allowance for current negotiations with Europe should be completed before any agreement regarding proposed housing requirements are made.
	LPPO4623	Alternative Sites	Comment	<p>There are many areas in Kidderminster town centre that would benefit from homes being built within them, above shops, renovating old buildings or flattening them and re-building flats, not everyone has transport so the need to stay in the town close to the bus/train station is a necessity. There are plenty of alternatives.</p> <p>We have a very beautiful town that could be made better, by making the town centre a place people will want to live and be happy.</p>
	LPPO3578	Selba Drive	Object	<p>This land was given to the Council on completion of the Self Build on the understanding that it would not be built on but be left as open access land for people to enjoy. To now contemplate its use for building flies in the face of that understanding. It is well used by a great many people both young and old for many purposes and should remain as such.</p> <p>A wonderful outlook, on an open aspect and where so many can enjoy themselves.</p> <p>Please register my objection against this land being used for accommodation either now or in the future.</p>
Kidderminster Golf Club	LPPO3162	Crown house	Object	<ul style="list-style-type: none"> • I fail to understand why you have not considered demolishing the Crown House/bldgs in the Bull Ring to make way for a new development. • Three storey flats or shops/offices could provide income for the Council in lieu of present income. • The building is a disgrace and does deter visitors from the town centre. • The exterior is dirty and detracts from other welcome developments.

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	LPPO4198	Paragraph 6.57	Comment	Please look at alternative sites i.e. town centre and regenerate a dying and sad town centre
	LPPO4239	Option B	Comment	The WFDC proposals at the Leas Castle site would be more suitable to incorporate community, facilities to sustain a 'village community' and, I believe that the site does not hold 'Green Belt' status.
	LPPO4825	Alternatives	Object	Development of all the brownfield sites should take place before using any other land. Whilst the council have identified some brownfield sites, we take the view that there are more which should and could be considered. There is a large disused property behind Matalan (Park Lane), there is an old building, (inhabited by pigeons) opposite Aldi on Green Street and there are many empty town centre shops. The old Woolworths for example could be turned into an indoor market with small shop units on the ground floor and flats above.
	LPPO3477	Extended Lea Castle	Support	Facilities of gas, electric and sewage, plus a foot print of a previously existing school. Would extend the long term viability of Wolverley CH High School. <ol style="list-style-type: none"> 1. Contained on one site. 2. Less disruption to the Green Belt. 3. Lower costs.
	LPPO4199	6.57 Extended Lea Castle	Support	We support the proposal for Lea Castle sustainable village which would allow for a community development, complete with primary school and would be capable of sustaining a bus service.
	LPPO4187	Alternatives	Comment	We are strongly in favour of small scale sympathetic housing development at the following sites; <ol style="list-style-type: none"> 1. The old workhouse at 64 High Street, Bewdley 2. The existing Fire Station and surrounding land off the Load street car park

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				in Bewdley. We understand both these sites are included in the extant local plan so cannot understand why they are not included in this revised draft plan.
	LPPO5113	Alternatives	Comment	<p>The Council are also suggesting the building of a multiplex cinema (again been proposed since they knocked down the original cinema) and yet more shops and restaurants in Bromsgrove Street, but they need a developer for this. Why not use the land for building low cost housing within walking distance of the town and station? That would regenerate the area more than a cinema.</p> <p>Greater vision is needed by the Council. In the report they talk about people wanting to come to Kidderminster to live. Have they actually walked round Kidderminster town centre lately? There is a vast amount of empty factories, shops, etc. that could be knocked down and used for houses. I have been here 36 years and many of the factories that were empty and derelict when we came here are still empty and derelict. Before building on Green Fields the council should look to compulsory purchase some of these premises to rebuild as living accommodation.</p>
	LPPO5111	Alternatives	Comment	Serious consideration should be made in redevelopment of all Brownfield areas within Wyre Forest especially Kidderminster, where we have a lot of smaller sites within residential areas which are standing empty(some for many years) and not being used. Some Brownfield areas such as Lea Castle (again empty for years) are a larger area which could sustain a community in its self If these areas were redeveloped at least the public could see the town is being regenerated, like the Silverfields ongoing project. Although this has slowed down considerably of late....are houses actually being sold? is there the demand for the properties being built there?

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				There may not be the land area through Brownfield sites to accommodate the number of dwellings required overall but would be less impact on the environment and nature by using these previously used sites instead of Green Belt!
	LPPO5010	6.57	Comment	<p>Kidderminster town is run down, untidy, and lacks investment. The only upside to the town is the location of Green Belt countryside that surrounds it.</p> <p>The town has numerous locations that require redevelopment that would create lots of housing opportunities which would regenerate the centre. This would surely be the better option for the town and it's people and would show that the Council are committed to building a better Kidderminster.</p>
	LPPO5119	Alternatives	Comment	There a number of old unused buildings in and around the town which should be redeveloped and provide an infrastructure to support the houses before further houses are built.
	LPPO5126	Alternatives	Comment	<p>Sites which are brownfield and not part of the town's natural surroundings should be built on first. The Lea Castle area will not affect Kidderminster residents the way the Spennells proposals will.</p> <p>There is also a large number of vacant properties, residential and commercial, around Kidderminster and the rest of the district.</p>
	LPPO5120	Alternatives	Support	In and around the town centre there are disused building and unoccupied plots which if not built on must be subject to compulsory order in the first instance. The Crown House typifies our very poor use.
	LPPO5116	6.57	Comment	Please reconsider with thoughts of a realist rather than an idealist. Many people commuting to Birmingham and Worcester desire to live in the country and you should work on a plan to build more villages on some green field sites outside Kidderminster to give people this option. This would disperse the concentration of

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				<p>people entering an already grid locked system.</p> <p>Younger people prefer to live nearer town centres so housing should be provided close to or in the town centre where there is a wealth of entertainment and recreation and this could help revitalise the area. Young people do not tend to want to live on housing estates far away from all the amenities which is what you suggest in the easier option A.</p> <p>The present road between Black Bridge and Hagley should become a major dual carriageway with housing near it to rid the Worcester Road Island of its bottleneck.</p>
	LPPO4936	6.57 Alternatives	Comment	<p>There are brownfield sites that are not even on the plan, for example Brown Westhead Park in Wolverley (former army hospital with WWII buildings all over it, partially owned by the council and with limited economic benefit to the area; and the site of the old quarry on the opposite side of the B4189 to the above site. There is brownfield land still not built on behind The Range at Crossley Park in Kidderminster.</p> <p>I strongly suggest that you consider other brownfield sites such those I have outlined in Wolverley to share the housing quota which is due to Wolverley and Cookley Parish.</p>
	LPPO4931	6.57 Alternatives	Comment	<p>There are brownfield sites that are not even on the plan, for example Brown Westhead Park in Wolverley (former army hospital with WWII buildings all over it, partially owned by the Council and with limited economic benefit to the area; and the site of the old quarry on the opposite side of the B4189 to the above site. There is brownfield land still not built on behind The Range at Crossley Park in Kidderminster.</p>

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				I also strongly suggest that you consider other brownfield sites such those I have outlined in Wolverley to share the housing quota which is due to Wolverley and Cookley Parish.
	LPPO5096	6.57 Alternatives	Comment	<p>If more housing is needed in Wyre Forest District (there is a big question mark over that presumption), then wouldn't it be far better to build a totally new village within the district thereby, again, giving residents what they want - access to green space all around?</p> <p>Just one other point, why is there no proposed development in Wolverley?</p>
	LPPO5142	Alternatives	Comment	I believe there are several more suitable sites available, Lea Castle, Sion Hill old school, Forest Glades area come immediately to mind.
	LPPO5151	Alternatives	Comment	With regard to housing development Lea Castle was identified, and we would hope this would be confined to housing, but we cannot recall mention of the use of Sladden or Sion Hill Schools as being potential development sites. There is now a substantial vacant plot in Park Lane previously occupied by timber merchants and this appeared nowhere in the proposal.
	LPPO5140	Alternatives	Comment	A more appropriate site for development would be the derelict use Lea Castle Site which could provide a functioning village community. There are also sites within Kidderminster which could be developed such as Worcester Street, Crown House and the Old Leisure Centre area.
	LPPO5139	Alternatives	Support	<p>Until all of the brownfield sites, of which there are many, have be used and/or considered, no building on Green Belt land should go ahead. The Green Belt is for all to enjoy for many generations to come and if it is constantly used for building projects there will be none left for future generations.</p> <p>All councils should stop looking at cost of everything and start considering the</p>

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				<p>value of the Green Belt for everyone to enjoy.</p> <p>Look more closely at the available brownfield sites and we are sure you will find enough for the developments that are planned. This will take more time but the easy option is not always the best</p>
	LPPO5131	Alternatives	Comment	My proposal would be for Lea Castle site to be developed with the Sion Hill School being included in the development.
	LPPO4944	6.57 Alternatives	Comment	<p>There are brownfield sites that are not even on the plan, for example Brown Westhead Park in Wolverley (former army hospital with WWII buildings all over it, partially owned by the council and with limited economic benefit to the area; and the site of the old quarry on the opposite side of the B4189 to the above site. There is brownfield land still not built on behind The Range at Crossley Park in Kidderminster.</p> <p>I strongly suggest that you consider other brownfield sites such those I have outlined in Wolverley to share the housing quota which is due to Wolverley and Cookley Parish.</p>
	LPPO4476	Extended Lea Castle	Comment	<ol style="list-style-type: none"> 1. This site is large enough to build beyond the existing foot print of the old hospital, therefore making it a viable proposition for a large site that could include a variety of houses, shops a school and a doctors surgery, it could also have its own bus route. 2. The area is also isolated by tree's and wouldn't be as visible 3. The area already has all the utilities 4. The community at a Lea Castle site (Lea Castle Village) would be in the catchment area for Wolverley School, which secure the Schools future. 5. We feel such a large development would promote its own vibrant, sustainable community. 6. The Spennell's site was developed in the 70's and has proven to provide

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				housing and a community feel, could a similar development to this not be considered for Lea Castle?
	LPPO4545	6.57	Comment	<p>I believe it would be more beneficial to make use of the brownfield sites to create more homes and to re-generate the town itself, there are several buildings which would be better utilised in this way rather than left to rot and make the town look like an eyesore. My suggestions are:</p> <ol style="list-style-type: none"> 1. The land which used to be the Glades Leisure Centre, I know there is consultation for it to become a multiplex Cinema which in an ideal world I think would be a brilliant idea, however, realistically speaking young people, families etc. do not attend cinemas as it is far too costly and with modern technology such as Sky, Virgin, Amazon firesticks etc, they can watch all they want by using these methods of viewing at a lot less cost. This is why I think this land would be of more benefit by using it for housing. 2. All the empty shops in Worcester Steet, i.e. the old Woolworths, Littlewoods stores and the large amount of charity shops. 3. The Old Magistrates Court. 4. The disused timber yard and warehousing behind Matalan, this would be perfect for town houses or Apartments for canalside living similar to areas in Birmingham which have been re-generated with fantastic restaurants etc. 5. Sion Hill School. 6. Sladen School. 7. The Old Lea Castle Hospital would be ideal as it has two major roads either side of it which would be able to handle the extra volume of traffic no problem, I am confident of this as I travel along these roads everyday to work and there is nowhere near as much traffic on these roads as there is

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				<p>around the Spennells/Aggborough/Offmore areas. The plan to use Lea Castle would also mean using less Green Belt Land than the Spennells proposition.</p> <p>I have lived in Kidderminster for 34 years and have watched the decline of the town over a number of these years I desperately would love the council to carry on rejuvenating the town itself and make it a pleasurable place to visit with more restaurants, maybe an entertainment venue for concerts, shows etc rather than taking away our valuable Green Belt land which once gone will be gone forever.</p>
	LPPO4305	6.57 Alternatives	Comment	<p>Kidderminster Town Centre has now shifted towards Weavers Wharf Shopping Centre and therefore I cannot see that Worcester Street will ever become a vibrant shopping street again as peoples' shopping habits have changed dramatically over the last decade. All the derelict shops could be changed to town housing, flats and apartments, making it ideal for affordable housing where people will be in the heart of the town which will help local businesses enormously. This would then alleviate the "ghost" town part of Kidderminster and link up with the proposed building on the old Glades Sports Centre and the old Magistrates Court complex.</p> <p>Where the British Heart Foundation shop burnt down on New Road, Kidderminster would also be ideal for flats.</p>
	LPPO3948	6.57	Comment	<p>Rather than building on land resulting in a loss of community leisure space and affecting an SSSI, why not build flats and apartments above the empty shops in the town centre or build at the rear of the Ferndale estate?</p>
	LPPO4549	6.57	Comment	<p>Is the land by Tesco in Stourport to be developed at last. Is the land on Ferndale where the Eagles Nest pub used to stand to be developed at last? How many more houses are there to be built on the Silverwoods site? What about the old school sites such as Sladen in Hurcott Road or the site on Sion Hill? There are several</p>

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				other sites which look in need of tidying up and developing where housing would enhance the area.
	LPPO4307	6.57 Alternatives	Comment	<p>I would love to see a regeneration programme that really lifts the spirits of the people of Kidderminster. Can we have proposals that would enhance the Wyre Forest and make it an area we would be proud to live in?</p> <p>In the light of the Kidderminster/Stourport link road, my vision would include:</p> <ul style="list-style-type: none"> • re-purposing empty units and building new units in Stourport Road area to provide retail (like Primark) and companies (like OGL). • look at what attracts people to the Merry Hill and include those shops in this area to encourage people to stay and shop local. • relocate all the warehouse companies from New Road to the Stourport Road area. • build all the affordable housing you require on New Road. Young people will be most attracted to this area because of its close proximity to the Railway Station and Town Centre. • provide affordable housing very near the town centre and railway station. • regenerate current town centre to provide excellent retail and attract shops. • more businesses with highly paid jobs • bungalows with beautiful views lots of generous sized rooms and a nice sized plot for well off elderly people to encourage old people to move from their family homes • new spacious four bedroomed houses with beautiful views, three/four reception rooms, quite large garden, definately not open plan and overlooked. • relieve congestion, making journeys to work easier. • regenerate parks that are free for people to visit.

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				<ul style="list-style-type: none"> • help schools regenerate and develop • help hospitals provide the best care for all local people. <p>The following makes me feel sad:</p> <ul style="list-style-type: none"> • only retail, tourism and leisure jobs being provided. • 50% of the extra houses on the Green Belt land on the edges of town being for affordable housing that are a stepping stone to help people get on the housing ladder and not forever homes, beautiful houses/bungalows. • a new road near housing that will create noise and pollution. • turning the top of Spennells from a desirable, quiet, place to live, on the edge of town to a dreadful place to live. • taking away habitat for wildlife. • taking away free green space for Spennells' people to visit on foot. <p>Please consider creating:</p> <ul style="list-style-type: none"> • Housing within close proximity of the railway station (easy walking distance). • Housing within close proximity of the town centre (easy walking distance). <p>With this in mind could the following be considered:</p> <p>New Road is full of shops that could be relocated (perhaps some to the vacant shops within the town centre and vacant units on the Stourport Road) and housing built on both sides of the road. This would provide housing that is near the town centre, railway station and canal.</p> <p>I also think lots of care should be taken to provide quality, free, places to go.</p>

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				Sanders Park in Bromsgrove is much nicer than any park in Kidderminster and could be used as a model for Spennells Park.
	LPPO3950	Lea Castle	Support	Concentrate development in one area, ie Lea Castle with a shop/school so that it is independent. Cookley and Wolverley village schools are already under stress and this site has easier road access than most.
	LPPO3211	Extended Lea Castle	Support	There are many derelict and empty buildings in Kidderminster town centre, and the Council should use its power and compulsory purchase orders to acquire these and make good living provisions for the elderly and young (flat type apartments) and rejuvenate the existing town centre. Use the Lion Park for 100% housing, and move the proposed cinema 'leisure complex' to another area of the town centre, rather than separating the town even further. Lea Castle site needs to be developed in its entirety and made into an urban village which would accommodate all housing needs. Any vacant houses in the area need to be bought back to use. There are currently very many vacant and 'for sale' properties in Kidderminster, and with the suggestions as above, including the review of housing numbers, there is plenty of available land for development and I cannot see any need for building or removing the Green Belt in Option A for at least 10 – 15 years, so it is the Councils duty to protect this for as long as possible.
	LPPO4398	Alternative Sites	Comment	Use brownfield sites instead of Green Belt land
	LPPO4502	6.57 Alternative suggestions	Comment	I suggest use of Brownfield sites/empty buildings in town first to help the smaller numbers of new residents integrate more easily.
	LPPO3973	Pra 6.57	Comment	I feel that if extra homes really do need to be built the Lea Castle site should be developed as it is currently unused. Also Crown House could be re-developed into flats instead of being the eye-sore it is now, and the old Wyre Forest Glades site is not showing much signs of anyone being interested in developing it, so this could also be used for flats. There is also the land previously occupied by a builder's

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				merchants at the back of Matalan.
	LPPO4195	Extended Lea Castle	Comment	<p>Extending the current Lea Castle proposed development site could provide a ‘village’ style community with shops and a primary school.</p> <p>This site would be much less of an impact on agricultural land</p> <p>It would be within catchment area for Wolverley High School and help to sustain the long term viability of that school.</p> <p>It would not require major new road building schemes.</p>
	LPPO4578	6.57	Comment	<ul style="list-style-type: none"> Develop the Lea Castle site with additional land proposed which we believe would sustain a community of between 2000 and 2500 house, which would support a 2 form entry Primary School and would not impact on Cookley Village Centre. It would be within the catchment area of Wolverley CE High School and would positively impact on its long term viability. There are many empty sites around the Kidderminster area, i.e. Sladen School site, Sion Hill School site, the Horsefair, and land in Park Lane leading to Matalan to mention a few which could be used for housing. Also the town centre needs regenerating — why not use the Crown House for flats, the top of shops in Worcester Street as flats and also use the Glades land and surrounding land for housing. Kidderminster does not need a Multi complex cinema and more shops. The cinemas in the surrounding areas are empty because of the cost of tickets. <p>We believe Wyre Forest District Council are wrong not to propose any development on the North/West of Kidderminster, Bewdley or Stourport on Severn as we feel there are areas which could be developed within these</p>

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				catchment areas.
	LPPO4579	6.57	Comment	<ul style="list-style-type: none"> Develop the Lea Castle site with additional land proposed which we believe would sustain a community of between 2000 and 2500 house, which would support a 2 form entry Primary School and would not impact on Cookley Village Centre. It would be within the catchment area of Wolverley CE High School and would positively impact on its long term viability. There are many empty sites around the Kidderminster area, i.e. Sladen School site, Sion Hill School site, the Horsefair, and land in Park Lane leading to Matalan to mention a few which could be used for housing. Also the town centre needs regenerating — why not use the Crown House for flats, the top of shops in Worcester Street as flats and also use the Glades land and surrounding land for housing. Kidderminster does not need a Multi complex cinema and more shops. The cinemas in the surrounding areas are empty because of the cost of tickets. <p>We believe Wyre Forest District Council are wrong not to propose any development on the North/West of Kidderminster, Bewdley or Stourport on Severn as we feel there are areas which could be developed within these catchment areas.</p>
	LPPO3572	Alternatives	Comment	Question: Why has it not been possible to develop the brownfield site – formerly Parson’s Chain. Reilloc Chain was developed almost immediately after closure?
	LPPO3987	Extended Lea Castle	Support	My proposal is to extent the Lea Castle site WFR/WC/15/16/32 to include all the area between Axborough Lane, Stourbridge Road, Park Gate Road and the Wolverhampton Road. This would form a liveable village community, which should include shops, amenity for children, a Primary School and possibly a surgery and bus service. In making a self contained community its impact on Cookley would be greatly reduced and it would be in close proximity to Wolverley CE High School,

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				enhancing its long term future.
	LPPO3999	Alternative suggestions	Comment	<ul style="list-style-type: none"> The inclusion of land not previously in the local plan would distribute development. Development of the readily accessible Lea Castle site by combining options A plus B/Wolverhampton Road/Axborough Lane to create a community with schools/bus service would have less environmental impact and minimise loss of Green Belt. The Hurcott ADR site has good road access, is isolated from other Greenfield reducing cultivation capacity and would have less environmental impact developers' profit margins are not a factor
	LPPO4002	Extended Lea Castle	Support	Develop the Lea Castle as a small 'village' and Sion Hill school sites both currently not used
	LPPO4005	Extended Lea Castle	Support	Lea Castle is a better option commercially with all necessary utilities remaining from its previous use as a hospital. The land area is trust with two point access to free flowing roads.
	LPPO4169	Alternatives	Comment	Alternative sites for development: Area of land next to All Saints Church Wribbenhall, The land area off the B4195 Bewdley to Stourport Road opposite Cooks nursery, The field on the left coming from the roundabout into Bewdley. The area of land between New Road and the old Heath Hotel. The land opposite the Bewdley Leisure Centre is ideal the field between Blackstone Car Park and Leisure Centre. Park Lane in Kidderminster, conversion of redundant buildings at the bottom of Park Lane near to Matalan and the old Jewson Builders supply yard the old Riverboat buildings in Blackwell Street all need to be considered.
	LPPO4197	Paragraph 6.57	Comment	As stated before there are enough Brownfield sites to build a sufficient number of houses, before looking at Greenfield sites.

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	LPPO3439	Alternatives	Object	I cannot see why the council feels the need to develop the outskirts of Kidderminster when there is plenty of available space already vacant within the town centre. There are several empty premises that could be turned in to flats and where the infrastructure would not need to be extended.
	LPPO3446	Extended Lea Castle	Support	<p>The former Lea Castle Hospital brownfield site should be utilised first and foremost as the site already has good access and existing utility supplies.</p> <p>Incorporate a two-form school, (2,000-2,500) houses, also a bus service and would support Cookley Parish.</p>
	LPPO4058	Alternative suggestions	Comment	<p>An element of building could be considered in all four corners of Wolverhampton/Wolverley and Park Gate Roads. We realise that this farmland also produces food year in year but the fields are surrounded by pollution. We also concur with the advantages of the OCAG's proposals.</p> <p>The fields at the rear of Ferndale is farmed but it is not extending building towards the West Midlands and should sadly be considered before any development to the east of Kidderminster.</p> <p>The Horsefair: we are unable to understand why the shops/houses in Blackwell Street, are still allowed to be occupied. A compulsory purchase order should become effective and the buildings demolished and the road extensively widened. 'The Peacock' is unworthy of 'listed' status and should be reviewed – resolution of daily congestion requires priority. It is an eyesore for everyone who passed thorough.</p> <p>Could a compulsory purchase order on Crown House be a consideration? An apartment block, with underground and/or ground and first floor security parking,</p>

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				<p>could replace this neglected building.</p> <p>Are the derelict factory buildings all taking part in the review?</p> <p>If there must be building on the Offmore site – maybe Munro Close and Rosetti Close could become a crescent with the building of complex bungalows only – bus stop and show near by.</p> <p>Future building of shops and industrial units must consider energy efficiency.</p> <p>Community care in all its aspects through to hospitals. A major consideration to be taken on board.</p>
	LPPO3473	Selba Drive	Object	<p>When the properties in Selba Drive were built this piece of land was left as is was deemed unsuitable due to difficult drainage . The land was gifted to the Council on condition they cleared it and maintained it for the use of the children on Habberley Estate to play on, also for other recreational pursuits including picnics, exercising dogs, ball games.</p> <p>This area is safe, away from traffic and well used by children. Dog walkers also use this space on a regular basis. It is used by lots of people from the estate for leisure activities.</p> <p>Kidderminster is beginning to become a concrete jungle! We have noted that expensive houses are springing up all over the place, and now there appears to be a panic to build more community builds. May I suggest you use the land of the now derelict Lea Castle Hospital, which would make a lovely new estate for this purpose, and meet the quantity demanded of the government, and leave Selba Drive and others in the area alone. Lea Castle has the capacity to build 800 houses or more, and as it is land that has been built on, more suitable than squeezing in a</p>

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				few houses here and there.
	LPPO3978	Extended Lea Castle	Object	I would suggest as an alternative to building around Offmore & Comberton, a bigger site at Lea Castle. The Plan currently proposes using some of this land in both Option A and B but I would suggest combining the land under both options and then extending the site to include land up to the Wolverhampton Road and at the rear of Lea Castle up to Axborough Lane. There might also be a possibility of further development on the western side of Wolverley Road towards Sion Hill, which would link with development at the Sion Hill School site. With this proposed land, including the sites in that vicinity already included in the Plan, a sustainable community of around 2,000-2,500 houses could be created. This would be large enough to support a 2 form entry primary school within the catchment of Wolverley High School (thus positively impacting on the school's long term viability) and a sustainable bus service. It would also support a 'village' centre within the Cookley Parish without putting a burden on that community and would potentially be able to support live-work units.
	LPPO4804	Extended Lea Castle	Support	The land around Lea Castle could be more utilised to fill the complete area bordered by the A449, B4189, A451 and Axborough Lane. The field to the west and adjacent to the A449 could also be considered with suitable separation from local housing. The development could form a new village.
	LPPO4805	Alternatives	Support	The retail land in the town centre (the Forest Glades site, old indoor market, old court house, old Woolworth building etc) should be developed in its entirety for affordable housing and accommodation for the elderly, to help regenerate the centre and remove the dereliction.
	LPPO4808	Alternatives	Comment	The villages within Wyre Forest could be expanded to accept some of the new developments and relieve some of the pressure to use the Green Belt around the towns. This could help revitalise the villages and help their retail premises, age balance and school viability.

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	LPPO4801	Extended Lea Castle	Support	<p>There is a perfectly viable alternative at the Lea Castle site.</p> <p>I fully support a sustainable village at Lea Castle as I see it as a solution to all the problems development brings with the necessary infrastructure that is required to go with it.</p> <p>As I understand it you are responsible for maintaining protection of the environment and for the selection of the planning sites for the 5,400 homes in the Wyre Forest that are demanded by the government. This can surely be achieved by development of Lea Castle site proposed as an alternative by the OCAG.LP.</p> <p>The Lea Castle site is also an opportunity to preserve the existing wildlife habitats and sites of scientific interest around Offmore and Baldwin Road.</p>
	LPPO5080	Alternatives	Comment	<p>In the town centre there are so many large premises empty - the eyesore which is Crown House, and derelict Worcester street etc. With imagination and planning the town could be revitalised and used productively. The old courts, the Brintons building by the Town Hall for example are crying out for redevelopment and a second wind of growth. With so much more online business it is clear that not only in Kidderminster but nationwide, retail business will never be the same as it was 30 years ago. Scant recognition of these observations is made in the plan. Retail businesses should be downsized to reflect future demand, and the historical heritage buildings should be sympathetically developed, and there should be living accommodation built centrally based. I'm confident that if flats/small affordable housing was to be built on central town sites it would attract young professionals and entrepreneurs. The town centre would become vibrant again, with more leisure, restaurants, and tourist attractions centrally based.</p>
	LPPO5011	6.57	Comment	<p>Rather than encroach upon our countryside we urge the council to develop and regenerate town centre sites including unused shop premises which should be</p>

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				considered as a priority in all three Wyre Forest towns. There is the land adjacent to Tesco Stourport that has already been passed for housing and the land where Wyre Forest Golf was. It has also been brought to our attention that there is some land (No mans land and not owned by anyone) between Kidderminster and Wolverley B4190.
	LPPO5066	Lea Castle	Comment	I understand housing has to be built for the future, but would it not be possible to use somewhere like Lea Castle Hospital grounds and use some of the facilities already there, for instance existing roads existing drainage and good access from both the Wolverhampton and Stourbridge roads
	LPPO5067	6.57 Alternatives	Comment	<p>1. The Council need to build on brownfield sites and not greenfield, within the Kidderminster area.</p> <p>2. The Town Centre has developmental potential, Bromsgrove Street, Worcester Street, knock down the old Post Office building and build small apartment block, develop the old Sladen site and Sion Hill sites. Consider building in Blakedown on any brownfield sites.</p>
	LPPO5083	6.57 Alternatives	Comment	<p>The aim surely should be to create better existing neighbourhoods of affordable housing for mixed income families and newcomers and not just to boost housing numbers ad hoc. Surely it would be better for Kidderminster to regenerate areas around the district where public transport systems are already established reducing car journeys for example, local businesses can prosper and new businesses see a value in setting up in the area.</p> <p>Derelict buildings such as those on Park Street have remained an eyesore for all the years we have lived in Kidderminster (27). Surely some form of housing development could be considered to improve this area of town and other brownfield/derelict sites in the district to help say first time buyers and perhaps also the towns hard-pressed businesses.</p>

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Company / Organisation	ID	Part of Document	Type of Response-	Summary of Response
	LPPO5009	6.57 Alternatives	Comment	Kidderminster Town Centre is dead, it needs regeneration and would be more suited to future generations consequently. There are a number of large buildings, such as Woolworths, which have sat empty for far too many years, that could be refurbished into plush apartments - surely this would be a more satisfactory solution? I would whole heartedly support the regeneration option.
	LPPO4894	6.57 Alternatives	Comment	<p>There are a number of buildings in Kidderminster town centre, some of them previously used as part of the carpet industry, which would lend themselves to conversion to apartments suiting both the young and the old. The Glades site should only have planning permission for residential use. Kidderminster town centre is crying out for improvement and regeneration if new businesses and economically active people are to be attracted to the area. The council should be giving incentives to developers prepared to improve and provide housing in the heart of the district, rather than the easy option of allowing Green Belt sites to be developed.</p> <p>There should also be a concentration on the development of the brownfield sites that still exist, along with the sites already granted planning permission that haven't been developed as yet, and also more effort to bring the 1,404 vacant dwellings identified in the Objective Assessment of Housing Need back into use.</p> <p>Core sites in Kidderminster proposed for allocation. The potential for 510 dwellings are identified in this list, along with some developments for mixed use, ie. housing and employment. So the potential is for far more than this figure. Also, 24.36 hectares are allocated for employment use, 15.51 hectares for housing. If the primary need in the area is for housing why not reallocate some of the land to housing rather than employment, given there are so many industrial units vacant and able to be used for industrial or office space.</p>

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO PARAGRAPH 6.57

Company / Organisation	ID	Part of Document	Type of Response-	Summary of Response
	LPPO4902	6.57 Alternatives	Comment	<p>Areas which should be utilised first are as follows:-</p> <p>Lea Castle site, ideal for large housing estate with good existing road access</p> <ul style="list-style-type: none"> • Sion Hill School site, an absolute eyesore and magnet for criminal behaviour at present, ripe for development. Easy access to junior school, on bus route and within walking distance of High School. • Sladen School site, ideal for low cost housing for those without own transport as within walking distance of town centre and has local convenience shops even nearer. • Old Market building should be utilised in some way, either converted or demolished and built on. • Old Leisure Centre site should not be a cinema, should again be low cost housing for those without own transport as actually in town and close to Health Centre. If a cinema is desired by the Council why not in one of the empty shops in the town centre. Might hopefully bring some life to the town. • Old cricket ground at bottom of Chester Road South, again has good road access. • Old warehouse adjacent to Matalan could be turned into flats with car park on ground floor for residents. <p>All these sites and others, should be utilised first before even considering ravaging our Green Belt.</p>
	LPPO4903	6.57 Alternatives	Comment	<p>Every attempt should be made to build on the known Brownfield sites, Lea castle; Sladen School, Sion Hill thus spreading the impact on traffic density. There are many more available sites in Kidderminster and surrounding areas that should be developed first.</p>

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO PARAGRAPH 6.57

Company / Organisation	ID	Part of Document	Type of Response-	Summary of Response
				<p>There are large areas next to the New Leisure Centre that are lying vacant at the moment.</p> <p>The ex leisure centre site could be built on with affordable housing instead of a cinema, put that on the site of the burnt down building next to Iceland and near the Library. This would bring a bit of life back into the centre of the town, rather than on the fringes as the leisure centre site is.</p> <p>More effort needs to be put into reviving the town centre instead of unneeded housing. The local population has remained fairly static, where is the need for 600 houses? Unless we are to become an over spill town for Birmingham!!</p>
	LPPO5104	Alternatives	Comment	<p>The resultant requirement of around 3600 dwellings should be built on the identified brownfield sites in the Plan; on the previously developed land in the Green Belt; and on the whole of the Lea Castle site.</p> <p>Expand the scope of the Plan to include Blakedown, Wolverley and Chaddesley Corbett.</p>
	LPPO4841	6.57 Alternatives	Comment	<p>The 'either/or' question is constraining without reason. It strikes me that development at the Lea Castle Hospital and adjoining areas could answer pressures on the infrastructure. This would include parts of Options A and B and the red core with what appears to be relatively easy access to major roads. I would be concerned about the intensity of this concentrated development without detailed analysis of its impact on the environment, infrastructure and traffic congestion. Again I am not convinced that there is a need for the extent of this development within the Wyre Forest District.</p>
	LPPO5114	6.57	Comment	<p>Please reconsider with thoughts of a realist rather than an idealist. Many people commuting to Birmingham and Worcester desire to live in the country and you should work on a plan to build more villages on some green field sites outside</p>

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO PARAGRAPH 6.57

Company / Organisation	ID	Part of Document	Type of Response-	Summary of Response
				<p>Kidderminster to give people this option. This would disperse the concentration of people entering an already grid locked system.</p> <p>Younger people prefer to live nearer town centres so housing should be provided close to or in the town centre where there is a wealth of entertainment and recreation and this could help revitalise the area. Young people do not tend to want to live on housing estates far away from all the amenities which is what you suggest in the easier option A.</p>
	LPPO4925	6.57 Alternatives	Comment	<p>Maximise the use of brownfield land in Wyre Forest. There are so many unused buildings in the area, including Kidderminster town centre, which is totally under used and feels almost derelict. The development of the old Glades site should be used for housing rather than a cinema. If the empty town centre sites were developed for housing then this may give renewed life to the centre and provide more people who would rely on the central and local businesses. New houses will be unaffordable for younger people and young families. Not all home-owners require houses and back gardens. Flats near to facilities can be a great starter home and a stepping stone onto the property ladder for younger residents. They can also provide homes for the older generation who are unable to use their own transport to travel into the town centre. The Council should also concentrate on developing on Lea Castle and making it a viable village. This can also provide housing and a community in one area without having to develop on greenfield sites and take away good farming land.</p>
	LPPO4940	6.57 Alternatives	Comment	<p>There are brownfield sites that are not even on the plan, for example Brown Westhead Park in Wolverley (former army hospital with WWII buildings all over it, partially owned by the council and with limited economic benefit to the area; and the site of the old quarry on the opposite side of the B4189 to the above site. There is brownfield land still not built on behind The Range at Crossley Park in Kidderminster.</p>

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO PARAGRAPH 6.57

Company / Organisation	ID	Part of Document	Type of Response-	Summary of Response
				I strongly suggest that you consider other brownfield sites such those I have outlined in Wolverley to share the housing quota which is due to Wolverley and Cookley Parish.
	LPPO5145	Alternatives	Comment	Referred to the Horsefair and building 300 new homes - suggested this as a more appropriate site, especially with the regeneration of Kidderminster Town and its railway station ideal for commuting.
	LPPO4848	6.57 Alternatives	Comment	Has Kidderminster Town Centre been properly considered? Town centres all over the country are dying because of changes in the way we live and purchase goods. In any case Kidderminster is well served with two modern shopping areas, Weavers Wharf and Carpet Trades, leaving much of the original town centre a shabby run down area, comprising charity shops, pop-up shops and the ubiquitous mobile phone stores, which no amount of dressing up will improve. Why not creatively re-design the town centre and rebuild it as an innovative 21st century example of a vibrant and exciting urban living area. This will be a more expensive option than building houses on fields, but if developed properly would be held up as an example throughout the UK, putting Kidderminster well and truly on the map.
	LPPO4886	6.57 Alternatives	Comment	<p>31.1 states “there is insufficient sustainably located readily available brownfield or non-Green Belt land to accommodate the necessary housing and employment growth required in the plan period.” I would counter that:</p> <ul style="list-style-type: none"> There are brownfield sites that are not even on the plan, for example Brown Westhead Park in Wolverley (former army hospital with WWII buildings all over it, partially owned by the Council and with limited economic benefit to the area; and the site of the old quarry on the opposite side of the B4189 to the above site. There is brownfield land still not built on behind The Range at Crossley Park in Kidderminster.

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO PARAGRAPH 6.57

Company / Organisation	ID	Part of Document	Type of Response-	Summary of Response
				I also strongly suggest that you consider other brownfield sites such those I have outlined in Wolverley to share the housing quota which is due to Wolverley and Cookley Parish.
	LPPO4799	6.57 Extended Lea Castle	Comment	There is a more viable option available at the former Lea Castle Hospital site which does form part of the plan review but also lends itself to even more capacity by extending that site to include land bordering the A449 Wolverhampton Road and Axborough Lane. This option would create a sustainable village community whilst at the same time provide the capacity needed for future housing quotas. It is an existing brownfield site with very large potential and has capacity to include local shop/public house, GP surgery, school and the like. Giving it a sustainable village model that will not have a great impact upon the surrounding or immediate locality
	LPPO5133	Alternatives	Comment	Reduce the number of empty properties by charging their owners extra council tax giving them a deadline date for when charging to start. Suggest buildings are adapted to living in, or indoor market.
	LPPO4910	6.57 Extended Lea Castle	Comment	Support Lea Castle site for the following reasons: <ul style="list-style-type: none"> • A sustainable community could inc 2,000-2,500 (include affordable) houses with schools, shops and community/social support • Easy direct access to major roads yo minimise congestion.
	LPPO5130	6.57	Comment	A 'ready made' site at Lea Castle – so use it.

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO SECTION 7: STRATEGIC GREEN BELT REVIEW

Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
	LPP0695	Policy 7	Comment	<u>Policy 7 and 31</u> — We agree with the notion that the Green Belt has not been reviewed, in WFDC since the 1970s and note WFDC acknowledges that previously developed land alone will not be sufficient to meet the growth requirements of the district. This policy draft states that the Spatial Strategy seeks to minimise impact on the Green Belt. Minimal impact would be better achieved as discussed above, by removing a larger volume of smaller sites across the district rather than a smaller number of large sites which will have greater impact. This would better contain development and prevent urban sprawl in larger volumes in more limited areas which is in conflict with the requirements of the Green Belt as outlined in the NPPF	Comments are noted. However, we have to ensure the allocation of sites are in sustainable locations. The allocation of large extension sites enables services to be provided on site if sufficient local services are not available nearby. The Sustainability Appraisal sets out the alternative options that have been considered.
Homes England	LPP0804	Policy 7	Comment	Policy proposes amendments to the Green Belt boundaries to enable sustainable urban extensions around Kidderminster. The HCA supports the proposals to removal of the Lea Castle Hospital site from the Green Belt. Whilst this is a previously developed site within the Green Belt, it is considered to be logical to amend the boundary at this location, removing the site from the Green Belt to enable its re-development.	Support of Lea Castle site redevelopment is noted.
Kidderminster Harriers Football Club	LPP0935	Policy 7	Comment	<ul style="list-style-type: none"> First paragraph - See comments (in relation to Policy 25) and the incompatibility with NPPF. Amend paragraph 3: In accordance with paragraph 8283 of the National Planning Policy Framework. (NPPF Para 82 refers to the creation of new Green Belt) 	Agree with suggested changes to paragraph 3. The Kidderminster Harriers proposed relocation site will need further consideration as the emerging Local Plan progresses.

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
				<ul style="list-style-type: none"> To provide clarity to the plan - amend paragraph 3 to make clear that the review of the Green Belt is to exclude land from it, rather than expand Green Belt in these locations. To provide clarity to the plan and support for the new sports facility in this location. Add to bullet 2: Minor changes to the Green Belt boundary will also be made at southern Kidderminster to allow the development of a centre of sporting excellence including sports facilities and related development, Stourport on Severn and Bewdley to enable local development needs to be met most sustainably and economically. 	
Worcestershire Wildlife Trust	LPP01054	Policy 7	Comment	This policy seems to offer an appropriate way forward though we reiterate our position that the Green Belt release to the east of Kidderminster should be more limited than that proposed by Option A. In this regard we note that Option B has a reduced impact on Green Belt (by area) which is welcome and would be broadly in line with the Government's stated position on Green Belt release.	Comments are noted.
National Farmers Union West Midlands Region	LPP01118	Policy 7	Comment	We welcome the support for affordable housing on rural exception sites in the Green Belt. This policy should also make a specific reference to the need for agricultural and diversified businesses to develop within the Green Belt. Even if the support for businesses in these areas is implied elsewhere within	Support and comments are noted. The NPPF para 89 already provides an exception in Green Belt Policy for the construction of agricultural buildings as follows:

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
				the document, it ought to be more stridently expressed within this section of the plan. We would like to see a can do attitude to development that recognises that farming businesses have an essential role in maintaining the local landscape by grazing livestock, maintaining hedgerows and participating in agri-environment schemes.	"A local planning authority should regard the construction of new buildings as inappropriate in Green Belt. Exceptions to this are: Buildings for agricultural and forestry."
Wolverley & Cookley Parish Council	LPP01152	Policy 7 - ADRs	Comment	The three Areas of Development Restraint (ADRs) in the Wolverley & Cookley Parish (Land off Hayes Road, Wolverley, Land off Lowe Lane, Wolverley and Land off Kimberlee Avenue, Cookley) should be retained and safeguarded and not be used for Housing Development.	Comments are noted.
Taylor Wimpey West Midlands	LPP01498	Policy 7	Comment	Releasing land from the Green Belt to deliver sustainable growth, are endorsed Kidderminster most sustainable location for growth is enveloped by Green Belt. Brownfield sites are diminishing or difficult to bring forward for development. Green Belt release is necessary to support sustainable growth and to ensure identified issues and objectives are met within the plan period. Land at Rectory Lane, Areley Kings is not within the Green Belt and should be prioritised as an allocation through the Local Plan Review. Do not support the approach set out in respect of	Comments are noted. As per NPPF para 89, there will be 'safeguarded' sites allocated which will enable future development to come forward if required at the next Local Plan Review. The Sustainability Appraisal (SA) sets out the alternative options for development.

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
				<p>Areas of Development Restraint within the District.</p> <p>Local Plan needs to consider future development needs within the District beyond the proposed Plan period (2034). NPPF paragraph 85 states that ‘safeguarded land’ should be identified in order to meet longer term development needs stretching well beyond the plan period</p> <p>In determining the appropriate quantum of safeguarded land to identify within Wyre Forest District it is necessary to consider the local context, including: the opportunities for meeting longer term development needs outside of the Green Belt beyond the plan period; and, the likely level of future housing and employment that will be required to meet the needs of the District beyond the plan period including cross boundary pressures.</p> <p>In the longer-term Kidderminster will need to retain a key role in providing new homes to meet the objectively assessed housing needs of the District, including identified needs for affordable homes. Necessary to release land from the Green Belt in the longer term to ensure future needs can be met and the vitality of services and facilities can be maximised in the longer term.</p> <p>In addition, the supporting settlement of Stourport-on-Severn will also retain a key role in providing new</p>	

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				<p>homes to meet the objectively assessed housing needs of the District, including identified needs for affordable homes.</p> <p>Whilst the draft Local Plan proposes to roll forward safeguarded land at Stourport on-Severn and a number of villages, this level and location of provision is ineffective in ensuring long term development needs can be met and Green Belt boundaries will endure in the long term.</p> <p>To ensure Kidderminster continues to play an important role in meeting longer term housing needs and to ensure an enduring Green Belt boundary beyond the plan period, safeguarded land should be identified around Kidderminster within this Local Plan.</p>	
Stanmore Properties Ltd	LPP01511	Policy 7	Comment	Strategic Green Belt review is necessary having regard to the amount of housing required. The more detailed Second Stage Green Belt Study (AMEC 2017) is welcomed.	Comments are noted.
Persimmon Homes Limited	LPP01595	Policy 7	Comment	Need to consider the extent of need in the District and that the right locations for growth have been selected so can make an informed assessment of how much Green Belt land release is required. Failure to do so will result in an unsound strategy which does not balance the need for housing with the appropriate quantum of housing sites.	Comments and support for the Catchems Ends site are noted.

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
				<p>Green Belt boundaries should only be amended in exceptional circumstances, through the preparation of the Local Plan (Para 83 NPPF) The Council recognises that exceptional circumstances are justified through the need to facilitate the development that is needed and promote sustainable patterns of development.</p> <p>Locations for growth that are integrated into the built form of the town of Bewdley should be looked at that provide a reasonable prospect for housing. Development to the north, south and west of the town should be limited due to topography which would give rise to prominent developments with significant landscape impacts. Land at Catchems End is an appropriate location for Green Belt release however, as identified in response to the Council's Development Options, RPS considers that the Council needs to provide more certainty that this site can come forward, further to release from the Green Belt.</p> <p>Greater consideration should be given to land to the east of the town, south of existing development at Catchems End. This land is of a lower landscape value and could be developed in a way to integrate with the existing development and enhance the sustainability of the area. It is considered that this release would be necessary in order to meet the requirements of the strategy under the test of exceptional circumstances, expressed in paragraph 83 of the NPPF.</p>	

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO SECTION 7: STRATEGIC GREEN BELT REVIEW

Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response						
				<p>The Wyre Forest Green Belt Review Part II Site Analysis (2017) reviews Catchems End (referred to as site WA/BE/3) against to 5 principles of the Green Belt identified in Paragraph 80 of the NPPF. The Council’s assessment indicates is that the site makes a significant contribution towards three of the five Green Belt purposes. RPS does not agree with the Council’s evidence and considers that the analysis of the site is flawed and that amendments should be made as set out in the table below.</p> <table><tr><th>Green Belt Purpose</th><th>Council Analysis</th><th>RPS Analysis</th></tr><tr><td>To check the unrestricted sprawl of large built-up areas</td><td>Contribution Whilst the site is relatively small and well bounded, it does make a contribution to preventing local sprawl along the Kidderminster Road and the A456.</td><td>Limited Contribution The site is well bounded by the west midlands safari park, Bewdley and Wribbenhall and does not contribute towards preventing local sprawl as the site is surrounded by other uses.</td></tr></table>	Green Belt Purpose	Council Analysis	RPS Analysis	To check the unrestricted sprawl of large built-up areas	Contribution Whilst the site is relatively small and well bounded, it does make a contribution to preventing local sprawl along the Kidderminster Road and the A456.	Limited Contribution The site is well bounded by the west midlands safari park, Bewdley and Wribbenhall and does not contribute towards preventing local sprawl as the site is surrounded by other uses.	
Green Belt Purpose	Council Analysis	RPS Analysis									
To check the unrestricted sprawl of large built-up areas	Contribution Whilst the site is relatively small and well bounded, it does make a contribution to preventing local sprawl along the Kidderminster Road and the A456.	Limited Contribution The site is well bounded by the west midlands safari park, Bewdley and Wribbenhall and does not contribute towards preventing local sprawl as the site is surrounded by other uses.									

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response			WFDC Officer Response
				To prevent neighbouring towns merging into one another	Significant Contribution The site is part of land which separates Bewdley, Kidderminster and Stourport and is judged to make a significant contribution to this purpose, albeit bounded by the A456.	Limited Contribution The site does not contribute to separating the settlements as the West Midlands Safari park lies between the site and Kidderminster with Wribbenhall to the south which separates the settlement from Stourport.	
				To assist in safeguarding the countryside from encroachment	Contribution The site is contained on its northern and southern sides, although the western boundary is less clear.	Limited Contribution The site is well contained on all sides with the West Midlands Safari Park to the west.	
				To preserve the setting and special character of historic towns	Significant Contribution As part of the north eastern gateway	Limited Contribution The site does not contribute to the	

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					into Bewdley, the site makes a significant contribution, although there is no visual connection with the heart of the town.	historic setting of Bewdley with very little in the way of historic assets within the area. There is no connection between the historic centre of Bewdley and the location of the site. The open space will also enhance the historic setting of a small number of listed buildings within the area.	
				Overall Assessment of Contribution to Green Belt Purposes	Significant Contribution Overall, and cumulatively, the site makes a significant contribution to Green Belt purposes because of its role as part of the wider tract	Limited Contribution Overall the site makes a limited contribution towards the Green Belt as it is well bounded by existing uses around the site. Namely, the	

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				<div> of land separating Bewdley, Stourport and Kidderminster, its role as part of the gateway to Bewdley, a role in preventing wider encroachment and sprawl. Development would reduce openness by bringing the edge of Bewdley south eastwards to meet the A456, although this would act as a long-term edge. </div> <div> West Midlands Safari Park to the west and Wribbenhall to the south. This ensures that the site does not contribute towards restricted urban sprawl, restricting development in the countryside and the separation with Stourport or Kidderminster. </div> <p>Land at Catchems End can be released from the Green Belt without undermining the functions of the Green Belt and its role in preventing urban sprawl. The site is located adjacent to the A456, currently screened from the road by an unbroken hedgerow, interspersed with trees. Though this site is currently within the Green Belt, it does not fulfil the current functions of the Green Belt and could be released without giving rise to significant effects or risk of setting precedent. It</p>	

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				is considered that Land at Kidderminster Road represents a realistic site for delivery and should be included within the Local Plan as a site for Green Belt release.	
Wyre Forest Community Housing	LPP01651	Policy 7	Comment	Given the lack of otherwise identified sites in the Fairfield and Wolverley areas, we do not support Hayes Road being given ADR status. Rather, we would want to see Hayes Road treated as an exception site, which would enable the site to be more fully developed as an affordable housing scheme.	The Hayes Road site was allocated as an ADR site in a previously adopted Local Plan.
	LPP02316	Cookley Green Belt	Comment	<p>"Insetting" and "washed over" status of villages will be retained although village envelopes will be revisited to allow for development to meet local needs." How is a development of 1200 – 1400 homes joining Cookley to Broadwaters, in any way a development that meets the needs of Cookley as a village. Our village envelope will be stretched to Kidderminster and our Green Belt will be decimated.</p> <p>Cookley is referred to as Inset Green Belt. How will Cookley be Inset Green Belt when the southern Green Belt is completely removed? Your intention is to join Cookley to Kidderminster, therefore negating your obligation to protect Cookley as a village Inset Green Belt.</p>	Disagree. Cookley village is separate from the Lea Castle site and will remain as a separate village.
	LPP04607	Policy 7	Comment	Policy 7 states "The current approach to "insetting" and "washed over" status of specific villages will be retained although village envelopes will be revisited to	Disagree. Cookley village is separate from the Lea Castle site and will remain as a separate village.

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				<p>allow for development to meet local needs.” How is a development of so many homes joining Cookley at the northern end, to Broadwaters, Kidderminster at the southern end, in any way a development that meets the needs of Cookley as a village. Our village envelope will be stretched to Kidderminster and our Green Belt will be decimated.</p> <p>In the table on page 29, Cookley is referred to as Inset Green Belt. How will Cookley be Inset Green Belt when our southern Green Belt is completely removed? I would infer from this that your intention is to join Cookley to Kidderminster, therefore negating your obligation to protect Cookley as a village Inset Green Belt.</p> <p>Cookley is a Village INSET in Green Belt. It has its own strong identity and provides key local services. As a council WFDC should be supporting Wolverley and Cookley Parish Council to meet it’s local needs in a sustainable way and not by destroying our Green Belt and putting a development larger than our village, and forming a development large enough to join Cookley to Kidderminster.</p>	
	LPPO655	Green Belt	Object	<p>I object to the concept of development in any Green Belt land. When population is clearly out of control, the idea of just building to solve the problem is short sighted. If this is the plan for the near future, then what about beyond? Will more Green Belt be taken to answer the problem then, until there is not green</p>	<p>Objections noted. It is a legal requirement for the Local Authority to have an up to date Local Plan that meets the identified housing need. The Objectively Assessed Housing Needs (OAHN) Report sets out what our</p>

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO SECTION 7: STRATEGIC GREEN BELT REVIEW

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				space at all?	<p>housing need is for the District. Unfortunately, we do not have enough deliverable brownfield sites left in the District. We therefore have to release some greenfield sites to be able to meet our housing requirements. This will include some greenfield sites within the Green Belt.</p> <p>Future Local Plans may also require Green Belt release if the housing need cannot be accommodated on land not in the Green Belt.</p>
	LPPO661	Cookley ADR	Object	<p>Object to development of this land is due to the fact that Cookley will lose its village identity and end up as a Kidderminster extension. This will not be feasible due to:</p> <ul style="list-style-type: none"> • Recent modernisation of school will not accommodate more than 600 houses in the area. • This area is Green Belt and priority should be redevelopment of brown belt of which there are several around Kidderminster. • Increase in traffic in and around our quiet village • - I do not have any objection to development of red Lea Castle site as this 	Objection is noted. The ADR sites listed in Policy 7 are already allocated as ADR sites in the current adopted Local Plan.

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				is brown field.	
Hagley Parish Council	LPP0776	Policy 7	Object	Green Belt Review - NPPF says that the Green Belt Boundaries should only be reviewed in “exceptional circumstances”, which it does not explain further. The Housing White Paper, which is presumably relevant as emerging government policy, indicates that this means boundaries should be changed only when all other options have been considered. In other words, changing Green Belt Boundaries should be a last resort. Neither the Consultation Document nor any of the background research that we have seen provides any explanation of why this last resort needs even to be considered.	<p>The NPPF in para 83 states “Once established, Green Belt boundaries should only be altered in exceptional circumstances, through the preparation or review of the Local Plan.” Wyre Forest District Council is undertaking a ‘Local Plan Review’ so this meets the requirements set out in para 83 of the NPPF.</p> <p>The Sustainability Appraisal (SA) forms part of the evidence base for the emerging Local Plan and will set out the alternative options that have been considered and why Green Belt release is necessary.</p>
Campaign to Protect Rural England	LPP0934	Policy 7	Object	<p>Current text does not make clear the 5 purposes of Green Belt.</p> <p>Green Belt boundaries can only be altered by a Local Plan Review and in exceptional circumstances. NPPG says meeting housing numbers on its own is not 'exceptional circumstances'. Housing White Paper is consulting on adding explanation that review should only be done if all other options have been considered. Plan fails to establish if this has been done. We</p>	The NPPF in para 83 states “Once established, Green Belt boundaries should only be altered in exceptional circumstances, through the preparation or review of the Local Plan.” Wyre Forest District Council is undertaking a ‘Local Plan Review’ so this meets the requirements set out in para 83 of the NPPF.

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				<p>challenge assumption that there is not enough housing land without using Green Belt land. Sites in Bewdley and Stourport to west of River Severn are outside of Green Belt. Option to use such sites should be explored prior to reviewing Green Belt.</p> <p>One objective of Green Belt is to stop towns coalescing. For this purpose, Cookley should be included. Concerned that release of Hurcott ADR and development of hospital site will lead to joining up of Kidderminster and Cookley and urban sprawl. However, leaving hospital site as derelict is not an option.</p>	The Sustainability Appraisal (SA) forms part of the evidence base for the emerging Local Plan and will set out the alternative options that have been considered and why Green Belt release is necessary.
Persimmon Homes Limited	LPPO1428	Policy 7	Object	<p><u>Support</u> Green Belt boundary review. <u>Object</u> to the time period used for the Green Belt review.</p> <p>In order to accommodate longer term development needs a date of 2051 should be used to assess future development needs. This timeframe will allow land to be released now which could be used for development in the next two Local Plan reviews, providing a long term Green Belt boundary whilst allowing all parties to plan positively for the future of the district as well as accommodating future overspill from the Black Country and Birmingham conurbations.</p>	The NPPF para 157 states that Local Plans should “be drawn up over an appropriate time scale, preferably a 15-year time horizon, take account of longer term requirements, and be kept up to date.” The emerging Local Plan will be for a 20 year plan period which is typical of the time period used in most adopted Local Plans. As per NPPF para 89, there will be ‘safeguarded’ sites allocated which will enable future development to come forward if required at the next Local Plan Review.
	LPPO2313	Policy 7	Object	Policy 7 - It says it all in the opening sentence. It is therefore your job to produce a) Accurate figures and then b) Justify the reasons why Green Belt should be	Objection is noted. It is a legal requirement for the Local Authority to have an up to date Local Plan that

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				built on when you haven't worked hard enough to get current brownfield sites built on.	meets the identified housing need. The Objectively Assessed Housing Needs (OAHN) Report sets out what our housing need is for the District. Unfortunately, we do not have enough deliverable brownfield sites left in the District. We therefore have to release some greenfield sites to be able to meet our housing requirements. This will include some greenfield sites within the Green Belt.
	LPPO3648	Policy 7	Object	<p>Concerned about the proposals at Wilden Top Area of Development Restraint (ADR). We would like to object to and express concern about the proposals in the LPRPO document, June 2017, to:</p> <ul style="list-style-type: none"> • Include the site as a potential site for Travelling Showpeople • Continue to include the site as an ADR for the development of housing <p>In addition to the substantial impact upon the rural and unspoilt nature of Bigbury Lane we have the following major concerns about the proposed development:</p> <p><u>B: Concerns Relating to the Continuation of the Site as an ADR</u></p> <p>B1: It is anticipated that the development of new</p>	<p>Objection and comments are noted.</p> <p>The site was allocated as an ADR site in the currently adopted Local Plan.</p> <p>The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.</p>

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				<p>housing would destroy the character of the area and could detract from local heritage assets.</p> <p>It is anticipated that a housing development at the top of Bigbury Lane would not integrate effectively with its surroundings as it would destroy the rural, wooded character of the lane, substantially increase the housing density, destroy the existing layout and detract from the setting of heritage assets. Two locally listed buildings are located adjacent to the base of the site. It is anticipated that any housing development would completely destroy current design and layout and substantially increase the density of housing and would be unlikely to blend with the locally listed buildings and rural character of the lane. The ADR borders onto the fence of a private residential dwelling and, I assume, would transform the landscape adjacent to this locally listed Mock Tudor building.</p> <p>Section 11.18 of the LPRPO states that <i>“the benefits of conserving and enhancing heritage assets include: ..influencing the character of an area and giving it a sense of place”</i>. Policy 11C states that <i>“new development must protect and where possible enhance the unique character of the landscape including the individual settlement or hamlet within which it is located”</i>. Policy 11D states that development should <i>“support the conservation, enhancement and restoration of biodiversity and geodiversity across the Plan Area”</i>. It is hoped that this rationale would be</p>	

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				<p>applied to any proposed development at Wilden Top if any development is permitted.</p> <p>Section 32.3 of the LPRPO states that the <i>“land at Burlish Crossing is near the Lickhill Road North sites and would require extensive planting along the northern boundary to soften the impact of built development as viewed from the Bewdley direction”</i>. If a new housing site or site for Travelling Showpeople was approved for the Wilden Top site would the same conditions be made upon imposed on any new development?</p> <p>There are numerous references in the Baker Report detailing why the site at Wilden Top would be unsuitable as a site for Travelling Showpeople. It states that <i>“mitigation would be required to protect the character of the lane regard should be had for the footpath”</i>. I assume that most of these would also apply to any proposed housing development?</p> <p>B2.The site may not be well served by facilities.</p> <p>The Local Plan Review Preferred Options Sustainability Appraisal Report states that all of the Stourport sites <i>“score well in terms of access to services apart from the sites at Wilden Top and Sandy Lane”</i> which are not served well by facilities. Appendix G6 continues that the site scores negatively in relation to other criteria. I assume that these scorings apply both to the continuation as an ADR or a site for Travelling</p>	

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				<p>Showpeople. It is assumed that these issues could potentially make the site unsuitable for either type of development?</p> <p>Since the closure of Wilden Lane Post Office last year there is no longer a local shop to serve any new housing development. There may be issues relating to power supply and sewerage for any new development at the Wilden Top ADR. I am concerned that any new housing development would further exacerbate the frequent interruptions to the electricity supply experienced by residents of Bigbury Lane. The sewers in this area are narrower than modern sewers and thus more prone to blockage. I don't know whether or not this would affect any housing development further up the hill.</p> <p><u>C: Concerns Relating to Both Proposals</u></p> <p>As far as I am aware , unlike the other sites included in the LPRPO it does not include an indicative number of dwellings for the ADR at Wilden Top or for the number of pitches proposed for a site for Travelling Showpeople, which makes it difficult to comment on the scale of the impact of the proposals. The number of dwellings or pitches proposed would obviously affect the scale of the impact of any development on the local area. Is it possible to provide this information? The Baker Report, Appendix 4, 2011, states that availability of the site "is currently unknown" - I assume</p>	

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				<p>that this is still the case as there appear to be no references in the document to the owners wishing to sell/ make available the land.</p> <p>The Planning Team should walk around the site before proceeding any further with this proposal as, in light of the points above, we cannot understand why this site is being considered as a potential site for Travelling Showpeople or retained as an ADR.</p> <p>C1. Any additional pedestrian footfall must substantially increase the risks to pedestrian safety on Bigbury Lane due to the narrowness of some sections of the lane and absence of a footpath along the majority of the lane. These risks would also be substantially increased by wide vehicles attempting to pass pedestrians on narrow sections of the lane where there is no footpath.</p> <p>Bigbury Lane is a narrow lane and is not suitable for any additional pedestrian traffic. One section is particularly narrow and bendy and is located on a hill, which can encourage traffic travelling downhill to gather speed. The creation of either a housing site (or a site for Travelling Showpeople) could potentially result in increased pedestrian footfall to the base of Bigbury Lane and could lead to major pedestrian/road traffic incidents. Although I imagine that any plans to create housing in the ADR at the top of Wilden Lane could include the creation of a footpath alongside such</p>	

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				<p>housing I cannot envisage how the lower section of Bigbury Lane could be made safe for pedestrians.</p> <p>Problems occur when motorists try to travel either up or down the Lane and encounter a vehicle travelling in the opposite direction. Cars often have to wait and sometimes pull onto the drive of private properties, in order to pass oncoming traffic. This can be further complicated by pedestrians trying to negotiate a safe route along the Lane, which must present a significant risk to pedestrian safety. Any increase to the footfall along this section of the Lane would, in my view, substantially increase this risk.</p> <p>At present I think most of the pedestrians from the housing estate at the top of the hill travel down Bigbury Lane.</p> <p>It has been suggested by a Local Councillor that some of the residents of the housing estate at the top of the hill, use Wilden Top Lane to access Hartlebury Road or use the public footpath that leads to the community centre to access Wilden Lane. I have visited this footpath and would like to invite other representatives of WFDC to do the same. The path includes several sections which have a very steep gradient, one section has many steps which would not be accessible for anyone using a buggy or pushchair or for many older people. Therefore I believe that existing and additional pedestrians are most likely to use Bigbury Lane to</p>	

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				<p>access Wilden Lane. Some residents will not feel safe using an off road public footpath especially in the dark whereas Bigbury Lane has street lights. The top section of Hillary Road and majority of Wilden Top Lane do not have streetlights which, I expect, would encourage further pedestrian footfall along Bigbury Lane from any new development at Wilden Top when it is the dark.</p> <p>I think many people will understandably have to weigh up the risks between walking down an isolated footpath (with a steep gradient but with no traffic) to walking down a busy narrow lane with no footpath.</p> <p>Bigbury Lane is also frequently used by horse riders, which can add to the risk from traffic and pedestrians trying to pass in narrow sections of the lane.</p> <p>Any significant housing development in the Wilden Top ADR, even if it included the provision of a footpath in that section of the Lane, would substantially further reduce road safety along the lower section of Bigbury Lane where there is no footpath. This is particularly important given the high volume of young families that walk down the lane to access Wilden Primary School, older children who access the bus route to Stourport High School, and workers who walk to bus routes and the main road via Wilden Lane.</p> <p>C2. Destruction of the natural environment and the impact upon local wildlife, particularly some</p>	

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				<p>protected species including the local bat population.</p> <p>It is expected that the development of any new housing would completely destroy the habitat of resident wildlife and a site for Travelling Showpeople, to a slightly lesser extent, could destroy the habitat of and displace local wildlife.</p> <p>This piece of land has been allowed to grow wild for a significant period. Any development, either a site for Travelling Showpeople or a housing development could destroy local wildlife, which may include protected species.</p> <p>The land located at Wilden Top was taken out of the Green Belt in 1989 and designated as an Area of Developmental Restraint and this designation has not been adjusted since then. However as this action was taken 18 years ago I believe that there is significant reason to review this decision.</p> <p>During the last 18 years the land in question and the surrounding land, at the top and middle of Bigbury Lane, must have matured further and I believe that the site is now home to a broad spectrum of wildlife. I believe that before any plan for housing or for the creation of a site for Travelling Showpeople is approved an independent bat survey and a full wildlife survey should be undertaken in order to assess the potential impact of any development upon the environment,</p>	

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				<p>particularly any protected species of wildlife nesting and living within this site.</p> <p>Bats have been observed frequently in the gardens of the houses immediately below the proposed site at Wilden Top. Without a thorough independent survey there is a major risk that substantially changing the nature of the Wilden Top site either as a housing development or a site for Travelling Showpeople could risk breaking the law if it causes “<i>damage or destroy a breeding or resting place</i>” or “<i>obstruct access to their resting or sheltering places</i>”.</p> <p>C3. Exacerbation of existing congestion issues in Bigbury Lane.</p> <p>Difficulties are frequently experienced in passing oncoming traffic and in parking, particularly in the middle and lower sections of Bigbury Lane. This would be made much worse by the increased volume of traffic that would accompany a new housing development but would also be exacerbated by any additional traffic, particularly wide vehicles.</p> <p>Bigbury Lane already suffers from major congestion and a lack of adequate parking spaces. There is not sufficient room for visitors to residential properties to park.</p> <p>Passing vehicles frequently have to pull over to allow</p>	

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				<p>traffic to pass, either in the stopping places or sometimes onto the edge of private driveways in order to pass oncoming vehicles, often causing tailbacks.</p> <p>Increased congestion and parking issues also increases the risks to pedestrian safety as pedestrians have to navigate between and around vehicles without a suitable footpath.</p> <p>Any additional proposed housing development must increase the number of vehicles and pedestrians using the lane exacerbate parking issues and thereby further increase the risks to pedestrian safety. Would it be responsible to propose a development at Wilden Top that would create these problems, particularly as it could pose a threat to public safety by encouraging and increasing pedestrian footfall in this steep narrow lane, mostly without a footpath, used by many families and other pedestrians to access the local school and Wilden Lane.?</p> <p><u>Conclusion</u></p> <p>In the light of the information above we would like to object to the proposals for the site at Widen Top to either create a site for Travelling Showpeople or to continue to allocate the site as an Area of Development Restraint. Due to the number and gravity of our concerns my neighbour and I would appreciate the opportunity to meet representatives of Wyre Forest</p>	

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				District Council at or adjacent to the site to discuss our concerns and how, or if, they can be addressed before any of these proposals are included in the next version of the Proposed Local Plan.	
	LPP026	Use of Green Belt	Object	<p>Objects to use of Green Belt Land:</p> <ul style="list-style-type: none"> The Green Belt is important as it prevents urban sprawl, the merging of towns and it safeguards the countryside Green Belt also provides habitat, biodiversity, prime agricultural land, recreational space and it is essential to protect and promote the character of the countryside Green Belt land should not be removed when suitable alternative sites could – and should - be used e.g. further development of the Sugar Beet site, the Lea Castle campus and city centre developments. Any removal or reduction of Green Belt will increase the urbanization of the area with a consequent increase in traffic Increased volumes of traffic will create congestion, exhaust and noise pollution and increase pedestrian and vehicular hazards <p>I urge you not to make use of Green Belt land for the above reasons.</p>	Objections noted. It is a legal requirement for the Local Authority to have an up to date Local Plan that meets the identified housing need. The Objectively Assessed Housing Needs (OAHN) Report sets out what our housing need is for the District. Unfortunately, we do not have enough deliverable brownfield sites left in the District. We therefore have to release some greenfield sites to be able to meet our housing requirements. This will include some greenfield sites within the Green Belt.
	LPP04049	Policy 7	Object	<i>“Green Belt boundaries should be amended only in exceptional circumstances when local authorities can</i>	The Sustainability Appraisal (SA) provides details of the alternative

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				<p><i>demonstrate that they have fully examined all other reasonable options for meeting their identified housing requirements</i>". WFDC have not met this criteria and reference two documents AMEC 2016 and AMEC 2017 which are not accessible.</p> <p>There appears to have been no discussion with Wychavon with regard to any housing development as is proposed by the White paper.</p> <p>The Green Belt changes in relation to Stourport are all to the North —West of the town and include house density building which is much higher than normal for this region. The choice of small Green Belt sites with high density building will exacerbate the already overloaded transport and education facilities in that area. No mention is made 01: use of the land south of Kingsway (Previously, also Wyre Forest Golf Club) which would provide a housing area similar to or larger than two of the proposed core sites and with access to schools and transport.</p>	<p>options that have been considered in the emerging Local Plan.</p> <p>The Green Belt Study produced by AMEC was available during the consultation period for public viewing. Copies were available to download on the Council website and hardcopies were available at the 8 drop-in sessions held throughout the District for public viewing.</p> <p>We have consulted with Wychavon District Council and continue to do so as part of our Duty-to-Cooperate requirements.</p>
	LPPO4604	Green Belt	Object	<p>On page 47, in Policy 7 it states "The current approach to "insetting" and "washed over" status of specific villages will be retained although village envelopes will be revisited to allow for development to meet local needs." How is a development of 1200 – 1400 homes joining Cookley at the northern end, to Broadwaters, Kidderminster at the southern, in any way a development that meets the needs of Cookley as a</p>	<p>Disagree. Cookley village is separate from the Lea Castle site and will remain as a separate village.</p>

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				<p>village. Our village envelope will be stretched to Kidderminster and our Green Belt will be decimated.</p> <p>Cookley is referred to as Inset Green Belt. How will Cookley be Inset Green Belt when our southern Green Belt is completely removed? I would infer from this that your intention is to join Cookley to Kidderminster, therefore negating your obligation to protect Cookley as a village Inset Green Belt.</p> <p>Cookley is a Village INSET in Green Belt. It has its own strong identity and provides key local services. As a council WFDC should be supporting Wolverley and Cookley Parish Council to meet it's local needs in a sustainable way and not by destroying our Green Belt and putting a development larger than our village, joining our village and forming a development large enough to join Cookley to Kidderminster. I am happy to see a residential development on the Lea Castle Hospital site on the brown field part of the site and without the destruction of the woodland.</p>	
	LPP04958	Cookley ADR	Object	<p>I object to the blue and sandy coloured areas being developed. The red area which is the original Lea Castle site is sustainable in size and amount of dwellings originally proposed which I believe to be 600.</p> <p>The options A&B in addition to the red area is too much for surrounding villages/areas to sustain. More definition needs to be revealed as to infrastructure</p>	Objection and comments are noted. The Infrastructure Delivery Plan sets out the infrastructure plans for the Local Plan period.

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				going in place, schools, GP's shops etc.	
	LPP04960	Cookley ADR	Object	I strongly object to the development of the orange, purple and blue zones in and around Lea Castle, as this will join Cookley Village a rural community to Kidderminster Town and therefore lose the village status. It is not necessary to build on as there variety of brown belt land still to be redeveloped nearer to the town centre which would meet the school, doctor, roads needed for the extra people.	Objection is noted.
Horton Estates Ltd	LPP0852	Policy 7	Support	We support the reference to development proposals in the Green Belt being assessed against relevant national planning policy. However, this policy should accord with, and cross-refer to, draft Policy 34 which permits certain forms of development at PDL sites in the Green Belt. In addition, we wish to highlight that PDL within the Green Belt could be released at Cursley Distribution Park through site rationalisation which could be allocated for residential development. This site lies within Parcel SE4 of the Strategic Green Belt Review (Strategic Analysis, Amec, September 2016) which was assessed as making a "limited contribution" to four of the five Green Belt purposes (NPPF para. 80). As described in more detail above, two areas of PDL could be released (1.5ha and 1.9ha), each of which could accommodate in the order of 40 dwellings. This would require the land to be released from the Green Belt and reflected in Policy 7.	Support for Policy 7 noted. Cross-reference to Policy 34 will be considered. Comments regarding Cursley Distribution Park site are noted.
Miller Homes	LPP0951	Policy 7	Support	Our client supports the proposal to allocate the	Comments and issues raised are noted.

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				<p>Hurcott Area of Development Restraint (ADR) (land between A451 and Hurcott Village) for residential development.</p> <p>The Preferred Options consultation document highlights that the availability of previously developed sites within the District is insufficient to accommodate the higher objectively assessed housing need (OAHN) based requirement for the District. Furthermore WFDC reporting identifies a total availability of 2,956 dwellings based on a combination of completions (April 2016-April 2017), existing and lapsed planning permissions, previously developed land (Green Belt) and previously developed land (non Green Belt) against an OAHN target of 5,400 dwellings and a Local Plan target of 6,000 dwellings. This represents shortfalls of 2,444 and 3,044 dwellings respectively. Therefore greenfield sites need to be identified and allocated to enable the residual requirement to be met.</p> <p>As identified in our client's response to proposed Policy 6C, the Local Plan Review Preferred Options consultation document also identifies that <i>"the urban areas of the District have the greatest housing needs and are the locations where the cost of public service delivery is relatively low"</i>. The WFDC Settlement Hierarchy Technical Paper proposes that Kidderminster is classified as a Strategic Centre at the top of the District settlement hierarchy, and accordingly is</p>	<p>Agree that the ADR site has already been removed from the Green Belt, however Green Belt restrictions remain in place as it is safeguarded land.</p> <p>There are ecological issues in the southern area of this site as the ADR site backs onto an SSSI.</p>

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				<p>considered to be the most sustainable settlement in the District and the main focus for future development within the District. It is noted that this proposed settlement hierarchy formed the basis for both the current adopted Core Strategy Policy DS01 and proposed Policy 6B of the emerging Local Plan.</p> <p>It stands to reason therefore that the development need that cannot be met on previously developed land should be focussed on the settlements higher up in the settlement hierarchy, especially to greenfield sites on the edge of Kidderminster, as advocated by proposed Policy 6C of the emerging Local Plan.</p> <p>The National Planning Policy Framework (NPPF) states that local planning authorities can, where necessary, identify in their plans areas of ‘safeguarded land’ between the urban area and the Green Belt in order to meet longer-term development needs stretching well beyond the plan period.</p> <p>Kidderminster is surrounded by Green Belt, with the exception of one ADR, between the A451 and Hurcott Village, Kidderminster. The land within this ADR was removed from the Green Belt and designated as ADR through the Wyre Forest Urban Areas Local Plan (1989) in order to meet longer term development requirements. Whilst WFDC has been able to adopt subsequent Development Plan Documents without requiring incursions into the Green Belt or requiring</p>	

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				<p>the development of ADRs to meet development needs, the time has come for WFDC to look beyond the boundaries of its urban areas for sites to meet the District's development needs.</p> <p>As a non Green Belt site which has already been identified for meeting longer term development needs, the ADR between the A451 and Hurcott Village presents the most logical and most sequentially preferable first option for accommodating residential development adjacent to the most sustainable settlement in the District. Moreover the development of this site reduces the amount of land required to be removed from the Green Belt through the new Local Plan to meet the District's development needs.</p> <p>Although the site is not located within the Green Belt, this area of ADR is assessed within the WFDC Green Belt Review Part II – Site Analysis report as if it was in the Green Belt. The site is assessed in two parts. With respect to the northern area the reporting states that <i>“Development of the site would not significantly damage Green Belt function in this location”</i>. The report does also comment that the development of both the northern and southern areas would reduce the openness of these areas. The report does however continue to propose both sites for development.</p> <p>This ADR has previously been assessed in the 2009 Strategic Housing Land Availability Assessment</p>	

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				<p>(SHLAA), which reports that the SHLAA panel considered that the ADR may be suitable for housing (up to 250 dwellings) if greenfield land releases are required at the end of the Plan period. Whilst the Housing and Employment Land Availability Assessment (HELAA) identifies in principle that the site is suitable, available achievable and potentially developable after 5 years, it should be noted that this is predicated on the assumption that there is a need to remove the site from the Green Belt and our client wishes to highlight that the site is not in the Green Belt and is actually therefore deliverable within the next 5 years.</p> <p>The Sustainability Appraisal (SA) for the Preferred Options consultation document highlights the positive implications of housing coming forward on this ADR site, including with respect to affordable housing provision. Whilst the SA identifies potential issues relating to the impact of development on biodiversity and the Kidderminster road network, it is considered that these potential concerns can be alleviated or mitigated, as is already being demonstrated through the planning application submitted in outline for up to 100 dwellings (not up to 82 dwellings as stated in paragraph 31.3 of the consultation document and within the evidence base documentation) on the northern part of this ADR, which is pending determination. This planning application, submitted by a national housebuilder (our client), provides further demonstration of market confidence in this location,</p>	

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				<p>the confirmed availability of the land, and the deliverability of housing development on this site. The National Planning Policy Framework (NPPF) recognises the need to take 'market signals' into account in drawing up new development Plans.</p> <p>In terms of the location of this site, it should be noted that the site is adjacent to the north eastern edge of Kidderminster, with existing residential development along the site's western boundary. The site benefits from extensive frontage to the A451 Stourbridge Road, which is an existing bus route and has an existing pavement that can be extended up to this site. The nearby Broadwaters area contains a collection of local services and facilities. Residential development is therefore considered to be a suitable and compatible use for this site.</p> <p>In addition, extensive technical assessment has been undertaken with respect of the northern area of the ADR in relation to ecology, drainage, transport, noise, landscape, agricultural land quality, ground quality, sustainability, archaeology and trees. The site is of limited archaeological interest. The ecological features of most interest are located around the boundaries of the site, which can be retained and enhanced through residential development proposals (with the exception of the creation of access points). The site is within flood zone 1 and development can take place on the site without increasing the potential runoff from the site.</p>	

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				<p>There are limited views into this site and the impact of development on the landscape can be further reduced through enhanced boundary planting.</p> <p>Sufficient noise mitigation measures can be incorporated into the development to provide appropriate amenity and it is considered that development on this site would not cause an adverse impact on the operation of the highway network and would only have a permanent minor adverse impact on the supply of best and most versatile agricultural land.</p> <p>If the northern area of the ADR is developed first, it can be developed in a way that would not compromise the ability for the rest of the ADR to be developed at a later date. The wider ADR also offers potential for green infrastructure connectivity through to Broadwaters Park / Podmore Pool and the facilities and amenities in Broadwaters. If housing need requires further land release then there is an opportunity for additional land to come out of the Green Belt in the vicinity of this location. The allocation of the ADR for development would not be dependent on, or prejudice, a wider area being allocated, but the allocation of a wider area would provide further opportunity for creation of a critical mass and provision of additional facilities to further enhance the sustainability of this location.</p>	
Moor Park Trustees	LPP01101	Policy 7	Support	We fully support commitment to Green Belt Review through the plan preparation process. It is fully	Support and comments are noted.

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				<p>acknowledged that this will enable development to be brought forward in a number of sustainable locations that would otherwise be constrained from growth without compromising too heavily the purposes of including land within the Green Belt.</p> <p>A development of this size will clearly bring with it social and economic benefits and would be directly required to provide educational and employment sites which is an advantage over smaller developments. It is noted that any proposals would be required to take account of existing constraints.</p> <p>Removing large volumes of Green Belt in less areas would, clearly, have a greater impact than smaller sites around the district however it is considered in the case of the East of Kidderminster (N) a large scale proposal will bring additional on-site benefits for future occupiers to assist in removing pressure of existing services in the area (schools, convenience stores, employment opportunities etc.) and contribute to a sustainable form of development to assist in accommodating the housing and employment needed in the plan period.</p>	
South Worcestershire Authorities	LPP01250	Four Acres Caravan Park ADR	Support	The SWCs welcome that the ADR site continues to be safeguarded during the plan period.	Comments are noted.
Gladman Developments Limited	LPP01347	Policy 7	Support	Gladman support the Council's commitment to Green Belt Review through its plan preparation process. This will allow for sites to be brought forward for	Support for Policy 7 and comments are noted.

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				<p>development alongside settlements that may otherwise be significantly constrained from growth. The approach to identifying locations for growth should also fully consider how sustainable development options can be brought forward through the Local Plan to meet the needs of settlements in locations that are not constrained by the Green Belt in reaching a decision on the circumstances relevant to the removal of land from Green Belt.</p> <p>Gladman welcome that the Green Belt Review acknowledges that the development needs of the area will need to be balanced against other factors, which together could constitute ‘exceptional circumstances’ meriting the removal of the Green Belt designation from areas of land to allow for development. Further consideration should also be given to the Framework’s expectation that regard should be given within Green Belt reviews to the intended permanence of Green Belt boundaries in the long term, so that they are capable of enduring beyond a plan period. As such, consideration should be given through up-to-date evidence to the need to identify additional or alternative areas of ‘safeguarded land’ between the urban area and the Green Belt, in order to meet longer-term development needs stretching well beyond the end date of the Plan.</p>	
	LPP0299	7	Support	Support for Section 7.	Support is noted.
	LPP03806	Paragraph	Object	I object to the Council’s development strategy and	Objection is noted. It is a legal

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		7.1		<p>policy of changing the Green Belt boundaries in contradiction to its original purpose. There is no evidence of how sustainability will be achieved without creating a new town on the outskirts of the existing town that will do nothing to support the run down town centre.</p> <p>The same policy should apply to villages and other settlements.</p>	<p>requirement for the Local Authority to have an up to date Local Plan that meets the identified housing need. The Objectively Assessed Housing Needs (OAHN) Report sets out what our housing need is for the District. Unfortunately, we do not have enough deliverable brownfield sites left in the District. We therefore have to release some greenfield sites to be able to meet our housing requirements. This will include some greenfield sites within the Green Belt.</p> <p>The Sustainability Appraisal (SA) sets out the alternative options that have been considered.</p>
	LPPO3625	7.1	Object	7.1 -Paragraph 82 of the N.P.P.F states that a number of changes will be made to the Green Belt boundaries, I oppose using any aspects of the Green Belt for future development, especially land off Kimberley Avenue and any developments on the north of Kidderminster or the eastern edge.	<p>Objection is noted. It is a legal requirement for the Local Authority to have an up to date Local Plan that meets the identified housing need. The Objectively Assessed Housing Needs (OAHN) Report sets out what our housing need is for the District. Unfortunately, we do not have enough deliverable brownfield sites left in the District. We therefore have to release some greenfield sites to be able to meet our housing requirements. This</p>

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					<p>will include some greenfield sites within the Green Belt.</p> <p>Note that the ADR site 'Land off Kimberlee Avenue' in Cookley has already been removed from the Green Belt as it was allocated as an ADR in a previously adopted Local Plan.</p>
	LPPO448	7	Object	I object to any use of any greenfield sites until a complete use of brownfield and infill has been exhausted.	<p>Objection is noted. It is a legal requirement for the Local Authority to have an up to date Local Plan that meets the identified housing need. The Objectively Assessed Housing Needs (OAHN) Report sets out what our housing need is for the District. Unfortunately, we do not have enough deliverable brownfield sites left in the District. We therefore have to release some greenfield sites to be able to meet our housing requirements. This will include some greenfield sites within the Green Belt.</p>
	LPPO3809	Paragraph 7.3	Object	<p>I object to the Council's development strategy and do not understand some of the terminology which should not be used for a document for public consultation.</p> <p>For this reason I wish to complain to the Council on grounds of maladministration. The consultation has been badly managed and designed specifically to</p>	<p>Objection is noted. 'Washed over' means the settlement is completely covered by Green Belt policy.</p>

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				prevent the public being able to understand it. It should be re-run at a time that avoids the main public holidays and no settlement should receive favouritism or protection on the issue development for the next 18 years.	
	LPPO3810	Paragraph 7.5	Object	I object to the Council's strategy for development; the perceived need is based upon flawed analysis and is unjustified so, there is no need to remove more land from the Green Belt.	Objection is noted. It is a legal requirement for the Local Authority to have an up to date Local Plan that meets the identified housing need. The Objectively Assessed Housing Needs (OAHN) Report sets out what our housing need is for the District. Unfortunately, we do not have enough deliverable brownfield sites left in the District. We therefore have to release some greenfield sites to be able to meet our housing requirements. This will include some greenfield sites within the Green Belt.
	LPPO4481	7.5	Object	I would question this aspect as it has not been clearly evidenced why you need to remove land from the Green Belt.	Objection is noted. There is not enough deliverable brownfield land to accommodate all of our housing need in the District. Therefore, we must look at using Greenfield sites, some of which are in the Green Belt. There will be further evidence published at Pre-Submission stage.
	LPPO489	7.5	Object	Object to para 7.5.	Objection is noted.

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Worcestershire County Council, Planning Economy & Performance	LPP01140	7.6	Comment	The plan states that "minor changes to Green Belt boundaries may be appropriate to meet local needs or aspirations and to facilitate local and neighbourhood planning in the future". As national policy requires exceptional circumstances to justify alterations to Green Belt boundaries, and that Green Belt boundaries should be set for the plan period, we question whether local needs would be sufficient. As currently phrased this could result in both uncertainty and false expectations for local communities.	Comments noted. Agree that amendments to the text should be made.
	LPP03811	7.6	Object	I object to this statement and the Council's strategy for development which is not supported by independent analysis. The statement is contradictory and shows that the Council does not believe that the Green Belt is important.	Objection is noted.
	LPP03627	7.6	Object	<p>Development should not be considered around Cookley apart from a small portion on the blue print on the existing Lea Castle site. We already have a stretched and dangerous infrastructure and our facilities and services are already stretched to the maximum capacity.</p> <p>Cookley housing needs are for 33 affordable rented homes, I cannot therefore see the justification for option A 150 homes, option B 360 homes and an outlined planning application for an additional 600 dwellings, this would obviously mean building away from the blue print of existing buildings. We also need to take into account the bat population at Lea Castle.</p>	Objection is noted. Please note that the proposed 600 dwellings on the Lea Castle site is on Brownfield land. Development at the Lea Castle site would be kept separate from Cookley Village and would not merge into one. Infrastructure requirements are being considered alongside the emerging Local Plan in the Infrastructure Delivery Plan. Ecology issues on site are also being considered which includes the bat population on site.

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	LPP04723	7.7	Comment	<p>7.7 Although I understand the reason why WFDC is now looking at Green Belt land and is to be applauded for concentrating on brownfield sites please can the plan give some regard to the fact that local, national and world circumstances change very quickly and assumptions made now will be out of date next year. The Brexit debate is one example. How many Kidderminster residents who are EU citizens will leave the area after Brexit?</p> <p>Once Green Belt land is gone it can never be replaced so Councillors and their Officers need to be sure that they are taking the right decisions with the right evidence</p>	Comments and issues raised are noted.
	LPP03628	7.7	Object	7.7 Yes I agree that a Green Belt review needs to be carried out and included on the updated Local Plan, however I believe that it should remain the same.	Objection is noted.
	LPP03630	7.7 ii	Object	7.7.ii - I commend you on being successful in utilising previously developed land and urge you to exhaust all these avenues first for future developments, I do not believe however that some of your ideas would be limited strategic adjustments to Green Belt boundary. I would see these as being damaging to our beautiful countryside and wildlife.	Objection is noted.
	LPP03812	7.7	Object	I object to the Council's development strategy and this statement. It is not 'entirely appropriate' nor 'necessary' for the reasons I have supplied elsewhere. The perceived need is based on flawed analysis and is	Objection is noted. It is a legal requirement for the Local Authority to have an up to date Local Plan that meets the identified housing need. The

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				unjustified. Thus there is no need to remove more land from the Green Belt.	Objectively Assessed Housing Needs (OAHN) Report sets out what our housing need is for the District. Unfortunately, we do not have enough deliverable brownfield sites left in the District. We therefore have to release some greenfield sites to be able to meet our housing requirements. This will include some greenfield sites within the Green Belt.
	LPP0258	7.7	Object	<p>We walk on the footpaths that cross the Green Belt land identified as Option A in your plan. We are surprised and dismayed that this important Green Belt area is being considered for housing. We appreciate that the local council is under pressure from both government targets and a desire to provide housing, however, the council should be under similar pressure to protect the Green Belt.</p> <p>The Spennells estate is already large, those people have a rightful expectation to retain the access to the countryside. It seems short sighted to us to allow this valuable area to be degraded.</p> <p>In addition to our environmental concerns these fields are productive farm land and it is hard to see any reason which justifies the loss of such an area.</p>	Objection is noted.
Summerfield Against Land	LPP01619	Green Belt	Comment	We are not anti-housing, rather we think that brownfield/urban development is a desirable and	Comments are noted. It is a legal requirement for the Local Authority to

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Transformation		Review		<p>practical alternative strategy.</p> <p>We accept the need for housing but reject the use of Green Belt land in favour of brownfield sites and in this regard, require the Council to show more ingenuity and to resist developer preference for 'easy sites'</p> <ul style="list-style-type: none"> • We challenge the validity of the Green Belt review and question the way its findings are used to promote and legitimise both options, but especially Option A. Both options require an unacceptable incursion into the Green Belt which we challenge and reject. • The Study's objectives 1 and 3 indicate the presumption on the part of the Council to use Green Belt for development purposes. This clearly goes to motive in advance of the review rather than development need arising from the review. • There is some confusion as to the number of dwellings to be built on Green Belt Land. • Given its centrality to both Option A and Option B, the fact that there has been no public information or discussion of this prior to the publication of your draft Local Plan, effectively it is a <i>fait accompli</i>. • Attention is drawn to the role and value of the Green Belt yet assert the need for an eastern "Urban Extension". "The essential characteristic of Green Belt is their 	<p>have an up to date Local Plan that meets the identified housing need. The Objectively Assessed Housing Needs (OAHN) Report sets out what our housing need is for the District. Unfortunately, we do not have enough deliverable brownfield sites left in the District. We therefore have to release some greenfield sites to be able to meet our housing requirements. This will include some greenfield sites within the Green Belt.</p> <p>The Green Belt Study has been undertaken by Consultants that have done a number of these studies and therefore very experienced at undertaking Green Belt Reviews.</p>

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				<p>permanence and their protection must be maintained.., to prevent urban sprawl by keeping land permanently open”.</p> <ul style="list-style-type: none"> Green Belt is our environment and something that we should nurture and pass on, intact, to future generations. Yes, there is a need for housing but we must also consider the quality of life for existing residents. Once the Green Belt has gone it is lost forever. 	
	LPPO2542	Green Belt Review	Object	Coalescence would occur between Stone, Summerfield, Stanklyn Lane and Spennells if the land to the rear of Spennells is built on therefore the definition of LIMITED CONTRIBUTION is wrong. The planners have been misled by an independent report and need to review the Local Plan based on this being a SIGNIFICANT CONTRIBUTION and breach of planning guidance.	Objection is noted.
	LPPO3813	7.8	Object	I object to the Council’s development strategy, the analysis is flawed and biased to suit the Councils siloed drive to develop.	Objection is noted. It is a legal requirement for the Local Authority to have an up to date Local Plan that meets the identified housing need. The Objectively Assessed Housing Needs (OAHN) Report sets out what our housing need is for the District. Unfortunately, we do not have enough deliverable brownfield sites left in the District. We therefore have to release some greenfield sites to be able to meet our housing requirements. This

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					will include some greenfield sites within the Green Belt.
	LPPO3814	7.9	Object	I object to the Council's development strategy, the analysis is flawed and biased to suit the Councils drive to develop. Green Belt is not manufactured, once it has gone it cannot be reapplied.	Objection and comments are noted.
	LPPO405	7	Comment	See summary LPPO400.	Objection is noted. It is a legal requirement for the Local Authority to have an up to date Local Plan that meets the identified housing need. The Objectively Assessed Housing Needs (OAHN) Report sets out what our housing need is for the District. Unfortunately, we do not have enough deliverable brownfield sites left in the District. We therefore have to release some greenfield sites to be able to meet our housing requirements. This will include some greenfield sites within the Green Belt.
	LPPO428	7	Comment	<p>I object to Option A and Option B.</p> <p>Green Belt land should be used only as a VERY LAST RESORT.</p> <p>Wyre Forest, Greater Birmingham, Solihull and Worcestershire should collaborate and collectively review overall brown field site availability and plan</p>	Objection is noted. It is a legal requirement for the Local Authority to have an up to date Local Plan that meets the identified housing need. The Objectively Assessed Housing Needs (OAHN) Report sets out what our housing need is for the District. Unfortunately, we do not have enough

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				<p>housing development accordingly – decisions to build on the Green Belt should not be based on local authority boundaries.</p> <p>The 5 year rolling time frame for construction sites should allow for regular reviews of brown field sites and enable changes to be incorporated into any plan,.</p> <p>The plan fails to recognise changes in shopping habits and unrealistically targets retail expansion and comparison shopping.</p> <p>Kidderminster has suffered from the failure to 'tidy up' following the migration of Kidderminster town centre to Weavers Wharf and Crossley Retail Park.</p> <p>Retail premises and the courts building have been empty for 8 /9 years - the regeneration of such sites require radical solutions for alternative use that reduce any need to build on the Green Belt.</p> <p>Unnecessary decisions are being taken now e.g. in 1999 who could have predicted the impacts of the 2007/08 economic collapse or changes caused by online shopping (indeed, the plan itself demonstrates an inability to predict /understand short term population levels in the District).</p> <p>The plan fails in its stated aim to "to use a robust and up-to-date evidence base to ensure that the local plan</p>	<p>deliverable brownfield sites left in the District. We therefore have to release some greenfield sites to be able to meet our housing requirements. This will include some greenfield sites within the Green Belt.</p>

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				<p>meets the full, objectively assessed needs for market and affordable housing in the housing market area" . Instead it aims to justify what developers want to deliver rather than meet the needs of Kidderminster residents.</p> <p>Previous attempts to build an Eastern relief road have failed - the plan fails to present evidence based data that supports it in economic or environmental terms - at the consultation session I was informed this would be a single carriageway 40 mph road following the same route as the existing road from the Worcester Road through Mustow Green to the Birmingham Road - is it really a relief road at all?</p> <p>Whilst constructing a new school in the Spennells area appears attractive this (together with the promise of the 'relief road' shouldn't be the determining factor when opting to build on the Green Belt – other options should be sought.</p> <p>Many people commute into / and out of Kidderminster now (hence the railway station development) - and have done so for many years. This situation equally relates to the areas covered by the LEPS identified in the plan.</p> <p>Whilst economic development in Kidderminster will be welcome - past experience shows this will take time –</p>	

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				<p>in the meantime people will continue to travel.</p> <p>Immediate need is for fresh radical thinking that optimises the use of brown field sites throughout the LEP areas for residential use and enables Kidderminster itself to become a modern, contained and attractive town centre that incorporates retail leisure and residential opportunities rather than pursue outdated models from the past - 'mixed use' communicates little other than the elements of 'wishful thinking' so often reported in the local press over numerous years.</p>	
Save the Green Belt Surrounding Villages in North Worcestershire	LPPO680	Green Belt	Comment	<p>Save the Green Belt surrounding villages in North Worcestershire Wyre Forest District Council has stated the aim of its Local Plan Review is to "make sure the right development happens in the right places". However the planning maps show a disproportionate and aggressive housing development that will mean that the villages of Cookley, Hurcott and Stone will be joined onto the nearby town of Kidderminster. There is a need for housing development, shared throughout the Wyre Forest district, but providing that need by destroying Green Belt and annexing villages to the town of Kidderminster, is not a sustainable or proportionate way to do this. North Worcestershire is a green and pleasant landscape, with a mix of towns and villages. It is your duty to make sure it remains so and not to sacrifice the Green Belt leaving an urban sprawl as a legacy for future generations.</p> <p>Save the Green Belt online petition received. Contains</p>	Comments noted.

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				1773 signatures which are local, national and international.	
Rushock Parish Council	LPP01104	Green Belt	Comment	We are concerned about the proposed erosion of the Green Belt.	Comments noted.
Worcestershire County Council, Planning Economy & Performance	LPP01139	Policy 7	Comment	The third and fourth bullet points set out the ADRs that are allocated or safeguarded, but neither the policy nor the reasoned justification explain why it is appropriate to allocate the Hurcott ADR.	Comments noted.
Kidderminster Civic Society	LPP01169	Use of Green Belt	Comment	Accepts that some Green Belt will be lost, but expect this to be kept to a minimum, so that the remaining Green Belt area between settlements will ensure and support local distinction in the Wyre Forest district.	Comments noted.
Stourport on Severn Town Council	LPP01258	Green Belt release	Comment	STC considers it unnecessary to extend into the Green Belt when there are a number of Core sites in the town which should be given priority.	Comments are noted.
Wyre Forest Green Party	LPP01402	Green Belt	Comment	Much of the Green Belt land is used for productive farming activity which should be maintained and enhanced on ecologically sustainable principles rather than destroyed.	Comments are noted.
Wyre Forest Green Party	LPP01473	Green Belt	Comment	The purpose of Green Belt is to: 1. Check unrestricted urban sprawl. The “Option A” proposal would increase the boundaries of Kidderminster extensively, while development	Comments are noted.

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				<p>under “Option B” would still have a more dispersed effect upon a range of town boundaries.</p> <ol style="list-style-type: none"> 2. Prevent neighbouring towns from merging. The development adjacent to Spennells would mean that Spennells would merge with Summerfield and Stone, thus losing their separate identities. 3. To assist in safeguarding the countryside from encroachment. The development in “Option A”, in particular, would encroach significantly into open Green Belt land. 4. To preserve the setting and special character of historic towns. 5. To assist in urban regeneration, by encouraging the recycling of derelict and other urban land – Thereby providing the planning imperative to use brownfield sites first <p>In designating the Wyre Forest as Green Belt, the following benefits have been seen:</p> <ol style="list-style-type: none"> 1. Providing opportunities for access to the open countryside for the urban population. 2. Providing opportunities for outdoor sport and outdoor recreation near urban areas. 3. The retention of attractive landscapes and the enhancement of landscapes, near to where people live. 	

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				4. Improvement of damaged and derelict land around towns. 5. The securing of nature conservation interests. 6. The retention of land in agricultural, forestry and related uses.	
	LPP02164	Green Belt	Comment	<p>A detailed response received regarding the proposed development to the east of Kidderminster. A summary of this response is listed below:</p> <ul style="list-style-type: none"> Residents are demonstrating/opposing development in these Green Belt areas, in part, as they enjoy using the immediate countryside on the east of Kidderminster for walks, running, cycling, even driving into and out of the area via scenic countryside. Any development should retain these elements by the planning that is granted specifically stating developments are of a low-medium density. Fields can still exist between pockets of development. The dwellings in these pockets of development should reflect, to a certain degree, buildings found in rural areas. Green Belt land should always come with extremely strict planning that is appropriate to the area. Regarding the scenic countryside along major roads in and out of Kidderminster. Planning could prevent development immediately 	Comments are noted.

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				<p>adjacent to the main roads in and out of Wyre Forest so that the 'image' of scenic countryside in and out of the area is not compromised.</p> <p>Please do not underestimate the importance of this to an individual's view of an area and their daily commute. I have friends from outside the area that complement the rural feel of Kidderminster due to these scenic routes in and out of the town.</p>	
	LPP04582	Green Belt	Comment	<p>On page 47, in Policy 7 it states "The current approach to "insetting" and "washed over" status of specific villages will be retained although village envelopes will be revisited to allow for development to meet local needs." It also states that that the Plan will endeavour to maintain the identity and integrity of individual settlements and check the unrestricted sprawl of large built up areas. How is a development of 1200 – 1400 homes joining Cookley at the northern end, to Broadwaters, Kidderminster at the southern, in any way a development that meets the needs of Cookley as a village. Our village envelope will be stretched to Kidderminster and our Green Belt will be decimated.</p> <p>In the table on page 29, Cookley is referred to as Inset Green Belt. How will Cookley be Inset Green Belt when our southern Green Belt is completely removed? I would infer from this that your intention is to join Cookley to Kidderminster, therefore negating your</p>	<p>Comments are noted. Agree that Cookley Village does have its own identity and this should be preserved. Proposals in the emerging Local Plan will not merge Cookley into Lea Castle or northern Kidderminster. The separation of Cookley Village from these areas will be protected. However, development in the Green Belt does need to happen as there are not enough deliverable brownfield sites to accommodate the future housing requirement. The emerging Local Plan seeks to locate future development in sustainable locations.</p>

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				<p>obligation to protect Cookley as a village Inset Green Belt.</p> <p>It seems that the reason the WFDC is putting forward Option A is that if the development is sufficiently large enough i.e. over 1000 houses then this could warrant additional infrastructure, roads, doctors, schools etc. which wouldn't be forthcoming for a smaller development. So in order to support this massive development, effectively an extension of Kidderminster, we need to decimate the Green Belt and the identity and integrity of the individual settlement of Cookley be taken away. The whole point of living in a village is that it has its own identity, its own parish council, facilities and sense of belonging. We do not want this taken away from us by the unrestricted sprawl of a large built up area and we definitely want to keep our Green Belt which prevents this from happening.</p> <p>It appears that Wolverley is 'washed over' for some reason which is not made clear. Why is Wolverley washed over? It is the sister village of Cookley and Caunsall with the same Parish Council so should be treated equally. Both inset in Green Belt. With sensitive building on these Brownfield sites together with the same on the Lea Castle site I am sure we would meet the needs of our village and deliver our quota of housing proportionately to the rest of Wyre Forest.</p>	

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				Cookley is a Village INSET in Green Belt. It has its own strong identity and provides key local services.	
Barratt Homes West Midlands	LPP0773	Policy 7	Object	<p>Policy 7 incorrectly interprets requirements of the Framework. Paragraph 83 confirms that once established, Green Belt boundaries should only be altered in “exceptional circumstances”. The policy provides no guidance on how the exceptional circumstances test has to be considered in the preparation of the emerging plan.</p> <p>The policy refers to Paragraph 82 of the NPPF. This provides guidance on new Green Belts. Reference should be made to Paragraph 83.</p>	Comments noted and amendments to be actioned.
	LPP01079	Policy 7	Object	<ul style="list-style-type: none"> Policy 7 it states “The current approach to “insetting” and “washed over” status of specific villages will be retained although village envelopes will be revisited to allow for development to meet local needs.” The scale of development around Cookley (1200-1400) does not meet the needs of Cookley as a village. Our village envelope will be stretched to Kidderminster and our Green Belt will be decimated. Cookley is referred to as Inset Green Belt. How will Cookley be Inset Green Belt when our southern Green Belt is completely removed? I would infer from this that your intention is to join Cookley to Kidderminster, therefore negating your obligation to protect Cookley as 	The intention is not to join Cookley to Kidderminster. Future development at Lea Castle would create a stand alone settlement with its own services and local facilities. The former hospital site within Lea Castle is a brownfield site. The development would therefore be making good use of a previously developed site in the Green Belt.

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				a village Inset Green Belt.	
	LPP01587	Green Belt	Object	<p>Preferred Option sites OC/5 (Husum Way) and WFR/CB/7 (Land off Birmingham Road), to the east of Kidderminster in the parish of Blakedown and Churchill. This is all Green Belt.</p> <p>The Preferred Options is generally based on the outsourced Amec Foster Wheeler (AFW) Green Belt Review Reports. Seeking to designate the Green Belt as having a “Significant Contribution” (SC), “Contribution” (C) or “Limited Contribution” (LC). The AFW comments generally are very subjective and contain factual inaccuracies such as lack of countryside views to the surroundings.</p> <p>Nonetheless, OC/5 is stated as having designations of SC in the protection against “sprawl”, C for “encroachment” and an “overall” rating of C. Strangely, they gave a classification of LC with regards to “merger”. In addition, the AFW report gave an assessment of ‘none’ against the Green Belt preserving the setting of the character of villages and other settlements in relation to our position, which is opposed to their SC designation for protection against sprawl.</p> <p>National Planning Policy Framework</p> <p>It is considered the salient sections of the NPPF relating to loss of Green Belt land when considering the Preferred Options to the Local Plan by WFDC are: The purpose of Green Belt includes to assist in safeguarding</p>	Objection is noted.

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO SECTION 7: STRATEGIC GREEN BELT REVIEW

Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
				<p>the countryside from encroachment.</p> <ul style="list-style-type: none"> Preserving the setting and character of villages and other settlements. Assist in urban regeneration by encouraging the re-cycling of derelict and other urban land. Avoiding taking out of Green Belt prime agricultural land. <p>From the north passing to the east and south will be housing development culminating in a massive loss of at least 266 ha. of Green Belt land.</p> <p>The Preferred Options are contrary to the aims and objectives of both Wyre Forest's stated planning objectives and those of the NPPF. The concentrated loss of good quality Green Belt land is unacceptable.</p>	
	LPP03682	Section 7	Object	Green Belt; by constantly eroding the Green Belt Wyre Forest is in danger of destroying the main reason why people come to Wyre Forest. Once gone it can never be returned and the impacts will be realised by our children when it is too late. Kidderminster will be turned into a soulless commuter town such as Redditch – which has been destroyed and lost its character and distinctiveness.	Comments are noted.
	LPP04114	7 Green Belt	Object	All brown field sites should be used for housing before any green field site is made available - we would be taking our children's heritage if fields were built on.	Brownfield sites have been considered as part of the proposed site allocations. However, there are not enough

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
				They cannot be regained.	deliverable brownfield sites to accommodate the housing need for the District.
Bournewood Nurseries	LPP01962	Green Belt Review	Support	<p>We fully support commitment to Green Belt Review through its plan preparation process. It is fully acknowledged that this will enable development to be brought forward in a number of sustainable locations that would otherwise be constrained from growth without compromising too heavily the purposes of including land within the Green Belt.</p> <p>Removal of any site from the Green Belt will have some impact but the perceived impact could be minimised (across the district) by removing a larger volume of smaller sites rather than a smaller number of large sites which will have greater impact in their respective locations. This would better contain development and prevent urban sprawl in larger volumes which is in conflict with the requirements of the Green Belt as outlined in the NPPF. It is felt preferable that release of smaller sites across the area would reduce the impact on the Green Belt, and its purpose as a spatial planning tool, by allowing small growth parcels instead of larger volumes with great impact.</p>	Support and comments are noted.

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	Officer Response
Homes England	LPP0805	Policy 8A	Comment	<p>Policy requires average of 35 dwellings per hectare on new greenfield sites. Important that the Council's density requirements are flexible, particularly on peripheral greenfield/Green Belt sites where a lower density may be more appropriate or in cases where a particular type or size of housing is required. Density required for developments should be determined on individual circumstances of a site and as part of a masterplanning exercise that takes into account site specific constraints and also opportunities for higher density development such as close to public transport routes and facilities.</p> <p>The provision of an indicative mix for market and affordable dwellings is welcomed, but it must be recognised that this is indicative only as it could change considerably throughout the plan period.</p>	<p>We will follow the NPPF guidance regarding density on sites.</p> <p>The policy states that an average density of 35dph will be sought for Greenfield sites, although densities should reflect the density of surrounding areas. Where site specific policies are proposed, specific densities will be considered in accordance with masterplanning principles.</p> <p>The threshold and mix for affordable and market housing will be based on evidence from within the Objectively Assessed Housing Needs/ Housing Market Assessment and Viability work which is updated on a regular basis.</p>
Bewdley Town Council	LPP0827	Policy 8A	Comment	Neighbourhood Plan consultation responses show that starter, low cost market and affordable 1 & 2 bed dwellings are most needed followed by housing specifically for the elderly. Young people are leaving town due to lack of affordable housing.	Comments noted.
Miller Homes	LPP0962	Policy 8A	Object	<p>Object to the suggested housing mix within Policy 8A.</p> <p>The National Planning Policy Framework (NPPF) requires 1 Local Planning Authorities (LPAs) to plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups</p>	The split proposed is between types of affordable housing e.g. the ratio of rented to low cost home ownership. This is based on income data and housing costs for Wyre Forest. The OAHN follows the guidance for determining housing needs as laid out in guidance available at the

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				<p>in the community, as well as identify the size, type, tenure and range of housing that is required in particular locations, reflecting local demand. To inform the Local Plan, the NPPF also requires² LPAs to prepare a Strategic Housing Market Assessment (SHMA).</p> <p>The latest Objective Assessment of Housing Need (OAHN) report for the District³ includes a suggested dwelling mix for market and affordable dwellings based on a review of the current stock profile for the District, general household preferences (from household survey data) and affordable requirements and notes that this has been carried forward into the body of proposed Policy 8A.</p> <p>It is not clear from the OAHN report : (i) why dwelling size data has been split based on assuming a 66.6% market and 33.3% affordable apportionment given that both existing and emerging Wyre Forest District Council (WFDC) affordable housing policy seeks affordable housing provision on new developments of 30%; (ii) why the use of household survey data on dwelling stock occupancy is appropriate for forecasting the future housing mix for the District; and (iii) how the proposed separate dwelling size apportionment for market and affordable dwellings was worked out.</p> <p>The NPPF⁴ makes it clear that each local planning authority should ensure that their Local Plan is based on adequate, up-to-date and relevant evidence. With so</p>	time and will be updated to reflect changes in the NPPF and PPG.

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				<p>much uncertainty behind how the suggested housing mix figures taken from the OAHN report have been derived, and how it should be applied, our client questions the appropriateness for including a housing mix within the body of the policy wording, even if it is badged as only being a suggested mix.</p> <p>Support the inclusion within the policy wording of the requirement for new housing developments to: be well designed; address local housing needs; incorporate a range of different types, tenures and sizes of housing to create mixed communities; and for the make up of individual developments and their design and density to be in sympathy with the development context and existing neighbouring development.</p> <p>However to provide the flexibility that house builders require, suggest that this policy wording could be expanded to allow the housing mix to be considered on a site by site basis to reflect not only the location and context of the site, giving regard to the latest SHMA or other up to date OAHN assessment reporting, but also to take account of demographic trends, market trends, the needs of the community and viability considerations, to allow house builders to continue viably building and selling houses.</p> <p>This is therefore not suggesting that the suggested dwelling mix taken from the OAHN report should be ignored, but it may be more appropriate for this to be</p>	

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				included within the supporting text justification for the Policy as an example of the latest evidence base reporting position rather than in the body of the Policy wording. The OAHN figures are more useful we suggest, as part of a wider evidence base underpinning the housing mix proposed when sites actually come forward, reflecting adequate, up to date and relevant sources.	
Moor Park Trustees	LPPO1103	Policy 8A	Comment	Policies should not seek to rigidly apply generic district wide housing mix and density requirements but be relatively flexible in order to be responsive to matters such as the individual characteristics of sites and evidence, independently verified or reviewed if required, from the market at the time of application. One of the key elements for such sites is that they are deliverable and sustainable.	Comments noted.
Rentplus	LPPO1108	Policy 8A	Comment	<p>This policy should seek to maximise the delivery of affordable housing appropriate to its context; delivering housing that meets local needs, and aspirations whilst integrating with the wider community and contributing to the delivery of mixed neighbourhoods. We recommend the following amendment to set this out more clearly:</p> <p><i>“New housing developments must be well designed and address local housing needs <u>and aspirations</u>, incorporating a range of different types, tenures and sizes of housing to create mixed communities.”</i></p> <p>This is important because the full range of affordable</p>	Comments noted. We will support the provision of a range of affordable housing types on sites but the most acute need within Wyre Forest is for households who are unable to afford anything other than social rent so we will work with Registered Providers and Developers to meet our identified housing need.

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				housing models, including rent to buy offer a new, more widely accessible route to home ownership than those models already explicitly defined in the NPPF. We have responded to the White Paper consultation, setting out that rent to buy is not an intermediate tenure, but should be defined separately to take into account its unique characteristics. As rent to buy homes are rented at an affordable rent for a defined period (in the case of the Rentplus model for 5 year-periods of 5, 10, 15 or 20 years), during which the property is managed by a partner Registered Provider and tenants are able to save towards full purchase of that home. This tenure enables aspirant households with no savings, and thus no access to a mortgage for a shared ownership or open market property, to save for full purchase within an affordable rented property. As these households do not have to move home to purchase, this also provides them with stability and contributes to developing successful places by enabling greater integration of households within their community.	
Wyre Forest District Council - Development Control	LPP01205	Policy 8A	Comment	Why is table 8.0.1 based upon a 33.3% affordable split, when policy 8B talks about a policy requirement for 30%?	This refers to the split between different types of affordable housing product not the percentage that is affordable units on open market sites (30%).
West Midlands HARP Planning Consortium	LPP01334	Policy 8A	Comment	We support what has been written, but it would remain useful to have a note in the Policy stating that density and housing mix will be determined with reference to identified local needs and viability.	Densities of housing site will be determined through a response to the character and nature of the surrounding locality.

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Gladman Developments Limited	LPP01348	Policy 8A	Object	Gladman are of the view that planning policies should not seek to rigidly apply generic district wide housing mix and density requirements. Any such policies should be suitably flexible in order to be responsive to matters such as the individual characteristics of sites, viability and changes to the market conditions over time. In this regard, Gladman would highlight that Table 8.0.1 provides an indication of district wide need at a fixed point in time based on analysis undertaken by Amion in 2016/17	Agree that housing densities should reflect surrounding area. Site specific policies, where large enough, will look at densities as part of a masterplanning process.
Stanmore Properties Ltd	LPP01512	Policy 8A	Comment	The policy states it is anticipated that new greenfield developments will have an average density of 35 dwellings per hectare. This does not appear to be followed through to the number of dwellings allocated on Core Housing Site South of Stourbridge Road (including Hurcott ADR) (BW/4) which is proposed for 200 dwellings. The site as proposed to be allocated is 13.80 ha gross. Even allowing for a generous reduction of 35% for Green Infrastructure, 314 dwellings could be provided at 35 dwellings per hectare ($13.80 - 35\% = 8.97 \times 35\text{dph}$).	Comments noted.
Taylor Wimpey West Midlands	LPP01515	Policy 8A	Comment	Policy overly prescriptive given that in different locations there may be an excessive amount of a particular dwelling size and, therefore, any new proposal should not be constrained from delivering an appropriate mix to achieve a better balance overall. Further, the annual base dwellings is incorrect as it specifies that the affordable proportions will achieve 100 dwellings and 200 market dwellings. This is inconsistent with the	Comments noted. Policy will be amended to ensure consistency of figures throughout the document. Please see the Affordable Housing SPD for more information on determining the mix on a site specific basis.

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				development requirements set out in Policy 6A, which requires 90 affordable and 210 market dwellings. Average density requirement consistent with the NPPF however, there should be some flexibility to reflect local character, may be at a lower/ higher density.	
Wyre Forest Community Housing	LPP01654	Policy 8A	Comment	Group's records, as demonstrated by Homes Choice Plus, indicates a slightly higher need for 3 + bedroomed homes. In consideration of this data, we would recommend that the mix of homes proposed in the Local Plan Review Document is reviewed and restated with an increased number of 3+ bedroomed homes. Please also see comments made by West Midlands HARP Planning Consortium.	The Amion report uses data from HC+ after certain household types have been removed (e.g. those seeking shared ownership and transfers) so the percentages will appear different. This is to ensure we only consider the housing needs of those in the greatest need.
Persimmon Homes Limited	LPP01554	Policy 8A	Comment	Not clear in the policy where the required need for 35 dwellings per hectare for Greenfield has been derived from and so this figure is unjustified. The Council is required to justify this figure using the most up to date evidence that is available.	Comments noted.
	LPP03633	Policy 8A	Object	New housing developments should be made from eco friendly materials and be more gentle on our landscape and be run on renewable self sufficient energy.	Comments noted.
	LPP03819	Policy 8A	Comment	Stourport, like most of Wyre Forest has a population structure skewed to +65 age group. However, whilst there is concern in the plan with providing affordable housing, this is to the detriment of the requirements for	Comments noted. The updated OAHN will include further details on household requirements and we understand that Homes England will publish more

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				a mixed housing stock and one which addresses the down-sizing needs of retirement and ageing. The plan makes poor consideration of 'future-proofing' house designs, mix or adaptability, through policy guidance in the document, or through requirements for masterplans, action plans or details required at outline. To offer the alternatives to +65's of 'institutions' or 'a bungalow' is derisory and dismissive of aspirations of older people as well as defining new developments without recognition of social/age mix/future needs or technologies. Sustainability can be delivered by all communities, rural and urban, but there must be recognition of the need for adaptability/flexibility and changing technologies at the outset in requirements for new development sites for housing, but not uniquely so.	information about Lifetime Homes shortly. These requirements will be given consideration in the pre-submission policy.
	LPPO4534	Policy 8A	Comment	<p>Kidderminster needs centralised high density housing rather than low density housing on greenfield land. Half of the tower blocks were (rightly) demolished in the Horsefair under a previous plan that involved the development of land behind Sainsbury's. The majority of housing plans since have been low density out of town estates moving the population out of the town centre, increasing traffic into the centre and requiring the construction of additional link roads.</p> <p>A key point should be that in order to meet lower Co2 targets the plan should be promoting centralised housing development that reduces the dependency on car traffic.</p>	We will follow NPPF requirements on housing density in urban areas.

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	LPP04724	Policy 8A	Comment	<p>I would make a plea in this section for more bungalows to be included in any plans for housing type within the plan. Building a range of bungalows which are attractive to residents of both social housing and owner occupiers will free up family homes in other areas of Kidderminster as people can downsize into something more suitable. (Para 2.9 table 2.0.1)</p> <p>I understand that developers don't like building bungalows as the 'footprint' is bigger and they can't cram in so many 'dwellings' to maximise their profits but, for once, I would like to think that my council would put the needs of residents over that of the developers.</p>	The updated OAHN will provide more information on the housing requirements of older people. The Council must consider the financial viability of a site alongside meeting a range of needs.
Worcestershire County Council, Planning Economy & Performance	LPP01143	Policy 8A	Comment	Table 8.0.1 refers to 96.2% of affordable dwellings being one-bed or two-bed dwellings. This is an extremely high, particularly in comparison to 3% of 3 bed dwellings and it would be helpful to set out the local issues justifying such a proportion. Section 8.6 refers to the AMION report, which presumably sets out the more detailed evidence behind the figures, but from a cursory scan through this report, the relevant section wasn't immediately obvious. Given the proportion is so high, it may be worth summarising the evidence within the Local Plan itself.	This information is included in the Amion report. This will be updated by a new OAHN.
	LPP04655	Policy 8B	Comment	<p>The need for social housing and genuinely affordable housing:</p> <p>Section 8 of the local plan provides compelling evidence of the need for more social housing locally. The over-</p>	Comments noted. The council works with Empty Property owners who want to bring properties back into use and would support conversion of units where it is appropriate to do so.

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				<p>estimate of all dwellings confirmed may disguise the urgent need for social housing. The Spennells will not provide the social housing and affordable housing needed as it is traditionally mixed housing.</p> <p>Worcester Street, from the old Woolworths premises to the estate agents adjoining Prospect Hill looks tired and detracts considerably. With the uptake of internet shopping footfall is unlikely to increase. Surely, the few un-boarded retail businesses on Worcester Street could relocate by a few yards, attracting more business and a greater buzz. The vacated properties could then be converted or replaced to provide the social and affordable housing desperately required</p>	
	LPP02989	Policy 8B	Comment	<p>* I broadly support Option A because I feel that the infrastructure gains are very important.</p> <p>*Policy 13 on Public Transport needs to recognise the appalling bus services which we have at the moment. I feel that we should go back to municipally owned, supported and operated bus services. The three towns could be connected by a tram system.</p> <p>I fully support the idea that people should live in town centres. It makes sense to use the unused space over shops and business premises for housing. Worcester Street and Oxford Street should be redeveloped for housing as the retail units in these streets are either empty or under-used.</p>	Comments noted. Affordable housing has a local connection criteria applied to it.

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				<p>New housing developments need to be based on affordability for residents, with an emphasis on smaller, cheaper homes costing £130,000 and less.</p> <p>A "St Ives Scheme" which reserves new homes for local people has a lot to recommend it. Residents need to be able to afford to live and work in Wyre Forest. There is nothing gained by providing 6000 homes if they are filled with people who move into the area from elsewhere.</p>	
	LPP04496	Policy 8B	Comment	Social housing must only be provided on the proviso that it is not for life but for a particular time. OAPs living cannot expect to occupy 3 bedroomed social housing when families need somewhere to live.	Comments noted. Please see the Councils Tenancy Strategy.
	LPP03636	Policy 8B	Object	<p>The 100 affordable homes to be built per annum should be increased % wise to 50% of the overall total of homes built. Affordable housing provision should be increased to 40% on sites of 11+ splitting for 20% rent 20% buy shared ownership.</p> <p>The build to rent scheme should be encouraged and matched to working partnerships and non traditional methods should be compulsory.</p> <p>You say that you support such projects, however when The Balanced Oak proposal was set before you, even though most departments were in favour, no support was offered at all.</p>	The percentage of affordable homes is based on the Viability study undertaken alongside the Local Plan review. At the time this indicated that 30% was an appropriate and deliverable threshold. The split between affordable rented to shared ownership products is outlined in the Amion study based on the evidence of affordability and incomes across the district.

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Persimmon Homes Limited	LPP01555	Policy 8B	Comment	<p>Do not dispute that there is a considerable shortfall in affordable housing in the District.</p> <p>The current wording of the policy seeks to achieve a minimum of 30% affordable housing, suggesting that the rate sought may indeed be higher. The Council's viability assessment has appraised the affordable housing threshold of 30%, but has not tested any alternative scenarios and as such, the Council is unjustified in seeking these requirements.</p> <p>It should be expected that the affordable housing target should be guided by the level of need, derived from the SHMA and the financial capability of schemes to contribute towards the target.</p> <p>Do not agree with the Council's current evidence as part of this policy and would expect that this is given further consideration prior to submission, to ensure that the evidence is proportionate and takes into account local data surrounding including land values, construction costs and the implications of the Community Infrastructure Levy (CIL) charging schedule.</p>	The council will use an updated viability study to determine thresholds for affordable housing but has tested a range of affordable housing thresholds across a range of sites – please see the viability technical evidence.
Wyre Forest Community Housing	LPP01657	Policy 8B	Comment	<p>The Group would recommend including the possibility of mixed tenure housing on rural exception sites where open market homes can be proven to make sites viable.</p> <p>Please also see comments made by West Midlands HARP Planning Consortium.</p>	Comments noted and inline with current policy.

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Taylor Wimpey West Midlands	LPP01519	Policy 8B	Comment	<p>Level of housing provision is stated to be 100 dwellings per annum, which is 10 dwellings higher than that identified in Policy 6A. Level of provision should be consistent with the development requirements.</p> <p>Policy outlines a level of 30% affordable, no evidence examining the viability of delivering this level of affordable housing. Such evidence needs to demonstrate the policy aspiration is deliverable.</p> <p>Tenure split - 65 rented and 35 intermediate tenure target, Table G4 shows four years of affordable housing provision this is a very short period and the individual years show very different proportions, which on average overall represent 65 rented and 35 intermediate. Plan should not be too prescriptive setting out targets should be flexible to allow for site specific circumstances where it may be appropriate to offer a different proportional split.</p> <p>Build to rent schemes, policy requires security of tenure through tenancy agreements of 3 years or more. This may not be appropriate for all build to rent proposals, should be some flexibility of this requirement.</p> <p>In terms of encouraging a scheme to consider non-traditional building methods where poor viability has been demonstrated, such methods may offer a cost saving, this is unlikely to be the case for national volume housebuilders who have particular house types and</p>	<p>Policy will be amended to ensure consistency of figures throughout the document.</p> <p>The viability study was included as part of the evidence available on the website.</p> <p>Comments noted.</p> <p>We will follow PPG and NPPF requirements.</p>

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				<p>processes that currently maximise efficiency in both design and build.</p> <p>The concept of starter homes, in the Housing White Paper 2017, is not referred to within the emerging policy. The White Paper states that they want local authorities to deliver starter homes as part of a mixed package of affordable housing that can respond to the local needs and markets and that the Government will commence a general duty on Council's to promote the supply of starter homes. Finally, it is proposed that the Government will amend the NPPF to introduce a clear policy expectations that housing sites deliver a minimum 10% affordable home ownership units. It is considered that the Council should review the affordable housing policy and incorporate starter homes within the definition, which will serve to meet the needs of households in Wyre Forest District.</p>	
Wyre Forest District Council - Development Control	LPP01206	Policy 8B	Comment	States that a min average annual of 100 Affordable dwellings will be delivered. Table 6.0.1 at Policy 6A states need as 90 per year. 65/35% tenure split - is that correct, I would have expected rental split to be higher (75%?)	<p>Policy will be amended to ensure consistency of figures throughout the document.</p> <p>The split is based on affordability and income correct at the time the OAHN was completed in 2017.</p>
Victoria Carpets	LPP01502	Policy 8B	Support	We support the flexibility in Policy 8B which recognises that the proposed level of provision (30% on sites of 11 or more dwellings) may not be achievable on all development sites and this would need to be evidenced	Comments noted.

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				through independently verified financial viability assessment. This is in accordance with the NPPF.	
Gladman Developments Limited	LPP01358	Policy 8B	Comment	<p>The affordable housing target should be fully justified through an assessment of whole plan viability.</p> <p>The proposed tenure split is expressed as being indicative. The definition of affordable housing may well change over the life time of the Local Plan. The exact split will also need to be determined by market conditions on a site by site basis.</p> <p>Local planning policies should allow the housing density and mix on individual sites to be determined on a case by case basis according to individual site requirements and prevailing market conditions to ensure that sites are viable and responsive to the particular circumstances associated with them.</p>	Comments noted.
West Midlands HARP Planning Consortium	LPP01335	Policy 8B	Comment	<p>The following line in Policy 8B needs to be reviewed or deleted from the Policy: <i>“Individual site characteristics may mean that this level of provision is not achievable on all development sites and this will need to be evidenced by the applicant through an independently verified financial viability assessment.”</i> This sentence does not clarify that a viability assessment will be required if provision fall below 30% meaning that the Council could request a full viability assessment for every application even if they are over-providing which is unreasonable and unjustified. We recommend that the Council clarify this policy and recommend that the</p>	Comments noted. We will follow NPPF requirements regarding viability testing the plan and only further viability testing if schemes are non-compliant.

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				<p>Council seek to negotiate delivery that suits individual circumstances.</p> <p>We recommend removing the NPPF definition in this section as you don't need to repeat national policy. Further, the definition of affordable housing in the NPPF is under proposals to be amended to include such tenures as discount open market rented. Including a line which aligns the definition of affordable housing within the NPPF will ensure that the Local Plan stays up to date with changing national policy and innovative new models of affordable housing which can maximise delivery across the Plan period.</p> <p>The reference to sub-market private rent is not in the current definition of affordable housing as set in the NPPF and therefore should be removed as it is not consistent with national policy.</p>	
Homes England	LPPO813	Policy 8B	Comment	<p>Policy states minimum of 30% affordable housing will be required on sites of 11 dwellings or more. The policy recognises that in some cases this level may not be achievable, and in such instances evidence is required by a financial viability assessment. This policy is supported as it recognises that 30% may not be viable in all cases</p> <p>With regards to the indicative tenure split of 65% rented and 35% intermediate, it is agreed that this provision should be subject to housing need at the time of construction, and the viability of individual schemes</p>	Comments noted.

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				as the required split could change over the plan period.	
Campaign to Protect Rural England	LPP0936	Policy 8B	Comment	30% requirement for affordable housing is lower than Bromsgrove and Birmingham which have 40% achieved by allowing % of intermediate tenures. Oppose use of thresholds. This policy implies no rural affordable homes unless on rural exception sites which would require public funding making delivery harder.	Please see the separate rural housing policy.
Miller Homes	LPP0972	Policy 8B	Support	<p>Support the inclusion of the explicit recognition within the wording of this Policy that individual site characteristics may mean that the stated 30% affordable housing provision is not achievable on all development sites, if evidenced through a financial viability assessment, and that the exact tenure split will be determined on a site by site basis based on housing need and viability (if relevant).</p> <p>The National Planning Policy Framework (NPPF) requires¹ that:</p> <p><i>“Local planning authorities should set out their policy on local standards in the Local Plan, including requirements for affordable housing. They should assess the likely cumulative impacts on development in their area of all existing and proposed standards, supplementary planning documents and policies that support the development plan, when added to nationally required standards. In order to be appropriate, the cumulative impact of these standards and policies should not put implementation of the plan at serious risk, and should</i></p>	The policy will be updated to include current NPPF guidance.

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				<p><i>facilitate development throughout the economic cycle. Evidence supporting the assessment should be proportionate, using only appropriate available evidence”.</i></p> <p>It is therefore important for the new Local Plan to take appropriate evidence and development viability into consideration when setting and applying affordable housing policies, to account for the fact that every development site is different.</p>	
Rentplus	LPPO1109	Policy 8B	Comment	<p>The minimum annual average target given in this policy differs from that set out in Policy 6A; we support the higher target figure, but note that to achieve higher delivery the Council should be as flexible as possible in negotiating mix and delivery mechanisms with providers of affordable housing. This includes being flexible on the tenure split, as already set out in the policy; this should include allowing for the delivery of rent to buy as a hybrid model which provides a route to home ownership through affordable rent. The need for rented homes is well recognised by the Plan, and this need will be met by the delivery of an appropriate range of social rented, affordable rented and rent to buy housing. The statement that the Council will reflect the White Paper proposals should be reflected in the final version of this policy:</p> <p><i>“An indicative tenure split of 65% rented (including social, affordable and rent to buy) and 35% intermediate</i></p>	Comments noted.

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				<p><i>tenure (including sub-market private rent and shared ownership) will be sought for affordable housing provision on new sites. The exact split to be determined on a site by site basis based on housing need and viability (if relevant)."</i></p> <p>The above recommended alteration will enable the Council to be responsive to the Government's emphasis on widening opportunities for home ownership, whilst still meeting the significant levels of need for rented properties.</p>	
	LPPO1706	Plough Lane, Far Forest	Object	<p>Objects on the following reasons:</p> <ul style="list-style-type: none"> • Change of character to the area. 	Objection is noted.
Chaddesley Corbett Parish Council	LPPO1037	Policy 8C	Support	<p>We support this policy, but suggest that the criteria for rural exception sites should include additional wording from the NPPF:</p> <ul style="list-style-type: none"> • "...housing should be located where it will enhance or maintain the vitality of rural communities." • "...authorities should avoid new isolated homes in the countryside unless there are special circumstances..." 	We will consider this amendment to the policy.
National Farmers Union	LPPO1119	Policy 8C	Comment	Welcomes the support for small scale residential development to meet local needs in rural settlements.	Comments noted.

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West Midlands Region				Also welcomes the policy on Rural Workers Dwellings. Encouraging that the council has recognised proposed rural workers dwellings need to be of a size commensurate with the functional requirement and financial capabilities of the enterprise. When new dwellings are constructed for farm businesses it is important that they are large enough to cope with the many demands of the farm business (such as an office entrance porch and utility), together with the needs of a farming family. This is important for maintaining adequate bio security measures. An agricultural dwelling must be flexible enough to accommodate families at a range of life stages. Farming families do not have the option of moving house if they should outgrow their home and this must be recognised when planning new accommodation.	
Wyre Forest District Council - Development Control	LPP01213	Policy 8C	Comment	We mention comprehensive marketing for 12 months to support COU in Policy 21A. Should we be specifying a similar timeframe within policy 8C (rural workers dwellings).	Comments noted. We will consider if this is necessary in policy update.
Wyre Forest District Council - Development Control	LPP01214	Policy 8C	Comment	We mention comprehensive marketing for 12 months to support COU. Thinking back, should we be specifying a similar timeframe within policy 8C (rural workers dwellings) above.	Comments noted. We will consider if this is necessary in policy update.
West Midlands HARP Planning Consortium	LPP01336	Policy 8C	Comment	The policy seeks to require all affordable housing to be retained <i>in perpetuity</i> ; this is not appropriate. The NPPF does not require all affordable housing to be retained <i>in perpetuity</i> , instead stating that it should “include	We will amend the policy to ensure compliance with the NPPF.

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				<p><i>provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision” (Annex 2 definition). It is only when defining rural exception sites does the NPPF mention affordable housing being retained <i>in perpetuity</i>. The Council’s policy should be amended to reflect this, as even with intermediate affordable homes can residents ‘staircase out’ to full ownership, and the Right to Buy will also remove affordable housing stock in the long term. The Government’s Proposed Changes to National Policy has also recently recommended changes to affordable housing policy, including that some models of affordable housing “<i>may not be subject to ‘in perpetuity’ restrictions</i>”. This policy should remove any reference to affordable housing being retained <i>in perpetuity</i>, focusing instead on transferring dwellings to Registered Providers at an appropriate cost.</i></p> <p>Further, we believe that the reference to replacing lost units with a replacement unit is not deliverable or justified and should be removed.</p>	
Worcestershire County Council, Planning Economy & Performance	LPPO1360	Policy 8C	Comment	<p>Under 'Rural Exception Sites', the first three words of part (i) should be deleted.</p> <p>Under 'Replacement Dwellings in the Open Countryside', part (ii) should refer to "curtilage only being amended if required", rather than "of".</p>	Comments noted.

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				Part (iii) should introduce the list with a colon, not a semicolon.	
Gladman Developments Limited	LPP01376	Policy 8C	Comment	<p>Strategy of accommodating development in Kidderminster and the market towns should not be at expense of meeting housing and employment needs of other settlements. The needs of the sustainable rural settlements should be assessed and meaningful growth apportioned to them to ensure their ongoing vitality and viability. Consideration of setting and character of a village must be balanced against the needs of the local community for new housing.</p> <p>In allocating sites, the Council needs to maximise housing supply by having the widest possible range of sites by size and location. Key to increased supply is the number of sales outlets offering a wide range of products and across different types of locations. It is vital that the evidence base considers how rural communities will sustain and enhance their sustainability over the plan period to avoid the risk of a negative approach that could directly lead to a decline in population and services.</p>	Comments noted.
Taylor Wimpey West Midlands	LPP01520	Policy 8C	Comment	No comments.	No comments necessary.
Wyre Forest Community Housing	LPP01659	Policy 8C	Comment	In the first paragraph in the Rural Exception Sites section, it states that the District Council “will work closely with.....” and then list various bodies / organisations. We would strongly encourage the	Comments noted.

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				inclusion of Registered Providers in this statement. Notwithstanding this, we agree with Policy 8C.	
	LPP02975	Policy 8C	Object	<p>The Local Plan Review proposes inflexible policy towards housing in rural areas.</p> <p>The local Plan Review seems to discredit and deny rural areas opportunity to contribute to housing mix by its narrow site approach, contrary to the approach advocated in NPPG guidance May 2016 Rural Housing. ‘ALL settlements can play a role in delivering sustainable development in rural areas (para 55 NPPG , Delivering a wide choice of high quality homes/paras 54, 55-), and so blanket policies restricting housing development in some settlements and preventing others from expanding should be avoided, unless their use can be supported by robust evidence’.</p> <p>For example boundaries to Callow End settlement exclude Fingerpost Cottage, which is probably one of the oldest houses in the locality. Houses developed on part of its former frontage have been included in the defined settlement of Callow End, but Finger Post Cottage was not.</p> <p>It is hoped that policy 8C of the Local Plan Review can be amended so as to provide a more robust and relevant consideration to housing development and include sites such as Fingerpost Cottage site in the plan for housing, providing for a real diversity of housing supply, so as to provide for rural housing need with a range of high quality homes, appropriate to the site and its locality as</p>	<p>Comments noted. As part of the pre-submission work we are reviewing village boundaries in non-Green Belt areas, such as Rock Parish. As a large part of the district is covered by Green Belt, we have commissioned consultants to undertake a Green Belt review. The Green Belt review has informed the site allocations and the policies within the emerging plan. Settlements washed over by Green Belt are constrained by Green Belt policy which limits the amount of development that can take place in these locations. Policy 8C does include Rural Exception Sites for affordable housing in Green Belt locations where this is deemed suitable and meets the criteria set within the policy.</p>

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				flexible spaces and homes for the future.	
	LPP02937	Policy 8C	Object	<p>Rural areas can contribute more to housing mix without detriment to landscape and sustainability. Government guidance considers rural housing essential to the sustainability and viability of local facilities. The LPR recognizes that Bewdley for example, as a local market town, provides local services that will be used by the surrounding local community. The existing rural community travels to Bewdley and supports this vibrant town. This may be associated with tourism but it also a significant reflection on the income levels of the surrounding rural area. The 40 houses on 2 sites at For Forest represent a concentration of new development, with the only additional contribution at Bliss Gate, of 5 houses, as the only small scale contribution to rural housing need. Sustainability, as NPPF indicates, includes widening the choice of high quality homes. Responding to different opportunities in different areas must be provided for by taking local circumstances into account. Particularly in relation to the provision of housing in the more expensive but rural parishes in the west of the plan area, such as Rock, by policy beyond that of 8C and settlement boundaries drawn up years ago- would these be a 'blanket policy' described by Rural Housing policy guidance as to be avoided?</p> <p>The Local Plan Review proposes inflexible policy towards housing in rural areas.</p>	Comments noted. We will support housing in rural areas with a demonstrable need and in sustainable locations.

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				LPR also seems to discredit and deny rural areas opportunity to contribute to housing mix by its narrow site approach contrary to the approach advocated in PPG guidance May 2016 Rural Housing. 'All settlements can play a role in delivering sustainable development in rural areas, delivering a wide choice of high quality homes', and so blanket policies restricting housing development in some settlements and preventing others from expanding should be avoided, unless their use can be supported by robust evidence'.	
Worcestershire County Council, Planning Economy & Performance	LPPO1144	Policy 8C	Comment	<p>The policy begins by referring to "small scale residential development". This is currently ambiguous as to whether this is referring to market or affordable dwellings or a combination of both.</p> <p>The third sentence states that "Small scale residential schemes that take account of local housing needs on windfall sites will be proactively considered within the rural areas". It is unclear what "proactively considered" means. Would "positively considered" provide greater clarity if it is the intention that these sites would be looked upon favourably for a grant of planning permission (subject to meeting policy requirements, etc.)?</p> <p>Under 'Rural Workers Dwellings', part (iii) refers to the "financial capabilities of the enterprise". It is unclear what this means and this could benefit from some supporting text or a footnote to provide clarity.</p>	We will consider this amendment to the policy.

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	LPP01831	Housing for older people	Comment	Senior living apartment blocks should be developed in the town centre, encouraging people to downsize and freeing up larger properties. There are two large buildings in Kidderminster that would appear to be suitable for conversion to this type of living accommodation. Crown House and a large building in Worcester Street (formerly Council offices) are standing empty. There is also the former Glades site on which really nice living accommodation should be incorporated into any development that happens.	Comments noted.
	LPP04073	Housing Type	Comment	Retirement/low level housing: I would like to see on any development, particularly on Lea Castle, housing and a community for the elderly. A safe and secure complex with services for the elderly, shops, community centre, hair salon, doctors etc. A site of this nature would not necessarily have commuters at peak times, not impact on schools and local shops would mean no heavy impact on current supermarkets in the town. This may well have the desired effect for local elderly residents who currently live in 3/4 bedroom houses, who wish to downsize but do not want to leave the area, thus in the process freeing up current housing for families. If Lea Castle were to be expanded even with a good mix of this type of housing with other housing this would be a good way forward. We have a responsibility for affordable housing but we also have a responsibility to our ageing population to give them an opportunity to downsize but stay close (in a 'village') to where they have lived all their life, in a safe environment, easier to	Comments noted. We will ensure development on Lea Castle meets the range of affordable housing needs identified.

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				manage property (bungalow), with resources on their doorstep. Lea Castle is the perfect site for this. It will also create jobs and business opportunities.	
	LPPO4900	Policy 8D	Comment	<p>Housing objectives in the Kidderminster Central Area Action Plan, adopted in 2013 include the following:</p> <ul style="list-style-type: none"> • Increase the amount of people living within the town centre. • The elderly may want to downsize to smaller residential units which could free up family sized accommodation. Therefore, we need to ensure that residential development caters for all groups in society. <p>Objective assessment of housing need report says:</p> <p>‘Building properties designed for older people was overwhelming ranked the highest priority for Wyre Forest with 75% of respondents recognising this as a high priority and the remaining 25% a medium priority. Building affordable homes to rent was also recognised as important, with 63% of respondents ranking this as a high priority and 31% a medium priority. Building affordable homes to buy, including shared ownership or shared equity, was considered a medium to high priority, with 44% of stakeholders ranking this a high priority and 44% a medium priority. Building properties designed for people with specialist needs in the District was rated highly with 40% ranking this a high priority</p>	The OAHN revision should provide more detailed requirements for certain groups identified by the NPPF.

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				<p>and 60% a medium priority’.</p> <p>There seems to have been little regard for this in the preparation of the preferred options document.</p>	
Anonymous	LPP05094	Policy 8D	Comment	<p>Agrees that in order for the area to prosper, we need to encourage working age families to the area so that there is a better balanced ‘Circle of Life’ in the area. This makes sense as there does need to be room to allow younger generations to come through and make Wyre Forest an aspirational place to live.</p> <p>Wyre Forest has an ageing population that most probably had young families 20-30 years ago. There is perfectly sufficient housing within Wyre Forest for young families, however, these family homes are not being vacated by the 45-64 & 65+ residents. There is a need to free up existing ‘family’ housing stock.</p> <p>There is a need for properties to be built to suit these groups of people. Not traditional bungalows, but properties that include: two parking spaces and a guest space; <i>some</i> garden; at least two spacious bedrooms; a bathroom each; a study/office area; a garage or outhouse building for garden items; some sort of separate utility. Essentially incorporating everything they already have, minus a bedroom and a smaller garden. The solution could be to create a different type of property that takes into account the items above?</p>	Comments noted.

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				<p>Given that Green Belt areas are being considered for development, perhaps modern barn complexes that look aesthetically pleasing across countryside views should be considered. These could be specifically designed, within courtyards, to be 2 bedroom properties that have a study on the ground floor (that could be used as a third bedroom), with a small area of private garden and an outhouse <i>storage/utility</i> attached. There would be two personal car parking spaces and plenty of communal guest parking centrally. Possibly 3-4 of these courtyards could form pockets of development to enable a community feel, avoid isolation and ensure it is economically viable to install utility / broadband services to each pocket of development. Whilst these modern barns would be relatively expensive however, relative to the equity saved up in a family home, the hope is they would be affordable to the target market, freeing the more affordable per square foot 'family homes' for younger generations</p> <p>While it is noted that the target residents would still be of a mobile age, some barns could be designed as single floor living; for example the ground floor being one apartment for those requiring no stairs and the 1st floor being accessed by stairs (or a lift dependent on cost).</p>	
	LPP04656	Policy 8D	Comment	Much of the extra requirement for dwellings results from the aging demography, which requires targeted solutions:	Comments noted.

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				The plan suggests that the occupation per household is falling with static population growth (Table 2.0.1) less than 20% between 20 and 39 years of age. The requirement for more affordable housing with fewer bedrooms is clear; this cannot be accommodated solely by new build. Other, more targeted, creative and exciting solutions are required, such as co-housing, where the community is central to the design of the living space (for example Marmalade Lane or 'Owch). These insightful developments could utilise land better and provide improved lifestyle for residents. Supported through tax breaks and grants, the oxygen of publicity, favourable planning consent, provision of lists of active groups and individuals in search of groups this would be a positive, proactive response to the demographic problem. Section 8 (Summary of Consultation Responses) shows great foresight and suggests a comprehensive review of specialist housing. Doubtless the Council has many other creative ideas (such as providing annexes for the elderly suggested in section 8.29) that can be explored.	
Wyre Forest Community Housing	LPP01672	Policy 8D	Support	We particularly note and support the requirement within the Local Plan for "Housing for Older People and others with special housing requirements".	Support is noted.
Taylor Wimpey West Midlands	LPP01521	Policy 8D	Comment	Requirement for developers to provide evidence that they have considered self/ custom build, difficult to achieve in respect of both making efficient use of land; and to achieve design consistency. Could impact on viability. Further work needed to find out where	A more detailed self/custom build policy will be included in the pre-submission document.

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				<p>households would like to undertake a self build, so policies can provide for need rather than asking developers of all large sites to offer land.</p> <p>Regarding evidence to demonstrate that housing development proposals have considered tenures and types and for the need for 540 residential units to be met on sites allocated for housing. The care accommodation industry is very different to the house building industry. On larger schemes care homes can be provided for, on smaller schemes it is more difficult to make a viable and meaningful contribution.</p> <p>Policy should be flexible in requiring such specialist development given the complexities. Likely that opportunity sites will exclusively come forward for homes for older people and/ or specialist housing, which may meet the needs identified.</p>	
Persimmon Homes Limited	LPPO1556	Policy 8D	Comment	<p>The Council has introduced a further new requirement as part of this policy relating to the provision of self-build housing. Introduced through the Self-build and Custom Housebuilding Act 2015, there is a clear mandate for Local Authorities to understand the scale and requirement for self-build properties to provide evidence for the demand for this type of housing. The PPG proposes that this is done through the compilation of a Self-build register</p> <p>The Council has not provided any evidence of the total</p>	The number of households on the register were included in the draft planning policy. A specific custom/self build policy will be included in the pre-submission documents.

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				<p>need for self-build properties in the District, it is currently unknown how much provision is needed for the purposes of the Local Plan. As the evidence base for the self-build register is not available, the Council's justifications for this policy are unclear and unfounded. In the absence of credible evidence, the policy needs to be made more flexible in order for self-build to be included in the plan, though not to the prescriptive extent expressed in the current policy.</p> <p>Do not agree with the Council's current evidence as part of this policy and would expect that this is given further consideration prior to submission, to ensure that the evidence is proportionate and takes into account local data.</p> <p>Housing for older people and others with special housing requirements should also be considered in viability reports for sites, which is not included in the current policy as it stands.</p>	
Summerfield Against Land Transformation	LPP01613	Policy 8D	Comment	<p>You make much of the proportion of older people in the District. Despite this, developers are only required to have "fully considered" such needs and you have a target of only 540 C2 units over the life of the Plan.</p> <p>Specialist housing for older people needs a greater commitment and C2 provision needs to be more ambitious.</p>	Housing for older people can be met through provision of a range of different tenures and types in addition to the C2 requirement.

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Gladman Developments Limited	LPP01383	Policy 8D	Comment	<p>Note proposal to require consideration of self-build plots in major housing developments. Flexibility needs to be built in to ensure plots are not prevented from being developed as a result of low demand for such products.</p> <p>Intention to plan for C2 accommodation is welcomed. Specialist housing with care for older people is a type of housing which provides choice to adults with varying care needs and enables them to live as independently as possible in their own self-contained homes, where people are able to access high quality, flexible support and care services on site to suit their individual needs (including dementia care).</p>	Comments noted.
Persimmon Homes Limited	LPP01434	Policy 8D	Object	<p>Acknowledge the need for all forms of housing where it can be demonstrated that provision is needed and is appropriate to that particular location.</p> <p>In the case of supported living, such provision should be regarded as fulfilling all or part of the affordable housing requirement for that particular site. Supported living accommodation is a specialist form of provision developed to meet the needs of those whose housing requirements will not be catered for by normal market or affordable housing provision.</p>	We will support the inclusion of supported housing on sites where it meets an identified housing need.
West Midlands HARP Planning Consortium	LPP01337	Policy 8D	Comment	It is recommended that the Council set out clearly what they mean by 'Housing for Older People' there are a number of different types of specialist housing for older people from 'age-restricted' housing to 'extra-care accommodation'. The common features of all four types	The new OAHN will further identify housing needs for older people and this will be incorporated into the policy.

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				<p>are the age restriction, their specific design to meet the needs of older people, and a range of support services and shared spaces.</p> <p>Additionally the policy should explicitly support the development of specialist housing scheme which are separate to large scale housing developments. Example wording is provided below:</p> <p><i>“Homes for the elderly</i></p> <p><i>The Council will encourage the provision of housing for the elderly and for people with special needs, where appropriate whilst avoiding an undue concentration in any location.</i></p> <p><i>BDP10.2 The Council aims to ensure that older people are able to secure and sustain their independence in a home appropriate to their circumstances and to encourage developers to build new homes that can be readily adapted to meet the needs of those with disabilities and the elderly, as well as assisting independent living at home.</i></p> <p><i>BDP10.3 The Council will, through the identification of sites and/or granting of planning consents in sustainable locations, provide a wide range of elderly accommodation including the development of residential care homes, close care, ‘extra care’ and assisted care housing; and in particular Continuing</i></p>	

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				<p><i>Care Retirement Communities which encompass an integrated range of such provision.</i></p> <p><i>Sites should be sustainable by virtue of their location and there will be a preference for sites within defined settlements. Where such sites are not available regard will be paid to the potential for development to be self-contained to reduce travel requirements and the availability and accessibility of public transport.”</i></p>	
Wyre Forest District Council - Community Led Housing	LPP01203	Policy 8D	Comment	<p>Support paragraph 1: ‘The local plan will seek to allocate plots for self build and custom build housing to address the demand for the self and custom build register. Provision will be reviewed on an annual basis as part of the residential land availability assessment and will be based on the demand as set out in the register of need maintained by the council.</p> <p>The District Council will require all major housing development proposals to provide evidence that they have fully considered the provision of self / custom build within the overall housing mix on the site’.</p> <p>Having analysed the self- build and custom-build register, key points for WFDC to consider:</p> <ol style="list-style-type: none"> 1. Out of the 50 individuals who are registered, a total of 36 are residents of the Wyre Forest district and therefore have a local connection. There are 16 individuals registered who do not 	There will be a specific policy on self/custom build in the pre-submission documents.

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				<p>have a local connection.</p> <ol style="list-style-type: none"> 2. Out of the 50 registered, a total of 34 would consider a custom-build plot / home that was part of a new build housing development 3. A total of 42 out of the 50 registered would consider the conversion of an existing building as an alternative to building a new property. 4. A total of 12 individuals have expressed their interest in building eco-friendly homes (as highlighted in the 'comments' field of the register <p>These figures reflect conversations with members of the public at the consultation drop-in sessions. There is real interest in town centre living and support the idea that empty buildings/old factories in around Kidderminster and Stourport centres could be considered for renovation as there is potential for bringing these empty buildings back into use and making them both affordable and desirable places to live.</p> <p>To support the consultation sessions, the register also demonstrates that 42 out of 50 individuals registered 'would consider the conversion of an existing building as an alternative to building new property.' If these can be prioritised it would reduce the amount of Green Belt land that will be required to meet future housing needs. The sticking point is likely to be 'location' but if empty</p>	

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				<p>buildings were converted, they would appeal to those people who want the benefits of living in a central and accessible location, but without the high rents that can be associated with it. More town centre living would help make the town centre feel safer at night time, increase the night time economy and help support the newly established restaurants opening in the town centre.</p> <p>The self build / custom build register is a live portal and strongly support that the register be reviewed annually. As content for the WFDC website is created it will likely generate more interest and support for community-led housing as local people gain a better understanding about the umbrella term for 'community-led' and what it could mean for them.</p> <p>Hope that WFDC would be able to make a tangible offer to the self-build / custom build community and offer plots that could be considered for their projects. In time, there may be interest generated in a housing co-operative, co-housing or self-help housing. As it is a relative unknown in terms of where and if this might happen, it is hoped that the housing needs of all Wyre Forest residents could be taken into account and supported, despite there not being a definite timescale for when it might happen.</p>	
Bewdley Civic Society	LPP0843	Policy 8D	Support	Policy 8D Specialist Housing Requirements: BCS supports this policy but with a more sympathetic	Comments noted.

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				approach to annex accommodation not only for carers but also for family members who perhaps cannot find suitable accommodation and wish to live together as an extended family under one roof.	
Miller Homes	LPP0974	Policy 8D	Object	<p>Object to the requirement set out within Policy 8D requiring all major housing development proposals to provide evidence that they have fully considered the provision of self / custom build dwellings, bungalows, sheltered housing, extra care units and other types of supported housing within the overall housing mix on the site.</p> <p>Our client recognises that the Self Build and Custom House Building Regulations 2016 requires Wyre Forest District Council (WFDC) to have regard to a register of people who are interested in self build or custom build projects in the area and that the Planning Practice Guidance (PPG)¹ specifies that Local Plans should consider the size, location and quantity of dwellings needed within the area to allow older people to live independently and safely in their own home for as long as possible. However the Local Plan Policy wording and supporting text justification do not explain what a housebuilder needs to do in order to fully consider the provision of the identified housing types, introducing ambiguity and uncertainty into the application of this policy requirement.</p> <p>¹ PPG Para 021 Reference ID: 2a-021-20160401.</p>	Comments noted.

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	LPPO306	Policy 8D	Support	I support draft Policy 8: Accommodation for Family Members and Carers, but it would be strengthened by the addition of “and Dependant Relatives”	Comments noted.
Homes England	LPPO815	Policy 8D	Support	The Council require development proposals to fully consider the provision of self/custom build within the overall housing mix on site. However, in relation to housing for older people and specialist requirements, it is considered that the policy needs to be clearer as to what it means by “...proposals to provide evidence that they have fully considered the provision of the following tenure and type within the overall housing mix on site.” The policy needs to provide clearer guidance as to what evidence the Council required, as currently this statement is open to interpretation.	This policy element will be revised once we have undertaken the revised OAHN which will include greater identification of the needs of older people.
Chaddesley Corbett Parish Council	LPPO1034	Policy 8D	Comment	<p>The provision of care homes and sheltered/extra care units needs close collaboration with County-level Social and Health services; they should have a clearer picture of the scale and type of provision needed. For residential and nursing care, there may be benefits in encouraging more purpose-built properties as well as conversions.</p> <p>Linking the provision of sheltered/extra care units to specific/separate developments may lead to pepper-potting (scattering) of these facilities, which may not be the most suitable or effective way of providing or supporting these properties. Again, Social and Health care input would be beneficial.</p>	Comments noted. We work closely with Commissioning Managers at WCC in meeting supported housing needs.

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Worcestershire County Council, Planning Economy & Performance	LPP01145	Policy 8D	Comment	<p>This policy would benefit from being divided into two, with Policy 8D concerning self-build and custom housing, and a new Policy 8E on housing for older people and others with special housing requirements (with consequent amendments to policy numbering for the current Policy 8E and 8F).</p> <p>We welcome the policy's requirement for all major developments to consider bungalows and extra care needs within the overall housing mix. Specific policy support for accommodation for family members and carers is also welcomed.</p> <p>Specific support for those with disabilities should also be included in this policy.</p> <p>We would, however, encourage the Local Plan to require all new housing, or a proportion of new housing, to be built to design standards that allow people to remain in their own homes for as long as possible. The majority of people prefer to remain in their own homes as they grow older, where necessary making changes and adaptations to their properties should their needs change. New homes should be encouraged to meet the Lifetime Homes standard (www.lifetimehomes.org.uk/) which is intended to allow homes to meet changing needs over the course of people's lives. The application of such standards to new build properties can help to realise some older people's aspirations to stay in their homes for longer.</p>	<p>Agreed.</p> <p>There is currently provision for lifetime homes and this will be updated in line with any national guidance.</p>

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	LPP04726	Policy 8E	Comment	Gypsy sites are always a problem and I don't have any quick fix for this except to say that both options look reasonable although it may not appear so to local residents and businesses.	Comments noted.
	LPP0742	Policy 8E	Comment	Comments made confidentially on behalf of a client.	Comments noted.
Worcestershire County Council, Planning Economy & Performance	LPP01361	Policy 8E	Comment	The text at the end of the policy should refer to "medium-term needs up to 2020".	Comments noted.
Historic England	LPP01270	Policy 8E	Comment	Policy 8E relates to potential development sites for Gypsy and Traveller Accommodation - what assessment has been undertaken as to the impact for the historic environment? How will these issues and opportunities be included within the Plan? This comment also relates to Policy 8F.	A Heritage Impact Assessment Study is being prepared and will be published at pre-submission stage. This study considers the sites and the potential heritage impacts. The purpose of the Heritage Impact Assessment is to support the Local Plan by demonstrating how the historic environment has been considered in the site selection process and to assess the likely impact on heritage assets, (both designated and non-designated) and whether any impact can be mitigated.
National Federation of Gypsy Liaison Groups	LPP03349	Policy 8E	Object	Restricting sites to those which are "on previously developed land or in areas allocated primarily for residential development subject to all relevant policies" will effectively prevent any sites being acceptable since	Comments noted.

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				sites which comply with this restrictive policy will be equally acceptable for mainstream housing and will thus inevitable be beyond the reach of Travellers.	
	LPP03540	Policy 8E	Comment	I would also like to say that any proposals regarding the travelling community for further sites in the future should be done in Kidderminster, Bewdley or any other areas in Wyre forest except for Stourport as i feel that Stourport has already done their provision and other areas need to step up if any more sites are needed	Comments noted.
	LPP03542	Policy 8E	Object	Park home sights, classed in your mandate as Caravan and Holiday sights. It is with interest that you are committed with venom NOT TO ALLOW, 12 months occupation of these dwellings. You point out that the elderly could down size, surely these dwellings are ideal for the older population, but because of the Shutdown of the sights yearly, it is neither viable, ideal or cost worthy to vacate a family home for this option.	Caravan and holiday sites are not seen as appropriate long term housing solutions due to the insecurity of residency.
Worcestershire County Council, Planning Economy & Performance	LPP01146	Policy 8E	Comment	The text at the end of the policy states that "Further small scale sites to meet the indicative need of 21 pitches to 2034 will be allocated in the Local Plan". Should the preferred options not seek to meet identified needs at this stage? There doesn't seem to be any evidence of why these additional pitches have not been identified.	Current need for pitches provision has been met. A revised GTAA will be undertaken in the future to form the evidence base for need requirements.
Taylor Wimpey West Midlands	LPP01523	Policy 8F	Comment	No comments.	No comments necessary.
	LPP03114	8.0.6	Object	This plan is contrary to previous planning advice. Access	Objection noted. The proposed sites

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				<p>will cause an extra hazard on an already very busy road. Local business will suffer, particularly the hotel.</p> <p>Wribbenhall schools are already overcrowded, and showpeople's children will need places there.</p>	continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.
	LPPO3111	8.0.6	Object	<p>This plan is contrary to previous planning advice. Access will cause an extra hazard on an already very busy road. Local business will suffer, particularly the hotel.</p> <p>Wribbenhall schools are already overcrowded, and showpeople's children will need places there.</p>	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.
	LPPO2208	BR/RO/1	Object	<p>Objects to BR/RO/1 as a potential site for travelling show people.</p> <p>Believes the site is unsuitable because some years ago the yard was subject to a Public Inquiry as it has been created without the necessary permissions being obtained.</p> <p>Responsible authorities do not appear to have enforced the resulting directions of the Public Inquiry. There is a belief that the original construction was undertaken by using unsuitable materials including scrap vehicles.</p> <p>The land is unsuitable as a parking place for large numbers of heavy vehicles.</p> <p>As an alternative, there are former factory sites in</p>	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.

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				<p>Stourport and Kidderminster which would be eminently more suitable for the proposed use, having been properly constructed and more accessible.</p> <p>Problems with main drains in Clows Top - currently residential and business premises have no access to main drains - the dependence on septic tank drainage has caused the local authority to impose conditions on any proposed residential developments that any new builds would need to be connected to main drains.</p> <p>Therefore, the increased use/occupation of this site would necessitate the requirement for appropriate foul drainage provision in line with the local authority requirements to prevent any hazardous environmental damage being caused.</p> <p>Traffic - this has increased in recent years. Pavements provision in this part of the village is less than adequate with an interrupted pavement on only one side of the road. It is hazardous enough at the present time and any increase in the levels of danger and inconvenience to pedestrians and other road users would be unacceptable.</p> <p>Any Local Plan should address the real Community issues that exist, rather than create more detrimental ones.</p>	
	LPP02146	BR/RO/1	Object	High volume of traffic that passes through the cross	Objection noted. The proposed sites continue to be evaluated to identify the

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				roads. Insufficient facilities to cater for travellers community, no school doctors etc.	most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.
	LPP02149	BR/RO/1	Object	The large increase in traffic both leaving and joining the carriageway in the close vicinity of the busy crossroads which already has bad visibility and is an accident hotspot. In my opinion a site of this type and of this density will cause levels of noise and disturbance that will result in infinite complaints from the surrounding residents Detrimental to the area	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.
	LPP02215	BR/RO/1	Object	Objects to BR/RO/1, Section 19, Clows Top due to the following reasons: <ul style="list-style-type: none"> It is dangerous for vehicles, especially large lorries at the crossroads. The footpath opposite the site is already damaged - when the lorries using it now leave and enter the site they have to go on to the opposite footpath to be able to get on to the road. This has an impact on local residents who have to use the footpath with potholes. Safety - if fairground lorries and their families reside there, access onto the A456 by children should be considered. 	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.

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				<ul style="list-style-type: none"> • The ability to manoeuvre trailers, caravans and lorries, crossing the carriageway of the A456 to get on site. • Sewerage - would it be that the families would have to be responsible to get their sanitation needs onto a septic tank set up, how would that work? • Electricity - would dwellings have to be put onto the normal power supplies? • Drainage - where would all the sink and bath water waste be directed? • As a local resident, all of the above issues have presented problems. • 9. Clows Top water is dependant on the pumping station just outside the village at the bottom of the bank towards Bayton. As soon as there was anything like a problem, Clows Top water was first to stop. Extra families drawing from that would not help. • 10. Any sort of housing is going to put a strain on the facilities as it stands at the moment but if housing has to happen then let it be a sensible amount of houses on the right sanitation set up, with sensible access to the A456. That way the village of Clows Top will remain just that a "village". 	
	LPPO2379	BR/RO/1	Object	<p>Object to the Clows Top site for Travelling Showpeople:</p> <ol style="list-style-type: none"> 1. Increase in traffic, especially heavy vehicles 2. Dangerous site access 3. Noise pollution 	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission

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				<p>4. Who would be responsible for the site and limit its use as req'd</p> <p>Personal perception that unlike the local residents, people using the site would have no shared interest in improving the area.</p>	documents.
	LPPO2399	BR/RO/1	Object	<p>Object Travellers/show people site at Clows Top:</p> <p>Understand land has to be made available but this road is unsuitable and would be dangerous for more traffic; crossroads are already hazardous.</p>	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.
	LPPO3300	BR/RO/1	Object	<ul style="list-style-type: none"> The cross roads on the A456 are already dangerous because of the volume of traffic. The roads at this point are too narrow to allow such vehicles to turn into or out The hill approaching the site from Bewdley is very steep with a very limited view of oncoming traffic. <p>The alternative use of this site to allow a limited housing development would be viable if the sewage problems could be solved.</p>	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.
	LPPO3447	BR/RO/1	Object	<ol style="list-style-type: none"> No main sewage in the in village. Major traffic hazard. Impact of local facilities by influx of additional people. Inadequate electricity supply. 	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission

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				<p>5. Your map incorrect on some details.</p> <p>Land on the site is unsuitable land likely to break up with any heavy-weight vehicle or new building.</p>	documents.
	LPP03500	BR/RO/1	Object	<p>We object to the proposed Traveller, Show people and Gypsy Site at Clows Top.</p> <p>The land at Clows Top has already been disregarded as a potential Traveller, Show people and Gypsy site in previous consultations. Access to and from the site would result in the crossroads becoming more dangerous.</p> <p>We understand the site has already been considered for residential use and as a former garage site the land is probably contaminated. The cost of dealing with this should be borne by potential developers, as should the cost of providing sewage and storm water systems.</p> <p>We understand that Travellers and gypsy communities prefer to be located near good transport systems, doctors and schools.</p> <p>We are sure there is no support from Rock Parish Council or the local community for Travellers, Show people or Gypsies to be located on the land at Clows Top.</p> <p>We support residential building on this site which we</p>	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.

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				think would help sustain this village and local community.	
	LPP03501	BR/RO/1	Object	<p>We object to the proposed Traveller/Show People and Gypsy Site at Clows Top. The land has already been disregarded for this use in previous consultations.</p> <p>Clows Top needs more affordable housing. This would encourage local young people to stay in the village and keep this community alive and help to sustain local businesses such as the village store, post office and butchers.</p> <p>Access to and from the site would result in the crossroads becoming even more dangerous crossroads and access to the current car park is wholly unsuitable for large, slow moving vehicles. Changes to the road infrastructure would be costly and would cause traffic problems. Works relating to a housing development should be carried out and paid for by the developer.</p> <p>As a brown field site, there is likely to be significant ground remediation before any development can take place. This should be paid for by a developer, as should the cost of providing a sewage and storm water system</p> <p>As you will be aware there is a government incentive to build more new homes where deferred infrastructure charges relating to new water connections are waived, provided that new homes meet strict water usage criteria. This would be a significant and unavoidable cost</p>	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.

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				<p>born by tax payers if the development is not designated for new homes.</p> <p>We understand that travellers and gypsy communities prefer to be located near better transport systems, doctors and schools, which are not present at Clows Top.</p> <p>We are sure there is no support from Rock Parish Council or the local community for Travellers, Show people or Gypsies to be located on the land at Clows Top</p> <p>We would support for residential building on this site which we would help sustain this village and local community. Clows Top needs more affordable housing. This would encourage local young people to stay in the village and keep this community alive and help to sustain local businesses, as has happened in other villages.</p>	
	LPPO4318	BR/RO/1	Object	<p>Objects to further development and traffic at Clows Top. It has become increasingly busy and the crossroads at the top can be quite a challenge to negotiate, further traffic near the junction is sure to make the situation even worse.</p> <p>Suggests the land under discussion would be better served to the community as it is i.e. a garage or similar which would offer a service which would benefit residents.</p>	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.

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	LPP04320	BR/RO/1	Object	<p>The proximity of the site the crossroads at Clows Top are quite dangerous and a lot of heavy vehicles using them.</p> <p>There are no services such as schools, doctors, dentists in the immediate vicinity and the winters can be hard.</p>	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.
	LPP04321	BR/RO/1	Object	<p>close to the crossroad junction and the 456 is well used by heavy traffic</p> <p>no local police or hospital so there could be a wait for rescue services</p> <p>lack of employment schools medical requirements</p>	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.
	LPP04322	BR/RO/1	Comment	<p>I have to support the dual allocations for the land. Although it is of course preferred to become a small housing development and in-keeping.</p> <p>This (housing development) is indeed supported by the majority of all within the village parish.</p>	Comment noted.
	LPP04325	BR/RO/1	Object	<p>The yellow shading delineating the area in question at Clows Top is not entirely accurate.</p> <p>I think the housing option would be more beneficial to the local community.</p> <p>If travelling show people were to use the site their heavy vehicles would probably damage the road.</p>	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.

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				There would be extra traffic, large vehicles turning in and out of the site onto as busy road/steep hill. Sewerage and water supply would be a problem.	
	LPP0667	BR/RO/1	Object	<p><u>Old transport yard, Clows</u></p> <p>Objects to site due to:</p> <ul style="list-style-type: none"> • site at summit of steep hill and dangerous crossroads - not suitable for heavy vehicles • adjoining land recently bought by builder - proposal would make sale of homes harder • sewage - not on mains • noise and light pollution • electricity - overhead cables - issues with strong winds • environmental waste from site not wanted • horses not welcome <p>Personal perception that there may be security concerns for shops and homes and a belief that property would be even harder to sell.</p>	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.
	LPP0668	BR/RO/1	Object	<p><u>The Old Transport Yard off A456, Clows Top</u></p> <p>We do not want permission given for this site to be allowed for travelling/show people in our hamlet due to</p>	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be

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				<p>the following points:</p> <ul style="list-style-type: none"> • Infrastructure - no mains sewerage, low water pressure and old pipes, increased run-off/drainage, busy road frontage near crossroads, on steep hill. • pollution from trucks/trailers, damage to road surface, noise and light pollution, unreliable electricity supply, extra waste • Personal perception that there may be issues around security and potentially increased costs to local residents • A perception that the new owner of adjacent site will have problem building/selling houses <p>Concern that there may not be enough school provision and transport.</p>	included in the pre-submission documents.
	LPP04666	Ceram-aspeed	Comment	This site isn't ideal because it is close to existing houses.	Comment noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.
	LPP01713	Clows Top	Object	<p>Objecting to travelling show people or houses being developed at Clows Top for the following reasons:</p> <ul style="list-style-type: none"> • Drainage - Clows Top houses not connecting to mains sewer and relies on septic tanks so an 	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.

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				<p>influx of residents would not be suitable.</p> <ul style="list-style-type: none"> • Road Safety - access to the site is at a very narrow point in the road and on the brow of the hill so has poor visibility. Issues with the current entrance being suitable for access, particularly for slow, heavy vehicles, which have potential to cause damage to vehicles opposite as well as mounting the pavement which is a safety issue for pedestrians. Drivers already break the 30mph speed limit on the road. • Inadequate Utilities - due to being a remote location and the local topography electricity and water supply is often disrupted which will be affected further if additional requirements are added to the systems. • Stability of the Land - site is in a poor state of repair; worried without major work to stabilise the ground it could fall away if used by heavy vehicles. 	
	LPPO2076	Clows Top	Object	<ol style="list-style-type: none"> 1. The turning for proposed site is on the brow of the hill on a road with a 30mph; large slow moving vehicles would be a traffic hazard and add to pollution. 2. There is no provision for sewerage 3. Property value will decrease. 4. Site already put forward and refuse in 2010; nothing changed. 	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.

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	LPP02086	Clows Top	Object	<p>Unsuitable for a travelling/show people site; no mains sewerage and septic tanks could not be provided.</p> <p>Fairground lorries would create pollution/noise and poor access will result in traffic tailbacks/dangerous driving conditions.</p> <p>This site was deemed unsuitable at the last consultation what has changed?</p>	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.
	LPP02127	Clows Top	Object	<p>I strongly object to the proposal in policy 8F regarding the site at the rear of the village hall potentially being used for travellers and show people.</p> <p>Firstly, there is no mains sewage in the village of Clows Top and septic tanks would be highly controversial in that site as there is a runoff from this land into Dumbleton Brook on the opposite side of the road leading down to Pensax. This brook runs into a SSSI site.</p> <p>We have no schools, doctors, street lights, public transport to speak of. The electricity supply to Clows Top regularly fails due to poor infrastructure.</p> <p>Very poor access to this for large vehicles, as site at top of the steep hill where smaller vehicles approach at speed.</p> <p>The actual land itself is unstable and is likely to subside</p>	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.

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				<p>with constant heavy traffic.</p> <p>In harsh winters, the village can be almost cut off to large vehicles</p>	
	LPPO2128	Clows Top	Object	<p>I object to the proposal in policy 8F regarding travelling show people on land at former Clows Top village, Clows Top.</p> <p>Access and roads – the only current access is directly onto the A456 on the top of a blind hill. A known danger spot at all times of year and which can be completely impassable in winter. Large vehicles pulling slowly out would be extremely dangerous.</p> <p>Lack of facilities and amenities – the villagers already struggle with insufficient amenities – there are no street lights for safety/security and the current electricity supply cannot cop with the existing demand with very frequent power cuts.</p> <p>The mains water supply is insufficient.</p> <p>There is no mains sewerage facility.</p> <p>There is no public transport to speak of.</p> <p>There is no doctors surgery, school, college, or opportunity for employment. Other than the village hall there is no entertainment (pub/cinema/park) for adults</p>	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.

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				<p>or children.</p> <p>Clows Top is a small rural village and the introduction of a group of travellers could seriously impact the demographic make-up and feel of the village and community. This is a country village not an industrial site or car park for wagons.</p> <p>Noise – living across the crossroads and downhill from the proposed location, there is a big risk of significant noise pollution.</p> <p>Instability of land – there are indications that due to the previous use of the land, that the whole area is unstable and has insufficient drainage.</p> <p>We would want thorough investigations into any potential drainage into the stream on our property which runs into a registered SSSI site.</p>	
	LPPO2209	Clows Top	Object	<p>Objects to BR/RO/1 as a potential site for travelling show people.</p> <p>Believes the site is unsuitable because some years ago the yard was subject to a Public Inquiry as it has been created without the necessary permissions being obtained.</p> <p>Responsible authorities do not appear to have enforced the resulting directions of the Public Inquiry. There is a</p>	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.

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				<p>belief that the original construction was undertaken by using unsuitable materials including scrap vehicles.</p> <p>The land is unsuitable as a parking place for large numbers of heavy vehicles.</p> <p>As an alternative, there are former factory sites in Stourport and Kidderminster which would be eminently more suitable for the proposed use, having been properly constructed and more accessible.</p> <p>Problems with main drains in Clows Top - currently residential and business premises have no access to main drains - the dependence on septic tank drainage has caused the local authority to impose conditions on any proposed residential developments that any new builds would need to be connected to main drains.</p> <p>Therefore, the increased use/occupation of this site would necessitate the requirement for appropriate foul drainage provision in line with the local authority requirements to prevent any hazardous environmental damage being caused.</p> <p>Traffic - this has increased in recent years. Pavements provision in this part of the village is less than adequate with an interrupted pavement on only one side of the road. It is hazardous enough at the present time and any increase in the levels of danger and inconvenience to pedestrians and other road users would be</p>	

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				unacceptable. Any Local Plan should address the real Community issues that exist, rather than create more detrimental ones.	
	LPP02649	Clows Top	Object	Please register my objection to the use of the above site by travellers/show people. There are no facilities to house anyone on that land.	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.
	LPP02764	Clows Top	Object	<p>Objection relates to any part of the document (e.g. paragraph, policy, map, and table or figure reference) where the site at Clows Top is shown or proposed as potential site for Traveller, Showpeople, and Gypsy use.</p> <ul style="list-style-type: none"> • Proposed site is in contravention of government policies: This proposal is in direct contravention of various components of the government guidelines, policies and previous statements made by the WFDC on this matter. • The land at Clows Top has already been disregarded as potential Traveller site: In 2011 the land at Clows Top was shortlisted as a site to be further investigated. After much debate and opposition of the local community the Clows Top Garage site (former Old Transport Yard) was confirmed as not suitable and not available as potential site for Gypsies, Travellers and Travelling Showpeople and was therefore 	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.

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				<p>disregarded from any future considerations by the WFDC. Circumstances regarding availability have not changed. It is our understanding that the current owner of the Clows Top Garage site is seeking to renew the planning permission for housing with a potential of approximately 30 dwellings.</p> <ul style="list-style-type: none"> • Land at Clows Top is not suitable for use as Traveller site: Central government policies and guidelines state that when identifying Traveller sites consideration must be given to the relationship of the site to the surrounding community. The site should not be located on contaminated land nor have unacceptable impact on the landscape or have adverse impact on the health, safety, and living conditions, be sustainable, supporting the lifestyle of the residents of these sites, offering access to facilities and scope to manage an integrated coexistence with the local community and the environment. Similar provisions can be found in the local policies and guidelines of WFDC. These criteria make it unlikely for the land at Clows Top to be utilised as such for a multitude of reasons. The site is neglected, has a public footpath, is possibly contaminated and does not have provisions in place to safeguard visual and acoustic privacy. Surface water drainage and storm water drainage must be installed but the foul drainage connection is at some distance 	

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				<p>away in Rock.</p> <p>Access onto the A456 for use as Travellers site is poor. Not suitable for large show and fairground vehicles and equipment enter and exit the site. Commercial vehicles would be entering and leaving the proposed site at all hours, including night time. There is increased noise transference on main roads such as the A456, resulting in disproportionate nuisance and high noise disturbance to the wider community. For the same reason, this usage is not conducive to the health of the residents living in mobile homes even more so if joint commercial/residential use is envisaged.</p> <p>Many Gypsies and Travellers express a preference for a location that is on the edge of or closely located to a large town or city consistent with traditional lifestyles and means of employment. There is only one bus service from Tenbury Wells to Kidderminster, which is a limiting factor for employment. Furthermore, there is no easy access to General Practitioner and other health services.</p> <p>There is no aesthetic compatibility with the local environment. A Traveller site at Clows Top would not be in keeping with the local environment.</p> <ul style="list-style-type: none"> • It is not feasible to develop the land at Clows Top as Traveller site: service water drainage and storm water drainage is not present and 	

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				<p>installing these facilities would cost at least £800,000 in addition to the costs of clearing up the heavily neglected site. These costs would largely be picked up by developers if it the site would be used for much needed housing development. In order to connect the sewage to Rock or Bayton all involved property owners would in principle need to agree to this and be compensated for the pipes going over their land. It is difficult to see how public support can be attained to make the land suitable for Travellers regardless of whether or not the same site could also be developed for much needed housing. There is a potential for approximately 30 dwellings if this site would to be used for housing development.</p> <p>The prevailing and emerging policies for Traveller, Travelling Showpeople, and Gypsy use state that any site should have adequate access to services and utility infrastructure such as mains water supply and mains electricity. Appropriate arrangements for sewerage treatment must be submitted as part of the application in addition to satisfactory drainage measures. The prevailing and emerging policies for housing list the criteria under which residential development will be permitted. One of the criteria is that the developer must ensure that appropriate sewage/drainage measures are provided.</p>	

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				<p>The emerging Local Plan policy 8F proposes that to meet the immediate needs of Travelling Showpeople within the District the land at Clows Top should be considered as a potential site for this use and that following allocation, any proposals brought forward should submit suitable arrangements for sewerage treatment in addition to satisfactory drainage measures. As Traveller sites are essentially a residential use, applicants will be required to demonstrate that they have sought a connection to the mains foul sewer in the first instance.</p> <p>The same requirements that apply to residential development must also be met for allocation of a site for Traveller, Showpeople or Gypsy use. Even if exceptions to some requirements could be made to meet the immediate needs of Travelling Showpeople, which we fail to see how this would serve the interest of the local community and, why residential requirements should be eased in any case. Even if certain requirements could be eased this use would be neither suitable nor feasible or attain public support.</p> <p>Policy 8F should be formulated in a way that necessary conditions should be met prior and not subsequent to such an allocation as a site can only qualify as appropriate if all requirements are met. It should also clarify that the same requirements that apply to residential</p>	

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				<p>development such as appropriate drainage measures should also be met when allocating a site for Traveller, Showpeople or Gypsy use. If there is a willingness to lower certain standards for this particular use then the standards for housing development should be lowered equally.</p> <p>The prevailing policy <u>DPL10</u>, should also be incorporated in the equivalent emerging <u>policy 19</u> or separately adapted and continued, as this policy contains certain requirements to safeguard appropriate granting of planning permission for this use which have not been incorporated in the aforementioned emerging policy.</p> <p>Given the history and the way this policy is formulated, the impression is created that the intended use is justified by the policy instead of the other way around and that the conflicting potential secondary purpose (Potential Site for Travelling Showpeople) is in reality the primary and currently only purpose (Core Housing Site). Plan Policies are in place not only to guarantee that due process is followed but also to ensure that the limited land and local tax revenues are allocated appropriately. If a short cut is taken in formulation or application one is essentially passing on the immediate allocation issue of one local community to another.</p> <p>If WFDC is serious the about designation of the</p>	

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				<p>land at Clows Top as Core Housing Site, then it would be a good idea to coordinate their efforts with The Malvern Hill District Council, which has approved the erection of 30 dwellings adjacent to the A456, and stimulate the process of cooperation between the involved landowners/developers, Severn Trent and the environmental agency to ensure that the appropriate drainage measures are installed.</p> <ul style="list-style-type: none"> • Other locations are (more) suitable for use as Traveller site • There is no local support for the use of the land at Clows as Traveller site: Due consideration must be given to the relationship of sites to the surrounding community. It is important to ensure that proposals to develop a site link in with other broader strategies in place for improving community cohesion and be regarded as a key issue within them. <p>We have seen no evidence of concrete broader strategies in this case promoting to improve community cohesion. There is an immediate housing need, which requires a quick solution. Furthermore, the established community has made it overwhelmingly clear by attendance at public meetings and voicing their opinion in various ways for the past 5 years that they do not wish this community cohesion forced upon them. Many members of the community attended the last Rock Parish Council Meeting</p>	

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				<p>on 31 July 2017 to express their opposition and frustration regarding the proposed Traveller site at Clows Top. The Rock Parish Council has also objected in disbelief to the land at Clows Top being in consultation for this use again.</p> <ul style="list-style-type: none"> • Earmarking the land at Clows Top as Traveller site is in contravention of WFDC broader strategy on sustainability: The emerging Local Plan objectives insofar here relevant are to encourage the long-term sustainable development of Wyre Forest District and its communities and to address housing needs in order that the existing and future residents requirements are met and the economic development of the area is supported. In the emerging Local Plan the allocation of the land at Clows Top as Core Housing Site is confirmed. The broader strategy for accommodating growth in the Wyre Forest Area behind option 7 by allocating more development to the villages and settlements within the District's Rural West is explained further. The consideration of the land at Clows Top as a potential site for Traveller use in the aforementioned emerging Local Plan policy 8F is in contravention of policy 35 and WFDC broader strategy on housing development and community cohesion. If WFDC surrenders the only available and sustainable allocated land in the WFD in this village to this proposed 	

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				<p>secondary purpose it does not support the broader strategies of WFDC for housing development and communities cohesion in Clows Top. In the assessment of the potential sites for this use the WFDC has recognised that the land at the site at Clows Top is at the heart of a remote rural village, that there is poor public transport links to local urban centres and that such a use does not fit in with the requirements of their Core Strategy.</p> <ul style="list-style-type: none"> • Earmarking the land at Clows Top as Traveller site would disjoint this small settled community: In one form or another, all central government policies express that the interests of the settled community must be respected and local amenities as well as local environment protected. Local planning authorities should ensure that any Traveller site to be considered is sustainable economically, socially as well as environmentally and avoids placing undue pressure on local infrastructure and services. Similar provisions can be found in the local policies and guidelines of WFDC. Clows Top is a small village with about 20 dwellings in Rock Parish and about 60 dwellings in Bayton Parish. It simply does not have the infrastructure to support this usage. It would completely dominate the settled community. From this perspective alone, it follows that the site at Clows Top should not be considered now 	

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				<p>or in the future as potential location for Travelling Showpeople or Gypsy use. Such a usage is not and cannot be made sustainable and would have a destabilising and disjointing effect on this small settled community. Such a usage would also have an unacceptable impact on the landscape and townscape as well as maintaining and enhancing the community identity. Therefore, the site at Clows Top is not a viable option for this purpose.</p> <p>Conclusion</p> <p>In conclusion, the land at Clows Top is not available nor suitable for this use and it is not feasible nor deemed good governance or socially desirable to develop it for this purpose. Such a purposing is in direct contravention of various components of several local and central policies and government guidelines, not in the least of which WFDC broader strategies for housing development and community cohesion.</p> <p>We trust we have provided sufficient grounds:</p> <ul style="list-style-type: none"> to disregard the land at Clows Top from any future considerations as a potential site for Traveller, Showpeople or Gypsy use and thus to reject the potential dual purpose of this land (Core Housing Site or Potential Site for Travelling Showpeople) and maintain the single purpose of 	

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				<p>Core Housing Site</p> <ul style="list-style-type: none"> or alternatively to reformulate the emerging Local Plan policy 8F and other related policy items such as paragraph 8.40 in a way that it is clear that the necessary conditions need to be met prior and not subsequent to an allocation for Traveller, Showpeople and/or Gypsy use and that the same requirements that apply to residential development such as that appropriate drainage measures must also be met for allocation of a site for Traveller, Showpeople or Gypsy use or if there is a willingness to lower standards for this use then equally lower the standards for housing development as this will - in the event the Local Plan policy 8F is adopted - still be the preferred use. 	
	LPPO2815	Clows Top	Object	<p>Strongly objects to the land at Clows Top being classed as a potential site for Travelling Showpeople:</p> <ul style="list-style-type: none"> Access in and out of the site for large vehicles and cars towing caravans - entry and exit to the site dangerous Sewer system - Building land is very hard to source in rural areas. Clows Top has no mains sewer which is the reason this land has never been built on. The village would like this matter resolved so the village can have some affordable 	<p>Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.</p> <p>The site is for just one family who are already resident in the District.</p>

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				<p>housing for the young of the village. Do Travelling Showpeople not need connection to a mains sewer? If the answer to this question is no they do not need mains sewer then please explain why we cannot build houses on the land under the same rule?</p> <ul style="list-style-type: none"> • Unstable land - As with most brownfield sites it does need clearing up. What controls will be put in place to ensure the site is cleared and tidied as per regulations. The bank is slipping onto the footpath, if large vehicles are parked on the site the slippage would get worse and houses below the site could be at risk. If the land is used for building the site would have to be cleared according to laws in place at that point in time. • Occupation of Land - Your consultation does not state how many Travelling Showpeople families would live on the site. The impact of Travelling Showpeople on the village is unknown as the number of families wishing to use the site is unknown. <p>We would like to see affordable homes built in Clows Top so the young of the village and surrounding areas can stay where they were brought up and live near to their relatives.</p> <p>We strongly object to the use of the land as a Travelling Showpeople site.</p>	

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	LPP02919	Clows Top	Comment	<p>Objects to BR/RO/1 as a potential site for travelling show people.</p> <p>Believes the site is unsuitable because some years ago the yard was subject to a Public Inquiry as it has been created without the necessary permissions being obtained.</p> <p>Responsible authorities do not appear to have enforced the resulting directions of the Public Inquiry. There is a belief that the original construction was undertaken by using unsuitable materials including scrap vehicles.</p> <p>The land is unsuitable as a parking place for large numbers of heavy vehicles.</p> <p>As an alternative, there are former factory sites in Stourport and Kidderminster which would be eminently more suitable for the proposed use, having been properly constructed and more accessible.</p> <p>Problems with main drains in Clows Top - currently residential and business premises have no access to main drains - the dependence on septic tank drainage has caused the local authority to impose conditions on any proposed residential developments that any new builds would need to be connected to main drains.</p> <p>Therefore, the increased use/occupation of this site would necessitate the requirement for appropriate foul</p>	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.

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				<p>drainage provision in line with the local authority requirements to prevent any hazardous environmental damage being caused.</p> <p>Traffic - this has increased in recent years. Pavements provision in this part of the village is less than adequate with an interrupted pavement on only one side of the road. It is hazardous enough at the present time and any increase in the levels of danger and inconvenience to pedestrians and other road users would be unacceptable.</p> <p>Any Local Plan should address the real Community issues that exist, rather than create more detrimental ones.</p>	
	LPPO3000	Clows Top	Object	<p>Looking at the various options outlined in the proposals, I would like to comment on the land at Clows Top. As I understand it from the paragraph 8.40, (p65), there should be provision for mains drainage for such a site and there currently is none at Clows Top. The site is also adjacent to village residents and countryside beyond. Although this site is classed as brownfield, access from the A456 in either direction for large heavy goods vehicles transporting large scale fairground equipment could be extremely hazardous. Many users of the A456 do not adhere to the 30 mph speed limit and therefore an entrance and exit to this site could impact detrimentally to the safety of road users and pedestrians at Clows Top.</p>	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.

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				Policy 19 - Given the guidelines relating to site safety and standards outlined in Policy 19, again I would comment that Clows Top is unsuitable for a site for travelling show people and their equipment and none of the criteria on which planning permission would be granted applies.	
	LPP03035	Clows Top	Object	The site being close to the junction of the A456/B4202 is highly inappropriate and dangerous with reduced visibility on a busy road.	Comments noted.
	LPP03260	Clows Top	Comment	<p>1. We are surprised that consultation does not include neighbouring parishes. In view of the proximity of Lindridge Parish to CLOWS TOP we request that we be included, as stakeholders, in any consultation regarding matters likely to impact on our residents, such as the siting of travellers or show people's caravans or equipment.</p> <p>2. On the present classification BR/RO/1 LAND AT CLOWS TOP:- In view of the existing problem of fast moving HGV and other traffic on the A456, any further increase in use of road by towing or other heavy vehicles should not be recommended. Also we would remind planners that in severe weather, which we have been told to expect more frequently due to climate change, the A456 has often become blocked at CLOWS TOP HILL due to stranded HGVs, therefore it does not seem that the proposal has been adequately tested, as required, to allow for climate change.</p>	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.

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	LPP03370	Clows Top	Object	<p>1) The site is at the top of a very steep hill, close to a busy road junction and due to the site's restrictive access, would create added dangers to traffic</p> <p>2) The turning circle required for large vehicles off the main A456 would be inadequate and cause a danger to other road users and pedestrians.</p> <p>3) This is a Green Belt area and the site would be inappropriate for such a development.</p> <p>4) Clows Top is a settled community, with facilities supporting many neighbouring small villages and this development would conflict with the lifestyle of the current population and have a detrimental effect on the area.</p> <p>5) Such developments should be situated closer to larger settlements where the existing facilities can cope.</p>	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.
	LPP03515	Clows Top	Object	<p>As residents of Clows Top, we would like to notify you of our objection to the proposed development of a traveller, travelling showpeople or Gypsy site on the former transport yard site at Clows Top as described in the Wyre Forest District Local Plan Review Preferred Options consultation documents.</p> <p>Our primary reasons for this objection are listed below:</p> <p>1. That, in 2011, this site was nominated as such at</p>	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.

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				<p>which time the plan was rejected for a number of valid reasons. Issues of noise, incompatibility with the local, rural community, lack of appropriate, safe access to the site, lack of local amenities and the unsuitability of the site for development (see point 2 below) due to lack of drainage and sewerage treatment options were cited at the time as reasons for the rejection of this plan. Since the situation has in no way altered during the intervening time and no modifications have been made to the site it follows that all the above mentioned objections, of which your office is well aware, would still apply.</p> <p>2. The same issues of sewerage and drainage which have so far been one of the key objections to any and all attempts by the site owner to gain planning permission for a housing development both on the transport yard site and the former public house site would entirely apply to the use of the site for travelling show people or Gypsy accommodation. If these issues can be resolved for one proposed use they can just as easily be resolved for the alternative proposed use.</p> <p>3. Clows Top is a small, rural community from which the majority of people travel by road to work in the local towns of Tenbury, Bewdley and Kidderminster or further afield to Birmingham and surrounding areas. As such, the facilities available within the village (Small shop, post</p>	

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				<p>office, butcher, village hall) are limited because the majority of highly mobile residents are quite capable of locating and accessing additional services elsewhere. The village does not offer a primary school, GP surgery, public house nor adequate transport links to access these or other facilities apart from by private car. The village is, by definition, currently not well suited to any lifestyle other than that outlined at the beginning of this paragraph. The development of the proposed site for housing would allow additional families with a rural/commuter lifestyle to augment the village population. Such population might very well benefit the small business currently offering facilities within the village. However, these constraints make it obvious that any other settlement other than that outlined would lead to frustration at lack of facilities and a poor quality of life for those forced into such a situation by the limited availability of alternative traveller sites.</p> <p>4. Government policy has, for a long time, been that all residential development should offer mixed accommodation. For the housing developer this means a strictly regimented blend of luxury through to affordable properties. Developing the site in Clows Top as a traveller, show people or gypsy site would, in effect, create a large concentration of a single property type within a very small, rural community</p>	

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				<p>lacking the capacity to absorb such a development. Community cohesion is a buzz-word used by councillors but such cohesion would inevitably be a casualty should this development go ahead.</p> <p>Summary:</p> <ul style="list-style-type: none"> • It is our contention that development of the former transport yard site for mixed housing could, if designed sensitively and in keeping with the local housing stock and community demographic, be of benefit to the village of Clows Top. • Any objection to the development of the site for housing on the basis of access restrictions to the busy main road (A 465), drainage or sewerage would apply to all residential use of the site including that by travellers, show people or gypsies. • That every objection raised and validated by the rejection of a similar proposal in 2011 still stands. • Any development type considered for this site will have a disproportionate impact upon the community and the village of Clows Top due to its small size and this should be taken into account before any development is approved. 	

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	LPP04096	Clows Top	Object	<p>We are writing with regards to the above proposal as outlined in the Wyre Forest Local Plan Review Preferred Options (June 2017) Policy 8F, on page 64.</p> <p>We wish to object on the following grounds:</p> <ul style="list-style-type: none"> • very poor access: access from the A456 to the proposed site is very limited and not at all suitable for large, heavy duty transport vehicles and trailers. The turning access into the site is narrow and long vehicles would have to mount the kerb on the opposite side of the road, causing danger to pedestrians, children playing and long term damage to both the road and path infrastructure. • major traffic hazard: the site's access is at the top of a steep incline and the turning point is at the brow of the hill. Large vehicles turning at this point in the road would create a considerable road block, resulting in possible collision with other vehicles travelling in both directions. Traffic through the village would also build up considerably and create traffic jams on what is already a very busy major A road from the West Midlands to mid and west Wales. • poor condition of the land: the local community have been led to believe that the land is not stable, as it was used for the disposal of many materials in decades gone by. This has resulted in insufficient drainage and created an unstable 	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.

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				<p>ground for any large heavy vehicles to be stored without possible danger of earth movement and slippage onto the dwellings below this land on Clows Top bank. WFDC would need to invest valuable resources to research this, when they could spend their limited funds in other areas to improve the village facilities.</p> <p>We would also like to ensure that WFDC are aware the area allocated for the proposed provision detailed on the map on appendix a (Villages and Rural West) is incorrect and very misleading, as it gives the impression that the whole area in yellow is being considered as a Potential Site for Travelling Showpeople. Whereas some of this area is owned by Matthews Construction and should indicate accurately its potential for housing.</p> <p>Finally, as this is a 'Brown Field Site' and amongst dwellings, within the village perimeter, we feel WFDC need to consider proposals that ensure the long term sustainability for the village and work with the local community to support the installation of main sewerage, an improved water supply and provide a small number of long term housing options that contribute to village life. If Clows Top is able to develop into a thriving community with more services and a healthy infrastructure, this will enable the village to become a 'community hub' supporting the many hamlets and small villages in its surrounding area that have lost their own local provision over the years.</p>	

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	LPPO4224	Clows Top	Object	<p>I object to the land at Clows Top being used for travelling showpeople. I wish to comment as follows, In particular for the showpeople but has relevance in respect of the proposed housing site:</p> <ol style="list-style-type: none"> 1. Difficult vehicular access to and from the site from the A456. Access is on the brow of the hill. The site is not capable of safe, visible access from the A456 highway and will have an adverse impact on the safety of the highway network and its users. 2. Turning into and out of the site will be difficult- A456 is not wide and there are houses opposite the access. 3. Speed of vehicles and motor bikes through Claws Top. There is a disregard of the 30mph limit. 4. The type of vehicles and trailers used can be large and extremely long. When they are entering or exiting the site, they will be slow therefore blocking the A456. This, coupled with 3 above, could be an accident waiting to happen. 5. There could be numerous vehicles, trailers and caravans entering/exiting the site at all times of the year. 6. There is no mains sewerage/drainage. How will the showpeople's sewage be disposed of? This also applies 	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.

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				<p>to any housing development.</p> <p>7. The site is flat but is on the top of the hill. Therefore the sides along the perimeter form a bank. The land on the site is unstable and is falling away and is now close to a neighbour's field and also a public right of way. There is movement around the perimeter of the site, this before any heavy vehicles and trailers are using the area. Equally, this will be issue for house build.</p> <p>8. There is a lack of adequate access to services and utility infrastructure. Mains water supply and mains electricity services are currently working to capacity. There are Interruptions to these services during the year.</p> <p>9. In respect of proposed houses, the number of houses proposed of 30 (I believe) could result in around 70 people (say 2 adults plus 1child per house) which will really stretch comment 8 above. It could also mean there would need to be parking for 70 motor vehicles on the site. Schooling could be an issue. Bus services are very limited.</p> <p>10. The cumulative impacts of the site would harm the character and appearance of the area.</p>	
	LPPO4319	Clows Top	Object	<ol style="list-style-type: none"> 1. The proposed site has insufficient amenities i.e. water/sewage (low water pressure). 2. Clows Top area/crossroads has traffic 	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal

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				<p>congestion/very poor visibility at junctions.</p> <p>3. The site is well known for poor and instability due to its previous use for mining /disposal waste metal.</p> <p>4. The infrastructure for this and nearby villages (schools, doctors etc.) are full to capacity.</p> <p>5. Thus I consider the site is only suitable for a small business venture i.e. garage or similar to support local needs.</p>	for the Travelling Showpeople site will be included in the pre-submission documents.
Anonymous	LPPO4486	Clows Top	Object	<p>Object to this site for the following reasons:</p> <ul style="list-style-type: none"> • There are no mains drainage/sewage. • Poor access with the speed and amount of traffic. 	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.
	LPPO4670	Clows Top	Object	Objects.	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.
	LPPO5068	Clows Top	Object	<p>Clows Top: Should be kept as a core housing site and not used for travelling /show people.</p> <p>There is a need to bring new people into the village to revitalise it and failure of previous plans to build new houses on the land around the Victory Hall is much</p>	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission

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				<p>regretted. This development would also have gone a long way towards improving the appearance of the area which is, at present, an eyesore.</p> <p>The exit from the old garage site is onto a very busy stretch of the A456 with traffic which is often fast moving, despite the speed limit in place. Movements of large articulated vehicles onto and from the site is potentially dangerous. It is also felt that such activity, in such a prominent position in the village, would do nothing to improve the appearance of the area.</p> <p>The absence of adequate infrastructure, unreliable water and electricity supplies and, in particular, the sewerage system, has been the main stumbling block to development and was at the heart of the rejection of the site as a potential one for travellers/show people when the subject was last considered in 2012. Nothing has changed, and, since the DC's criteria for a suitable site hasn't changed either, this site must still be considered unsuitable.</p>	<p>documents.</p> <p>Note that Malvern Hills District Council has been consulted on the emerging Wyre Forest District Local Plan, and we will continue to consult with them.</p>
Anonymous	LPPO1005	Clows Top	Object	<p>Objects to the use of this site for Travelling/Show People.</p> <p>This site should instead be developed as affordable housing both for local residents, and to entice new families into the vicinity. This would bring new skills into the area, and help to boost the local economy long-term.</p>	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.
Chaddesley	LPPO1038	Clows Top	Comment	Only the site at Clows Top is a brownfield site, so this	Comment noted.

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Corbett Parish Council				would seem the preferred option.	
Pensax Parish Council	LPP01086	Clows Top	Object	<p>Pensax Parish Council supports Clows Top in objecting to land as a potential site for Travelling Showpeople.</p> <p>Clows Top and the surrounding Parishes have limited areas on which houses can be built due to the rural landscape.</p> <p>This brownfield site should be used for a mixed housing development to enable local people to have some affordable housing in the area.</p> <p>Site is not suitable for Travelling Showpeople due to access problems for large vehicles and cars towing caravans. Traffic on the A456 has increased considerably over the last 10 years, the speed limit of 30mph is not adhered to by the majority of drivers making entry and exit to this land very dangerous. Near misses are witnessed by residents living in this area of village.</p> <p>Clows Top does not have a main sewer connection, this is essential for housing to be built and would be of benefit to the majority of the houses in the village. It is assumed Travelling Showpeople would require a mains sewer but we note the comment in the consultation document stating they need to 'source a connection' whatever that means, this point needs clarification.</p>	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.

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				<p>The land is known to be contaminated with buried items, it is thought this could have made the area unstable in places and large vehicles could cause slippage to occur if they use the site. We are aware this would need to be rectified whatever the site is used for but feel the Travelling Showpeople may not tidy the land up to the required standard before they start using it thus creating a potential hazard for nearby houses below the site.</p> <p>No indication of how many families/caravans the site would be allowed to have so it is difficult to assess the impact this would have on the area.</p> <p>Map in your consultation document is incorrect and is very misleading.</p> <p>Residents of Pensax Parish wish their voice to be heard.</p> <p>Pensax has no land on which building would be allowed and would like to see affordable homes for the next generation built in Clows Top.</p> <p>Pensax Parish Council strongly objects to the use of the land as a Travelling Showpeople site.</p>	
Bayton Parish Council	LPPO817	Clows Top	Object	Bayton Parish Council wishes to object to the land at Clows Top being classed as a potential site for Travelling Showpeople.	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be

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				<p>Site has access problems - not suitable for large vehicles, speeding traffic. No mains sewer in village and clay soil does not allow for good drainage. Would a showpeople site require connection to the mains?</p> <p>Land thought to be contaminated as landfill. Bank unstable so would be hazard for houses below. How many families would live there?</p> <p>Map is incorrect and misleading. We wish to see affordable housing in village not a travelling showpeople site.</p>	<p>included in the pre-submission documents.</p> <p>It is a single family group requiring a new site as outlined in the policy.</p>
	LPP0508	Clows Top	Object	<p>Policy 19 - Site Standards for Gypsies, Travellers and Travelling Showpeople Proposals for Gypsy, Traveller and Travelling Showpeople sites will only be granted planning permission where:</p> <p>i. Comment: At a recent village meeting of up to 100 residents it was clear that providing an area for Travellers and Travelling Showpeople right in the middle of this community would definitely not be "sensitive to the local context".</p> <p>ii. Comment: a. I believe the ground in this area is very unstable and would require considerable work to avoid subsidence down the steeply sloping hillside which</p>	<p>Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.</p>

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				<p>would be caused by heavy vehicles.</p> <p>b. Current business vehicle use has been reported by one resident as already causing heavy deterioration where vehicles are joining the main carriageway.</p> <p>iii. Comment: Provision for sewerage is a problem and not available at Clows Top. The current infrastructure (water, electricity) is poor and requires modernisation, this is not planned until after the date for the implementation of this proposal.</p> <p>iv. Comment: With regard to 'and residents [and]* should meet local authority standards'. *(I believe this second 'and' in the proposal document is a mistake).</p> <p>c. This is a small community that needs all the help it can get to keep the local businesses supported; Having a travelling community located at Clows Top would be devastating in the problems it would cause.</p>	
	LPPO672	Clows Top	Object	<p>I would like to object on the grounds of:</p> <ul style="list-style-type: none"> Poor access to the site from a very busy main road (A456) at the top of a very steep hill for large vehicles with trailers. Sewage problems - there are no mains in the village. The properties sit on clay and we suffer from poor drainage within the village. 	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.

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				<ul style="list-style-type: none"> We would prefer new housing on the land. There is a need for new houses in the area. We do not want the site to become an eyesore (more so than it is at present). 	
	LPP0609	Habberley Road	Object	Not suitable	Objection noted.
	LPP01689	Habberley Road	Object	Strongly objects to the proposed travellers' site at Habberley Road, Bewdley; based on personal perception that it might make the area less desirable, affect house prices and could change the quiet Meadow Rise area for the worse. The Heath Hotel could also be affected.	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.
	LPP01691	Habberley Road	Object	<p>I oppose plans to use the site in Habberley Road for travelling showpeople:</p> <ol style="list-style-type: none"> Heavy traffic Environment issues Effect on to local businesses, Hotel and Golf Course Too close to Habberley Valley which is popular with visitors. 	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.
	LPP01692	Habberley Road	Object	<p>I object to the Habberley Road site because:</p> <p>The area is Green Belt</p>	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be

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				<p>It would be degenerative to the area.</p> <p>The road is a very busy and more traffic and large vehicles using the road to gain access/egress from the site would be dangerous.</p> <p>The site could easily be exploited.</p> <p>This area has been refused planning in the past due to its history.</p>	included in the pre-submission documents.
	LPPO1927	Habberley Road	Object	<p>We are extremely concerned about the proposed developments that converge onto the B4190 Habberley Road. Traffic leaving the Heath Hotel and Pines Golf Club have to be very careful when entering this B road due to the series of bends on it. Plans for the Safari Park hotel will increase traffic in this area.</p> <p>Proposed Travelling Showpeople site would mean large equipment pulling in and out onto the B4190 from a narrow entrance and also from a slight incline.</p> <p>The proposed developments also being on Green Belt land.</p>	Please see above. Any potential development would be considered by Worcestershire CC Highways with mitigation works if required.
	LPPO1929	Habberley Road	Object	I wish to object to the proposed development at Habberley Road.	Objection is noted.
	LPPO1932	Habberley Road	Object	Objects strongly to this proposed site. Reasons for objection are based on personal perception that there might be damage to the local community, both in the	Objection is noted. Information on the Local Plan was posted to households within the District and advertised

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				value of property, increase in vehicular traffic and most worryingly a potential increase in crime. This latter point has serious implications on an already stretched to the limit a Police Service. Asks if there are alternative appropriate locations.	throughout the District.
	LPP01935	Habberley Road	Object	<p>Objects to the Habberley road site based on the personal perception that it might have an adverse impact on the appeal of the local hotel as a potential wedding venue and have an impact on the golf course as an area of natural beauty.</p> <p>Bewdley with its heritage and beauty is the real jewel in the crown of Wyre Forest tourism and should be preserved at all costs.</p>	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.
Bewdley Pines Golf Club	LPP01944	Habberley Road	Object	<p>Objects to the Habberley Road site for travelling showpeople for the following reasons:</p> <ul style="list-style-type: none"> • There is a potential Bronze Age burial mound here. A planning Inspectors ruling was that there should be no encroachment of the area between Kidderminster and Bewdley. • If agreed for Travelling Showpeople its use could not be restricted to one user and would bring potential for multiple living facilities. This would give us concern for the security of our business and could potentially damaging trade and putting jobs at risk. • Highway issues - This site is between two major businesses in the area on an already busy road 	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.

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				<p>(B4129) creating greater potential for an incident to occur due to lorries and plant turning.</p> <ul style="list-style-type: none"> • Losing more land that acts as a barrier between Kidderminster and Bewdley • Noise and security issues for local businesses and residents. <p>Damage to local environment and the economy.</p>	
	LPPO2221	Habberley Road	Object	<p>PROPOSED SITE FOR TRAVELLING SHOW PEOPLE HABBERLEY ROAD, BEWDLEY</p> <p>I object as follows</p> <ul style="list-style-type: none"> • This would severely disrupt the natural land buffer between Bewdley and Kidderminster. • The size/permanent nature of the site would be a blot on the landscape. • The site is too close to existing homes. • The site is situated within 200 meters of another site proposed for a housing development (WA/BE/5) which must be a priority in Bewdley's development. • Habberley Road is used as a Kidderminster by-pass with levels of traffic are too high for any further developments. • The negative impact on local tourism specifically its location at the entrance to the Mercure Hotel <p>Consent for the site would pave the way for future</p>	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.

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				developments on adjoining land	
	LPP02222	Habberley Road	Object	<p>We object to Habberley Road site for Travelling Show People as follows:</p> <ol style="list-style-type: none"> 1. The proposed plan is against planning advice, earlier applications have been refused 2. Effect on local businesses 3. The B4129 is a busy road making access to/from the site potentially dangerous. 4. Other available sites in the area would be more suitable from this point of view 	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.
	LPP02355	Habberley Road	Object	<p>I object travellers site on Habberley Road, Bewdley Road already v busy would be worse.</p> <p>Effect on Mercure Hotel.</p> <p>Could affect golf/health club/nearby residents</p>	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.
	LPP02371	Habberley Road	Object	Object to travellers' site Habberley Road site: traffic safety on busy road/ loss of Green Belt which should be protected to stop Bewdley and Kidderminster merging.	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.
	LPP02415	Habberley Road	Object	It is my view that the land off Habberley Road, Bewdley is entirely unsuitable for this use as it is inconsistent with	Objection noted. The proposed sites continue to be evaluated to identify the

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				the development of Bewdley as an attractive place for visitors and a centre for tourism, especially as this site is so close to Bewdley's major hotel, as well being inconvenient for shops and other services. It would make more sense to locate this site closer to an area where the travelling show people work.	most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.
	LPP02425	Habberley Road	Object	<p>I would like to object to a potential site for Travelling show people the land off Habberley Road, Bewdley. I have reached the decision to object to this plan after much consideration, including the social, environmental and economic reasons.</p> <p>Considering the location of all potential sites the site proposed near Habberly Road is the most heavily populated and therefore immediately appears to be the least suitable. The plan also suggests a large number of houses to be built in Bewdley, especially in the Wribbenhall area. Thus the increase in dwellings will result in a growth in the number of families and transportation in the local area. Therefore, I believe this site is not suitable for the purpose suggested as there would be a further increase to the population of the local area and certainly an increase in the amount of large transportation on the roads.</p> <p>The increase in large transportation on the roads of Bewdley would be a very bad idea. The area is an attraction for many people all over the UK, due to the river, buildings, Seven Valley Railway and West Midlands</p>	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.

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				<p>Safari Park. The roads would not be able to withstand more heavy vehicles in the area.</p> <p>Similarly, the addition of a site for Travelling Showpeople would be a disadvantage to the town, due to the noise pollution of the constant storing, and maintaining of fairground rides and show attractions. This would in turn have a negative impact on the town's shops and a dip in property value.</p> <p>Likewise, the addition of a site for Travelling show people in Bewdley would cause strain on the local areas resources. With an increasing number of houses in Bewdley, it is not possible to house any more residents. This would not be fair for the current residents of the small town, as their quality of life should not be affected via this decision.</p> <p>Another wonderful attraction in Bewdley is the Mercure Hotel; from use of a high quality gym to hosting weddings the hotel attracts visitors to the area. I strongly believe the addition of a Travelling Showpeople site opposite the hotel will have a detrimental impact.</p> <p>It seems both unfair on West Midlands Safari Park and Stourport Fun Fair attractions that have supported us, to allow the opening of a travelling show people site so close to these established attractions. Likewise, due to the current presence of both of these attractions, it seems rather unnecessary to host the travelling show</p>	

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				<p>people in Bewdley. Surely there is no opportunity in the market anywhere near the Wyre Forest and thus it would be more appropriate for this site somewhere nearer the potential market.</p> <p>In conclusion, I object to the proposal of a policy 8F - Site Provision for Travelling show people of the land off Habberley Road, Bewdley for a variety of reasons.</p>	
	LPP02429	Habberley Road	Object	<p>I am writing to place a formal notice of objection to the proposed travellers' site on Habberley Road. I disagree totally with your strategic review proposals. The road is already ridiculously busy. This would only become worse with any building or development in the area of Habberley Road. Furthermore, the Mercure offers one of the best venues and places to stay in Bewdley. A traveller's site would undoubtedly impact upon their business. Also concerned about the impact on neighbouring residents. I wish to log my objection to your proposal in the strongest of terms.</p>	<p>Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.</p>
	LPP02430	Habberley Road	Object	<p>This proposal needs to be fully explained to the residents of Bewdley. What exactly is proposed for this site? Will it be purely to store circus equipment, or will people be staying there? If the former I object on the grounds of large equipment using Habberley Road and causing congestion on an already busy road and the effect on the environment and if the latter I object to a site for travellers being set up so near to a hotel which brings visitors to the town and surrounding area and will also have an impact on the houses nearby and the</p>	<p>The site was one of 5 consulted on for a specific family of Travelling Showpeople already resident in the district.</p>

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				environment.	
	LPP02456	Habberley Road	Object	<p>I am writing to object to the proposed Travelling Show People site opposite the Mercure Hotel on the B4190 Habberley Road.</p> <p>This land has been designated as Green Belt land for a good reason, to stop the relentless development of the countryside between Kidderminster and Bewdley. This is a very pretty and important ‘green lung’ for those who live in the area, and there are NO excuses for it to be developed. Planning Inspectors have already ruled that there should be no encroachment into the area.</p> <p>Travelling Show People make up a very small percentage of the travelling community and the number of travelling circuses and fairgrounds cannot warrant using this Green Belt land in such a way. Furthermore there can be no guarantees that the site will not simply become a traveller encampment for any of the Gypsy or Roma community. The environmental impact on this area would be immense. There can be no guarantees that what starts as a traveller site does not rapidly become a settled traveller site, with the erection of static caravans and more permanent dwellings.</p> <p>The access to this site is unsuitable from each direction. The B4190 has become a very busy route between Bewdley and Kidderminster, usually used as a rat-run to avoid congestion along the A456. As the plans are</p>	Please see above. This was not proposed as a site for Gypsy or Travellers but for Travelling Showpeople.

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				<p>pushed ahead to further develop the Safari Park site, congestion will increase along the A456, and drivers will naturally seek to use quicker routes such as the B4190. Poor visibility and increased traffic will increase the risk of traffic accidents along this route.</p> <p>Residents who live along Trimpley Lane in Bewdley will see a huge decrease in the value of their property. Who is going to recompense the householders who have to put up with devaluation of property, loss of privacy?</p> <p>It is highly unlikely that the Mercure Hotel will want to remain in business overlooking a travellers' camp. Who would want to come and visit the town to spend their time looking at caravans? How many jobs will be lost if the hotel closes? This area needs every job it can get, but the development of this site will bring no jobs to the area, just multiple problems that have no easy solution.</p>	
	LPPO2545	Habberley Road	Object	<p>I feel that allowing this site to be used for Travelling Show People will:</p> <ul style="list-style-type: none"> • Only planning applications with exceptional circumstances should be permitted within the Green Belt and I don't feel this application has exceptional circumstances. • The B4129 is a very busy road and will create highways and traffic issues • There is a high risk that this site will create environmental issues 	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.

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				<ul style="list-style-type: none"> There is a risk this site that could be a risk to local businesses The cumulative impact on the site would harm the character or appearance of the area and result in an unacceptable impact, especially on the Habberley Valley 	
	LPP02548	Habberley Road	Object	<p>I wish to lodge my objections on the proposal to allocate the land on the B4129 Habberley Road as a permanent travellers' site. My concerns are as follows:</p> <ul style="list-style-type: none"> Increase in traffic on an already busy highway causing further delays than normal and an increased risk of accident. Damage to the local environment. Blot on the landscape, the local scenery is a thing of beauty and this will be put at risk. 	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.
	LPP02552	Habberley Road	Object	<p>I wish to object to the proposed “travelling show people” site opposite the Mercure Heath Hotel Bewdley.</p> <p>This area is Green Belt and previous planning applications have been rejected due to;</p> <p>Potential Bronze Age burial mound and</p> <p>No encroachment to the area between Bewdley and</p>	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.

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				<p>Kidderminster.</p> <p>In my opinion brownfield sites with existing road links should be considered before proposing Green Belt.</p> <p>Its close location to existing businesses could affect trade, resulting in reduced revenue to the area with a knock on to local employment.</p> <p>The proposed site is of considerable size and would put additional strain on the busy roads around this area. Other sites in the proposed plan offer better road infrastructure to suit the larger vehicles associated with this type of site. I.e. site off Stourport road (A451) adjacent to industrial estate.</p>	
	LPP02555	Habberley Road	Comment	Comments that the site may not be for sale or affordable.	Comment noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.
	LPP02594	Habberley Road	Object	<p>I wish to strongly object to this proposal on the following principal grounds:-</p> <ul style="list-style-type: none"> There is no demonstrable demand for a travellers site in Bewdley. Developments of this nature should be located close to existing similar developments where the 	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.

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				<p>particular issues arising can be more efficiently and effectively monitored by the authorities.</p> <ul style="list-style-type: none"> The proposed site is directly opposite the Heath Hotel and development of the site would damage the attractiveness of this important leisure and tourism facility with the result of a reduction in its use and a potential loss of income and employment. <p>Taking all these matters into account I request that the Council should not include the Habberley Road site for any development as a site for Travellers in the Local Plan.</p>	The consultation was for a Travelling Showpeople site and the demand for the site is evidenced in the policy.
	LPP02650	Habberley Road	Object	<p>Objects to the Habberley Road site for the following reasons:</p> <ul style="list-style-type: none"> Inappropriate development in the Green Belt. There are other sites under consideration that are not in the Green Belt. It is adjacent to a Bronze Age burial site Traffic. Habberley Road is very busy, almost acting as a bypass from Kidderminster to Bewdley and Stourport. Development at Mecure Hotel, West Midlands Safari Park and South of Habberley Road will cause problems for everyone living along this stretch of road. There is no right turn at Catchems End and the vast majority of people travelling in either direction past this proposed site is 50-60mph and some 	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.

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				<p>much faster. This I fear would cause an accident hot spot where ultimately fatalities could occur with heavy show machinery entering and leaving the proposed site.</p> <ul style="list-style-type: none"> • The site is not previously developed land. • There is an abundance of wildlife in the surrounding woods and fields, including deer, badgers, falcons, sparrow hawks and owls, rabbits and squirrels, which would be displaced by allowing such development to go ahead. I also understand there may be some BOP flora which I am unsure of whether this is protected or not, perhaps you could have someone let me know. • There are three more desirable locations: Rear of Ceramaspeed which is owned by the Council; Heath Lane which is already owned by the family; Clows Top which is already in use. 	
	LPPO2666	Habberley Road	Object	<p>I quote from your document 19.4:</p> <ul style="list-style-type: none"> • "where possible Gypsy and Traveller sites should be developed near to housing as part of mainstream residential development" • "traveller site development in open countryside should be strictly limited" • "the site should give adequate consideration for towing caravans to enter, exit and manoeuvre" 	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.

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				<p>around the site"</p> <p>Habberley road is a fast moving road with a 50 mph section. It is very busy especially in at rush hour as it links Stourbridge, Hagley Wolverhampton, Bridgnorth with Stourport and Worcester without the need to pass through Kidderminster.</p> <p>The site is rural in nature and there is a series of bends at one end of the road - the land falls away from the road and the road itself has only two lanes.</p>	
	LPPO2893	Habberley Road	Object	<p>this proposal is for one family in particular, it would not restrict other travelling show people from using the site. This means that the amount of people and vehicles on the site could grow which in turn will cause more issues to the area including potentially damaging trade of local businesses and damage to the local environment.</p> <p>It will also bring problems to traffic flow as access to and from the site from Habberley Road is not suited to large vehicles coming and going.</p>	The site allocation is for one family of Travelling Showpeople currently resident in the District.
	LPPO3038	Habberley Road	Object	<p>Objections towards the proposed traveller sites in the plan on the B4129 Habberley Road in Bewdley.</p> <p>1. The site will be open to all travelling show people/travellers causing constant movement of traffic on and off the site. This will be extremely dangerous given it is a rural road with lots of properties and houses</p>	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.

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				<p>with families so the noise at all hours would also be unacceptable.</p> <p>2. The B4129 is a rural road which has become busy over the years and with the potential extra traffic, will make it a very dangerous road with accidents waiting to happen.</p> <p>3. If this plan goes ahead, the hotel and golf club will suffer, causing damage to their businesses.</p> <p>4. The development will result in damage to the local environment which is a beautiful area. Wild life will suffer.</p> <p>5. All of the residents who live on this road will be affected by the noise of the travelling community. It will adversely affect the property values.</p> <p>6. The idea of the site is already causing bad feeling in the area and there are bound to be negative tensions if this is given the go ahead.</p> <p>7. There are plenty of brownfield sites available in other larger towns that would be more suitable.</p> <p>8. Tourism would also be affected.</p> <p>9. It further erodes the rural space between Bewdley and Kidderminster which is supposed to be protected to</p>	

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				maintain the separate identities of the towns.	
	LPP03232	Habberley Road	Object	<p>We DO NOT support the proposal for a transitional travellers site at Habberley Road.</p> <p>The site sits within the Green Belt and is adjacent to a hotel and residential properties</p> <p>The local roads, particularly the corner at Catchems End does not lend itself to coping with fairground attractions etc which are transported on huge vehicles.</p> <p>Spoil the beauty of the green space. Worried about litter left.</p> <p>Furthermore, with a permanent site already in nearby Stourport on Severn, it makes so much more sense to develop a site in Stourport, rather than create a huge ongoing and potentially dangerous traffic problem on a busy, much used B road in Bewdley.</p>	The proposal was for Travelling Showpeople and would be a permanent location for a family already resident in the District.
	LPP03432	Habberley Road	Object	I feel that this land should be used affordable housing for the young people of Bewdley, and not for strangers to the town, there are community housing being built in the area, but the young are unable to purchase these if they are over a certain pay bracket, so youngsters who are in this situation are unable to purchase new properties, as they are either in the higher unaffordable range or the lower which they are unable to purchase	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.

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				There is enough traffic on the Habberley Road without the comings and goings and mess of travellers, why not put it in Stourport or Kidderminster.	
	LPP03558	Habberley Road	Object	<p>The site is in close proximity to popular businesses, Bewdley Pines Golf Course and The Heath Hotel which is the main hotel for tourists to the Georgian Town of Bewdley. The popular visitor site of Habberley Valley with its interesting flora and fauna is also nearby.</p> <p>There is doubt that the site could be used for sole occupancy which could lead to a large development on Green Belt land.</p> <p>Other proposed sites have the infrastructure to cope with large trailers and lorries and would be more suitable for purpose.</p>	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.
	LPP03565	Habberley Road	Object	I wish to object under section 19 of the potential site for show people on the B4190 opposite the Mercure hotel Habberley Road Bewdley, Against previous planning advice Site would be open to ALL travelling people Highway issues Damage to local environment.	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.
	LPP03742	Habberley Road	Object	<p>Previous planning rulings on this area, Green Belt erosion.</p> <p>Use could not be restricted to one operator thus opening the need for living facilities.</p>	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.

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				Highways issues. Potential damage to local businesses. Environmental damage.	
	LPP04000	Habberley Road	Object	I strongly object to the use of the land opposite the Heath hotel as a site for travelling show people. When the Safari Park has an event the traffic blocks access to Trimpley Lane and Catchems End thus affecting Habberley Valley Road. Traffic is backed up at Catchems End when flooding occurs. Extra people and vehicles will make it even more difficult to turn out of Trimpley Lane. The B4129 is unsuitable for large vehicles. The community, hotel and gymnasium would be negatively affected.	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.
	LPP04022	Habberley Road	Object	I wish to object to the proposed travelling showpeople site on Habberley Road in Bewdley for the following reasons. (1) Whilst the site is similar in size to one where 45 dwellings are proposed, it is naive to think that it is for one temporary user and would become an invitation to others to come to the site. (2) Having already been turned down for previous planning applications on several grounds, it seems a strange decision to now propose this development.	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.

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				<p>(3) Historically local businesses suffer when such a development is allowed and there are several businesses close to the proposed site.</p> <p>(4) Bewdley is a town which relies heavily on tourism, and the potential negative impact on local businesses and the community seem disproportionate to the benefit of supporting a single travelling showperson.</p> <p>Please do not allow this to proceed.</p>	
	LPPO4092	Habberley Road	Object	With regards to the showpeople's site, this will destroy the area, and as the area is exposed it is not the right area for storage and living. The visual impact of the present site is terrible. Transport this to the proposed site and the visual effect will be horrific. In a critical area of Green Belt, it is also situated on a far stretch of road opposite an important tourist hotel (Ramada).	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.
	LPPO4094	Habberley Road	Object	<p>We wish to strongly object to the proposal of having a traveller site on Habberley road. It will bring disruption to the area as well as loss of business to the Ramada hotel and the other businesses within the hotel.</p> <p>It will bring damage to the local environment and many highway issues.</p>	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.
	LPPO4095	Habberley Road	Object	I am writing to object to the proposal of siting a provision for travelling show people at Habberley Road	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be

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				<p>Bewdley.</p> <p>My reasons for objecting are the following :-</p> <ol style="list-style-type: none"> 1. Bewdley survives on tourism, so this will be a huge negative factor for attracting tourists to the town. 2. The proposed site is Green Belt. 3. Traffic implications at the already over loaded Catchems End Junction and this would no doubt make matters worse. 4. Most sites for travellers are located in Stourport which has probably developed ways of coping with the influx of travellers in schools and GP surgeries and social services. <p>Surely therefore it would be more logical to locate this site on Land within Wilden Top Area of Development Restraint. This is also the largest area of land so would allow better planning.</p>	included in the pre-submission documents.
	LPPO4108	Habberley Road	Object	<p>POTENTIAL SITE FOR TRAVELLING SHOW PEOPLE</p> <p>I write to object to this site being included for the local Plan Review for the following reasons:</p> <ul style="list-style-type: none"> • The site does not meet the necessary requirements as laid out PPTS(2012) and quoted in para 8.49 of the Council Plan and sites located in the Green Belt are inappropriate 	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.

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				<p>development.</p> <ul style="list-style-type: none"> • Sites adjacent to this land have been previously subject to planning applications and the planning inspectors ruling was that there should be no encroachment of the area. The land is also of historical and wildlife importance and is near to visitor attractions such as Habberley Valley and Wassell Wood. • The negative effect this site might have on The Heath Hotel and Bewdley Pines Golf Club could result in loss of business and jobs and less tourism would impact very badly on other smaller businesses in the attractive Georgian town of Bewdley. • There is a serious Highways issue to consider. The B4129 is not suitable for heavy duty traffic which Show People would use. It is a very busy road where fatalities have occurred in recent years. The turn at Catchems End is often a bottleneck and large vehicles would have difficulty manoeuvring there. • The question arises that the site could not be used for sole occupancy and could eventually become a large site for Travelling Show People and would the Council be able to afford the upkeep and supervision of the site. • Other proposed sites appear to be very much more suitable (e.g. Kidderminster and Stourport) as the infrastructure is already in place and certainly the development of one of these would 	

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				raise less environmental issues.	
	LPP04706	Habberley Road	Object	<p>Policy 6B notes the need to safeguard and enhance open countryside, maintain openness to Green Belt and the provision of infrastructure and Policy 25C allows development on Green Belt only for small scale affordable housing in special circumstances.</p> <p>Concerning infrastructure, all Wribbenhall sites will be affected by the bottleneck of the Bewdley bypass where it ends at the Kidderminster end and traffic connects with the Habberley Road. The addition of a potential Traveller site on the Habberley Road would further add to this congestion. Plus the development of the Safari Park and the increase in tourist traffic related to this. I cannot see where the plan addresses adequately the issues that the increased traffic would create.</p>	Objection noted.
	LPP04849	Habberley Road	Object	We object to this site for use by a travelling show-people for storage and accommodation. I believe it is inappropriate of this land use in the Green Belt as the site has significant landscape value.	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.
Campaign to Protect Rural England	LPP0937	Habberley Road	Object	We oppose the site at Habberley Road, Bewdley. This is in the Green Belt between Bewdley and Kidderminster. This is a strategic gap keeping the two towns apart and should not be eroded. The other sites are probably acceptable as Travelling Show people's yards.	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission

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					documents.
	LPP0652	Habberley Road	Object	<p>Site located on a busy link road between Bewdley/Bridgnorth/Wolverhampton. A prominent site within a narrow strip of Green Belt, development here would inevitably lead to pressure to release the remaining Green Belt along the B4190 for development.</p> <p>Siting of fairground rides and equipment for significant parts of the year will be an unsightly incursion into what is now a beautiful landscape flanked by the ancient Wassell Wood.</p> <p>A more discrete location for this facility would be somewhere within the site of the now defunct Trimpey Gold Club which would also be very close to where this community of show people now reside.</p>	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.
	LPP0342	Habberley Road	Object	<p>The potential site for travelling show people at Habberley Road, Wribbenhall, Bewdley (WA/BE/6) is inappropriate. The site is situated in open countryside forming part of the Green Belt. It is opposite a substantial size hotel with leisure facilities which already generates significant traffic turning on and off the B4190 at the same point. The access to the site is quite steep for HGV's and is at 90 degrees to the highway making it awkward for turning into or exiting the site. Moving showground equipment often involves towing trailers behind HGV's and this would cause a significant hazard at the entrance to this site on a very busy "B" road. Although there is a 40mph speed limit this is regularly</p>	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.

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				ignored by bikes. There is no foul sewer drainage close by.	
	LPP0367	Habberley Road	Object	<p>As a nearby resident to the proposed travellers' site opposite the Mercure Hotel in Bewdley I would like to object to this proposal. This location is a very poor option. Bewdley is a rural area that should be preserved without encouraging green space to be used for this sort of development.</p> <p>The road network around this site would be poor, the road access is from a busy road which has historically had a number of accidents, some fatal. The junction at Catchems end is unsuitable for large travelling showpeople's vehicles to negotiate and this would need investment to change the junction. Also, as these vehicles try to manoeuvre into the proposed site they would cause a danger to other road users on this fast road.</p> <p>The location of this site would be unsightly to local residents and I am sure would impact on the trade at the Mercure hotel; their residents would not want to be near to such a site.</p> <p>This location I believe has a planning ruling on it that no encroachment onto the area between Kidderminster and Bewdley should take place due to a potential bronze age burial mound so again this is not a suitable site.</p>	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.

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				Despite being earmarked for travelling showpeople it is clearly evident that once used for this sort of development it would enable living facilities for travellers to the site, something that is not required in such a prominent rural site in Bewdley. A more commercial type site would be better suited such as the Stourport or Kidderminster proposal.	
	LPPO368	Habberley Road	Object	<p>I would like to submit an objection to the proposed gypsy site on Habberley Road, Bewdley. I do not think this site is fitting of the surroundings. It is a Green Belt area, close to beautiful woods. This area should not be considered. By essence of being a traveller or gypsy they should not have a permanent site. There are more suitable sites in Stourport and Kidderminster that would suit. Or even the site used previously along the River Severn by black stone. At least it's not to near residential areas.</p> <p>Approving this application would set a precedent and open the surrounding areas to be subject to similar planning applications.</p>	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.
	LPPO1792	Habberley Road	Object	<p>Objects due Habberley site for travelling showpeople due to the following reasons:</p> <p>1. Travellers vehicles can be 60ft long with lorry and trailers combined. Difficult junction to negotiate at Catchems End.</p>	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.

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				<p>2. The twisting bends coming down the hill towards Habberley Valley are very dangerous even for motor cars.</p> <p>3. The road is not very wide and traffic is now tenfold over the past years.</p> <p>4. Cars and motor bikes exceed the speed limit past our property.</p> <p>5. Drivers do not anticipate the bends, exit points or other hazards hence the accidents that occur.</p> <p>6. Concerns for cyclists, tractors and horse riders.</p> <p>7. Litter is another problem with vehicles discarding rubbish, let's not add to it.</p> <p>8. The properties surrounding this site will be down graded in value and this is not acceptable.</p>	
	LPPO2813	Habberley Road	Object	<p>I would like to raise my objection to the proposal for the site for travelling showpeople and housing south of Habberley Road in Bewdley:</p> <ul style="list-style-type: none"> • Effect of proposal on thriving businesses in the area • Effect on wildlife • Joining of Bewdley to Kidderminster • Junction at Catchems end is not suitable for 	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.

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				<p>large heavy vehicles and there is already traffic congestion from the Safari Park.</p> <p>There are many proposed options but I think many more solutions could be found and used rather than just going straight to Green Belt land.</p>	
	LPP03510	Habberley Road	Object	<p>The B4129 is not suitable for the access of heavy vehicles. Already a busy road the turning of such large vehicles on and off the proposed site will cause safety issues.</p> <p>No means of limiting the impact of increased traffic in the area.</p> <p>The site is opposite a key tourist business for the area. The location of such a site so close to the hotel runs the very real risk of damaging the hotel's ability to attract visitors.</p> <p>Many local residents have invested heavily in the area and will reconsider if the surrounding area is significantly altered.</p> <p>Additional pollution in the area, the loss of natural habitat for the wildlife and the potential damage to a bronze age burial mound.</p>	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.
	LPP03538	Habberley Road,	Object	We believe the potential traveller site on the Habberley road would be a mistake as it would have an adverse	Objection noted. The proposed sites continue to be evaluated to identify the

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		Bewdley		impact on the appeal of the local hotel as a potential wedding venue and golf course as an area of natural beauty.	most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.
	LPPO4151	Habberley Road, Bewdley	Object	<p>1/ Habberley Road - WA/BE/6</p> <p>My reasons for objections are;</p> <p>*A permanent site for travelling show people on the areas the above proposed sites would mean too great a difference in terms of the land's current and proposed intended use and in relation to the drastic difference compared with the use of the existing surrounding area i.e. one of Bewdley Town's established hotel with leisure facilities, established golf course, private dwellings and one of the areas aesthetically attractive tourist attractions.</p> <p>I have not had time to check but could this be in contradiction of Wyre Forest District Councils planning departments own strict guidelines regarding refusal of planning permission on the grounds of change of use?</p> <p>I inquire what the special circumstances are to justify the areas concerned as being an exception to the rule regarding building on rural land. I feel sure all of this would be taken into account as a reason for refusal if a local member of public applied for the same building</p>	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.

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				<p>permission on these sites.</p> <p>* In my personal view the character of the approach to the well known Georgian town of Bewdley, which attracts many tourists to the region will potentially be detrimentally affected and that an erosion of Green Belt/ rural areas can lead to a 'sprawl ' of built up environments.</p> <p>* I recognize that "there is no right to a view" in legal terms, however loss of a view (whether it be by local residents or approaching visitors to the town of Bewdley) is not necessarily irrelevant when it comes to planning permission. The enjoyment of the current natural view and the rural character it maintains is an important part of the amenity and aesthetics of this area I feel that the effect of the proposed development on the character of the neighbourhood will be altered in opposition to its existing established historical and rural character that is enjoyed.</p> <p>Bewdley is a town known for its outstanding beauty, from a public view point and in keeping with the present government's promotion of 'Localism', I would hope that such matters are taken into consideration when they are raised by local people.</p> <p>* I am concerned about ongoing enforcement of correct status of use for the proposed sites. How will the local authority ensure present/ future owners & users of the</p>	

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				<p>development meet showground/ traveller status? Could I inquire as to the rigor, status criteria and check resources that would be put in place? I assume that these would have to be clearly presented and budgeted for with presentation of any planning permission.</p> <p>* Living in the area for the amount of time that I have, I'm aware of the amount of fatal and near fatal road traffic incidents on the Habberley Road. I feel that it is important to prevent any increase in traffic which could be generated by the establishment of a site using haulage type/ size vehicles onto and off this road. I fear an increasing adverse affect on current highway safety with larger vehicles 'swinging in/out of the site.</p>	
	LPPO4155	Habberley Road	Object	<p>It was with great regret that as residents in New Road for the past 46yrs we heard of the proposed developments for this area. Over those years the traffic flow has increased greatly with the Safari Park, The Mecure Hotel and extra housing. The work due to be carried out in time by the Safari Park will cause congestion. All traffic going into Bewdley, off the Habberley Road has to turn left causing congestion at the island. Habberley Road is not big enough to take larger vehicles especially on the bend past Habberley Valley. We do hope you will reconsider your plans.</p>	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.
	LPPO4174	Habberley Road	Object	<p>I would like to strongly object to the proposals laid out for Bewdley in the local plan review.</p> <p><u>Traveller site in Bewdley: (ref 8.36)</u> Residents recently</p>	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be

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				protested to any plans to bring traveller sites into Bewdley, once again I must site the visual impact on a main gateway to this beautiful conservation area that a traveller site will bring. The site is also opposite one of the main hotels.	included in the pre-submission documents.
	LPPO4180	Habberley Road	Comment	<u>Bewdley – Potential Travellers Site</u> WA/BE/6 – Habberley Road. I support the development of dedicated sites for travellers, and initially I thought this was a reasonable allocation. But now I wonder whether there may be a downside to having it virtually opposite the proposed new housing allocation south of Habberley Road (WA/BE/5).	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.
	LPPO4183	Habberley Road	Object	Object to the proposed Traveller site on Habberley Road, even if it is just for storage of Fun Fair equipment. It is almost opposite to the Mercure Hotel and would not be conducive to their environment, clientele or business.	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.
	LPPO4192	Habberley Road	Object	Specifically in relation to Bewdley the site on the Habberley Road - for travelling showpeople would represent a significant intrusion into the green gap between Bewdley and Kidderminster.	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.
Bewdley Civic Society	LPPO829	Habberley Road	Object	Site WA/BE/6 policy 8F Habberley Road: Object to this site for use by travelling show-people for storage and	Objection noted. The proposed sites continue to be evaluated to identify the

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				accommodation. The use is a wholly inappropriate use in the Green Belt. The size and scale of vehicles and rides involved in the use would destroy the openness and have a very deleterious impact on the area's bucolic character and its tourism value generally.	most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.
	LPP01791	Habberley Road	Object	<p>Objects to development on the Habberley Road site due to:</p> <p>The hotel brings in a lot of tourism to Bewdley and concern that business would be lost if the proposed site goes ahead.</p> <p>The site is of great interest as is the surrounding area due to the archaeological value.</p> <p>The site is close to Habberley Valley which again is a tourist attraction.</p> <p>Suggests the Ceramaspeed site as a preferable location with easier road access.</p>	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.
	LPP01963	Habberley Road	Object	The show travellers site area. This does appear to be very close to the small town of Bewdley that draws many visitors from outside the area. Also it will be opposite the Mercure hotel which again draws visitors to the area. The very fact such a site would exist could encourage visitors to go elsewhere. Small rural towns like Bewdley rely very much on purposeful visitors and passing trade. The small market traders that come into	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.

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				<p>Bewdley could be deterred from trading in Bewdley. There are already as I understand areas within a not too greater distance of Bewdley that has provision for show and travelling people. I'm sure many objections would be against the removal of Green Belt land, of which there are already decreasing acres around the growing town of Bewdley. There are many areas within and just outside the main town of Kidderminster that are not Green Belt and crying out for regeneration and where school provision and medical provision is more readily available. The infrastructure of such a large town is more able to cope with demand that would be made by the movement of show travelling people and extensive housing than small towns and by the use of the ever daily decreasing use of our precious Green Belt land.</p> <p>It could be a major catastrophe allowing slow turning vehicles pulling caravans off and onto a site on that land.</p>	
	LPPO2176	Habberley Road	Object	<p>I wish to object for the following reasons.</p> <ul style="list-style-type: none"> • Previous planners ruled that there should be no encroachment of the area between Bewdley and Kidderminster. Also there is potentially a bronze age burial mound according to study of its planning history. • Site would be open to all travelling show people and would not be restricted to one user. • Use of this site for this would undoubtedly damage local business which would reduce 	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.

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				<p>much needed revenue coming into the area.</p> <ul style="list-style-type: none"> There are highways issues as this area already suffers heavy congestion as is now. Large vehicles would cause a dangerous aspect on such a busy road. Costly road restructuring would be required. Damage to the environment due to building, increase in traffic - mostly big diesel lorries causing air pollution. <p>All in all a not very thought out local plan for Bewdley residents.</p>	
Bewdley Town Council	LPP0828	Habberley Road	Object	Bewdley Town Council opposes the potential allocation of land off Habberley Road as a site for travelling showpeople (WA/BE/6 and Policy 8F). There is no requirement for this in the GTAA and the call for sites document references the site's proximity to a hotel and a golf course. This location is therefore not suitable due to its tourism value and poor access to the site for large fairground vehicles either through the town centre or using the junction at Catchems End if using the bypass	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.
	LPP03251	Habberley Road	Comment	<p>Travellers' site at Habberley Road Traffic problems with large vehicles would arise. Narrow Roads for large vehicles.</p> <p>Local business would be affected.</p>	Comment noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.

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	LPP01589	Habberley Road	Object	More people will create too much traffic. New Road is already blocked off due to difficulty in crossing.	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.
	LPP03413	Heath Lane	Object	Object to the gypsy proposed, traveller and travelling show people site in Heath lane as dangerous because of the narrow roads, and is totally impractical.	Objection noted.
	LPP04669	Heath Lane	Support	Supports.	Support noted.
	LPP04676	Heath Lane	Object	In addition I oppose development in the area 'Captain's and the Lodge WFR/ST/1' which has been included in the Draft Plan as a 'Core' area, the Easter Park business development and the proposed Gypsy and Travellers site at Heath Lane.	Comments noted.
	LPP04685	Heath Lane	Object	I would like to oppose the Gypsy and Travellers site at Heath Lane (due to the very difficult nature and width of the road structures in that location).	Objection noted.
Wyre Forest District Council - Development Control	LPP01207	Heath Lane	Object	Land at Heath Lane should not be considered - Green Belt; Access issues, Neighbour issues (Islamic College) etc - this is not an appropriate site	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.
Worcestershire	LPP01055	Heath	Object	We note that a site off Heath Lane, Stone is considered	Objection noted. The proposed sites

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Wildlife Trust		Lane		in this policy. The hedges in this site are known to hold nesting corn buntings (a species of principle importance listed under Section 41 of the NERC Act 2006) and any allocation here would need to take this into account and offer sufficient buffering space to maintain the population into the future. It seems very unlikely that this relatively small site can provide sufficient space to do this and so we would strongly recommend that it is not taken forward at this stage. In this regard we draw your attention to comments in paragraph 8.40 of the consultation document. Moreover it is important to recognise that any allocation here may have an in-combination effect on corn buntings in light of the potential for allocations to the east of Kidderminster proposed under Option A.	continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.
	LPPO2314	Heath Lane, Stone	Object	Policy 8F - Heath Lane Stone. This lane is a tight single track and unsuitable for large vehicles.	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.
	LPPO4314	Heath Lane, Stone	Object	I strongly object to the proposed gypsy, traveller and travelling show people site at Heath Lane as impractical and dangerous due to the nature and size of the surrounding roads.	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.
	LPPO4313	Land at	Object	Objects to proposed traveller site at Clows Top.	Objection noted. The proposed sites

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		Clows Top		Believes that the proposed conflicting dual purpose (Core Housing Site or Potential Site for Travelling Showpeople) is not conducive to the development of housing in Clows Top.	continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.
	LPP01481	Land at Clows Top BR-RO-1	Object	<p>Objections to the proposed site at Clows Top Garage for the use of travellers show people.</p> <p>Potential use of heavy equipment with access causing an increase to traffic to the area causing safety concerns.</p> <p>A preferred option would be housing for the local community.</p>	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.
	LPP01487	Land at Clows Top BR-RO-1	Object	<p>Objections to the proposed site at Clows Top Garage for the use of travellers/show people.</p> <p>Potential use of heavy equipment with access causing an increase to traffic to the area causing safety concerns.</p> <p>Would prefer the proposed site to be allocated for development of affordable housing which would better serve the local community.</p>	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.
	LPP01494	Land at Clows Top BR-RO-1	Object	<p>Objects to the site being used for travellers/show people on the following grounds:</p> <ul style="list-style-type: none"> • Inadequate drainage • Site would be better used for housing • It will be difficult for large vehicles to use the 	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.

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				<p>site and dangerous for other road users/cyclists</p> <ul style="list-style-type: none"> May deter building of appropriate future housing which Clows Top is in need of <p>Would prefer to see the site used for housing rather than travellers/show people.</p>	
	LPP01507	Land at Clows Top BR-RO-1	Object	<p>It is a shame that the land cannot be used for houses to help local people stay in the area. The map used is not correct! <u>Worrying!</u></p> <p>No detail on use of site.</p>	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.
	LPP01508	Land at Clows Top BR-RO-1	Object	<p>It is a shame that the land cannot be used for houses to help local people stay in the area. The map used is not correct!</p> <p>Is the site safe enough to take heavy weight?</p>	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.
	LPP01557	Land at Clows Top BR-RO-1	Object	<p>Objects on the following reasons:</p> <ul style="list-style-type: none"> Would prefer housing to be developed. More houses would secure the future of local school, shops etc. Safety concerns with the access location - especially for large vehicles and especially in winter months. Concerns about extra noise and further demands on current infrastructure. 	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.

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				<ul style="list-style-type: none"> Concerns about the site being safe enough to take heavy weight. 	
	LPPO1558	Land at Clows Top BR-RO-1	Object	<p>Objects on the following reasons:</p> <ul style="list-style-type: none"> Would prefer housing to be developed. More houses would secure the future of local school, shops etc. Safety concerns with the access location - especially for large vehicles and especially in winter months. Concerns about extra noise and further demands on current infrastructure. Concerns about the site being safe enough to take heavy weight. 	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.
	LPPO4315	Land at Clows Top BR-RO-1	Object	<p>Objects on the following reasons:</p> <ul style="list-style-type: none"> Concerns of traffic climbing the hill and turning into the yard. Concerns about drainage. Services such as water, electricity etc. is inadequate. Concerns about the land stability. Village facilities (shop, butchers etc,) not adequate for more people. Same concerns if housing was to be put on site 	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.

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				rather than travelling show people.	
	LPP04316	Land at Clows Top BR-RO-1	Object	<p>My objections and comments regarding the proposals of the land at Clows Top are as follows:</p> <ul style="list-style-type: none"> • Firstly regarding the travellers use, there are major concerns on the traffic climbing the hill, especially in winter. • I believe that there are also issues regarding main sewage. • The services at Clows Top are far from adequate – water pressure, power failing, also would the land be stable enough with all the heavy vehicles that would be using the land? <p>Regarding the housing proposals:</p> <ul style="list-style-type: none"> • Mains sewers are an issue • 3 proposed sites/plots with around to houses, the increase of vehicles will make things even more difficult to cross at the top. • Small corner shop/butchers would not be adequate for the extra increase in residents. 	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.
	LPP04317	Land at Clows Top BR-RO-1	Object	<p>Objects on the following reasons:</p> <ul style="list-style-type: none"> • Concerns about traffic climbing hill and turning into yard. 	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be

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				<ul style="list-style-type: none"> Concerns about drainage. Services not adequate in the village i.e. water pressure, electricity. Concerns about the stability of the ground. More traffic on busy, dangerous crossroads. Similar concerns with the housing proposal as well as the travelling show people. Village hall will be surrounded/closed in - could cause conflicts with residents. <p>Complaining about site plans as they are vague and not accurate.</p>	included in the pre-submission documents.
	LPP01460	Land at Clows Top BR-RO-1	Object	<ul style="list-style-type: none"> - Access to site A456 - Speed of traffic - No main drainage - Map is incorrect - No detail on use of site - No indication of number of families on site - This is already a dangerous crossroad A456/B4202. 	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.
	LPP01465	Land at Clows Top BR-RO-1	Object	<p>Objecting to traveller/show people proposal at Clows top on the following reasons:</p> <ul style="list-style-type: none"> Limited visibility on exit of proposed site. A456 is already dangerous due to speeding - adding heavy vehicles pulling in and out on this road will increase the risk of danger. 	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.

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				<ul style="list-style-type: none"> Location already sees large vehicles mounting pavements for access causing erosion. <p>Would prefer something for the community or low cost housing for locals.</p>	
	LPPO3154	Land at former Clows Top Garage, Clows Top	Object	<p>Object to Clows Top site for travelling showpeople because:</p> <ul style="list-style-type: none"> Visual impact. Large equipment exiting the yard onto already dangerous cross-roads. Noise Drainage problems due to lack of mains drainage. Local primary schools already running at capacity. We do not object to the original approval of using the site for a housing development, which we feel would complete and enhance the village. 	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.
	LPPO1581	Land at Habberley Road	Object	<p>Objects based on the following reasons:</p> <ul style="list-style-type: none"> The road from High Habberley to Bewdley is dangerous already without the addition of many vehicles towing trailers and caravans. Perception that the site may have a negative impact on local residents due to devaluation of 	<p>Objection noted. This site was identified for Travelling Showpeople not Travellers.</p> <p>The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission</p>

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				homes and impact on the local hotel.	documents.
	LPP01582	Land at Habberley Road	Object	<p>Objects on the following reasons:</p> <ul style="list-style-type: none"> • It is Green Belt land and shouldn't be developed. • Against previous planning. • Highways issues. • Could open more opportunities to develop on Green Belt land. 	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.
	LPP01584	Land at Habberley Road	Object	<p>Objects on the following reasons:</p> <ul style="list-style-type: none"> • Potential bronze age burial mound. • Should be no encroachment of the area between Bewdley and Kidderminster. • If this site was agreed for use by travelling show people its use could not be restricted to one user thus giving potential use for living facilities. • Highway issues with large vehicles turning on and off site on already busy road. • Could damage trade of 2 businesses near by which bring in much needed revenue. • Environmental issues. • Other sites more suitable. 	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.
	LPP01590	Land at Habberley Road	Object	<p>Objects for the following reasons:</p> <ul style="list-style-type: none"> • Already busy road - especially at peak times. 	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal

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				<ul style="list-style-type: none"> Important to preserve bronze age burial mound site and not subject this burial site to vandalism. Adjacent to this ground is private ground where horses are kept. Road junction Trimpey Lane and Habberley Road (B4129) already narrow and subject to long delays exiting and entering to Meadow Rise estate. Too isolated to be policed properly or supervised environmentally. 	for the Travelling Showpeople site will be included in the pre-submission documents.
	LPP01593	Land at Habberley Road	Object	<p>Objects on the following reasons:</p> <ul style="list-style-type: none"> Potential bronze age burial mound. Should be no encroachment of the area between Bewdley and Kidderminster. If this site was agreed for use by travelling show people its use could not be restricted to one user thus giving potential use for living facilities. Highway issues with large vehicles turning on and off site on already busy road. Could damage trade of 2 businesses near by which bring in much needed revenue. Environmental issues. Other sites more suitable. 	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.
	LPP01588	Land at Habberley	Object	Objects due to a personal perception that:	Objection noted. The proposed sites continue to be evaluated to identify the

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		Road		<ul style="list-style-type: none"> Will deter people from The Mecure Hotel, attending the flower show in September and using The Pines Golf Club facilities. Already busy road. Traffic will only get worse. 	most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.
	LPP04417	Land at Heath Lane, Stone	Object	<p>I am concerned about:</p> <ul style="list-style-type: none"> That the gypsy/traveller site is impractical in view of the lane being too narrow for large vehicles. 	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.
	LPP02307	Land off Habberley Road, Bewdley	Object	Object to site for travelling people.	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.
	LPP01755	Land within Wilden Top	Object	<p>Long term local residents objecting to the proposals to build on land near their home. Lorries speeding daily. It's a rural area and they are concerned about bringing more traffic to the area and the impact it will have on their stress levels.</p> <p>Preferred site for housing is the site in Stone as it's away from people.</p>	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.

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	LPP03613	Land within Wilden Top	Object	<p>MI/21 – Wilden Top Classed as commercial?</p> <p>Residents assured that no more travellers/showmen sites would be allowed in Stourport; housing would be more appropriate.</p>	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.
Taylor Wimpey West Midlands	LPP01524	Policy 8F	Comment	No comments.	No comments made.
	LPP02771	Policy 8F	Object	<p>We would like to bring to your attention that - perhaps unintended - the emerging policies 8F and 19 appear to be are watered down in formulation compared to the equivalent prevailing policies SAL.DPL9 and SAL.DPL10 (titled: Wyre Forest District Council Site Allocations and Policies Local Plan 2006-2026 - Adopted July 2013).</p> <p>Policy 8F</p> <p>As Traveller, Travelling Showpeople, and Gypsy sites are essentially a residential use, the same requirements that apply for residential use, such as appropriate sewage and drainage arrangements, must also be met for this use. However, emerging policy 8F paragraph 8.40 suggests that applicants will only be required to demonstrate they have sought a connection to the mains foul sewer in the first instance and therefore the present wording seems to imply that appropriate sewage/drainage measures to residential standards do</p>	Comments noted. We will ensure the pre-submission documents are compliant with the NPPF and PPG and policies previously included in the last Local Plan therefore require revision.

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				<p>not necessarily need to be provided for this purpose.</p> <p>Policy 19</p> <p>Furthermore, it appears to us that the emerging planning permission policy (19) for Traveller, Travelling Showpeople, and Gypsy use on land that is not currently allocated for this use is much less strictly formulated than the equivalent prevailing policies as certain requirements to balance conflicting interests and to protect the interest of the settled community, such as SAL.DPL9 under i-viii and sequential test and SAL.DPL10 under part 1 sub i-viii and part 3, are not repeated in Policy 19.</p> <p>Questions:</p> <ol style="list-style-type: none"> 1. Would it not be preferable to clarify in Policy 8F that the same requirements that apply to residential development, such as appropriate drainage measures, should also be met when allocating a site for Traveller, Showpeople or Gypsy use? 2. Also, should Policy 8F not be formulated in a way that all necessary conditions should be met prior and not subsequent to such an allocation as a site can only qualify as appropriate if all requirements are met? 3. As per Policy 8F, would it not be preferable to clarify in Policy 19 that this use is 	

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				<p>predominantly residential with all its consequences?</p> <p>4. Furthermore, is it not preferable to incorporate all requirements of the prevailing policies SAL.DPL9 and SAL.DPL10 in the equivalent emerging Policy 19 assuming that there is no intention to water down the current criteria in balancing conflicting interests?</p>	
	LPP03350	Policy 8F	Object	Sites for 'travelling show people'. Confine next to 'existing gypsy & traveller sites' on Sandy Lane Industrial Estate.	Objection noted.
	LPP04668	Policy 8F	Comment	Comments that finding appropriate sites in the district for Travelling Showpeople is very important.	Comments noted.
Historic England	LPP01271	Policy 8F	Comment	Policy 8E relates to potential development sites for Gypsy and Traveller Accommodation - what assessment has been undertaken as to the impact for the historic environment? How will these issues and opportunities be included within the Plan? This comment also relates to Policy 8F.	A Heritage Impact Assessment Study is being prepared and will be published at pre-submission stage. This study considers the sites and the potential heritage impacts. The purpose of the Heritage Impact Assessment is to support the Local Plan by demonstrating how the historic environment has been considered in the site selection process and to assess the likely impact on heritage assets, (both designated and non-designated) and whether any impact can be mitigated.
	LPP02746	Policy 8F	Object	Believes that there will almost certainly be a negative	Objection noted. The proposed sites

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		Clows Top		<p>impact on local house prices.</p> <p>Questions the obligations of the local authority.</p> <p>In summary, strongly objects to this proposal and urges WFDC to heed the objections and concerns of residents, and those residents of adjacent communities.</p>	<p>continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.</p> <p>The site was one of 5 consulted on for a specific family of Travelling Showpeople already resident in the district.</p>
	LPP01827	Policy 8F - Clows Top	Object	<ul style="list-style-type: none"> The village is totally unsuitable to be considered as a prospective site for travelling/showground on the land that has been identified. Access is poor due to the volume and speed of the traffic that uses the road in both directions. Large goods vehicles frequently experience problems in getting up the steep hill. These vehicles often have to swing wide to enter the yard and in doing so, mount the pavement. The increased traffic noise would also be an issue that I would object to. No stipulation has been made as to the number of vehicles using this yard, or indeed if the users would also be residing on the premises. There would be an issue with connecting to mains drainage. Clows Top is a small village and the proposal of this kind would totally alter the appearance and safety of the village. I agree that at present the land is an eyesore - it 	<p>Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.</p>

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				would be put to far better use if a small housing site was proposed.	
	LPP01957	Policy 8F - Clows Top	Object	<p>Clows Top is a small rural village and I don't think it would be appropriate to add a community that would be travelling. It would unsettle what is a settled community. Clows Top is already difficult in terms of traffic and large vehicles turning into and out of this site is a potential risk to all road and pavement users. I imagine that there could also be a noise problem.</p> <p>I do not think that Clows Top is an appropriate site to house the equipment, people and their accommodation and hope that this proposal is rejected by the Council.</p>	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.
	LPP03017	Policy 8F - Clows Top	Object	<p>We would like to object strongly to the proposed traveller's site in the Clows Top Village Hall car park.</p> <p>A traveller's site would also put pressure on the local school which is already running at full capacity.</p> <p>We do not think that it is a good site because of it being near a busy cross roads.</p>	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.
	LPP03498	Policy 8F - Clows Top site	Comment	<p>I am writing to express my concern at the possible new Travelling Show people site opposite The Mercure Hotel in Bewdley.</p> <p>My main concern is the thought of lorries towing caravans and trailers turning onto what is an already</p>	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.

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				<p>busy road. It is an accident waiting to happen. While I am opposing this I wish to also show the same concern for the other suggested site at Clows Top for exactly the same reason. I was a resident of Clows Top for many years and I was heavily involved with the renovation and upkeep of the village hall. As with the Habberley Road site, it would be potentially dangerous to have such large vehicles entering and exiting on such busy roads.</p> <p>If these sites are opened, is it then opening the flood gates for more and more travelling families and their vehicles to use these sites? I understand they need to make a living and need somewhere to live but I also care about where I live and it really is a beautiful part of the country. It shouldn't be blighted by the sight of these large vehicles randomly coming and going, and possibly growing in community size over time.</p>	
	LPP02715	Policy 8F Habberley Road	Object	<p>One reason is that it is too close to legitimate homes.</p> <p>Another is that there is a proposal to build new houses in that area and a traveller's site would seriously bring prices of those down immediately.</p>	The site was proposed for Travelling Showpeople.
	LPP02719	Policy 8F Habberley Road	Object	<p>Due to the proposed expansion of West Midlands Safari Park, nearby, the amount of traffic using the road network will increase. Therefore, adding the traveller site to the proposed area would cause further congestion with their large vehicles.</p>	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.

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				<p>Access at Catchem's End and Kidderminster Road junction is unsuitable for large long vehicles in both directions.</p> <p>Access to and from the Habberley Road site could prove to be an accident area.</p>	
	LPPO2621	Policy 8F - Habberley Road	Object	<p>I object strongly to this policy for the following reasons:</p> <ul style="list-style-type: none"> • No market for this as we already have the West Midlands Safari Park and the Stourport fair. • More traffic in our quaint little town. • Diminish the atmosphere and respectability of Bewdley. • More rubbish. • It's an eye sore along with light and noise pollution. • Stretching the school system as well as the medical centre beyond its limits. • May attract undesirable characters to Bewdley. • Drop in tourism. • The Mecure will suffer. • Lower house prices. 	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.
	LPPO414	Policy 8F - Habberley Road	Object	<p>The Habberley Road site proposal for Travelling Showpeople poses a number of negative aspects:-</p> <p>1. The approach along Habberley Road would create a potential accident 'Black-spot' being directly opposite</p>	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission

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				<p>the Mercure Hotel entrance and just over a blind bend/rise on what become a very busy road. This road is also difficult to access from either north or south for large vehicles.</p> <p>2. This Green Belt land offers a sensible buffer between Kidderminster and Bewdley, we should really attempt to avoid the potential of closing the distances between populations.</p> <p>3. The site also has local historical interest being identified as bronze age links, similar to Wassell Wood and the roman sites of interest below.</p> <p>I believe brownfield sites should be considered in the first place, preferably out in the open countryside where businesses have previously traded.</p>	documents.
	LPP01818	Policy 8F - Habberley Road, Bewdley	Object	The proposal for 'travelling show people' WA/BE/6 is framed in a very misleading way. The plans state 'potential site for travelling showpeople'. The reality is that these are also designated sites for 'gypsies and travellers'. I don't think the true intention of these sites has been made as visible as it should have been, hence people have not had the fullest opportunity to make a considered view.	The 5 sites in the policy were for a specific family of travelling showpeople currently residing in the district. They were not identified as sites for Gypsy and Travellers as there is no immediate requirement to provide pitches.
	LPP05158	Policy 8F - Habberley Road site,	Comment	I am writing to express my concern at the possible new Travelling Show people site opposite The Mercure Hotel	Comments noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal

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		Bewdley		<p>in Bewdley.</p> <p>My main concern is the thought of lorries towing caravans and trailers turning onto what is an already busy road. It is an accident waiting to happen. While I am opposing this I wish to also show the same concern for the other suggested site at Clows Top for exactly the same reason. I was a resident of Clows Top for many years and I was heavily involved with the renovation and upkeep of the village hall. As with the Habberley Road site, it would be potentially dangerous to have such large vehicles entering and exiting on such busy roads.</p> <p>If these sites are opened, is it then opening the flood gates for more and more travelling families and their vehicles to use these sites? I understand they need to make a living and need somewhere to live but I also care about where I live and it really is a beautiful part of the country. It shouldn't be blighted by the sight of these large vehicles randomly coming and going, and possibly growing in community size over time.</p>	for the Travelling Showpeople site will be included in the pre-submission documents.
	LPPO894	Policy8F Heath Lane	Support	Supports: Land at Heath Lane, Shenstone as a Travelling Showperson's Site within the Emerging Local Plan.	Support and comments noted.
Summerfield Against Land Transformation	LPPO1623	Policy 8F - Heath Lane	Object	<ul style="list-style-type: none"> We reject the proposal for a Gypsy, Traveller and Showpeople site at Heath Lane based on its proximity to a school and the highly problematic road access. This site has been the subject of substantial local discussion and objection in the 	<p>Objection noted. This wasn't identified as a Gypsy and Travellers site.</p> <p>The proposed sites continue to be</p>

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				<p>past, and, without repeating at length previous objections, we once again reject this proposal.</p> <ul style="list-style-type: none"> • We reject the proposed gypsy, traveller and travelling show people site at Heath Lane as impractical and dangerous when judged against the Council's own site standards. • Provision for this community needs to be the subject of wider discussion across Authority boundaries to avoid a disproportionate concentration of such sites near one another. 	evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.
Rock Parish Council	LPPO1163	Policy 8F- Land at Clows Top	Object	<p>Rock Parish Council RESOLVED to oppose the use of land at Clows Top for Travelling Show People for the following reasons;</p> <ul style="list-style-type: none"> • Not an appropriate use of land in a visually high location within the district • No Mains Sewerage System at Clows Top • Lack of Transport links • Road Safety and Accessibility at Clows Top • Continuous Electricity Supply problems in the area • Noise & Nuisance • Lack of school spaces at Far Forest Primary School • Security issues in and around a potential site • Nothing has changed since the previous rejection of Clows Top for travelling show people in September 2011 	<p>Objection noted. This site was previously considered for Gypsies and Travellers as opposed to Travelling Showpeople.</p> <p>The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.</p>
	LPPO1976	Policy 8F Clows Top	Object	<p>I object most strongly to the potential site for travelling show people because:-</p> <p>- The travelling show equipment would be an eyesore</p>	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be

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				<p>right in the heart of the village.</p> <p>- There is no drainage on the site.</p> <p>- The local primary schools are at full capacity and would find it difficult to deal with the seasonal influx of children during the winter period.</p> <p>- I do not object to building houses on the site, which would enhance and complete the village.</p>	included in the pre-submission documents.
	LPPO1972	Policy 8F Land off Habberley Road	Object	<p>I object to the proposed travelling show people/gypsy site.</p> <p>Allowing this would be detrimental and poor publicity for Bewdley.</p> <p>After losing the coach parking from the town. Money would be better spent on re establishing the coach park.</p> <p>Previously refused for development.</p>	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.
	LPPO3278	Policy 8F - Land off Habberley Road, Bewdley	Object	<p>Having read the proposals for the Wyre Forest District Local Plan Review, I am objecting to the proposal for the development in Wribbenhall, Bewdley. (WA/BE/6).</p> <p>Highways Problems - The A456 and B4129 in Wribbenhall are already very busy, and to build a travellers site in this area would cause even more congestion. Travelling show people use large vehicles, so</p>	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.

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				<p>turning on and off the Habberley Road will cause many issues.</p> <p>Loss of Green Belt - All this area is Green Belt land and previous planning inspectors have ruled there should be no encroachment of the area between Bewdley and Kidderminster. Planning history shows a site of historical interest on the Habberley Road.</p> <p>Tourism - The area attracts many tourists, some of which use the Mercure Hotel. Building a travellers site opposite could potentially damage trade.</p> <p>Environmental Issues - All of these plans raise many environmental issues.</p>	
	LPP03279	Policy 8F - Land off Habberley Road, Bewdley	Object	<p>As a resident of Bewdley, I would like to object to the WFDC local plan review WA/BE/6 regarding land being used for travelling show people, opposite the Mercure Heath Hotel.</p> <p>My reasons for the objection being:</p> <p>* This site could not be restricted to one user (circus or fairground travellers) and would encourage any travellers to the area, causing environmental damage and costing the taxpayer for the upkeep of the site.</p> <p>* This proposal could cause serious damage to the two</p>	The site would be owned and occupied by a specific Travelling Showpeople and therefore not open to other travellers.

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				<p>businesses close by.</p> <p>* The B4129 is a busy road and the large vehicles these visitors use would cause a highway issue.</p> <p>* Property value would decrease in Bewdley, especially the Wribbenhall side, due to this proposal.</p>	
	LPPO3281	Policy 8F - Land off Habberley Road, Bewdley	Object	<p>We are writing with reference and strong objection to the proposed land allocated for Gypsies, Travellers and Travelling Showpeople as outlined in Section 19 of the Local Plan Review.</p> <p>There are many reasons to oppose this proposal, as follows:-</p> <p>1.) The Proposal raises many environmental concerns within a protected Green Belt area. If the site becomes a traveller site then service utilities will need to be constructed.</p> <p>2.) If the proposed site was agreed for use by travelling showpeople its use could not be restricted to one user type and therefore bringing potential use for living facilities for other travelling groups.</p> <p>3.) The site is close to a number of thriving businesses that bring a lot of visitors and tourists to the area. By having a traveller site close to these businesses will potentially damage trade to not only these businesses</p>	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.

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				<p>but also the Bewdley business community as a whole. Bewdley needs more hotels to attract tourists. It does not need a site that will deter tourists and potentially close down a good hotel.</p> <p>4.) The B4190 Habberley Road is a very busy road known for fatal accidents. Caravans, waste disposal trucks, construction traffic and other slow moving vehicles entering and exiting the site will increase the risk of potentially dangerous traffic, cycling and pedestrian issues.</p> <p>5.) Sites adjacent to the proposed site have been subject of previous planning applications and study of its planning history shows a potential bronze age burial mound and a planning inspectors ruling that there should be no encroachment of the Green Belt area between Kidderminster and Bewdley.</p> <p>6.) The travellers could dominate the local community within the Habberley Road area.</p>	
	LPPO2600	Policy 8F - sites for travelling show people (Bewdley)	Object	<p>The roads are becoming unable to cope with the traffic we have already.</p> <p>Bewdley, over the past few years, has had road closures beyond belief for gas, water and electricity.</p> <p>I am assuming we do not get added money for the infrastructure, waste, schools, policing, from central</p>	<p>Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.</p> <p>The consultation was for a Travelling</p>

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				government.	Showpeople site and the demand for the site is evidenced in the policy.
	LPPO3290	Policy 8F - Wilden Top ADR, Stourport	Comment	<p><u>Proposed Travelling Showpeople Storage at Wilden Top (ADR)</u></p> <p>Storage of fairground rides etc is a commercial, industrial use which would be inappropriate for a semi rural residential area with narrow access roads and no footpaths. Surely a more suitable site can be identified on an industrial park or similar within the district? Stourport already has far more than its share of providing for travellers and we have been assured in the past that future provision would be better dispersed across the District.</p> <p>If this site is to be developed, housing would be more appropriate.</p>	Comment noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.
	LPPO2161	Policy 8F - Wilden Top site	Object	<p>I am writing in connection with the possible use of the site on the corner of Bigbury Lane and Wooden top road as a possible use for storage and residential facility for travelling showpeople. I would like to register my opposition to the allocation of this site for the following reasons:-</p> <p>This site is difficult to access for large vehicles and could only be made use of by extensive alteration to the surrounding roads, Bigbury Lane itself is almost inaccessible to large vehicles and Wooden top road</p>	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.

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				already suffers enough with the enforced use by Talbot transport vehicles, the edges of the road are constantly being damaged by this traffic.	
	LPP03356	The Heath	Object	<p>1. Land at the site adjacent to this was previously refused planning as it was found to have Bronze Age burial mound. Also planning inspectors have previously ruled that there should be no encroachment on the area between Bewdley and Kidderminster.</p> <p>2. The B1429 is already a busy rd and I have no idea how large plant type vehicles will negotiate the turning Catchems End, not to mention any which find their way into ,which would mean that they would negotiate an historic bridge, and add to the already poor air quality in the town.</p> <p>3. The hotel is the only major hotel for Bewdley and this opposite would prove detrimental to their trade.</p> <p>5. Finally it is my understanding that other families would have access to this site if the proposal goes ahead.</p>	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.
	LPP01690	WA/BE/5 Habberley Road	Object	<p>Ref: WA/BE/5 – consultation for change of use Habberley Road, Bewdley.</p> <p>We would like to express our strong objections to the change of use under consideration of the Green Belt area on Habberley Road for a site for travelling show</p>	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.

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				<p>people.</p> <p>The B4129 is not suitable for the process of heavy vehicles. Already a busy road the turning of such large vehicles on and off the proposed site will cause safety issues for other road users. There will be no means of limiting use to sole occupancy and therefore the number of users on the site, equally no means of limiting the impact of increased traffic in the area.</p> <p>The site is opposite a key tourist business for the area. The location of such a site so close to the hotel runs the very real risk of damaging the hotel's ability to attract visitors. Not only is the hotel a large employer and consumer of services in the area but the hotel guests also bring much needed revenue to local businesses.</p> <p>You should bear in mind that many local residents have invested heavily in the area and will reconsider if the surrounding area is significantly altered, again taking much needed revenue away from the area.</p> <p>There are many environmental impacts to be considered – additional pollution in the area, the loss of natural habitat for the wildlife and the potential damage to a bronze age burial mound.</p>	
	LPP02378	WA/BE/6	Object	I object to Habberley Road site:	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal

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				<p>It goes against all previous planning advice.</p> <p>Constant movement of traffic on/off the site. The B4129 is busy rural road extra traffic would make it very dangerous.</p> <p>Hotel/golf club will suffer</p> <p>Damage to the local environment/wildlife.</p> <p>Residents would be affected by noise/ability to sell property</p> <p>There is no legal obligation to provide land for any further housing in Bewdley.</p>	for the Travelling Showpeople site will be included in the pre-submission documents.
	LPPO3173	WA/BE/6	Object	<p>Opposite a busy hotel that provides a lot of accommodation to local tourists along with a number of other activities that bring money into the local economy.</p> <p>Is opposite a leisure centre that is very well used from early in the morning to late at night.</p> <p>Is on a very busy road so the requirement for large turning areas for numerous vehicles etc... is going to cause problems.</p>	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.
	LPPO3174	WA/BE/6	Object	<p>This site is opposite the biggest accommodation provider to tourists locally, on a road that already</p>	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal

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				<p>sustains heavy traffic.</p> <p>The road is a fast one, with plenty of vehicles already turning into the Mercure either to stay at the hotel or to use the leisure facilities.</p> <p>The site is not that big that it could sustain much, so surely it would only be a matter of time before planning permission were applied for – previously turned down to other occupiers</p>	<p>for the Travelling Showpeople site will be included in the pre-submission documents.</p> <p>Officers have considered the Travelling Showpeople's requirements in suggesting the 5 sites.</p>
	LPPO467	WA/BE/6	Object	<p>This against previous planning advice, there is potential damage to local businesses, highway issues this road is already very busy and would lead to more traffic, damage to local environment, effect on house prices for the area.</p>	<p>Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.</p>
	LPPO2831	WA/BE/6 Habberley Road, Bewdley	Object	<p>Considerable concerns at proposal to use the site for Travelling Show People:-</p> <ol style="list-style-type: none"> 1. Site could not be restricted to one user and could be used for permanent living facilities. 2. Sites adjacent have been refused planning permission due to the possibility of a bronze age burial mound and encroachment of the area separating Kidderminster and Bewdley. 3. B4129 is a busy road used by local residents and also 	<p>Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.</p>

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				<p>as a bypass for Kidderminster. A Travelling Show People Site would mean large vehicles needing to manoeuvre to access the site causing a serious safety and delay issue on the highway.</p> <p>4. Site is close to the Mercure Hotel and the Golf Club which brings employment and revenue to the local area and could be threatened by this proposal.</p> <p>5. The proposal raises many potential environmental issues.</p>	
	LPPO2096	Wilden	Object	<p>I object to travellers site at Bigbury Lane, Wilden:</p> <ol style="list-style-type: none"> 1. No knowledge of the plans 2. Possible property devaluation 3. Local travellers also oppose. 4. Strong, close community spirit. 5. Club/playing field adjacent to proposed site; users may go elsewhere 6. Poor access 7. Pay a higher tax band to live here. 8. Fly-tipping problem would worsen and dog walking land lost 9. Site in Stone has no nearby community 	Information on the Local Plan was posted to every household and advertised throughout the District.
	LPPO4761	Wilden	Comment	Land adjacent to Ceramaspeed, accessed at Zortech Avenue, and Wilden (M1/21) which are closer to main roads/drainage/commercial property.	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal

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				An additional consideration is that for the travelling showpeople, easy access to main arterial roads to travel around the country would be advantageous.	for the Travelling Showpeople site will be included in the pre-submission documents.
	LPPO320	Wilden ADR	Object	Objects.	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.
	LPPO2966	Wilden Top	Object	<p>I would like to raise an objection to the ‘Land within Wilden Top Area of Developmental Restraint, Wilden’ site suggestion (Policy 8F p64). This area would be highly unsuitable for use by travelling showpeople for a number of reasons.</p> <p>Firstly, the surrounding roads/lanes are unsuitable for the large and heavy vehicles used by travelling showpeople. Access would be along either Wilden Top Road or Bigbury Lane. Both of these are narrow roads, often not wide enough for two average-sized cars to pass safely. Neither have pedestrian footpaths despite being used regularly by pedestrians, who would be put at greater risk by the additional, significantly larger traffic should this site be chosen.</p> <p>Secondly, the area suggested is a well used community area. Dozens of dog walkers and families use this land every day. We are in a beautiful area of countryside; most residents have chosen to live here due to the</p>	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.

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				<p>access to such areas which you don't find elsewhere in Stourport. Ownership of the land was, supposedly, given to the local people as an amenity area and it would be a great shame to lose that.</p> <p>Thirdly, the location around Wilden Top is a quiet, semi-rural, residential area. Having a site for travelling showpeople which would be used for business purposes as well as residential would greatly increase the noise levels for the surrounding residents.</p> <p>Finally, the area proposed is home to a huge range of wildlife. These habitats would be destroyed by allowing the site to be developed and used by travelling showpeople. The area has previously been allotted as an 'Area of Developmental Restraint' and should be kept as such.</p> <p>The family of travelling showpeople currently own land on Heath Lane, Stone so in my opinion this would be the ideal place for them to reside.</p>	
	LPPO3007	Wilden Top	Object	<p>I am writing to give my views on the proposed plans for a Travellers site in Stourport. I understand there is a plan to build a Traveller site on land at Wilden Top. This seems to me to be grossly unfair as there is already adequate provision for Travellers in Stourport and as far as I am aware, there is none in Kidderminster or Bewdley.</p>	<p>The policy was for a travelling showpeople site. This would be an alternative provision for a family that currently reside in the District and differs from Gypsy and Traveller provision.</p>

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	LPPO3018	Wilden Top	Object	<p>The proposal for development at Lickhill Road North does compromise open land and will, without doubt, add extra pressure to a very busy junction.</p> <p>Areley Kings, Burlish Crossing and Wilden Top proposals all encroach on either Green Belt or open land which we should look to retain wherever possible.</p> <p>The fact there is no provision for infrastructure is extremely worrying and somewhat surprising.</p> <p>If the funds are available for such upgrades in Kidderminster why are they not available for Stourport & Bewdley?</p>	Comments noted. We cannot meet housing needs without using a small percentage of Green Belt land and will consider infrastructure requirements alongside the requirement to preserve the Green Belt where possible.
	LPPO3546	Wilden Top	Object	<p>M1/21 Location at Wilden top for potential traveller site.</p> <p>Wilden top is a beautiful piece of countryside that has suffered negatively from cheap housing in the past where residents on lower incomes have struggled to make a positive impact on this area whilst the village itself is a desirable location. If Wilden top was to have any development at all it should be to create a positive community, bringing Wilden top residents into the village, we have a cricket field and farm land, the motor cross and the railway for walks. More could be done to build better detached housing and regenerate the Wilden top estate, a decent park for the village, recreational, tennis or football club, a playing field for</p>	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.

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				<p>the school etc.</p> <p>Believes it would have a negative impact on the community, house prices, beautiful countryside, and nature, as well as putting pressure on Wilden school.</p>	
	LPP03647	Wilden Top	Object	<p>Concerned about the proposals at Wilden Top Area of Development Restraint (ADR). We would like to object to and express concern about the proposals in the LPRPO document, June 2017, to:</p> <ul style="list-style-type: none"> • Include the site as a potential site for Travelling Showpeople • Continue to include the site as an ADR for the development of housing <p>In addition to the substantial impact upon the rural and unspoilt nature of Bigbury Lane we have the following major concerns about the proposed development:-</p> <p><u>Concerns relating to the creation of a site for Travelling Showpeople</u></p> <p>A1. The physical layout of the site appears to be completely unsuitable for the development of a site for Travelling Showpeople.</p> <p>I believe the structure, composition and layout of the site make it completely unsuitable as a site for Travelling Showpeople and does not meet the criteria detailed in</p>	<p>Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.</p> <p>This site is already allocated as an ADR site. It was allocated as an ADR in a previous local plan that went through the examination process and became adopted.</p>

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				<p>the Baker Report. The Baker Report sought to identify a shortlist of potential sites for Gypsies and Travellers and for Travelling Showpeople. As it did not include the site at Wilden Top as a site for Travelling Showpeople it seems reasonable to infer that it was not deemed suitable at the time. After studying both the report and the site we cannot understand why it is now being proposed as a site for Travelling Showpeople. When assessing the site as a potential site for Gypsies and Travellers the Baker Report stated that most of the site was unsuitable except for a small area which offered an opportunity for four gypsy and traveller plots. The Baker Report, Appendix 4, states clearly that <i>“the central and eastern part of the site is an unsuitable location for development”</i> and details why. It should be remembered that only a small section of this site was proposed as a site for four pitches for Gypsies and Travellers, not as a site for Travelling Showpeople. It should also be noted that, this site is adjacent to a three story residential local heritage asset, inhabited by a young family, and therefore we would argue an inhabited site would have both a substantial impact upon privacy of this property and upon the privacy of any residents living on this site. We would question whether access to the site is wide enough. This site and several others were later <i>“ruled out of the consultation at Cabinet because of concerns regarding their suitability and deliverability”</i>. I believe that this decision was correct and do not understand why the site has been proposed as a site for Travelling</p>	

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				<p>Showpeople after rejection by these reports.</p> <p>In addition, the authors of the Baker Report appear to be unaware that the site borders onto two black and white “Mock Tudor Buildings”, which are included in the Stourport Local Heritage List, which identifies these as heritage assets that are valued as distinctive elements of the local historic environment that are not protected by statutory designations.</p> <p>The Local Plan Review Preferred Options Sustainability Appraisal Report states that all of the Stourport sites <i>“score well in terms of access to services apart from the sites at Wilden Top and Sandy Lane which are not so well served by facilities.”</i> The site scores negatively in relation to:-</p> <ul style="list-style-type: none"> • Improve and enhance the provision and accessibility to local services and facilities • To protect soil and land • To protect and enhance landscape and townscape • To maintain the integrity of the Green Belt within the District • To maintain and enhance community and settlement identities <p>I would like to suggest that this the scoring for the site in section 11 <i>(to protect and enhance the historic environment and it’s settings)</i> should be reclassified</p>	

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				<p>from N/A as the proposed development is adjacent to two locally listed buildings which are of local heritage value and would majorly detract from, not enhance, their setting.</p> <p>The LPRPO states that there is “<i>a specific current need for one family site to be allocated to accommodate</i>” the current occupants of the site at Long Bank. The Baker Report (page 21) states that the existing family of Travelling Showpeople have requirements, which include the following:-</p> <ul style="list-style-type: none"> • <i>to store the lorries, fairground equipment and to provide residential accommodation (caravans) for the 3 sons</i> • <i>ideally the site should be in the same general location (Long Bank, Bewdley)</i> • <i>should be at least 2 acres in size</i> • <i>needs good access to the road network</i> <p>When considering how the site would meet the requirements of the proposed tenants the Baker Report, 2011 lists some of the broad locational criteria for Travelling Showpeople sites (taken from the Showmen’s Guild of Great Britain Model Standard Package) which include:- The site should:-</p> <ul style="list-style-type: none"> • <i>be relatively flat</i> • <i>have good vehicular access</i> 	

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				<p>Other requirements identified by representatives of Town and Parish Councils include that the site should:-</p> <ul style="list-style-type: none"> <i>fit in with existing communities</i> <i>not result in the removal of hedges and should not have a landscape impact.</i> <p>The report also refers to Policy CP06 and includes the following specific criteria:</p> <ul style="list-style-type: none"> <i>Neighbouring uses should be complementary to the amenities of the proposed site</i> <i>The development of the site should not negatively impact on biodiversity or green infrastructure and should be capable of integration with the landscape character of the area.</i> <i>There is safe and convenient vehicular and pedestrian access and that the site can be easily accessed by towing caravans</i> <p><i>Page 24 includes the following criteria – “The site will have a good residential environment and will not adversely impact upon neighbouring residential amenity”</i></p> <p>I believe that a brief walk of the site will demonstrate that the site fails to meet most of the criteria above, the site:</p>	

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				<ul style="list-style-type: none"> is not flat - it includes “<i>steep slopes</i>”. The top section (currently used by dog walkers) is composed of some very uneven ground with substantial height variations. The lower field is at a substantially different level to the upper field and we cannot understand how vehicles could access, be accommodated by, or travel around the site. does not have good vehicular access is not near to the exiting location (Long Bank) does not fit in with the existing community and would be sited next to two locally listed Mock Tudor Buildings and to houses accommodating families and children. it is expected that it would result in the removal of hedges and would have a landscape impact. neighbouring uses (family accommodation in locally listed buildings of historic value) are not complementary to the amenity of the proposed site. the site would substantially negatively impact upon the biodiversity or green infrastructure and is not capable of integration with the landscape character of the area (see C2). <p>It has been noted that the size of the Wilden Top site (2.7 ha) is substantially larger than the other proposed sites. Assuming that the other sites are large enough to accommodate the family does this mean that the Wilden Top site would also allow additional pitches? Or are all</p>	

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				<p>of the other sites too small? A representative of the Council advised me that the site would only accommodate equipment during the winter months, not families. However, the Baker Report states that residential accommodation (caravans) is required for the 3 sons. It is assumed that these requirements also change over a period of time. It would be helpful if additional information could be provided about how the proposed site would impact upon the lives of local residents and how it would look from the roads/footpaths that border the site.</p> <p>A2. Lack of any suitable access to and from the site for large wide vehicles using the existing lanes.</p> <p>The absence of a footpath, which could offer protection to pedestrians from wide vehicles travelling along large sections of these roads further increases the risks to pedestrian safety.</p> <p>The site does not have good vehicular access or good access to the existing road network. It is accessed by narrow lanes, with large sections without footpaths to protect any pedestrians from the path of large vehicles. The road sign at the base of Bigbury Lane states “No HGV” and I cannot envisage how vehicles as high as the “Dingle View”/ Fun House would pass below the line of overhanging trees bordering large sections of the lane. As highlighted in the Baker Report, there is a gateway at the lower end of the site (within Bigbury Lane), but given</p>	

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				<p>the width of the lane at that point, it is difficult to envisage how a large vehicle such as “Dingle View”, or any other wide vehicle, could turn into the site as we anticipate that the turning circle would be insufficient.</p> <p>A3: The impact of noise on neighbouring properties produced by maintenance and repair work to equipment, reversing, loading and unloading metal equipment, and vehicle movement, which I understand may be undertaken on a site for Travelling Showpeople.</p> <p>According to the Local Plan sites <i>for Travelling Showpeople</i> “need to be designed in an appropriate manner which minimises any impacts on neighbouring uses and occupiers”</p> <p>As evidenced above we believe this site would have an enormous impact upon neighbouring residential properties, their occupiers and on nature conservation. It is anticipated that movement of equipment to and from bookings could create substantial noise to the detriment of the residents of local housing due to loading and unloading of metal equipment with the potential to wake young children sleeping in the neighbouring properties. A representative of the Council recently advised that this would only happen at the beginning and end of the season but having observed the Fun/Crooked House vehicle initially in a field at the site at Long Bank and then at the Far Forest Countryside</p>	

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				<p>Show this seems unlikely. In the past, the fair has been involved in the Three Kings Parade (an early evening event) which I anticipate would necessitate a return of the equipment to base late at night. It seems highly likely that the equipment would be moved between many bookings which must be scattered throughout the country during the year. It is anticipated that this movement of equipment could often involve loading and unloading, possibly during the early hours of the morning or very late at night. This could cause substantial noise disruption to neighbours. Would a site for travelling show people have restriction detailing when vehicles can be moved, loaded or unloaded?</p> <p><u>C: Concerns Relating to Both Proposals</u></p> <p>As far as I am aware , unlike the other sites included in the LPRPO it does not include an indicative number of dwellings for the ADR at Wilden Top or for the number of pitches proposed for a site for Travelling Showpeople, which makes it difficult to comment on the scale of the impact of the proposals. The number of dwellings or pitches proposed would obviously affect the scale of the impact of any development on the local area. Is it possible to provide this information? The Baker Report, Appendix 4, 2011, states that availability of the site “is currently unknown” - I assume that this is still the case as there appear to be no references in the document to the owners wishing to sell/ make available the land.</p>	

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				<p>The Planning Team should walk around the site before proceeding any further with this proposal as, in light of the points above, we cannot understand why this site is being considered as a potential site for Travelling Showpeople or retained as an ADR.</p> <p>C1. Any additional pedestrian footfall must substantially increase the risks to pedestrian safety on Bigbury Lane due to the narrowness of some sections of the lane and absence of a footpath along the majority of the lane. These risks would also be substantially increased by wide vehicles attempting to pass pedestrians on narrow sections of the lane where there is no footpath.</p> <p>Bigbury Lane is a narrow lane and is not suitable for any additional pedestrian traffic. One section is particularly narrow and bendy and is located on a hill, which can encourage traffic travelling downhill to gather speed. The creation of either a housing site (or a site for Travelling Showpeople) could potentially result in increased pedestrian footfall to the base of Bigbury Lane and could lead to major pedestrian/road traffic incidents. Although I imagine that any plans to create housing in the ADR at the top of Wilden Lane could include the creation of a footpath alongside such housing I cannot envisage how the lower section of Bigbury Lane could be made safe for pedestrians.</p> <p>Problems occur when motorists try to travel either up or</p>	

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				<p>down the Lane and encounter a vehicle travelling in the opposite direction. Cars often have to wait and sometimes pull onto the drive of private properties, in order to pass oncoming traffic. This can be further complicated by pedestrians trying to negotiate a safe route along the Lane, which must present a significant risk to pedestrian safety. Any increase to the footfall along this section of the Lane would, in my view, substantially increase this risk.</p> <p>At present I think most of the pedestrians from the housing estate at the top of the hill travel down Bigbury Lane.</p> <p>It has been suggested by a Local Councillor that some of the residents of the housing estate at the top of the hill, use Wilden Top Lane to access Hartlebury Road or use the public footpath that leads to the community centre to access Wilden Lane. I have visited this footpath and would like to invite other representatives of WFDC to do the same. The path includes several sections which have a very steep gradient, one section has many steps which would be not be accessible for anyone using a buggy or pushchair or for many older people. Therefore I believe that existing and additional pedestrians are most likely to use Bigbury Lane to access Wilden Lane. Some residents will not feel safe using an off road public footpath especially in the dark whereas Bigbury Lane has street lights. The top section of Hillary Road and majority of Wilden Top Lane do not have streetlights</p>	

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				<p>which, I expect, would encourage further pedestrian footfall along Bigbury Lane from any new development at Wilden Top when it is the dark.</p> <p>I think many people will understandably have to weigh up the risks between walking down an isolated footpath (with a steep gradient but with no traffic) to walking down a busy narrow lane with no footpath.</p> <p>Bigbury Lane is also frequently used by horse riders, which can add to the risk from traffic and pedestrians trying to pass in narrow sections of the lane.</p> <p>Any significant housing development in the Wilden Top ADR, even if it included the provision of a footpath in that section of the Lane, would substantially further reduce road safety along the lower section of Bigbury Lane where there is no footpath. This is particularly important given the high volume of young families that walk down the lane to access Wilden Primary School, older children who access the bus route to Stourport High School, and workers who walk to bus routes and the main road via Wilden Lane.</p> <p>C2. Destruction of the natural environment and the impact upon local wildlife, particularly some protected species including the local bat population.</p> <p>It is expected that the development of any new housing would completely destroy the habitat of resident wildlife</p>	

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				<p>and a site for Travelling Showpeople, to a slightly lesser extent, could destroy the habitat of and displace local wildlife.</p> <p>This piece of land has been allowed to grow wild for a significant period. Any development, either a site for Travelling Showpeople or a housing development could destroy local wildlife, which may include protected species.</p> <p>The land located at Wilden Top was taken out of the Green Belt in 1989 and designated as an Area of Developmental Restraint and this designation has not been adjusted since then. However as this action was taken 18 years ago I believe that there is significant reason to review this decision.</p> <p>During the last 18 years the land in question and the surrounding land, at the top and middle of Bigbury Lane, must have matured further and I believe that the site is now home to a broad spectrum of wildlife. I believe that before any plan for housing or for the creation of a site for Travelling Showpeople is approved an independent bat survey and a full wildlife survey should be undertaken in order to assess the potential impact of any development upon the environment, particularly any protected species of wildlife nesting and living within this site.</p> <p>Bats have been observed frequently in the gardens of</p>	

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				<p>the houses immediately below the proposed site at Wilden Top. Without a thorough independent survey there is a major risk that substantially changing the nature of the Wilden Top site either as a housing development or a site for Travelling Showpeople could risk breaking the law if it causes “<i>damage or destroy a breeding or resting place</i>” or “<i>obstruct access to their resting or sheltering places</i>”.</p> <p>C3. Exacerbation of existing congestion issues in Bigbury Lane.</p> <p>Difficulties are frequently experienced in passing oncoming traffic and in parking, particularly in the middle and lower sections of Bigbury Lane. This would be made much worse by the increased volume of traffic that would accompany a new housing development but would also be exacerbated by any additional traffic, particularly wide vehicles.</p> <p>Bigbury Lane already suffers from major congestion and a lack of adequate parking spaces. There is not sufficient room for visitors to residential properties to park.</p> <p>Passing vehicles frequently have to pull over to allow traffic to pass, either in the stopping places or sometimes onto the edge of private driveways in order to pass oncoming vehicles, often causing tailbacks.</p> <p>Increased congestion and parking issues also increases</p>	

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				<p>the risks to pedestrian safety as pedestrians have to navigate between and around vehicles without a suitable footpath.</p> <p>Any additional proposed housing development must increase the number of vehicles and pedestrians using the lane, exacerbate parking issues and thereby further increase the risks to pedestrian safety. Would it be responsible to propose a development at Wilden Top that would create these problems, particularly as it could pose a threat to public safety by encouraging and increasing pedestrian footfall in this steep narrow lane, mostly without a footpath, used by many families and other pedestrians to access the local school and Wilden Lane.?</p> <p><u>Conclusion</u></p> <p>In the light of the information above we would like to object to the proposals for the site at Widen Top to either create a site for Travelling Showpeople or to continue to allocate the site as an Area of Development Restraint. Due to the number and gravity of our concerns my neighbour and I would appreciate the opportunity to meet representatives of Wyre Forest District Council at or adjacent to the site to discuss our concerns and how, or if, they can be addressed before any of these proposals are included in the next version of the Proposed Local Plan.</p>	

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	LPP04018	Wilden Top	Object	<p>I do not believe the land at Wilden Top is suitable for travelling show people.</p> <p>The road infrastructure is too narrow to cope with extra vehicles and the lack of footpath makes it dangerous to pedestrians. Bigbury Lane is sometimes blocked by delivery vehicles. The alternative route to the school is via steps so unsuitable for those with pushchairs.</p> <p>Accessing the site from Wilden Top Road would be dangerous to pedestrians as there is no footpath. The sides of the road are already worn away by vehicles.</p> <p>Property prices would be affected as would wildlife and the community. Wilden is a rural area used by cyclists and ramblers etc.</p>	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.
	LPP04667	Wilden Top	Support	Supports.	Support noted.
Stourport on Severn Civic Society	LPP01303	Wilden Top ADR	Comment	<p>We feel this is a commercial, industrial use which would be inappropriate for a residential area with narrow access roads and no footpaths. A large number of children walk past this site travelling to and from school. This increases the risk of road accidents.</p> <p>Stourport already has the “lion’s share” of providing facilities for travellers and we have been assured in the past (2011, 2012, 2014) that future provision would be</p>	Objection noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.

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				dispersed across the District. If this site is to be developed, housing would be more appropriate.	
	LPP04760	Zortech Avenue	Comment	Land adjacent to Ceramaspeed, accessed at Zortech Avenue, and Wilden (M1/21) which are closer to main roads/drainage/commercial property. An additional consideration is that for the travelling showpeople, easy access to main arterial roads to travel around the country would be advantageous.	Comment noted. The proposed sites continue to be evaluated to identify the most suitable site and the final proposal for the Travelling Showpeople site will be included in the pre-submission documents.
Land Research & Planning Associates Ltd	LPP0556	8.1	Comment	Unconvinced these figures are realistic and can be proven to be an up-to-date OAHN.	Comments noted.
	LPP03629	8.1	Object	The 2017 objective assessment of housing needs report states that we need 300 new dwellings P.A totalling 5,400 new dwellings. However this is contradictory to our population increase figures as they have predominately remained static. I believe that every area within the Wyre forest should have a representative group working alongside the council to compromise on the amount of development they are comfortable with, taking into account local needs. It is vital that villages are kept as villages and not merged onto existing town boundaries.	The OAHN has considered a range of housing numbers based on different economic forecasts and is the standard methodology available at the time. The OAHN will be revised in light of the standardised methodology proposed in the NPPF.
Wyre Forest Green Party	LPP01397	Housing Need	Comment	1. The guidelines set out in the National Planning Policy Framework states that we should consider only future scenarios that could reasonably be	The OAHN has considered a range of housing numbers based on different economic forecasts and is the standard

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				<p>expected to occur. The population of the Wyre Forest has only grown slightly since 1991 and remains fairly static. After a decade with a population increase of only 1.1% between 2001 and 2011, the population then only increased by a further 1.1% from 2013 to 2015. This equates to a 2.7% increase in population growth from 2001 to 2015 (point 2.3 of the Objective Assessment of Housing Needs 'OAHN' Report May 2017).</p> <p>2. The National Statistics Sub National Population Projections (SNPP) 2014 evidences a growth of population for the outlook period at 4.7% with a requirement of only 199 dwellings per annum. This is significantly less than the projection in the WFDC Local Plan Review which states the need of 300 dwellings per annum (this must be based on a 7.7% increase). This would give us a 285% higher rate of growth than in the last 10 year period which is completely improbable.</p> <p>3. If we used the SNPP recommendations for building 199 dwellings per annum over the stated 15 year period, we only need to build 2,985 dwellings in total - which negates the need to take Green Belt land around the District and reduces the WFDC consultation figures by 2,415 houses.</p> <p>4. The consultation document (section 6A) assumes 300 dwellings per annum should be required, but even the PG Short Term Data</p>	<p>methodology available at the time. The OAHN will be revised in light of the standardised methodology proposed in the NPPF.</p> <p>Please see the comments given above to explain the range in numbers that will support the Council's aspirations for economic growth.</p> <p>We will follow the government's standardised methodology for housing need when published in 2018.</p>

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				<p>shows an increase of 5.8% which is twice the growth of the last 15 year period and still only has a need for 229 dwellings per annum. This is 1,278 dwellings less than currently assumed.</p> <p>5. No allowance has been made for the age profile of the Wyre Forest population leading to increased mortality rates and hence increased availability of property in the district. It is likely that many properties will come free over the next 15 years as people downsize, move to Care homes, live with children outside the area or die.</p> <p>6. We firmly believe that growth figures will be less than 5.8% based on national projections and taking account of the recent cutbacks in the carpet industry in Kidderminster. Along with the forthcoming government attempts to reduce immigration, this will bring the figure close to the 2.7% experienced over the last 15 years.</p> <p>7. The Amion Report (which was used for the calculations projected in the Local Plan) assumes a much higher rate of population growth than the actual growth within the Wyre Forest over the past 15 years and we believe it is therefore flawed.</p> <p>8. The OAHN Report says that the number of vacant properties in the Wyre Forest is 3.2% and that there are currently 44,490 dwellings in the area. The Report increases the allowance for vacant properties to 4.5%. Increasing the</p>	

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				<p>vacancy rate by 1.3% means that the housing demand has been unnecessarily increased by 578 dwellings (or 39 per annum).</p> <p>9. Consequently, the need for new dwellings in Wyre Forest up to 2034 will realistically be under 3,000 and therefore the need to use any Green Belt land is unnecessary.</p> <p>10. We would also like to remind the WFDC that they do not have to accept the Objectively Assessed Housing Need (OAHN) targets for housing, especially if they have large amounts of Green Belt or other protected land. Indeed, Brighton and Hove, Watford, Hastings and Crawley have recently set housing targets of only half their assessed need.</p>	
Summerfield Against Land Transformation	LPP01618	OAHN	Comment	<p>We believe that OAHN to be a deeply flawed piece of work and that the projected level of growth in housing need to be an unsafe basis for the Plan.</p> <p>The OAHN focuses upon local demographic, economic and housing market analyses. We have real concerns about this body of work and the weight given to it in the draft Plan. Firstly, we take exception to the methodology which is largely desk based research. The net result is a blizzard of numbers covering a wide array of projections, especially population projections, which are so wide and couched in so many caveats as to be meaningless. It is difficult to understand why the plan inflates population</p>	The OAHN has considered a range of housing numbers based on different economic forecasts and is the standard methodology available at the time. The OAHN will be revised in light of the standardised methodology proposed in the NPPF.

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				<p>growth when the data are open to widely differing interpretations and do not support the assertions in the draft Plan.</p> <p>The other methodological flaw is the “on-line survey of key stakeholders” and interviews with estate and lettings agents. In terms of the on-line survey the survey population is not numerically defined so a response rate cannot be determined and thus the value of the exercise and the representativeness of the yield. Whilst qualitative information is of value in support of a quantitative survey, the quality of the work on both fronts is so flawed as to render the findings meaningless.</p> <p>We reject the argument and the evidence upon which it is based as deeply flawed and believe the projected level of growth in housing need to be an unsafe basis for the Plan. In addition, given the high property vacancy rate (3.2%) in Wyre Forest it is difficult to understand the enthusiasm for such a scale of house building.</p>	
	LPPO3815	8.1	Object	<p>I strongly object to the Council’s development strategy; the OAHN shows different Affordable housing need to the figure used by the Council which is based on its own contractor analysis dismissing 3 nationally acclaimed analysis.</p> <p>The so called evidence is flawed and biased towards large scale development regardless of its suitability combined with a flawed drive to obtain an eastern</p>	<p>The OAHN has considered a range of housing numbers based on different economic forecasts and is the standard methodology available at the time. The OAHN will be revised in light of the standardised methodology proposed in the NPPF.</p>

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				bypass that will starve Kidderminster of valuable custom. The statement contradicts paragraph 8.2 which says that the housing market is stable and stakeholders believe there is no market for extra homes.	
	LPP0490	8.2	Support	We are currently a stable authority the large scale development suggested in this review will destabilize the District for the future.	Comments and support noted.
Persimmon Homes Limited	LPP01430	8.2	Object	<p>Wyre Forest is a “largely self contained Housing Market Area”, this ignores the fact that 38% of residents in employment work outside of the area mainly in The Black Country and Birmingham. Housing overspill from these areas needs to be accommodated in the adjoining shire authorities, homes in Wyre Forest areas will be occupied by people currently residing in the Black Country and Birmingham or who will migrate into the region and will live in Wyre Forest whilst commuting to the higher order economic centres.</p> <p>The Black Country Authority and Birmingham authorities are essentially reliant on the reuse of providing developed land to meet the numbers identified within their administrative areas but many of these sites have environmental and technical problems which are likely to delay their release assuming that these difficulties can be overcome at all.</p> <p>Objects to the plan’s failure to properly account for the housing overspill implications of the adjoining conurbations.</p>	The council will continue with its duty to cooperate with neighbouring authorities but the recently published GL Hearn study indicates that the Black County can meet its own housing need.

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	LPPO3631	8.3	Object	While homeownership should be encouraged where possible, we have to take into account our economical climate and believe it to be nearly impossible for local residents to afford homes, especially the executive types. We fall into the danger zone of attracting second home buying, this defeating the object of catering for local needs. I do believe that further research needs to be carried out and believe this can be best achieved by having a designated representative work alongside local resident groups or neighbourhood plan groups, to identify more closely what each district requires.	Comments noted. The Council will support the provision of a range of housing to meet identified needs.
	LPPO3816	Paragraph	Object	I object to the Council's development strategy and to Policy 8A which promotes a density of 35 houses/hectare. This needlessly consumes land and spreads development out rather than concentrating housing in the town centre where it is most needed. Building out horizontally is flawed where land availability is limited and may cause problems for future generations; instead well designed higher blocks work well in urban areas avoiding the need to spread out.	The Council will follow NPPF requirements with regards to density.
	LPPO3634	8.4	Object	The local plan needs to plan positively for a mix of housing based on assessment of the population growth of the people living in that district.	The housing need for the Local Plan is based on population data which includes births and death rates. It is also based on household projections. This information is shown in the Objectively Assessed Housing Need (OAHN) study.
Worcestershire	LPPO1142	8.5/8.7/8.8	Comment	We welcome the recognition of the need to provide	Comments noted.

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County Council, Planning Economy & Performance				homes to meet the needs of the elderly and those with disabilities.	
	LPP03683	8.8	Object	<p>8.8 The list of homes does not correlate with the strategic review. There are many executive homes however the employment in Kidderminster is not available.</p> <p>35 Dwellings per hectare is too densely populated.</p> <p>How does the build homes for rent add to the growth developments for Kidderminster?</p>	The Council will follow NPPF requirements with regards to density.
	LPP02162	Housing Stock	Comment	<p>A detailed response received regarding the proposed development to the east of Kidderminster. A part summary of this response is listed below:</p> <ul style="list-style-type: none"> It is constructive to engage with Wyre Forest District Council about how the Green Belt land is developed in a more sensitive and thought through manner. Wyre Forest has an ageing population. I believe there is sufficient housing within Wyre Forest for young families but these homes are currently occupied by older generation. Hence, the actual housing need is probably for residents 45-64 & 65+. Providing homes for these groups will free 	Comments noted.

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				<p>up existing family housing stock. This 'existing stock' is already in the correct location.</p> <ul style="list-style-type: none"> Development to the east will be very popular to the overspill of commuters who travel to Birmingham but are priced out of Hagley. By building on the Green Belt, Wyre Forest residents may lose out on beautiful countryside, yet may not end up benefiting from the development? Can purchase of these new properties be restricted to residents associated with the area? For example: <ul style="list-style-type: none"> Residents that currently live in Wyre Forest and have done so for 5 years. Residents that previously lived in Wyre Forest for 5 years. Residents who are related to a family member that has lived in Wyre Forest for 5 years. It is important to ensure, whatever developments go ahead in the areas of Green Belt within Wyre Forest, that these developments benefit Wyre Forest. Older residents should be encouraged to move out of their larger homes by new homes being designed to meet their needs: <ul style="list-style-type: none"> two parking spaces and a guest space some garden at least two spacious bedrooms a bathroom each a study/office area (could be a bedroom, 	

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				<p>hence 3 bed)</p> <ul style="list-style-type: none"> ○ a garage or outhouse building for garden items ○ separate utility • As Green Belt areas are being considered for development, perhaps modern barn complexes that look aesthetically pleasing across countryside views should be considered? These would be relatively expensive for a two / three bedroom however, relative to the equity saved up in a family home, the hope is they would be affordable to the target market. <ul style="list-style-type: none"> ○ These modern barn complexes could be spread out in more of a lane fashion retaining adjacent fields to be used for cycling, dog walking and the general enjoyment of the whole community. ○ In terms of traffic, the lanes should access more than one major road, for instance the A448, the Birmingham Road and Deansford Lane (leading to the Worcester Road); if located in 'Stone Hill North' core site for example. The majority of target residents would not add to the existing morning commute traffic issues in the area as they are already retired. 	
	LPP03817	8.8	Object	I object to the Council's development strategy; it is a	Please see the Infrastructure Delivery

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				mistake to attract people to the area without assessment of the skills needed compared to those existing. The policy is flawed and unsustainable and will harm the area creating more strain on infrastructure/health services for little reward.	Plan.
	LPP0300	8.9	Comment	The need for affordable housing and/or starter homes in Bewdley particularly needs to be addressed.	Comments noted.
Land Research & Planning Associates Ltd	LPP0557	8.9	Comment	<p>Figures demonstrate at POLICY 8B of 100 minimum average target a continual shortfall of 50% per annum of affordable homes. This is an ongoing compounding unacceptable problem not being properly addressed. Certainly not by implementing OPTION A</p> <p>There needs to be a new mode of thought as to how to deal with this shortfall. The proposals suggested herewith in this overall representation would go a long way in dealing with this.</p>	The requirement for affordable housing must be balanced with what the market will deliver. Based on previous rates of delivery and in consultation with Registered Providers we believe 100 units is a realistic figure.
	LPP03818	8.9	Object	I object to the Council's development strategy/Local Plan proposals. Policy 8B contradicts policy 6A in the amount of affordable housing proposed. Facts should be right before going to consultation hence this should be reassessed by external inspectors.	Comments noted.
Rentplus	LPP01110	Affordable Housing Definition	Comment	The definition should be removed from the Reasoned Justification as replication is unnecessary and may, in light of the White Paper proposals, be quickly superseded.	Agreed.
	LPP02119	Affordable	Comment	I understand that any houses built on Green Belt will be	It is not clear where this information has

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		Housing		a minimum price of £200,000? That is not affordable. Young people in full time employment can not afford to get on the property ladder. Affordable housing needs to be large enough for families from the Wyre Forest to live in. There are approx. 2,400 on the council housing waiting list and the plan is to build 90 affordable each year? That doesn't seem nearly enough affordable homes. Is it because the council will get more investment for the more expensive houses?	been obtained from. For Shared Ownership (affordable housing for sale) it is usual to purchase a 50% share and therefore valued at around 50% of the open market price but percentage purchased can be lower. For more information visit the Help To Buy website.
	LPPO3834	8.11	Object	I object to the Council's development strategy; there is confusion over the amount of affordable housing proposed by the Council compared to the analysis/statements in the review document. This confuses the public as to the Council's intentions. The process is flawed and should be repeated after the documents have been redrafted. I object to these sections pending clearer information.	The OAHN expresses a range depending on economic forecasts. It follows the government guidance on OAHNs available at the time and will be updated in line with changing guidance in the NPPF / PPG.
	LPPO3835	8.12	Object	I object to the Council's strategy and thinking. There is confusion to the public over the numbers of affordable housing proposed by the Council compared to the analysis and various statements throughout the review document. They should be repeated after the documents have been redrafted. I object to these sections pending clearer information.	The OAHN expresses a range depending on economic forecasts. It follows the government guidance on OAHNs available at the time and will be updated in line with changing guidance in the NPPF / PPG.
Land Research & Planning Associates Ltd	LPPO558	8.13	Comment	Modify plan where landowners adjacent to or close by existing smaller settlements allow a minimum of 50% affordable homes or starter homes will start to address this problem without affecting viability issues.	Comments noted. The percentage of affordable housing is based on viability studies and government policy.

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Worcestershire County Council, Planning Economy & Performance	LPP01359	8.13	Comment	In the third line, "housing rented" should be "rented housing".	Comments noted.
	LPP03836	8.13	Object	I object to the Council's strategy and thinking. There is confusion to the public over the numbers of affordable housing proposed by the Council compared to the analysis and various statements throughout the review document. They should be repeated after the documents have been redrafted. I object to these sections pending clearer information.	Comments noted. The percentage of affordable housing is based on viability studies and government policy. The full technical papers are on the Councils website.
	LPP03837	8.14	Object	I object to the Council's strategy and thinking. There is confusion to the public over the numbers of affordable housing proposed by the Council compared to the analysis and various statements throughout the review document. They should be repeated after the documents have been redrafted. I object to these sections pending clearer information.	Comments noted. The percentage of affordable housing is based on viability studies and government policy.
	LPP03838	8.15	Object	I object to the Council's strategy and thinking. There is confusion to the public over the numbers of affordable housing proposed by the Council compared to the analysis and various statements throughout the review document. They should be repeated after the	Comments noted. The percentage of affordable housing is based on viability studies and government policy.

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				documents have been redrafted. I object to these sections pending clearer information.	
Wyre Forest Community Housing	LPP01671	8.16	Comment	<p>We note that in section 8.16 the District Council has highlighted the issues relating to the affordability of homes in the District's rural areas.</p> <p>We encourage the Council to consider affordable housing provision on a range of sites within, and adjacent to, settlement boundaries including development on green field and Green Belt land. This approach is supported by the National Planning Policy Framework.</p>	Comments noted.
Land Research & Planning Associates Ltd	LPP0559	8.2	Comment	The proposed percentage is far too restrictive where landowners should be encouraged. It should not expect willing landowners to have to provide supporting evidence.	Comments noted.
	LPP03637	8.22	Object	Self build and custom housing I am in favour of. I would request that you arrange a point of contact for all on the list to be able to meet and give suggestions for allocated spots to consider. As I notice there are 45.	Please contact the Council's Community Led Housing co-ordinator.
	LPP03839	8.23	Support	I support the paragraphs and statements therein for 8.23 to 8.25.	Support is noted.
	LPP04725	8.24	Comment	I know that you have considered self build under 8.24 but can I again make a plea that a proportion of any development site is offered to local builders as opposed to the large multi national builder (Taylor Wimpey et al). This would give more local employment and would also	We will include a revised policy on self/custom build in the pre-submission document.

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				ensure that we don't end up with the same old housing designs across the development. We would go back to streets looking different from each other rather than the same.	
	LPPO3840	8.24	Support	I support the paragraphs and statements therein for 8.23 to 8.25.	Support is noted.
	LPPO3841	8.25	Support	I support the paragraphs and statements therein for 8.23 to 8.25.	Support is noted.
	LPPO3638	8.25	Object	Self build and custom housing I am in favour of. I would request that you arrange a point of contact for all on the list to be able to meet and give suggestions for allocated spots to consider. As I notice there are 45.	Please contact the Council's Community Led Housing co-ordinator
	LPPO307	8.29	Comment	Para 8.29 should also mention dependant relatives.	Comments noted.
	LPPO3842	8.36	Object	I support the paragraphs and statements therein for 8.36.	Support is noted.
	LPPO3635	8.0.2	Object	Table 8.0.2. The housing needs should make the top 3 highest % rates priority developments this being elderly accommodation, affordable homes to rent and affordable homes to buy, before any other strategy for development plans.	Comments noted.
	LPPO2930	Table 8.0.4	Object	Rural area housing mix would not be helped enough through the policies of the LPR The LPR recognizes (table 8.0.4) the inability of local	Comments noted. The Council supports development in rural areas where it is in sustainable locations and meets identified local housing needs.

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				people to afford to purchase an averagely priced house in several parishes- all over 80%. For the statistically significant parishes, such as Rock, the Core Sites at Far Forest and Bliss Gate will make little difference to this circumstance over the plan period or in the immediate future. Given the significant lack of affordability and the 'presumption in favour of development' as identified as part of NPPG, more consideration should be given to small sites in rural areas that are brownfield and or windfall that may not be within designated settlement boundaries but are not 'isolated', in order to support particular elements of the housing market.	
	LPP02974	Table 8.0.4	Object	<p>Rural area housing mix would not be helped enough through the policies of the LPR</p> <p>The LPR recognizes (table 8.0.4) the inability of local people to afford to purchase an averagely priced house in several parishes- all over 80%. For the most significant parishes, such as Rock, the Core Sites at Far Forest and Bliss Gate will make little difference to this circumstance over the plan period or in the immediate future. Opportunities for small sites that are in a rural area, brownfield and or windfall, might emerge in the plan period. Given the significant lack of affordability in rural localities and the 'presumption in favour of development' as identified as part of NPPG, more consideration should be evident in the plan to support particular elements of the housing market beyond 'affordable' housing.</p> <p>Rural areas can contribute more to housing mix</p>	Comments noted. The Council supports development in rural areas where it is in sustainable locations and meets identified local housing needs.

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				<p>without detriment to landscape and sustainability. Government guidance (NPPF- Rural housing 19 May 2016) considers rural housing essential to the sustainability and viability of local facilities. Whilst the LPR provides for new housing, the LPR recognizes that Bewdley for example, as a local market town, will provide local services-schools, doctors, dentists, and service business such as hairdressers and used by the surrounding local community. The existing rural community travels to Bewdley and supports a vibrant town. This may be associated with tourism but it also a significant reflection on the income levels of the surrounding rural area. The 40 houses on 2 sites at For Forest (at relatively high densities of nearly 30 houses to the hectare, compared to surroundings), represent a concentration of new development, with the only additional contribution at Bliss Gate, of 5 houses, (at a lower density of 16 houses to the hectare). These 2 sites are only small scale contribution to a very critical rural housing need. Sustainability, as NPPF indicates, includes widening the choice of high quality homes. Responding to different opportunities in different areas must be provided for by taking local circumstances into account, particularly in relation to the provision of housing in the more expensive but rural parishes in the west of the plan area, such as Rock, by policy, beyond that of 8C which seems concerned only with affordable housing.</p>	
	LPPO406	8	Comment	See summary LPPO400.	The OAHN is commissioned by the Council to identify Housing Needs. We will work

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					with Neighbouring Authorities through the duty to cooperate and follow NPPF guidance with regards to Green Belt.
	LPP0429	8	Comment	<p>I object to Option A and Option B.</p> <p>Green Belt land should be used only as a VERY LAST RESORT.</p> <p>Wyre Forest, Greater Birmingham, Solihull and Worcestershire should collaborate and collectively review overall brown field site availability and plan housing development accordingly – decisions to build on the Green Belt should not be based on local authority boundaries.</p> <p>The 5 year rolling time frame for construction sites should allow for regular reviews of brown field sites and enable changes to be incorporated into any plan,.</p> <p>The plan fails to recognise changes in shopping habits and unrealistically targets retail expansion and comparison shopping.</p> <p>Kidderminster has suffered from the failure to 'tidy up' following the migration of Kidderminster town centre to Weavers Wharf and Crossley Retail Park.</p> <p>Retail premises and the courts building have been empty for 8 /9 years - the regeneration of such sites require</p>	The OAHN is commissioned by the Council to identify Housing Needs. We will work with Neighbouring Authorities through the duty to cooperate and follow NPPF guidance with regards to Green Belt.

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				<p>radical solutions for alternative use that reduce any need to build on the Green Belt.</p> <p>Unnecessary decisions are being taken now e.g. in 1999 who could have predicted the impacts of the 2007/08 economic collapse or changes caused by online shopping (indeed, the plan itself demonstrates an inability to predict /understand short term population levels in the District).</p> <p>The plan fails in its stated aim to "to use a robust and up-to-date evidence base to ensure that the local plan meets the full, objectively assessed needs for market and affordable housing in the housing market area" . Instead it aims to justify what developers want to deliver rather than meet the needs of Kidderminster residents.</p> <p>Previous attempts to build an Eastern relief road have failed - the plan fails to present evidence based data that supports it in economic or environmental terms - at the consultation session I was informed this would be a single carriageway 40 mph road following the same route as the existing road from the Worcester Road through Mustow Green to the Birmingham Road - is it really a relief road at all?</p> <p>Whilst constructing a new school in the Spennells area appears attractive this (together with the promise of the 'relief road' shouldn't be the determining factor when opting to build on the Green Belt – other options should</p>	

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				<p>be sought.</p> <p>Many people commute into / and out of Kidderminster now (hence the railway station development) - and have done so for many years. This situation equally relates to the areas covered by the LEPs identified in the plan.</p> <p>Whilst economic development in Kidderminster will be welcome - past experience shows this will take time – in the meantime people will continue to travel.</p> <p>Immediate need is for fresh radical thinking that optimises the use of brown field sites throughout the LEP areas for residential use and enables Kidderminster itself to become a modern, contained and attractive town centre that incorporates retail leisure and residential opportunities rather than pursue outdated models from the past - 'mixed use' communicates little other than the elements of 'wishful thinking' so often reported in the local press over numerous years.</p>	
Rentplus	LPPO1111	Affordable Housing	Comment	Enclosed with these consultation responses is an Affordable Housing Statement by Tetlow King Planning setting out the model's compliance with the NPPF definition of affordable housing and how this should be incorporated into local plans to boost supply and meet local needs. We ask that this be read alongside our representation so that the Council's approach to negotiating housing takes into account this innovative model which has the capacity to improve delivery and to	Comments noted.

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				<p>meet high levels of local housing need and aspirations of home ownership.</p> <p>Rentplus is delivering rent to buy housing that meets local peoples' needs and aspirations across England, in partnership with local planning authorities and Registered Providers, allocating housing through the local choice based lettings scheme and targeted lettings plans. Those developments provide homes at an affordable rent for those expecting to purchase in 5, 10, 15 or 20 years, with a 10% gifted deposit to assist purchase.</p> <p>Flexible policies and pragmatic responses to individual applications elsewhere in England have helped people move out of inappropriate housing; 30% of those moving into a recent Rentplus scheme left social and affordable rented properties, releasing those homes for families in greater need. People have also been able to leave the private rented sector, leave parent's homes, and gain independence and security of tenure by accessing property with an affordable rent. The model would deliver clear benefits to many in the District who are unable to afford to buy and cannot currently save towards a future purchase.</p>	
West Midlands HARP Planning Consortium	LPPO1338	Affordable Housing	Comment	Our clients' principal concern is to optimise the provision of affordable housing and to ensure the evolution and preparation of consistent policies that help deliver the wider economic and social outcomes needed throughout the region. As significant developers and investors in local people, HARPs are well placed to	Comments noted.

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				<p>contribute to local plan objectives and act as long term partners in the community.</p> <p>Our comments are intended to be constructive, to ensure the policies are found sound at examination.</p>	
Wyre Forest Green Party	LPP01496	Housing principles	Comment	<ul style="list-style-type: none"> All people should have access to housing appropriate to their needs that is affordable, secure and comfortable. We believe that this can be met by a balanced mix of tenures and providers, varying according to people's circumstances and preferences. The provision of housing should include the construction of new homes, conversion of existing buildings to homes and the refurbishment of empty buildings. Priority should be given to the maintenance and improvement of existing properties where they can be improved in line with the local energy plan and to adequate levels of energy and water efficiency. Large numbers of empty homes are a waste of a valuable resource, and blight neighbourhoods. The Local Authority should aim for no more than 0.5% of homes to be empty for more than six months, and should draw up registers of empty properties. There should be a proactive use of Empty Dwelling Management Orders and work with self-help co-operatives to bring homes into use. 	Comments noted.

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				<ul style="list-style-type: none"> Local authorities should also address under-occupation through encouraging mutual exchange of homes, helping to match people who want to downsize with those who need more space, and providing more homes suitable for people to downsize into such as smaller social rented homes for elderly people. Successful schemes such as “Seaside and Country Homes” should be extended to people in all housing tenures, and to all local authorities. We would like to see new homes and refurbishments done to the highest of efficiency standards. These would use low-impact materials, especially reused and recycled materials, to minimise the lifecycle embodied greenhouse gases, energy, water and other resources used in the construction of buildings and over the lifecycle of the materials. In addition, homes must be energy (e.g. Passivhaus Standard) and water efficient, and also incorporating comfort standards which address ergonomics, sound, privacy and light, so that homes are places of retreat. 	

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Kidderminster Harriers Football Club	LPP0950	Policy 9	Comment	To provide support for indoor recreational opportunities. Add to point 6: Contributing to a high quality, safe and convenient walking and cycling network and providing opportunities for <u>both indoor and outdoor</u> recreation and sport.	Agree with comment. Amend policy wording at point 6 to include both indoor and outdoor sport and recreation.
Worcestershire Wildlife Trust	LPP01056	Policy 9	Comment	The health and wellbeing benefits of access to green space and nature are well known and should be captured by this policy. Recommend additional bullet point be added to the policy making reference to the need for development to include and provide access to biodiverse Green Infrastructure.	Agree that policy should have additional bullet point - <i>ensuring development includes or provides access to biodiverse Green Infrastructure.</i>
Worcestershire County Council, Planning Economy & Performance	LPP01149	Policy 9	Comment	<p>We welcome the inclusion of a policy on health and wellbeing which will, subject to certain amendments, help to meet the health-related challenges facing Wyre Forest district, including high levels of obesity, mental health problems, and an ageing population. Given the particular challenges arising from an ageing population in Wyre Forest and the need to plan for dementia-friendly environments, consideration could be given to including a separate policy on these issues, or having separate parts within Policy 9.</p> <p>The wide breadth of health and wellbeing matters included in the policy is generally welcomed, although this does mean that some parts of the policy duplicate other parts of the WFLP or are not specific enough. Much of the current content is too vague, and feels closer to a list of broad aims and objectives that would be more appropriate as introductory text. The following specific changes are</p>	<ul style="list-style-type: none"> • We welcome the County Council's support for the inclusion of a health and well being policy. • The policy will be amended to specifically mention the needs of those with dementia. • Part 2 - Following discussions, policy wording has been amended to read 'Providing energy efficient housing that is affordable and of high quality' • Part 3 has been removed from the amended policy as this is covered elsewhere in the Local Plan

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				<p>recommended:</p> <ul style="list-style-type: none"> We support Part 2 but feel that it would benefit from being made more specific. Building Regulations ensure that new developments meet a certain standard of energy efficiency. In addition if there is a desire to specific a requirement which is over and above the standard approach this needs to be specified. Part 3 would benefit from further detail to clarify whether it is seeking to improve availability of jobs or sustainable physical access to places of employment through the, for example provision of walking and cycling networks. This section could be expanded to include improvements to employment developments which can contribute towards health and wellbeing of employees. Developments should be designed to create opportunities for physical activity and working environments which support social interaction and relaxation of their employees. These measures could include the provision of open/green spaces, recreational facilities or on-site cycling storage/changing facilities etc. Part 4 would benefit from expansion as further details as it is unclear as to whether this is referring to domestic matters or business / industrial waste and recycling. This is critical because they have different health and well -being impacts and regulatory regimes. There is some potential for non-domestic matters for overlap with the 	<ul style="list-style-type: none"> Part 4 has been removed from the amended policy as this is covered elsewhere in the Local Plan <ul style="list-style-type: none"> All new developments will be designed to promote walking for everyday trips with easy safe and convenient pedestrian access to shops, schools, open space and bus routes, Part 6 seems to cover two linked but separate issues, with the second section better matched to Part 10. Part 7 - This policy has now been expanded to read as follows: Locating food and drink premises, hot food takeaways, bars, restaurants, cafés and other non-food and drink uses

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				<p>Worcestershire Waste Core Strategy which will need to be taken into account in refining and targeting this part of the policy.</p> <ul style="list-style-type: none"> • Improvement to accessibility relating to sections 5, 6, 8 and 9 of this policy. • Accessibility is a major consideration in relation to health and wellbeing in the context of built environment. The provision of community uses, health services and facilities, green spaces or allotments can work for all the population groups only when they are accessible in terms of distance, ability and quality of their travel. This is why the creation of walkable environments to improve resident's access to these areas by foot is important. Further to these enhancing opportunities for the use of public transport should be encouraged through the Local Plan. • Part 6 seems to cover two linked but separate issues, with the second section better matched to Part 10. • We welcome Part 7 but suggest greater specificity over how and where these uses should be limited. Examples include: <ul style="list-style-type: none"> ○ - The target limit of the overall proportion of units of particular uses in a given location; ○ - Limit of particular types of premises in proximity to schools and community centres; ○ - Limit of particular uses in proximity to areas of identified health deprivation and areas where obesity levels are higher than average; ○ - Limiting those premises for which negative 	<p>which may potentially have negative health impacts at least 400m from a youth or community facility. This will be prioritised in areas with high levels of health deprivation.</p> <ul style="list-style-type: none"> • Part 9 - Agree that community orchards could also be added. • Part 11 - Social interaction has been added into the previous part 5 (now part 4) • Air pollution is covered elsewhere at chapter 16 • A Health and wellbeing SPD will be produced following the adoption of the Local Plan. This will cover many of these details affecting people living with dementia and how the environment can be altered to aid them. • The requirement for HIAs is now included in the amended policy at part 3. This will apply to residential developments of 25 or more dwellings and non-residential developments of

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				<p>health impacts were identified in Health Impact Assessments.</p> <p>Worcestershire County Council can provide good practice examples and would welcome further discussion on this issue as the policy develops.</p> <ul style="list-style-type: none"> Part 8 may need more detail. Community orchards could also be included here. Most of Part 9 is already covered in Parts 5 and 6. The only element of Part 9 that is not covered elsewhere is social interaction. This is a valuable inclusion, and could be added to one of the other parts of the policy if 9 were to be deleted. Part 11 considers air quality, but we would welcome further attention being given to the links between air quality and health. In particular, reference should be made to the document 'Air pollution: outdoor air quality and health - June 2017' published by the National Institute for Health and Care Excellence. This document covers: <ul style="list-style-type: none"> siting and designing new buildings, facilities and estates to reduce the need for motorised travel; minimising the exposure of vulnerable groups to air pollution by not siting buildings (such as schools, nurseries and care homes) in areas where pollution levels will be high; siting living accommodation away from roadsides; 	<p>0.25Ha and over.</p> <ul style="list-style-type: none"> A Health SPD will be produced following the adoption of the Local Plan.

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				<ul style="list-style-type: none"> ○ - avoiding the creation of street and building configurations (such as deep street canyons) that encourage pollution to build up where people spend time; ○ including landscape features such as trees and vegetation in open spaces or as 'green' walls or roofs where this does not restrict ventilation; ○ including information in the plan about how structures such as buildings and other physical barriers will affect the distribution of air pollutants; ○ consider action to reduce and limit vehicle idling around schools and other vulnerable populations. <p>There are a variety of issues that may be too detailed for inclusion in the policy itself, but which should nevertheless be considered when planning for development. Many of these apply to the principles of planning and designing dementia-friendly environments, as many more people will live with dementia as the population of Wyre Forest ages, and we should act now to plan for these challenges. We recommend that these issues are taken into account as the WFLP develops, and it may also be helpful to outline some or all of those considered most relevant in the reasoned justification and/or in an accompanying SPD (discussed further below):</p> <ul style="list-style-type: none"> • The provision of accessible open spaces and walkable 	

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				<p>neighbourhoods can encourage and facilitate increased physical activity amongst the elderly and support their social interaction. It is crucial that these spaces and routes are safe and well-maintained.</p> <ul style="list-style-type: none"> Public footpaths should also be well-lit and evenly surfaced. Where there are changes in ground levels, the transition should be gradual. Where steps are unavoidable, the provision of railings is necessary. Accessible public transport links, such as bus stops within walking distance from people's homes, are also crucial in maintaining the independence of the elderly. People living with dementia frequently stay at home because they do not feel safe to leave their house because the outdoor environment feels unsafe and unfamiliar. The provision of safe, well-lit, segregated and walkable routes connecting local green spaces and essential amenities could improve the likelihood of those with dementia continuing their everyday lives as part of the community. For example, being able to easily reach the park could offer the opportunity to spend quiet and relaxing time among other people. It is important that pathways contain seating areas in strategic places, such as at crossroads. People living with dementia might take a little bit longer to remember their destination or how to get there. Circular routes provide opportunities to return to the same point if lost or confused. The design of street 	

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				<p>furniture should be kept simple and familiar to avoid it being mistaken for some other object. The positioning of street furniture, such as placing benches under street trees to allow shading during hot weather, is also important.</p> <ul style="list-style-type: none"> • Paving and tarmac should be plain and non-reflective and should contrast with walls in colour and texture. Dementia affects people's perception of their surroundings and different surfaces. Dark areas might appear to them as a hole in the ground, whilst glaring/shining surfaces can look like water or slippery surfaces. • People living with dementia might feel confused when a lot of information is projected at them at the same time. They generally function better amongst objects in the environment that are simple and familiar. This is why sites should be well signed using a tonal contrast of colours with a clear and simple font. <p>Health Impact Assessment (HIA)</p> <p>We would like to reiterate the value that HIAs can play in planning for healthy developments/environments. HIA ensures that the effects of development on both health and health inequalities are considered and addressed during the planning process. The importance of planning for health and the use of HIAs in planning is promoted through national planning policy and guidance. The National Planning Policy Framework recognises the need to understand and "take</p>	

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				<p>account of the health status and needs of the local population including expected future changes, and any information about relevant barriers to improving health and well-being."</p> <p>Additionally, the national Planning Practice Guidance (PPG) recognises that, in relation to planning applications, HIA is a useful tool to identify where significant impacts on the health of local people are expected. A requirement for, or strong recommendation for HIAs in the Local Plan could help to foster its use and lead to healthier developments. Worcestershire County Council can provide good practice examples and would welcome further discussion on HIA as the WFLP progresses.</p> <p>Health Supplementary Planning Document</p> <p>We recommend that a Supplementary Planning Document is produced to support Policy 9 to provide detailed guidance on how developments can address the health and wellbeing challenges facing Wyre Forest district. Worcestershire County Council has a successful track record of working collaboratively with district councils on producing SPDs, including the 'Planning for Health in South Worcestershire' SPD, which provides guidance on interpreting the health-related policies of the SWDP. This SPD will be adopted late September 2017 and a draft can be accessed at http://www.swdevelopmentplan.org/?page_id=12262.</p> <p>Worcestershire County Council would like to discuss with</p>	

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				WFDC the opportunity to develop a similar document.	
Sport England	LPP0212	Policy 9 - Health and Wellbeing	Comment	<p>General support for this policy and its breadth.</p> <p>Sport England would advocate embedding 'Active Design' within the policy (see link below) and within the list under 9.9 I would suggest you add: built sports facilities such as swimming pools and sports halls and also encourage access to schools by the community to maximise the value of existing sports provision to the local community,</p> <p>https://www.sportengland.org/facilities-planning/active-design/</p> <p>Cross ref. to any built sports facility strategy and the Playing Pitch Strategy would also be recommended to help inform local infrastructure protection/provision and enhancement.</p>	<p>Agree that reference should be made to Sport England Active Design document.</p> <p>Add an additional bullet point to Policy 9 as follows:</p> <p>13. Encouraging sport and physical activity through the design and layout of development by embedding Sport England's Principles of Active Design</p> <p>At Para. 9.9 B add following wording to refer to built facilities:</p> <p>... including built sports facilities such as swimming pools and sports halls and also encourage access to schools by the community to maximise the value of existing sports provision to the local community.</p> <p>After final sentence add cross references to adopted Wyre Forest Playing Pitch Strategy and Action</p>

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					Plan and the Indoor and Built Facilities Strategy
Wyre Forest District Council - Development Control	LPP01208	Policy 9	Comment	Should this policy cover GP/Health facilities? We could do with a hook somewhere for this linked to Planning Obs SPD, as NHS Redditch & Bromsgrove are getting savvy about requesting S106 contributions.	The provision of health facilities and GP surgeries is covered by chapter 20 Community Facilities.
Wyre Forest Friends of the Earth	LPP01314	Policy 9 - Point 2	Comment	"Providing energy efficient housing to help reduce fuel poverty". This policy applies only to new housing stock but there is a need to improve the energy efficiency of older stock particularly privately owned dwellings.	Agree that older privately owned housing stock often requires energy efficiency measures. Unfortunately, this is beyond the remit of the Local Plan.
Wyre Forest Friends of the Earth	LPP01319	Policy 9 - Point 11	Comment	"----- and reducing car dependency" This is a repeated theme throughout the document but there is little indication of how this will be achieved other than references to "sustainable transport"	By designing well-connected attractive safe streets, footpaths and cycle networks which people will want to use, physical activity and mental health will improve and car dependency should be reduced for local journeys. At para.9.3 add above sentence after opening sentence.
Worcestershire County Council, Planning Economy & Performance	LPP01362	Policy 9	Comment	Some words should be deleted from the opening sentence, such that it becomes "Development should help maximise opportunities to improve quality of life to make it easier for people in Wyre Forest District to lead healthy, active lifestyles by".	Agree that this does not read well. Amend opening sentence as suggested. "Development should help maximise opportunities to improve

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					quality of life to make it easier for people in Wyre Forest District to lead healthy, active lifestyles by".
Wyre Forest Green Party	LPP01405	Policy 9 - point 11	Comment	“reducing car dependency” is a repeated theme throughout the document but there is little indication of how this will be achieved other than vague references to “sustainable transport”. The build of fringe suburbs will inevitably increase car use, in contrast to provision of homes in town centres, where walking is possible to most services and shops.	Where possible, sites within the town centres giving easy access to shops and services will be redeveloped for housing. Any large sites on the urban fringes will be designed to encourage access to facilities other than by car by either being located within reasonable walking distance of existing shops and services or new facilities will be provided on the development itself. Developments can be designed to discourage car travel and encourage walking and cycling by providing direct routes to key facilities
Wyre Forest Community Housing	LPP01676	Policy 9	Comment	<p>The Worcestershire Housing Partnership Plan outlines the significant analysis of the links between health and wellbeing and the quality and affordability of different tenure housing. On page 11 of the Plan, it notes that social / affordable rented homes are the ‘healthiest homes’.</p> <p>In view of this, we would recommend that Policy 9 of the Local Plan Review Document reflects this established research and signposts the role that Registered Provider’s play in improving health and wellbeing outcomes.</p>	<p>Comments are noted. Amend Policy 9 bullet point 1 to read as ‘providing healthy homes that meet the needs of future occupiers, including older people and those with disabilities which are both affordable and of a high quality’</p> <p>Add additional sentences at end of para.9.2 ‘Housing has a significant impact on health and well-being.</p>

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					Social and affordable rent homes have consistently been shown to be the healthiest with private rented dwellings having the worst issues around damp and poor heating.'
	LPP01773	New Road, Far Forest BR/RO/7	Object	Development would not be beneficial to health.	This comment is in response to a proposed housing site in Far Forest. For response see Policy 35 BR/RO/7
Bewdley Civic Society	LPP0846	Policy 9 Health and Wellbeing	Support	Support for Policy 9.	Support for Health Policy is welcomed
Place Partnership Ltd	LPP01090	Policy 9 Health and Wellbeing	Support	We welcome and support part (5) of this policy, which states that development should be designed to minimise the potential for crime and anti-social behaviour and improve community safety.	Support for point 5 relating to design and community safety is noted and welcomed
Taylor Wimpey West Midlands	LPP01525	Policy 9	Support	Aspirations supported.	Support is noted.
	LPP02632	Policy 9 Health and Wellbeing	Support	We support the following: Policy 9 Health and Wellbeing.	Support is noted
	LPP04853	Policy 9	Support	We support Policy 9.	Support is noted
	LPP03236	Pages 66-68 Health and Well Being	Object	There is much support in the Rock Parish for the development of new homes for young people of the villages of Rock and Far Forest and immediate vicinity, also for retired and elderly and less able parish residents wanting to	Comments are noted. Welcome support for limited development in main villages in Rock parish to cater for local needs of both young and

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				<p>downsize to accommodation more appropriate to their needs thus releasing larger existing properties into the market.</p> <p>There is little local employment within a four-mile radius of Rock/Far Forest. Bewdley 5 miles, Kidderminster 8 Miles, Birmingham 26 miles, public transport links are appalling with one bus every 2 hrs to and from Ludlow.</p> <p>The nearest doctors' surgeries are in Cleobury Mortimer or Bewdley both 4 miles away. The nearest ambulance station is Kidderminster some 8 miles away or 20 mins travel time in an emergency. The nearest Fire Station is Kidderminster some 8 miles away, some 20 minutes travel time in an emergency. The nearest Police station is Stourport, some 6 miles away and 15 minutes travel time in an emergency.</p>	elderly. Appreciate that there are no medical facilities within the Parish but limited development would help to maintain what services do exist.
Worcestershire County Council, Planning Economy & Performance	LPPO1363	Paragraph 9.2	Comment	In "peoples", the apostrophe should be before the "s", as "people" is already plural.	Noted. Punctuation will be amended.
	LPPO3843	Paragraph 9.2	Object	I object to the Council's strategy for development, there is evidence that the Council remains at odds with the idealised statements made, but is incapable of delivering in practise. The town centre is run down and unattractive with is no 24/7 presence as a result of poor planning. I have little confidence in these proposals.	Officers accept that there have been mistakes made in the past. However, we do not agree that the run-down appearance of parts of Kidderminster town centre can be laid wholly at the door of town planning. The economic down turn has badly affected many towns. Conversion of many upper floors

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					and former office buildings is gradually transforming parts of the town centre and providing a 24/7 presence. More restaurants and cafes mean the town centre has a more family-friendly evening economy. This Local Plan Review aims to put health and well-being back into the core of planning where it originally sat and deliver development that will give people a better quality of life.
	LPP04477	Section 9	Object	For 9.2 How can a very small bit of grass in a large housing development create a feeling of health when compared to Green Belt open space? The whole of Kidderminster and Spennells benefit from the field and Green Belt. You are taking away dog walking and bike riding facilities and will be facilitating bad health.	Officers appreciate your comments but do not agree. Much of the Green Belt around Kidderminster has no public access as there are no footpaths or bridleways. Any development will be carefully designed around significant areas of green infrastructure to provide enhanced access for walking and cycling for both existing and new residents.
	LPP03687	9.3	Object	Where is your evidence for 9.3?	There have been many studies done looking at how the design of new developments has had a positive impact on the health and well-being of residents and visitors.

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Worcestershire County Council, Planning Economy & Performance	LPP01153	Paragraph 9.5, Table 9.0.1	Comment	The first indicator in Table 9.0.1 is on GCSE achievement which is something that most people would not directly connect with health and well being. A reordering of the table would be helpful to deliver the message.	Agree with comment. Not sure how relevant educational attainment is to health. Educational attainment is highlighted as an issue affecting the district in the Local Plan Review. Further data can be found in the Sustainability Appraisal. Reorder table with this data at the bottom.
Worcestershire County Council, Planning Economy & Performance	LPP01364	Paragraph 9.6	Comment	The fractions here should be written out in words.	Agree – amend wording to two-thirds and one-third respectively.
Worcestershire County Council, Planning Economy & Performance	LPP01365	Paragraph 9.8	Comment	In the second sentence, the comma after "locally" should be deleted.	Amend sentence to read 'One local example is...'
Worcestershire County Council, Planning Economy & Performance	LPP01154	Paragraph 9.9, part E	Comment	<p>The statement in Part E that "car parking provision should be minimised" should be amended to "car parking standards should be appropriate, and meet WCC car parking standards contained within the highways design guide available at: http://www.worcestershire.gov.uk/download/downloads/id/1847/highways_design_guide.pdf"</p> <p>These standards are currently being updated and will be adopted from October 2017.</p>	Amend text to read 'Car parking provision should be appropriate'. Put link in a footnote.

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Wyre Forest Friends of the Earth	LPP01315	Paragraph 9.9	Comment	Many of the six key areas which affect health will be dependent on agreement with developers to provide these facilities. This is particularly important with large developments such as the proposed Spennells extension. The provision of public open spaces, a network of good quality cycling and walking routes, and easily accessed health facilities are important both for public health and the development of a community.	Comments are noted. Masterplanning for key developments are all based around green infrastructure.
Wyre Forest Green Party	LPP01479	Para 9.9	Comment	Many of the six key areas which affect health will be dependent on agreement with developers to provide these facilities. This is particularly important with large developments such as the proposed Spennells extension. The provision of public open spaces, a network of good quality cycling and walking routes, and easily accessed health facilities are important both for public health and the development of a community.	Comments are noted. Masterplanning for key developments are all based around green infrastructure.
	LPP03845	Paragraph 9.9B	Object	I object to the Council's strategy which is at odds with this statement with its proposal to build on Green Belt.	Officers appreciate your comments but do not agree. Any development on Green Belt land will be carefully designed around significant areas of green infrastructure to provide enhanced access for walking and cycling for both existing and new residents.
	LPP0612	All	Comment	These figures are all average or poor. You should strive for the best.	Officers agree that the figures for Wyre Forest are very poor but planning is only one of many influences on lifestyle. Future

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					developments should be designed to encourage a more active lifestyle from an early age.
Summerfield Against Land Transformation	LPP01617	Health	Comment	We acknowledge the health issues identified in the draft Plan and would welcome greater joint working with appropriate health bodies to address these challenges. The desire to stimulate a 'night economy' focusing upon eating and drinking is somewhat at odds with these concerns.	Further meetings have been arranged with health advisors to discuss the challenges highlighted. Comments re the 'night economy' are noted. . Development of more active leisure is planned for Kidderminster town centre
Wyre Forest Green Party	LPP01478	Health and Wellbeing	Comment	<p>There are already well-used and designated Public Footpaths and Rights of Way across the fields that the Local Plan recognises as being intensively used by local residents of all ages – with the positive effects this produces upon their Health and Wellbeing.</p> <p>Natural open spaces have positive effects on people's physical and mental wellbeing. Access to the countryside has been proved to promote physical activity, positive mental wellbeing and healthy childhood development. Children with access to safe green spaces are more likely to be physically active and less likely to be overweight.</p> <p>The Wyre Forest Public Health Profile 2016 lists improving mental health and wellbeing, along with increasing physical activity in the area, as its main priorities.</p>	<p>Comments on benefits of access to open countryside are noted. Through releasing land for development, new access routes will be opened up where there is currently little if any public access. Existing public rights of way will be retained and green corridors expanded. Officers are well aware of the health benefits of open spaces and detailed masterplans and site specific criteria will be drawn up as part of the next stage of the Local Plan consultation process.</p> <p>Discussions are being held with health officials regarding how</p>

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				<p>The Sustainability Appraisal (May 2017) recognises the “positive effect of links via pathways and cycleways” and intends to provide wide cycle paths in any new development. However, a cycling route through a housing estate could not claim to meet the needs of all the current users of the PROWs and Bridle paths. Footpaths that allow walking in the open countryside cannot be equated with ‘Green Corridors’ between housing developments. We feel that the LPR does not sufficiently acknowledge the role of the threatened fields in the provision of access to safe countryside for existing residents of Wyre Forest and certainly has not made any suggestions for protecting or safeguarding this access.</p> <p>Kidderminster has higher obesity levels than the national average (Wyre Forest Public Health Profile 2016), a position which would be exacerbated by reducing access to local fields. The new Wyre Forest Leisure Centre has been moved out of the town centre, reducing access to Kidderminster residents, especially people without their own transport.</p> <p>Other threats to the health and wellbeing of residents arising from development of Green Belt adjacent to existing homes include:</p> <ol style="list-style-type: none"> 1. The proposed new road (Eastern Relief road) causing increased traffic noise, air pollution, light pollution and additional traffic vibration to Spennells’ residents. 2. Increased demand on infrastructure including medical facilities and schools. 	obesity problems can be tackled through the planning process.

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				3. Social problems arising from increasing the size of the estate; evidence exists that large housing estates suffer more crime and anti-social behaviour (as acknowledged in the WFIDP May 2017).	
Ramblers Association	LPP04128	Policy 9 Health and Wellbeing	Comment	<p>We are pleased to see that you have identified the link between walking and cycling and health and wellbeing. However, we would have liked to see a clear reference to the intention of the District Council to use its planning powers to protect public rights of way and the enhancement of the network as a means to achieve its objectives relating to health and wellbeing. Point 5 of the Policy which deals with open space refers to the need to ensure that they are designed to be safe. The same need is also valid for public rights of way and cycleways if they are to be used by a wide range of people.</p> <p>The Reasoned Justification makes no reference to walking and cycling except in relation to places of work. We think that this should be expanded to include the journey to school, to retail centres, leisure facilities etc.</p>	<p>Agree with comments. Expand point 5 of Policy 9 to read as '... safe and attractive public areas, green spaces, footpaths, bridleways and cycle routes which minimise the potential for crime ...'</p> <p>At para.9.9 A Movement and Access:- add additional phrase '... walking and cycling networks service schools, shops, workplaces and leisure facilities; '</p>
	LPP04145	Section 9	Comment	<p>The Local plan is contradictory, saying how important it is for the community to have green space for both physical and mental wellbeing but taking this away from the people at the eastern side of Kidderminster.</p> <p>Health inequalities Wyre Forest -District Life expectancy is 10.8 years lower for</p>	Comments are noted. Do not agree that those on the eastern side of Kidderminster will have their green space taken away by the Local Plan proposals. The proposals will include increased access to natural open space with a network of footpaths/cycleways linking key

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				<p>men and 6.5 years lower for women in the most deprived areas of Wyre Forest than in the least deprived areas.</p> <p>Child health - Wyre Forest and Wychavon have significantly higher percentages of children with excess weight for Reception year than the Worcestershire average in the 3 years pooled data. 2012/13 – 2014/15 In Year 6, 21.7% (177) of children are classified as obese.</p> <p>Adult health - Estimated levels of adult excess weight are worse than the England average.</p> <p>Local priorities - Priorities in Wyre Forest include improving mental health and wellbeing, reducing harm from alcohol, and increasing physical activity. Reducing Green Belt is totally contradictory to these local priorities</p> <p>The Green Belt is an important aid in reducing urban pollution, any reduction in its land mass will impact ultimately on peoples' health.</p> <p>The Council proposing to reduce 2.4% of Green Belt around the east of Kidderminster in Option A. This is not only to build approximately 1700 houses, it is to build a new road – Eastern Relief Road, which it says will:</p> <ol style="list-style-type: none"> Enable S-NE traffic to by-pass Kidderminster altogether en route to M5 motorway and Birmingham Help relieve congestion on A449 and in Kidderminster the river crossing (Ring 	<p>facilities. Much of the land to the east of the town has little formal public access at the moment.</p> <p>Table 9.0.1 will be updated once the Wyre Forest Health Profile for 2018 is published in July.</p> <p>Proposals for a relief road linking the A449 A448 and A456 are no longer proposed in the Local Plan Review.</p>

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				<p>Road, Horsefair etc)</p> <p>When questioned at a drop-in session the planner said that this will be a single carriageway, crossing the railway opposite the vehicle testing centre on Worcester Road and crossing the field adjacent parallel to Stanklyn Lane. It will take lorries and high-sided vehicles unable to go under the 'black bridge'. She said that she saw that houses might be clustered along it rather than 'filling the field'.</p> <p>A new road carrying traffic through previous green fields and new houses totally contradicts the recent Government paper: UK plan for tackling roadside nitrogen dioxide concentrations - An overview July 2017 - The government's ambition for a better environment and cleaner air</p> <ol style="list-style-type: none"> 1. We pledge to be the first generation to leave the environment in a better state than we inherited it. 2. Clean air is one of the most basic requirements of a healthy environment for us all to live, work, and bring up families. Whilst air quality has improved significantly in recent decades, and will continue to improve thanks to the action we have already taken, there are some parts of our country where there are unacceptable levels of air pollution. This can come from a range of different sources and activities. Many everyday activities such as industrial processes, farming, transport, generating energy and heating homes can have a detrimental effect on air quality. This is a problem we need to tackle. 	
	LPP04727	Section 9	Comment	As far as I can see in this section there is no reference to how access to health professionals and hospital provision will	This section looks at how planning can impact on people's health and

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				<p>reflect the increased population brought about by all this additional housing. How and where will the extra Doctors and Doctor's surgeries be generated within this plan and what will happen to local Hospitals which cannot cope with the health of the present residents of the area?</p> <p>I am sure that the Council response that this is not their problem to resolve. However, I think that we are all aware of the strain that immigration has already put on health and education across the country and the resentment this has caused. What will happen when it takes residents even longer to see Doctors or have treatment in hospital? It will negate all the wonderful words in this section about health (9.2) and the requirement to improve health, social interaction and reduce health inequalities.</p>	<p>encourage a healthy lifestyle.</p> <p>Health services provision is covered by the Community facilities chapter. As part of the strategic allocations in this Local Plan sites for additional GP surgeries will be allocated. New 2-form entry primary schools are also proposed as part of these sites.</p>
	LPP04863	Section 9	Comment	<p>There are numerous comments in the review relating to the high percentage of overweight and obese people in the area, including children however there is no mention at all about medical services. It is proposed that some 6000 homes are to be built in Wyre Forest which would equate to an increase in population of circa 20,000 for which access to local doctors and dentists will be required. Currently it is virtually impossible to find a NHS dentist in Kidderminster. On top of this there is the need for hospital services to serve residents in Worcestershire as a whole. It is assumed that other district councils are also looking at housing plans then there is the possibility that the population of Worcestershire could increase by more than 80,000. Serving the area are three main hospitals in Worcester, Kidderminster and Redditch.</p>	<p>Comments are noted. As part of the proposals, 2 additional doctors' surgeries are planned for the urban extensions in Kidderminster together with replacement facilities in Stourport-on-Severn.</p>

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				Kidderminster hospital was some years ago downgraded and some services from Redditch have been moved to Worcester. It has been reported for some time that the service provided by Worcester Hospital is of an inadequate standard with a status of "special measures" being applied. However more recently this hospital was defined as the worst performing hospital in England. Therefore how is it possible to cope with an aging population and a potential significant increase in population and why has there been no reference to this issue in the review.	
	LPPO3684	Section 9	Object	<p>Use of open space and greenfield is beneficial to health. This section is at odds with what the plan is proposing. Health will be affected by increased congestion, lack of open space, overcrowding, increase in anti-social behaviour.</p> <p>Table 9.01, 9.6 and 9.9 are all evidence for keeping the Green Belt and the fields not concreting over it. You state in the report that <i>Open spaces, play and recreation - planned network of both blue and green infrastructure; easily accessible natural green space of varying sizes; safe and easily accessible play areas which are overlooked; sports and leisure facilities designed for use by all</i></p> <p>This statement is at odds with the actions you are proposing. The greenfields serve this facility.</p>	Officers do not agree that proposals will lead to a lack of accessible open space. Any new developments on Greenfield sites will be designed around an enhanced green infrastructure with natural open space served by walking and cycling routes. Any land released from the Green Belt will have to demonstrate enhanced public access. Many of these areas do not currently have any public rights of way crossing them. These new developments will be designed to encourage both new and existing residents to use the open space with a network of circular walking routes created across the sites with links to key facilities.

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	LPP01710	New Road, Far Forest BR/RO/7	Object	<p>Objects on the following reasons:</p> <ul style="list-style-type: none"> • Already had an increase of large vehicles using the roads. • Concerns about safety of other routes onto the main road. • School is full to capacity. • Public services are inadequate. 	This site in New Road Far Forest is no longer being considered for allocation for housing development owing to a number of different factors including biodiversity and highways issues.
	LPP01724	New Road, Far Forest BR/RO/7	Object	<p>Objects on the following reasons:</p> <ul style="list-style-type: none"> • Impact on health 	This site in New Road Far Forest is no longer being considered for allocation for housing development owing to a number of different factors including biodiversity and highways issues.
	LPP01729	New Road, Far Forest BR/RO/7	Object	<p>Objects for the following reasons:</p> <ul style="list-style-type: none"> • No employment locally - will lead to people travelling to work by car which is bad for the environment. • No doctors in the village - closest ones already near capacity. 	This site in New Road Far Forest is no longer being considered for allocation for housing development owing to a number of different factors including biodiversity and highways issues.

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Horton Estates Ltd	LPP0863	Policy 10A	Comment	Policy seeks to safeguard/reserve existing employment land for employment-generating uses. No objection but the current wording is not flexible enough to allow alternative uses where there is no reasonable prospect of employment reuse. This is a specific requirement of para. 22 of the NPPF, which states that planning policies should avoid the long-term protection of sites allocated for employment use "where there is no reasonable prospect of reuse." Request more flexible wording to provide clear criteria for assessing whether employment land is appropriate for release for alternative use(s).	The wording of the policy has been given due consideration. It is considered that the wording conforms with NPPF 2018 and has flexibility.
Taylor Wimpey West Midlands	LPP01527	Policy 10A	Comment	<p>Analysis of employment land requirement seems logical and is a fair reflection of what future land demand could look like in Wyre Forest if past trends continue.</p> <p>Concern with the 40ha employment land requirement is that it does not appear to take into account if Wyre Forest sees stronger economic growth under a "policy-on" scenario. Wyre Forest District could need around 60ha of employment land. By figure of 40ha, a risk that the economy of Wyre Forest remains stagnant and falls behind other parts of the region. Worcestershire LEP's Strategic Economic Plan has a vision to grow the LEP economy by 25,000 jobs by 2025. It is unlikely that Wyre Forest will make much of a contribution</p>	As you correctly state Wyre Forest District Council commissioned an Employment Land Review (ELR) in 2016 to assess economic development needs across the District. The findings were that up to 40 hectares of employment land was required within the District. In 2018 an update to the ELR was commissioned to ensure that the requirement for employment land is up to date.

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				to this target if its economy only grows under baseline conditions. Consideration should therefore be given to increasing the quantum of employment land brought forward by the Local Plan.	
	LPP04753	Policy 10A	Comment	<p>Objective: To determine the need for industrial/commercial units and where to be sited (40 hectares of employment space allegedly required by 2034): A reassessment of the questionable need for local industrial/commercial development should be undertaken. The three Wyre Forest towns are primarily a dormitory for the industrial and commercial conurbations of Birmingham and the Black Country and, to a lesser extent, Wolverhampton and Worcester. Local unemployment is not a massive issue.</p> <p>The Council should take into account its previous experience of planning failure ... industrial and commercial units (including new builds) having remained unoccupied for indefinite periods of time.</p> <p>Take account of 'Britons' and 'Victoria Carpets', which will make manufacturing space available in due course.</p> <p>The projection of 40 hectares may well be an over-estimate?</p>	The Local Authority has evolved their strategy for development based on evidence. This includes the Employment Land Review (ELR) and Objectively Assessed Housing Need (OAHN) both in 2016 and updated in 2018 and supported by the Sustainability Appraisal.

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				<p>Objective: To promote economic development: Wyre Forest has not been an industrial area since the demise of the carpet industry, since which time, it's been a desirable District in which to live and raise families. Many residents have their homes here to take advantage of its green and pleasant surroundings, avoiding the industrial sprawl of just a few miles away. It's doubtful that a poll of public opinion would support any dramatic rebranding to encourage more industrial/commercial development than is essential to provide for a moderate growth of population.</p> <p>It's important to recognise the massive government expenditure expected to develop the "Midlands Engine" and the probable availability of extensive employment opportunities within commuter range.</p>	
	LPPO5109	Economic growth	Comment	If Planning is assuming that this projected increase in population will be the consequence of sustainable economic growth within the area, then there are no specific references in the report relating to which and what type of industries and businesses could be attracted to replace the declining carpet and ancillary industries.	The Local Authority wish to encourage a range of new business to the District and also to encourage the growth of existing businesses. The Local Authority commissioned an Employment Land Review (ELR) in 2016, updated in 2018 to assess how much employment land is required within the District.
	LPPO3849	Policy 10A	Object	I object to the Council's strategy for development. It is completely unjustified to release a further	There are nine units at Easter Park, eight of

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				40Hectares of employment land when there is existing land which lies vacant. There are unused units on Easter Park that have laid empty since their construction. Any new units will also lay empty.	these are occupied. The Local Authority has evolved their strategy for development based on evidence. This includes an Employment Land Review (ELR) and Objectively Assessed Housing Need (OAHN) both in 2016 and updated in 2018 and supported by the Sustainability Appraisal.
	LPP01832	Town Centre development	Comment	The hope of increasing prosperity in the Weavers Wharf and thus regenerate the old town centre is pie in the sky. Internet shopping will only to continue to increase and put pressures on retail shopping which will contract as a result.	Agree that retail patterns have changed due to changing shopping habits including the rise of internet shopping. Policy 10B and Policy 22A consider alternative uses in the town centres. Policy 22A - In secondary shopping areas, support will be given for change of use of retail units to alternative uses such as leisure, recreation, employment and residential.
	LPP03796	Policy 10B	Comment	The future of Kidderminster must start with rejuvenation of the town centre spreading outwards. The large units will never attract new business. The current financial climate would make the risk of undertaking a retail unit of that size too great. Breaking the buildings up into low rise apartments with small artisan retail units interspersed would be the best option. Include pockets of green space and trees, with seating. The	Retail has changed with the rise of internet shopping and as you state many retailers do not want large premises. Agree that the canal and tourism should be promoted to reach its potential and this is covered in other policies. Policy 22A states that in secondary shopping areas support will be given for

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				local schools and college should be encouraged to run small businesses as part of educational programmes. Design students encouraged to group together and run a cooperative — showcasing their individual talents. The canal side and tourism exploited for its maximum potential. The access routes into the town centre need to be made safer and more attractive. On the protest march I noted the extent of the vandalism and stench in the underpass — I certainly wouldn't walk there alone or encourage my daughters or any tourist to.	change of use of retail units to alternative uses such as leisure, recreation and residential.
	LPP04754	Policy 10B	Comment	<p><u>Objective: The sensitive development and redevelopment of Kidderminster town centre</u></p> <p>Kidderminster has lost its 'retail appeal' in recent years, due mainly to its empty shops, parking charges, competition from the Merry Hill Shopping Centre and, in the 21st century, from the internet. This is unlikely to change but, with foresight, the situation presents an opportunity to create a more vibrant town centre, replacing redundant shops and offices with high density, affordable living accommodation, with a socially friendly infrastructure of pedestrian areas, clubs, bars, and restaurants, gardens, street furniture etc.</p>	<p>Agree that retail patterns have changed with the change in shopping habits including the rise of internet shopping.</p> <p>Policy 10B and Policy 22A consider alternative uses in the town centres.</p> <p>Policy 22A - In secondary shopping areas, support will be given for change of use of retail units to alternative uses such as leisure, recreation, employment and residential.</p>
	LPP04879	Policy 10B	Comment	Kidderminster lacks coherent planning. Many large premises are empty - the eyesore which is Crown House, and derelict Worcester street etc. With	Agree that retail patterns have changed with the change in shopping habits including the rise of internet shopping.

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				<p>imagination and planning much could be revitalised and used productively. Retail business will never be as it was 30 years ago. Scant recognition of these observations is made in the plan. Retail businesses should be downsized to reflect future demand, and the historical heritage buildings should be sympathetically developed, and there should be living accommodation built centrally based. If flats/small affordable housing were to be built on central town sites it would attract young professionals and entrepreneurs. The town centre would become vibrant again, with more leisure, restaurants, and tourist attractions centrally based. Our town has so much that is positive, with many aspects that make it still an attractive town to live in - the Safari Park, the SVR, the Carpet Museum, The Rose Theatre and the Bewdley Festival are examples. In addition there are thriving vibrant group activities ongoing, many choirs, choral societies, art groups, the Civic Society, a very active U3A, canals, rivers, golf courses, gyms, and new leisure centre to name but a few. This is a sound base for future development. Kidderminster could, with imagination and creative planning become a lovely town again where a diverse population would want to come to live, and visit as welcome tourists.</p>	<p>Crown House will be demolished and the area redeveloped.</p> <p>Agree that Kidderminster and wider area within the District have many assets, many attractions are listed in the tourism chapter 23.</p> <p>The Local Authority has considered alternative uses to retail in Kidderminster town centre. Policy 22A supports in secondary shopping areas proposals for alternative uses such as leisure, residential, recreation and employment.</p>
Taylor Wimpey West Midlands	LPP01528	Policy 10B	Comment	No comments.	Noted.

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Worcestershire Wildlife Trust	LPP01057	Policy 10B	Comment	We are pleased to support the third bullet point set out in this policy and in particular the weight it gives to protecting the natural environment in towns from the adverse effects of development.	Support for the third bullet point in Policy 10B is noted.
Worcestershire County Council, Planning Economy & Performance	LPP01155	Policy 10B	Comment	The second bullet point states that "New development for retail, commercial and leisure uses should follow a sequential approach and be directed to Kidderminster town centre as the strategic centre in the District first followed by Stourport-on-Severn and Bewdley". Would this mean that no new retail development could be considered in Stourport or Bewdley unless Kidderminster is considered first through a sequential test?	Wording of this bullet point has been amended.
	LPP0613	Policy 10B	Comment	People live in town centres, licensed premises should not operate after midnight. This becoming an increasing problem in Bewdley.	Comments and concerns are noted.
Campaign to Protect Rural England	LPP0938	Policy 10B	Comment	We welcome the policy generally, but think it could be better expressed. A separate Retail paper accompanies this. We would suggest that the clustering of many non-residential uses in town centres should be encouraged, and most non-retail uses in residential areas should be discouraged. This is not intended to apply to ground floor protected retail frontages, but such protection should be limited to areas where true retail uses still predominate.	The Local Authority has considered alternative uses to retail in the town centre to enhance vitality in the secondary shopping areas and the following policies will support these alternative uses. Policy 10B and Policy 22A consider alternative uses in the town centres. Policy 22A - In secondary shopping areas, support will be given for change of use of retail units

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					to alternative uses such as leisure, recreation, employment and residential.
Gemini Properties	LPP01194	Policy 10B	Object	<p>Policy 10B Town Centre Development - sets out sequential approach directing such development to Kidderminster as the strategic centre in the first instance. Appendix A shows extent of Primary Shopping Area but does not identify extent of town centre boundary. The NPPF gives a clear distinction between the Primary Shopping Area and the Town Centre. This matter should be rectified by an amendment to the Primary Shopping Area plans in Appendix A to include a Town Centre boundary. In this regard, it is clear from the definition within the framework that the town centre boundary should extend beyond the primary shopping area and include additional surrounding land uses.</p> <p>Gemini Property's site at Park Lane (part of BHS/16) should be included within the Town Centre boundary. We consider that the existing policy KCA.WG2 - Park Lane Canal side should be retained and carried forward into the Local Plan. Indeed, additional flexibility should be added to the site in order to encourage its redevelopment and deliver a high quality scheme enhances the town centre. The site should, therefore, be incorporated within the Town Centre boundary defined as Appendix A. We provide further comment on the allocation of the</p>	<p>BHS/16 is seen as a site outside the town centre, there are no links across to the centre at the current time. The site is likely to be residential led and not a primary or secondary shopping area. The maps referred to show the primary shopping area and the primary and secondary shopping frontages in the retail area in Kidderminster.</p> <p>The comment relating to bullet point number 5 The proposals for alternative town centre uses will, where appropriate be supported if there is no significant impact on the vitality and viability of the existing centre. It is considered that this does not introduce a hierarchy of town centre uses.</p>

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				<p>site and our response to Policy 30 – Kidderminster Town Allocations.</p> <p>We consider bullet point 5 of policy 10B is not NPPF compliant as it effectively seeks to introduce a hierarchy of town centre uses where residential and recreational uses are considered secondary to other town centre uses. Section 2 of the NPPF does not support this. This test should be removed from the Policy.</p>	
	LPP02633	Policy 10B	Support	<p>We support the following:</p> <p>Policy 10B Town Centre Development.</p>	Support for Policy 10B is noted.
	LPP04854	Policy 10B	Support	Support Policy 10B.	Support for Policy 10B is noted.
Bewdley Civic Society	LPP0847	Policy 10B	Support	Support for Policy 10B.	Support for Policy 10B is noted.
Chaddesley Corbett Parish Council	LPP01039	Policy 10D	Comment	It may be beneficial to specify the types of tourist developments that are (or are not) desired or appropriate	Any proposal for tourist development would be determined on its merits and therefore a list of desired or not types of tourism would not be considered to be appropriate.
West Midland Safari Park	LPP01327	Policy 10D	Comment	<p>Generally supportive of this policy, recognising as the supporting text does the regional significance of West Midlands Safari Park as a tourist attraction.</p> <p>We object to the Policy as presently drafted. The</p>	Wording of the policy has been amended.

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				third bullet point gives the Council an opportunity to request off- site improvements and or contributions towards transport infrastructure. The policy and/or the supporting text should be amended to more closely reflect paragraph 32 of the National Planning Policy Framework so that it is made clear that such provision or such contributions will only be sought where the residual cumulative impact of developments are severe, and where it is practical and viable so to do. The amendments should be as Policy 6C.	
Worcestershire County Council, Planning Economy & Performance	LPP01221	Policy 10D	Comment	<p>WCC support the approach to tourism outlined in policy 10D.</p> <p>However, we feel that there is opportunity through the local plan review process to develop a revised and improved approach to car parking in the tourist towns of Bewdley and Stourport, where traffic congestion and lack of car parking are perceived to be limiting factors for the growth of the tourist industry, deter visitors and contribute to poor air quality in the towns, including within the AQMA.</p> <p>Our proposal is that the car parks are comprehensively reviewed and that new locations are developed to reflect the predominant flows of the traffic and prevent it having to cross the towns, reducing traffic congestion and also providing more</p>	Agree that a comprehensive review of parking in Stourport on Severn and Bewdley would be welcomed.

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				flexible car parking spaces. This is discussed in more detail in the attached document (Car Parking Review Bewdley and Stourport) and we welcome the opportunity to discuss these proposals in more detail with WFDC as the review of the local plan develops.	
Worcestershire County Council, Planning Economy & Performance	LPP01370	Policy 10D	Comment	In the third bullet point, the final word should be "centres" rather than "centre".	The amendment has been made.
Taylor Wimpey West Midlands	LPP01529	Policy 10D	Comment	No comments.	Noted.
Ramblers Association	LPP04137	Sustainable Tourism	Comment	Walking and cycling make significant contributions to the economy of rural areas, supporting local pubs, restaurants, accommodation and visitor attractions. Encouraging walking and cycling are very effective ways to improve the rural economy without making great demands on the environment or requiring excessive investment. Improvements to the condition of the footpath network and in safe cycle routes and making people aware of what is on offer should be priorities for those involved in promoting tourism. An acknowledgement of this in the plan would be useful.	Agree that walking and cycling are very important. This area is also considered in the Health Chapter (9), Transport Chapter (13) and Tourism Chapter (23).
	LPP03689	Policy 10D	Object	There appears to be many optimistic and unsupported statements relating to what will take	It is unknown what proposals for tourism the Local Authority may receive.

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				place to support tourism. Tourism will be severely impacted if the Green Belt is impacted and traffic flows are congested. There does not appear to be any concrete proposals.	The Local Authority can support suitable tourism by adopting policy such as the sustainable tourism policy.
	LPP03846	Paragraph 10.1	Object	I object to the Council's strategy for development. Proposed eastern bypass is completely at odds with these statements.	The Local Authority has evolved their strategy for development based on evidence. This includes an Employment Land Review (ELR) and Objectively Assessed Housing Need (OAHN) both in 2016 and updated in 2018 and supported by the Sustainability Appraisal.
	LPP04495	10.2 Retail and Leisure car parking	Comment	Nationally all Supermarket/Leisure Centres etc should have secure safe multi story parking attached with easy access to the main building e.g. new Leisure Centre/Aldi car park. Multi car parks can be attractive and safe if planned correctly, we cannot afford to cover our land with tarmac and planners need to be innovative rather than having to build on priceless Green Belt land.	Comments noted.
	LPP03848	Paragraph 10.2	Object	I object to the Council's strategy for development. Proposed eastern bypass is completely at odds with these statements. It is completely unjustified to release a further 40Hectares of employment land when the Council cannot make the best use of existing land including that which lies vacant. There are unused units on	The Local Authority has evolved their strategy for development based on evidence. This includes an Employment Land Review (ELR) and Objectively Assessed Housing Need (OAHN) both in 2016 and updated in 2018 and supported by the Sustainability Appraisal.

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				Easter Park that have lain empty since their construction. Any new units will also lay empty.	The ELR review findings were that additional employment land is required within the District. Eight of the nine units on Easter Park are occupied.
Worcestershire County Council, Planning Economy & Performance	LPP01366	Paragraph 10.3	Comment	In the second sentence, "initiative" should be "initiatives".	The word has been amended.
	LPP03861	Paragraph 10.4	Object	Object to the Council's strategy for development. Unjustified to release a further 40Hectares of employment land when the existing land lies vacant. Unused units on Easter Park that have been empty since construction. Any new units will also lay empty.	There are nine units at Easter Park, eight of these are occupied. The Local Authority has evolved their strategy for development based on evidence. This includes an Employment Land Review (ELR) and Objectively Assessed Housing Need (OAHN) both in 2016 and updated in 2018 and supported by the Sustainability Appraisal.
Summerfield Against Land Transformation	LPP01614	10.5 Employment	Comment	Low unemployment is welcomed — a low qualification workforce together with low wage and lower skill jobs is a concern. We endorse and encourage the Plan's partnership working initiatives with the Safari Park and the SVR in terms economic growth, employment and the capacity for	Employment land requirement is based on the findings of the 2016 Employment Land Review (ELR) which in 2018 is being updated. The housing numbers are based on the findings of the updated Objectively Assessed Housing Need OAHN 2018.

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				<p>cooperation in the provision of a rail transport infrastructure.</p> <p>We believe strongly that the Council should have an economic development led strategy to stem job losses and encourage SMEs to stimulate the local economy.</p> <p>We would encourage the Council to give a higher priority to stimulating the local economy (push strategy) and a more balanced approach to housing (pull strategy).</p>	
	LPP03862	Paragraph 10.5	Object	I object to the Council's strategy for development. If the economy is successful there is no justification to enlarge it by unsustainable housing and employment land on the Green Belt.	The Local Authority has evolved their strategy for development based on evidence. This includes an Employment Land Review (ELR) and Objectively Assessed Housing Need (OAHN) both in 2016 and updated in 2018 and supported by the Sustainability Appraisal.
	LPP03688	10.6	Object	There is no evidence to suggest that in migration of residents will be employed in Kidderminster. More likely is that they will commute to Birmingham and beyond.	By allocating additional land for employment uses the Council aim that as many people as possible will live and work within Wyre Forest District.
	LPP03866	Paragraph 10.6	Object	I object to the Council's strategy for development. Paving over fields will do little to address the perceived 'challenges', instead make them worse. The Council need to make best use of existing infrastructure before trying to enlarge.	The Local Authority has evolved their strategy for development based on evidence. This includes an Employment Land Review (ELR) and Objectively Assessed Housing Need (OAHN) both in 2016 and updated in 2018 and supported by the

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					<p>Sustainability Appraisal.</p> <p>The Local Authority recognises that additional infrastructure will be required.</p>
	LPPO3868	Paragraph 10.7	Object	I object to the Council's strategy for development. Paving over fields will do little to address the perceived 'challenges', instead make them worse. The Council need to make best use of existing infrastructure before trying to enlarge.	<p>The Local Authority has evolved their strategy for development based on evidence. This includes an Employment Land Review (ELR) and Objectively Assessed Housing Need (OAHN) both in 2016 and updated in 2018 and supported by the Sustainability Appraisal.</p> <p>The Local Authority recognises that additional infrastructure will be required.</p>
	LPPO3869	Paragraph 10.8	Object	I object to the Council's strategy for development. Paving over fields will do little to address the perceived 'challenges', instead make them worse. The Council need to make best use of existing infrastructure before trying to enlarge.	<p>The Local Authority has evolved their strategy for development based on evidence. This includes an Employment Land Review (ELR) and Objectively Assessed Housing Need (OAHN) both in 2016 and updated in 2018 and supported by the Sustainability Appraisal.</p> <p>The Local Authority recognises that additional infrastructure will be required.</p>
	LPPO3870	Paragraph 10.9	Object	I object to the Council's strategy and thinking for development. Paving over the fields will do little to address the perceived 'challenges', but instead	The Local Authority has evolved their strategy for development based on evidence. This includes an Employment

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				make them worse. The Council need to demonstrate that it has made best use of existing infrastructure and that it is contributing to society before trying to enlarge. There is no present confidence in the proposals.	Land Review (ELR) and Objectively Assessed Housing Need (OAHN) both in 2016 and updated in 2018 and supported by the Sustainability Appraisal. The Local Authority recognises that additional infrastructure will be required.
	LPP05072	10.10	Comment	The sentiment shown for developing the town centres, (Kidderminster, Bewdley & Stourport) presumes that the Civic Authorities are in a position of ownership, to be able to progress any development proposals or ideas. This is all very plausible but I would suggest that very little, if any, of the town centres are actually owned by the Civic Authorities. So from the very beginning any such ownership rights will prove to be expensive to the civic purse and precious little will be shown for the move to improve the town centres.	The Local Authority does not consider that the Civic Authorities own or would be progressing development. It is considered that developers would be progressing development facilitated by policy.
	LPP05091	10.10	Comment	The Council has made a number of attempts to attract more retailers to Kidderminster over the last few years, with limited success. It is clear that it is becoming more difficult for high street retailers to compete with internet services in all but a few markets, but there is no recognition of this in the Plan. The trend nationwide is for a decline in the number of banks, building societies, estate agents etc. which make up many of the businesses in town centres. Kidderminster town centre has at least 40	Agree that retail trends have changed and that regeneration is needed in Kidderminster. The Local Authority has considered alternative uses to retail in the town centre to enhance vitality. This is found in Policy 10B and Policy 22A which consider alternative uses in the town centres. Policy 22A - In secondary shopping areas, support

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				large shops and office blocks that stand empty, some for well over a decade. The town centre is in urgent need of regeneration; I believe that Compulsory Purchase Orders should be made on some of the larger shops that stand no chance of ever being filled due to their size. Planning needs to accept that the amount of shop frontage in Kidderminster is in excess of need and the area associated with retail and related businesses in Kidderminster town centre be downsized to reflect likely future demand, and areas surplus to retail, such as Worcester Street, converted to apartments with some mixed use.	will be given for change of use of retail units to alternative uses such as leisure, recreation, employment and residential.
	LPP04774	10.10	Comment	<p>Outdoor lifestyle of street restaurants, coffee shops and residential living if embraced into the council's plans would bring Kidderminster into the 21st Century. Other areas appear able to accommodate living and shopping /working environments within their town centres making them vibrant and used.</p> <p>It is nice to see the new riverside walk development thriving, hopefully it will continue, as it is evident that the population enjoy eating outside. The council should be looking to the town centre area initially encouraging companies and people to use the area, even reducing car park prices to encourage footfall or run a good local bus service well into the evening. The council need to work</p>	<p>The Local Authority has considered alternative uses to retail in town centres to enhance vitality and viability.</p> <p>Policy 10B and Policy 22A consider alternative uses in town centres. Policy 22A - In secondary shopping areas, support will be given for change of use of retail units to alternative uses such as leisure, recreation and residential.</p>

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				with property owners to re-designate their empty shops into residential for this purpose of encouraging people to live in town.	
	LPP03871	Paragraph 10.10	Support	I support the paragraphs and statements therein for 10.10.	Support for paragraph 10.10 is noted.
Worcestershire County Council, Planning Economy & Performance	LPP01367	Paragraph 10.17	Comment	In the second sentence, it should be "The District's settlement hierarchy of towns is..." rather than "are".	The sentence has been amended.
	LPP03873	Paragraph 10.11	Object	I object to the Council's strategy and thinking for development. There is no evidence that the proposals have business cases that are economically viable with respect the demand analysis.	The Local Authority has evolved their strategy for development based on evidence. This includes an Employment Land Review (ELR) and Objectively Assessed Housing Need (OAHN) both in 2016 and updated in 2018 and supported by the Sustainability Appraisal.
	LPP04728	10.15	Comment	Good to see that there is enough space in the town centres for the area's retail needs but cannot see any direct reference to using the disused factory and office space for housing needs. Is this something that is being considered?	The Local Authority has considered alternative uses to retail in the town centre to enhance vitality and viability. Policy 10B and Policy 22A consider alternative uses in town centres. Policy 22A - In secondary shopping areas, support will be given for change of use of retail units to alternative uses such as leisure, recreation

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					and residential
Worcestershire County Council, Planning Economy & Performance	LPP01368	Paragraph 10.17	Comment	In the second sentence, the apostrophe in "town's" should be deleted.	This has been amended.
Worcestershire County Council, Planning Economy & Performance	LPP01369	Paragraph 10.18	Comment	In the third sentence, the extra comma should be deleted. Also in this sentence, "as well" should be "as well as".	The amendments have been made.
Historic England	LPP01272	Sustainable Tourism	Comment	We would recommend including a paragraph on heritage tourism and recognising the economic benefits of the historic environment. A clause could also usefully be included within Policy 10D.	Some of the wording in Policy 10D and the reasoned justification has been amended.
	LPP04758	10.18	Comment	Objective: The protection of those sites important to tourism: It has to be recognised that the Severn Valley (including Bewdley town centre and some selected parts of Stourport), the Severn Valley Railway and the West Midlands Safari Park are essential to the local economy and require sensitive protection. There are other smaller sites throughout the District but, in a situation where vast additional housing and employment infrastructure requirements appear to have been identified as essential (notwithstanding the importance of tourism), all areas should be subject	The Local Authority considers all of the District when identifying possible sites for development.

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				to scrutiny.	
	LPP03874	Paragraph 10.18	Object	I object to the Council's strategy and thinking for development. The Council states that there is a large contribution to the local economy brought by tourism. This will be harmed by over development of the small towns over their natural size bringing down the environment and pleasant setting. Tourists will not want to travel though acres of urbanised jungle to access sole-less town centre. Tourism will be damaged along with the economy by paving over the existing Green Belt.	The Local Authority seeks to protect and enhance tourism within the District however additional development is required based on evidence which includes an Employment Land Review (ELR) 2016, updated 2018 and Objectively Assessed Housing Need (OAHN) studies 2016, updated 2018.
	LPP0615	10.18	Support	Support for paragraph 10.18.	Support for 10.18 is noted.
	LPP03875	Paragraph 10.19	Object	I object to the Council's strategy and thinking for development. The Council states that there is a large contribution to the local economy brought by tourism. This will be harmed by over development of the small towns over their natural size bringing down the environment and pleasant setting. Tourists will not want to travel though acres of urbanised jungle to access sole-less town centre. Tourism will be damaged along with the economy by paving over the existing Green Belt.	The Local Authority seeks to protect and enhance tourism within the District however additional development is required based on evidence which includes an Employment Land Review (ELR) 2016, updated 2018 and Objectively Assessed Housing Need (OAHN) studies 2016, updated 2018.
	LPP0598	10.20	Comment	Given the importance of tourism to the local economy, any developments that would reduce the greenfield footpaths or destroy countryside views	The Local Authority agrees that tourism is important to the local economy and seek to protect and enhance tourism within the District. A balance needs to be made as additional development is required based

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				<p>should be resisted.</p> <p>The green setting of Bewdley west and north of the river giving a gradual transition from town to field to forest should be preserved as these views are valued by passengers on the SVR and tourists taking circular walks from the town.</p>	on evidence including an Employment Land Review (ELR) 2016, updated 2018 and Objectively Assessed Housing Need (OAHN) studies in 2016 and updated in 2018. The Local Authority will try to ensure that development has minimal impact on tourism.
	LPP03876	Paragraph 10.20	Object	<p>I object to the Council's strategy and thinking for development. The Council states that there is a large contribution to the local economy brought by tourism. This will be harmed by over development of the small towns over their natural size bringing down the environment and pleasant setting. Tourists will not want to travel through acres of urbanised jungle to access sole-less town centre. Tourism will be damaged along with the economy by paving over the existing Green Belt.</p>	The Local Authority seeks to protect and enhance tourism within the District however additional development is required based on evidence which includes an Employment Land Review (ELR) 2016, updated 2018 and Objectively Assessed Housing Need (OAHN) studies 2016, updated 2018.
	LPP03877	Paragraph 10.21	Object	<p>I object to the Council's strategy and thinking for development. The Council states that there is a large contribution to the local economy brought by tourism. This will be harmed by over development of the small towns over their natural size bringing down the environment and pleasant setting. Tourists will not want to travel through acres of urbanised jungle to access sole-less town centre. Tourism will be damaged along with the economy by paving over the existing Green Belt.</p>	The Local Authority seeks to protect and enhance tourism within the District however additional development is required based on evidence which includes an Employment Land Review (ELR) 2016, updated 2018 and Objectively Assessed Housing Need (OAHN) studies 2016, updated 2018.

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	LPP03878	Paragraph 10.22	Object	I object to the Council's strategy and thinking for development. The Council states that there is a large contribution to the local economy brought by tourism. This will be harmed by over development of the small towns over their natural size bringing down the environment and pleasant setting. Tourists will not want to travel through acres of urbanised jungle to access sole-less town centre. Tourism will be damaged along with the economy by paving over the existing Green Belt.	The Local Authority seeks to protect and enhance tourism within the District however additional development is required based on evidence which includes an Employment Land Review (ELR) 2016, updated 2018 and Objectively Assessed Housing Need (OAHN) studies 2016, updated 2018.
	LPP04729	10.23	Comment	The focus on tourism within this section relates to many attractions which are on the western side of the district. 10.23 notes that most are day trippers and I suspect that most come from the larger conurbation areas to the east. This makes the idea of building up to and beyond the A456 which is already a bottleneck across the town seems inconsistent with the words in this section.	Comments are noted.
	LPP03879	Paragraph 10.23	Object	I object to the Council's strategy and thinking for development. The Council states that there is a large contribution to the local economy brought by tourism. This will be harmed by over development of the small towns over their natural size bringing down the environment and pleasant setting. Tourists will not want to travel through acres of urbanised jungle to access sole-less town centre. Tourism will be damaged along with the economy by paving over the existing Green Belt.	The Local Authority seeks to protect and enhance tourism within the District however additional development is required based on evidence which includes an Employment Land Review (ELR) 2016, updated 2018 and Objectively Assessed Housing Need (OAHN) studies 2016, updated 2018.

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	LPP0616	10.23	Support	Support for paragraph 10.23.	Support for paragraph 10.23 is noted.
	LPP01977	Economy	Comment	Town needs more investment in good quality well paid jobs not low pay. Better good quality business should be encouraged to come to Kidderminster and area before building on green fields.	Agree that investment to bring good quality well paid jobs is to be encouraged.
	LPP04587	Section 10	Comment	<p>Employment Opportunities: There is no evidence that the suggested enhanced employment opportunities will be delivered. This is a worthy aspirational goal but currently the opposite appears to be the case in the Wyre Forest, with yet more closures being announced in the traditional industry. The Population Growth Figures which are excessive can only be achieved should this aspirational target be achieved</p> <p>The closure of many units in Worcester St. following the building of Weavers Wharf appears has created a void in the town centre. The consideration of urban living spaces in this now abandoned area could aid the regeneration of Kidderminster town. The siting of a cinema in this area could also be beneficial leaving the former site of WF Glades available for living space.</p> <p>The distribution of housing growth around the area will in turn make Kidderminster a more desirable location in which to reside. My wife and I moved to Spennells as there is good access onto the A448 and</p>	<p>Agree that changes in retail patterns have had a detrimental effect on Kidderminster town centre. The Local Authority has considered alternative uses to retail in the town centre to enhance vitality.</p> <p>Policy 10B and Policy 22A consider alternative uses in the town centres. Policy 22A - In secondary shopping areas, support will be given for change of use of retail units to alternative uses such as leisure, recreation, employment and residential.</p>

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				<p>we do not have to travel through the town centre to reach it. A spread of development around the town will be more appealing to potential incomers as a variety of development produces better access to other areas</p> <p>The demise of Worcester Street following the building of Weavers Wharf should be addressed and with imagination can create both opportunities for affordable housing units and aid the regeneration of the town centre. The building of a cinema on the site of Wyre Forest Glades needs to be further considered as the site could be suitable for apartments.</p>	
	LPPO4864	Section 10	Comment	<p>With the development of Weavers Wharf many of the major high street stores relocated to this area with the consequence being that the shopping outside Weavers Wharf and Vicar Street has become non viable. The town centre is described in the review as being "attractive and accessible" which may have some merit for Weavers Wharf and Vicar Street but move away from this area all that can be seen are empty buildings and shops. Over the years I have lived in Kidderminster there have been numerous proposals for development and improvement in Kidderminster Centre reported in the local press with artists impressions however apart from Weavers Wharf none of these</p>	<p>Agree that changes in retail patterns have had a detrimental effect on Kidderminster town centre. The Local Authority has considered alternative uses to retail in Kidderminster town centre to enhance vitality and viability.</p> <p>Policy 10B and Policy 22A consider alternative uses in the town centre. Policy 22A - In secondary shopping areas, support will be given for change of use of retail units to alternative uses such as leisure, recreation and residential</p>

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				developments have ever been realised. Unless something is done in the short term I see no reason why anyone would want to live or set up business in Kidderminster.	
	LPP03383	Option A	Object	<ul style="list-style-type: none"> Suggested growth in employment opportunities is not supported by current patterns. 	Wyre Forest District Council commissioned an Employment Land Review (ELR) in 2016 to assess economic development needs across the District. The findings were that up to 40 hectares of employment land was required within the District. In 2018 an update to the ELR was commissioned to ensure that the requirement for employment land is up to date.

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
Worcestershire County Council, Planning Economy & Performance	<u>LPP01222</u>	11.2	Comment	<p>The second sentence of para 11.2 states that, "The environment of Wyre Forest District is made unique by the valleys of the River Severn and River Stour and by the Staffordshire and Worcestershire Canal which all run through the District and help to shape the landscape". The Wyre Forest itself should be included as a major and distinctive landscape asset comparable to the rivers in terms of both character and significance within planning policy. It is the largest contiguous area of Ancient Woodland in England (source: Wyre Forest Landscape Partnership). The District shares approximately half of Wyre and its satellite woodlands with Shropshire, which is a significant area of landscape. Not least, the forest is a major Green Infrastructure hub in the district, which should be a material consideration in high quality design and reinforcing local distinctiveness.</p> <p>The Wyre Forest Landscape Partnership has developed a suite of documents that sets out the strategic importance of the forest and its setting. This includes action areas for biodiversity, landscape, historic environment, forestry, access and education, economy and tourism, which should inform design opportunities, where appropriate, to deliver better connectivity to the forest.</p>	<p>Comments on paragraph 11.2 noted.</p> <p>Agreed amend paragraph 11.2 second and third sentences to read:</p> <p>"The environment of Wyre Forest District is made unique by the valleys of the River Severn and River Stour and by the Staffordshire and Worcestershire Canal which all run through the District and help to shape the landscape. A major and distinctive landscape asset is the Wyre Forest itself, comparable to the rivers in terms of both character and significance within planning policy and being the largest contiguous area of Ancient Woodland in England (source: Wyre Forest Landscape Partnership)."</p>

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
	<u>LPP04757</u>	11.4	Comment	<p><u>Objective: The provision of a comprehensive network of green spaces and corridors to help support a range of biodiversity.</u></p> <p>Green Belt (an important contributor in support of biodiversity) should be protected from development.</p> <p>Little evidence of “a network of green spaces and corridors” within urban Kidderminster. Objective unachievable without wholesale demolitions thus even more important remaining green space protected from creeping urban sprawl.</p> <p>Designated nature reserves should remain protected.</p>	Comments on paragraph 11.4 noted.
Gladman Developments Limited	<u>LPP01384</u>	Policy 11A	Comment	<p>Whilst Gladman recognise the importance of high quality design, planning policies should not be overly prescriptive and need flexibility in order for schemes to respond to site specifics and the character of the local area. There is not a 'one size fits all' solution in relation to design. Para.59 NPPF - “Design policies should avoid unnecessary prescription or detail and should concentrate on the overall scale, density, massing, height, landscape, layout, materials and access of new development in relation to neighbouring buildings and the local area more</p>	<p>Comment on Policy 11 A noted.</p> <p>The Council's Adopted Design Quality SPD provides general design guidance in line with the Framework, it does not prescribe specific designs or details on proposed developments.</p>

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				generally." SPDs should avoid prescriptive design requirements that place an undue financial burden on development schemes.	
Worcestershire County Council, Planning Economy & Performance	<u>LPP01371</u>	Policy 11A	Comment	Part C should be changed to become "...design processes set out within the latest <u>adopted</u> Design SPD (June 2015) and <u>adopted</u> later revisions ".	Comment on Policy 11 A noted. Amend Policy 11 A C to read: "...design processes set out within the latest <u>adopted</u> Design SPD"
Kidderminster Harriers Football Club	<u>LPP0952</u>	Policy 11A	Comment	Add to paragraph A. <u>New developments will need to be accessible for all users, including those with disabilities.</u>	Comment on paragraph 11 A noted. POLICY 9 Health and Well Being to have a further sentence added as follows: "New developments will need to be accessible for all users, including those with disabilities." Not all development affecting heritage assets can be made accessible for all.
	<u>LPP02193</u>	Policy 11A	Comment	There needs to be an improved definition of high quality design. Whilst the idea of high quality is exemplary, is this achievable in large scale affordable developments where cost is key? With the high land values, density is often a prime factor resulting in cramped housing with a 'toy town' appearance. Environmentally sustainable systems should be built within dwellings from the outset i.e. solar panels – to avoid 'messy' piecemeal add-ons.	Comment on Policy 11 A noted. The Council's Adopted Design Guidance SPD (2015) sets out to guide development by explaining how developers can secure high quality design whilst at the same time both creating and reinforcing local distinctiveness and protecting & establishing landscape character.

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				Large sites could accommodate areas for solar panels to support energy conservation and sustainability.	
Place Partnership Ltd	<u>LPP01091</u>	11.12	Comment	The recognition that crime and the fear of crime is often a big issue within local communities and can affect their well-being is welcomed and supported by WP, WMP and HWFRS. This provides the necessary underpinning for requesting the design and infrastructure measures needed to mitigate these problems in new development. This in turn will ensure the delivery of the objectives on this issue set out by paragraphs 58 and 69 of the NPPF.	Comments on Paragraph 11.12 noted.
North Worcestershire Community Safety Partnership	<u>LPP027</u>	11.13	Comment	Point of accuracy - Wyre Forest Community Safety Partnership no longer exists. It was merged in 2011 with Bromsgrove and Redditch to form the North Worcestershire Community Safety Partnership. WFDC along with the other councils leads on the co-ordination of the partnership via the Community Safety Team.	<p>Comment on paragraph 11.13 noted.</p> <p>Paragraph 11.13 to be amended to read:</p> <p>"The issue of crime and community safety is dealt with at a local level by the North Worcestershire Community Safety Partnership, which is the Crime and Disorder Partnership that operates across Wyre Forest District, Bromsgrove District and Redditch Borough Councils. WFDC along with the other councils leads on the co-ordination of the Partnership via the Community Safety Team. The Partnership brings together a variety of stakeholders who share the vision "Wyre Forest - an even safer place to live, work, visit or do business in".</p>

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	<u>LPP04059</u>	Policy 11B	Comment	Since the war and in particular in the 1960's 70's 80's Bewdley has greatly expanded and accommodated a lot of additional and substantial housing development on greenfield land totally altering the size character and layout of the town and increasing pressures on local services/transport provision etc. The same applies in many ways to Stourport	Comment on Policy 11 B noted.
Wyre Forest District Council - Development Control	<u>LPP01209</u>	Policy 11B	Comment	Under A, would it be appropriate to add "both designated and undesignated heritage assets"?	Comment noted and Policy 11 B A to be amended to read: "Development proposals should protect, conserve and enhance both designated and undesignated heritage assets, including....."
	<u>LPP04029</u>	Policy 11B	Comment	Public parks are a real asset that are well-used by local residents and should continue to be maintained and improved. However, it's disheartening to see litter and graffiti appearing time after time (at Brinton Park specifically) – the council is spending money cleaning it up only for it to reappear again. This money could be put to better use. Antisocial behaviour in general is affecting local residents and dog walkers, with little being done to stop the cycle.	Comments on Policy 11B B iii. noted. Comments on litter, graffiti and anti-social behaviour noted. The Council has legislative powers to tackle these issues, however the purpose of this plan is to guide development whereas these comments relate to existing issues within public parks.
	<u>LPP04260</u>	Policy 11B	Comment	You will spoil a very nice rural community, as we do have lots of visitors and walkers.	Comments on Policy 11 B noted. The comments do not specify which part of the rural community will be "spoilt" nor how

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					implementation of Policy 11 B will affect visitors and walkers.
Bewdley Civic Society	<u>LPP0853</u>	Policy 11B	Comment	Policy 11B historic environment . Support but object in part (see policy 26A): It is illogical that converted barns (non-designated assets) cannot be subsequently extended when any other accommodation can, including listed buildings, houses in conservation areas etc. The impact of this highly untenable, harsh and prescriptive policy not to allow any extensions fails to follow NPPF advice, allow for improvements to the accommodation or to take account of changing family circumstances. All extensions should be considered on their merits within the historic qualities/parameters of original property i.e. under policy 26A.	Support for Policy 11B noted; objections in part to Policy 26A noted.
Gladman Developments Limited	<u>LPP01385</u>	Policy 11B	Comment	Gladman note the inclusion of Policy 11B and Policy 26, which together provide policies relating to the historic environment. These policies must reflect guidance in NPPF paras. 126-141. paras. 133-134 sets out need to assess significance of designated heritage assets. Where there is less than substantial harm, this should be weighed against public benefits of proposal. Where there is deemed to be substantial harm, then the proposal would need to achieve substantial public benefits to outweigh that harm. Non-designated assets - policy should reflect para 135 - a balanced	Comment on Policy 11 B noted. The comments on reference to NPPF guidance relate to Policy 26. It is not the function of Local Plan Policies to repeat sections of the NPPF nor to reference specific paragraphs within the Framework. Reference to the Framework is sufficient to steer developers to the most up-to-date version in force at the time.

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				judgement should be reached having regard to the scale of any harm and the significance of the heritage asset. In addition, any policy requirements for landscape protection should be fully justified as part of the council's proportionate evidence base and balanced criteria based policies drafted.	
Canal & River Trust	<u>LPPO1011</u>	Policy 11B	Comment	Canal corridor is designated a Conservation Area and we welcome references for development to build on historic significance whilst protecting their character and historic integrity. Policy 11B could include specific reference to Stourport Basin.	Comments on Policy 11 B noted. Policy 11B B vii. refers to "The historic inland port of Stourport-on-Severn" which is the basins.
Wyre Forest Green Party	<u>LPPO1484</u>	Archaeological Issues	Comment	Full archaeological surveys should be undertaken on Green Belt and greenfield land under consideration for development. For example, Spennells Fields have historical drainage ditches in this area of archaeological importance that should be protected and enhanced.	Comment on archaeological issues noted. The evidence base for the historic environment identifies those sites with known archaeological remains and other heritage assets recorded on the Worcestershire Historic Environment Record. On sites where there is no known archaeology it is acknowledged that there remains the potential for archaeological interest which may be discovered, recorded and submitted to inform the decision-making process prior to determination of planning applications.
Taylor Wimpey	<u>LPPO1530</u>	Policy 11B	Comment	No comments.	The respondent's "No comments" on Policy 11 B

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West Midlands					is noted.
Taylor Wimpey West Midlands	<u>LPP01531</u>	Policy 11C	Comment	No comments.	The respondent's "no comments" on Policy 11 C is noted.
Worcestershire County Council, Planning Economy & Performance	<u>LPP01223</u>	Policy 11C	Comment	Reference to the Landscape Character Assessment Supplementary Guidance 2012 should be added to the second paragraph, such that it becomes "The Worcestershire County Council Landscape Character Assessment Supplementary Guidance (2012) and Historic Landscape Characterisation will be... "	Comment on Policy 11 C noted. Paragraph two to be amended to read: "The Worcestershire County Council Landscape Character Assessment Supplementary Guidance (2012 or as later amended) and Historic Landscape Characterisation will be... "
	<u>LPP04257</u>	11.29	Comment	You should take into consideration the amount of wildlife that would be disturbed.	Comments on paragraph 11.29 noted. Policy 11D details the criteria used to assess proposals for development which could impact on wildlife.
Worcestershire County Council, Planning Economy & Performance	<u>LPP01224</u>	11.29	Comment	Explicit reference should be made to the LCA Supplementary Guidance in paragraph 11.29. It is a document designed to inform planning and land management, and is a tool for planners, designers and local communities. The Supplementary Guidance is available here: http://www.worcestershire.gov.uk/downloads/file/4788/landscape_character_assessment_supplementary_guidance	Comment on paragraph 11.29 noted. The reference to the LCA is included in paragraph 128. Paragraph 11.28 to be amended as follows: "Worcestershire County Council has undertaken a Landscape Character Assessment (LCA) covering the rural areas of the county. The LCA is a tool for identifying those features that give a

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					<p>locality its sense of place, and is used to sub-divide the landscape into areas of similar character, classified as Landscape Types (7). The LCA Supplementary Guidance is a document designed to inform planning and land management, and is a tool for planners, designers and local communities.(8)</p> <p>Footnote: (8)</p> <p>http://www.worcestershire.gov.uk/downloads/file/4788/landscape_character_assessment_supplementary_guidance</p>
Wyre Forest Green Party	<u>LPPO1401</u>	Flooding	Comment	<p>We are concerned that issues of drainage and flooding have not been given serious enough consideration in the Draft Local Plan. Countryside typically has trees and hedgerows upon it which assist in water absorption and mitigates run-off, so replacing fields and hedgerows with urban development will literally have downstream effects.</p> <p>There is no indication/mention in the Local Plan of a Design Exceedence Flow Pathway, indicating what would need to be built into any new development in the event of a 'Flash Flood', to prevent 'runoff' from any new development causing flood damage to existing properties.</p>	<p>Comments on flooding noted.</p> <p>Flood Risk Management is the subject of a separate policy: Policy 15C and sustainable drainage is the subject of Policy 15D.</p>

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Worcestershire County Council, Planning Economy & Performance	<u>LPP01227</u>	Policy 11E	Comment	The first two sentences of part A do not seem to be policy, and are more suited to the reasoned justification. A policy should not need to say that proposals should comply with its own contents or other policies.	Comments on Policy 11 E part A noted. Policy 11 E part A to be amended to read: "All proposals for development in or adjacent to the District's rivers and/or within an area at risk of flooding must also conform with WFDC Policy 15C"
Historic England	<u>LPP01276</u>	Policy 11E	Comment	Policy 11E - is the Staffordshire and Worcestershire Canal a Canal Conservation Area - if so it would be worth including this within the policy and a reasoned justification about this and how this will impact future development proposals. Under the rivers section we would recommend - 'Development which preserves <u>and enhances</u> the historic riverside character of Bewdley will be encouraged'.	Comments on Policy 11 E noted. Amend title of Policy 11 E B to read: "Staffordshire and Worcestershire Canal Conservation Area" Amend final paragraph of Policy 11 E A to read: "Development which preserves and enhances the historic riverside character of Bewdley will be encouraged" Reasoned justification Add paragraph 11.36 to read: "Proposals for development within or adjacent to the Staffordshire and Worcestershire Canal Conservation Area should accord with the most up-to-date Conservation Area Character Appraisal and management plan".

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Taylor Wimpey West Midlands	<u>LPP01535</u>	Policy 11E	Comment	No comments.	The respondent's "no comments" on Policy 11 E is noted.
Environment Agency	<u>LPP01063</u>	Policy 11E	Comment	<p>Assume that first sentence should refer to Policy 15 Water Management. These policies should be joined up so that any waterway regeneration includes enhancement in terms of wider water management.</p> <p>Suggest policy wording is changed to read 'Rivers are to be enhanced in accordance with Green Infrastructure, Biodiversity and <u>Water Management Policies</u></p>	<p>Comments on Policy 11 E noted.</p> <p>Policy 11 E part A first paragraph to be amended to read:</p> <p>"All proposals for development in or adjacent to the District's rivers and/or within an area at risk of flooding must also conform with WFDC Policy 15C"</p> <p>Policy 11 E part A second paragraph to read:</p> <p>"Rivers are to be enhanced in accordance with Green Infrastructure, Biodiversity and Water Management Policies"</p>
Worcestershire County Council, Planning Economy & Performance	<u>LPP01372</u>	11.33	Comment	<p>This sentence should be amended as follows:</p> <p>"Two of the District's three main waterways: (the River Stour and the Staffordshire and Worcestershire Canal) pass..."</p>	<p>Comment on paragraph 11.33 noted.</p> <p>Paragraph 11.33 to be amended to read:</p> <p>"Two of the District's three main waterways (the River Stour and the Staffordshire and Worcestershire Canal) pass through Kidderminster and Stourport-on-Severn, whilst the principal river, the Severn, passes through both Stourport-on-Severn and Bewdley."</p>

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Wyre Forest Green Party	<u>LPP01475</u>	Recreation /Landscape /Visual Amenity	Comment	<ol style="list-style-type: none"> Many fields threatened by this Draft Local Plan serve as popular recreational and social facilities for walkers, joggers, cyclists, dog walkers, and horse riders, amateur astronomers and wildlife and landscape photographers. There are a number of well-used Public Rights of Way and bridle ways across the fields which allow fast and easy access to open countryside. The landscape around many areas, such as Spennells, is an important part of people's lives, contributing to individual, community and national identity and offering a wide variety of benefits in terms of quality of life, well-being and economic opportunity. The 'Guidelines for Landscape and Visual Assessment Report' (2013), recognised that landscape provides a shared resource as a 'public good' – clearly seen by the current use of Spennells' by residents. This Report also emphasised the need to improve the quantity and quality of publicly accessible open spaces, however this is not in the Local Plan. 	<p>Comments noted.</p> <p>Policy 9 Health and Well Being Parts 6, 9 and 10 and Paragraph 14.1 Strategic Green Infrastructure set out the Council's commitment to deliver a comprehensive network of green spaces and corridors across the District to help promote active lifestyles within attractive and safe public spaces.</p>
	<u>LPP04740</u>	Section 11	Comment	Section 11 A Unique Place	Comment on section 11 noted.

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				Again it is not clear in some of the language used in this section whether reference to plans relates to this document or some other one. As an example within 11.5 there is a box in purple about responses to issues. It mentions options A and B which I assume relates to the options in this document but I'm not sure how or why.	Sections 1.11 to 1.13 explain the plan making process and explain how the "Issues and Options" consultation conducted in 2015 extensively informed the prepared of the Preferred Options document.
	<u>LPPO3883</u>	11.10	Object	The existing assets will become dwarfed by overly development of green field sites causing an imbalance by trying to artificially enlarge a town beyond its natural size. I therefore object.	Objection noted. The evidence base has identified those development sites which contain or are adjacent to heritage assets. Development proposals which impact on heritage assets must satisfy Policy 26 - Safeguarding the Historic Environment. Policy 26 section A considers impacts on setting.
	<u>LPPO3884</u>	11.11	Object	The existing assets will become dwarfed by overly development of green field sites causing an imbalance by trying to artificially enlarge a town beyond its natural size. I therefore object.	Objection noted. The evidence base has identified those development sites which contain or are adjacent to heritage assets. The justification in Paragraph 11.11 refers to the successful incorporation of heritage assets into development. Policy 26 section A allows decision makers to consider the impacts of development on the setting of these assets.
	<u>LPPO3691</u>	11.12	Object	11.12. 11.13 – Crime	Objection noted.

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				<p>- It is inevitable that crime and antisocial behaviour will increase in creation of such a huge Housing estate under Option A. New developments will have the opposite effect on reduction of crime. Design cannot prevent this.</p> <p>- This is due to crowding together, lack of open space, lack of good schooling. Neighbourhood disputes.</p> <p>This section does not go into enough detail as to the steps taken to prevent anti-social behaviour and petty crime.</p>	<p>The NPPF at paragraph 58 requires local planning authorities to: <i>"create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion"</i>.</p> <p>The Design Guidance SPD adopted June 2015 seeks to secure high quality development to create safe and accessible development, with sections on Landscape Quality in Residential Developments and Design of Space for Play.</p> <p>North Worcestershire Community Safety Partnership (which includes West Mercia Police) is invited to comment on all major developments.</p>
	<u>LPPO3880</u>	11.7	Object	<p>I object to the Council's strategy and thinking for development. The statements portray an idealised story but provide no evidence of attainment of high quality design or its definition and how it will be brought into practise. Past examples of the Council's involvement have brought very poor design and development and utilised land inefficiently. There is no confidence that this will not be repeated, therefore I object to the development proposals.</p>	<p>Objections noted, however the Design Guidance SPD adopted June 2015 is intended to guide planning decisions relating to development within the District as outlined in Policy 11A.</p>

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	<u>LPPO3881</u>	11.8	Object	The Council needs to improve the existing development to demonstrate efficient land use before attempting to bring Green Belt into inefficient development. I therefore object. The Council is incapable of undertaking good quality development. I therefore object.	Objection to paragraph 11.8 noted. The Design Guidance SPD adopted June 2015 underlies the Council's commitment to improve the quality of development within the area. Application of this guidance will contribute to good quality development.
	<u>LPPO3882</u>	11.9	Object	The Council needs to improve the existing development to demonstrate efficient land use before attempting to bring Green Belt into inefficient development. I therefore object. The Council is incapable of undertaking good quality development. I therefore object.	Objection to paragraph 11.8 noted. The Design Guidance SPD adopted June 2015 underlies the Council's commitment to improve the quality of development within the area. Application of this guidance will contribute to good quality development.
	<u>LPPO3885</u>	Policy 11B.A	Object	Policy 11B.A will not be achievable with large scale housing development and over population of a naturally small market town of Kidderminster. Assets will become dwarfed and insignificant with their setting spoilt by having to drive through miles of urbanisation of a large town. I therefore object.	Objection to Policy 11B.A noted. Enlargement of the town of Kidderminster may affect the wider context of heritage assets within the historic core of the original market town irrespective of any inter-visibility. Development which directly impacts on these assets on adjacent brownfield sites is supported where it can protect, conserve and enhance the industrial urban landscape and surviving heritage assets and settings.
	<u>LPPO3692</u>	Policy 11B	Object	Policy 11 B Historic environment	Objection to Policy 11 B noted.

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				<p>Vii Note you refer to <i>The industrial urban landscape of the historic <u>market town</u> of Kidderminster</i></p> <p>Note that you refer to Kidderminster as a market town. Therefore why are you changing the uniqueness, distinctiveness by turning it into a commuter town?</p>	<p>To clarify: the paragraph quoted is Policy 11B B viii.</p> <p>Historically Kidderminster was a market town. It became industrialised in the 19th century. Policy 11 B seeks to protect, conserve and enhance the significance of heritage assets, including their setting, in particular the industrial urban landscape of [the historic market town of] Kidderminster with its surviving heritage assets and their settings.</p> <p>The reference to Kidderminster being turned "into a commuter town" is opinion that is contrary to policy in this Local Plan which is to encourage economic development within the District.</p>
	<u>LPPO3886</u>	11.15 - 11.25	Object	<p>Environment of the area will be damaged by enlarging towns at expense of valuable green fields. I therefore object to the proposals. Council has idealised view of a developed future but not supported by evidence with a rundown town centre and inefficient use of land. I object to its further attempts of enlargement.</p>	<p>Objection to paragraphs 11.15 to 11.25 noted.</p> <p>Policy 11B to which paragraphs 11.15 to 11.25 refer seeks to protect conserve and enhance the significance of heritage assets including at 11B.B ii. the historic landscape including locally distinctive settlement patterns, field systems, woodlands and commons and historic farmsteads and smallholdings.</p> <p>Historic Landscape Characterisation studies produced for Worcestershire County Council</p>

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					provide an evidence base to inform assessments of the heritage value of historic landscapes subject to development proposals.
	<u>LPPO3888</u>	11.16	Object	Environment of the area will be damaged by enlarging towns at expense of valuable green fields. I therefore object to the proposals. Council has idealised view of a developed future but not supported by evidence with a rundown town centre and inefficient use of land. I object to its further attempts of enlargement.	<p>Objection to paragraphs 11.15 to 11.25 noted.</p> <p>Policy 11B to which paragraphs 11.15 to 11.25 refer seeks to protect conserve and enhance the significance of heritage assets including at 11B.B ii. the historic landscape including locally distinctive settlement patterns, field systems, woodlands and commons and historic farmsteads and smallholdings.</p> <p>Historic Landscape Characterisation studies produced for Worcestershire County Council provide an evidence base to inform assessments of the heritage value of historic landscapes subject to development proposals.</p>
	<u>LPPO3889</u>	11.17	Object	Environment of the area will be damaged by enlarging towns at expense of valuable green fields. I therefore object to the proposals. Council has idealised view of a developed future but not supported by evidence with a rundown town centre and inefficient use of land. I object to its further attempts of enlargement.	<p>Objection to paragraphs 11.15 to 11.25 noted.</p> <p>Policy 11B to which paragraphs 11.15 to 11.25 refer seeks to protect conserve and enhance the significance of heritage assets including at 11B.B ii. the historic landscape including locally distinctive settlement patterns, field systems, woodlands and commons and historic farmsteads and smallholdings.</p>

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
					Historic Landscape Characterisation studies produced for Worcestershire County Council provide an evidence base to inform assessments of the heritage value of historic landscapes subject to development proposals.
	<u>LPPO3890</u>	11.18	Object	Environment of the area will be damaged by enlarging towns at expense of valuable green fields. I therefore object to the proposals. Council has idealised view of a developed future but not supported by evidence with a rundown town centre and inefficient use of land. I object to its further attempts of enlargement.	<p>Objection to paragraphs 11.15 to 11.25 noted.</p> <p>Policy 11B to which paragraphs 11.15 to 11.25 refer seeks to protect conserve and enhance the significance of heritage assets including at 11B.B ii. the historic landscape including locally distinctive settlement patterns, field systems, woodlands and commons and historic farmsteads and smallholdings.</p> <p>Historic Landscape Characterisation studies produced for Worcestershire County Council provide an evidence base to inform assessments of the heritage value of historic landscapes subject to development proposals.</p>
	<u>LPPO3891</u>	11.19	Object	Environment of the area will be damaged by enlarging towns at expense of valuable green fields. I therefore object to the proposals. Council has idealised view of a developed future but not supported by evidence with a rundown town centre and inefficient use of land. I object to its further attempts of enlargement.	<p>Objection to paragraphs 11.15 to 11.25 noted.</p> <p>Policy 11B to which paragraphs 11.15 to 11.25 refer seeks to protect conserve and enhance the significance of heritage assets including at 11B.B ii. the historic landscape including locally distinctive settlement patterns, field systems, woodlands and commons and historic</p>

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					<p>farmsteads and smallholdings.</p> <p>Historic Landscape Characterisation studies produced for Worcestershire County Council provide an evidence base to inform assessments of the heritage value of historic landscapes subject to development proposals.</p>
	<u>LPPO3892</u>	11.20	Object	<p>Environment of the area will be damaged by enlarging towns at expense of valuable green fields. I therefore object to the proposals. Council has idealised view of a developed future but not supported by evidence with a rundown town centre and inefficient use of land. I object to its further attempts of enlargement.</p>	<p>Objection to paragraphs 11.15 to 11.25 noted.</p> <p>Policy 11B to which paragraphs 11.15 to 11.25 refer seeks to protect conserve and enhance the significance of heritage assets including at 11B.B ii. the historic landscape including locally distinctive settlement patterns, field systems, woodlands and commons and historic farmsteads and smallholdings.</p> <p>Historic Landscape Characterisation studies produced for Worcestershire County Council provide an evidence base to inform assessments of the heritage value of historic landscapes subject to development proposals.</p>
	<u>LPPO3893</u>	11.21	Object	<p>Environment of the area will be damaged by enlarging towns at expense of valuable green fields. I therefore object to the proposals. Council has idealised view of a developed future but not supported by evidence with a rundown town centre and inefficient use of land. I object</p>	<p>Objection to paragraphs 11.15 to 11.25 noted.</p> <p>Policy 11B to which paragraphs 11.15 to 11.25 refer seeks to protect conserve and enhance the significance of heritage assets including at 11B.B ii. the historic landscape including locally</p>

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				to its further attempts of enlargement.	distinctive settlement patterns, field systems, woodlands and commons and historic farmsteads and smallholdings. Historic Landscape Characterisation studies produced for Worcestershire County Council provide an evidence base to inform assessments of the heritage value of historic landscapes subject to development proposals.
	<u>LPPO3894</u>	11.22	Object	Environment of the area will be damaged by enlarging towns at expense of valuable green fields. I therefore object to the proposals. Council has idealised view of a developed future but not supported by evidence with a rundown town centre and inefficient use of land. I object to its further attempts of enlargement.	Objection to paragraphs 11.15 to 11.25 noted. Policy 11B to which paragraphs 11.15 to 11.25 refer seeks to protect conserve and enhance the significance of heritage assets including at 11B.B ii. the historic landscape including locally distinctive settlement patterns, field systems, woodlands and commons and historic farmsteads and smallholdings. Historic Landscape Characterisation studies produced for Worcestershire County Council provide an evidence base to inform assessments of the heritage value of historic landscapes subject to development proposals.
	<u>LPPO3895</u>	11.23	Object	Environment of the area will be damaged by enlarging towns at expense of valuable green fields. I therefore object to the proposals. Council has idealised view of a developed future	Objection to paragraphs 11.15 to 11.25 noted. Policy 11B to which paragraphs 11.15 to 11.25 refer seeks to protect conserve and enhance the

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				but not supported by evidence with a rundown town centre and inefficient use of land. I object to its further attempts of enlargement.	significance of heritage assets including at 11B.B ii. the historic landscape including locally distinctive settlement patterns, field systems, woodlands and commons and historic farmsteads and smallholdings. Historic Landscape Characterisation studies produced for Worcestershire County Council provide an evidence base to inform assessments of the heritage value of historic landscapes subject to development proposals.
	<u>LPPO3896</u>	11.24	Object	Environment of the area will be damaged by enlarging towns at expense of valuable green fields. I therefore object to the proposals. Council has idealised view of a developed future but not supported by evidence with a rundown town centre and inefficient use of land. I object to its further attempts of enlargement.	Objection to paragraphs 11.15 to 11.25 noted. Policy 11B to which paragraphs 11.15 to 11.25 refer seeks to protect conserve and enhance the significance of heritage assets including at 11B.B ii. the historic landscape including locally distinctive settlement patterns, field systems, woodlands and commons and historic farmsteads and smallholdings. Historic Landscape Characterisation studies produced for Worcestershire County Council provide an evidence base to inform assessments of the heritage value of historic landscapes subject to development proposals.
	<u>LPPO3897</u>	11.25	Object	Environment of the area will be damaged by enlarging towns at expense of valuable green	Objection to paragraphs 11.15 to 11.25 noted.

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				fields. I therefore object to the proposals. Council has idealised view of a developed future but not supported by evidence with a rundown town centre and inefficient use of land. I object to its further attempts of enlargement.	<p>Policy 11B to which paragraphs 11.15 to 11.25 refer seeks to protect conserve and enhance the significance of heritage assets including at 11B.B ii. the historic landscape including locally distinctive settlement patterns, field systems, woodlands and commons and historic farmsteads and smallholdings.</p> <p>Historic Landscape Characterisation studies produced for Worcestershire County Council provide an evidence base to inform assessments of the heritage value of historic landscapes subject to development proposals.</p>
	<u>LPPO2174</u>	East of Kidderminster Huncott area	Object	<ul style="list-style-type: none"> New development will not protect and enhance the unique character of the landscape. It will overlook houses in adjacent streets. 	<p>Objection to development at the East of Kidderminster - Huncott Area is noted.</p> <p>New development must be sustainable if it is to accord with the National Planning Policy Framework. If this site is selected for inclusion within the Site Allocations for the pre-submission Local Plan, officers and members will have considered whether any adverse impacts of development would be significantly and demonstrably outweighed by the benefits that development will bring.</p>
Gladman Developments Limited	<u>LPPO1386</u>	Policy 11C & 11D	Object	Policies 11C & 11D fail to reflect NPPF emphasis on natural environment. NPPF para.113 refers to need for criteria based policies in relation to proposals affecting protected wildlife or	Objection and comments are noted. Since the Preferred Options document was published the Government has revised its NPPF, which was published in July 2018. NPPF para 113 that is

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				geodiversity sites or landscape areas and any protection should be commensurate with their status. Current policy wording is not in accordance with NPPF.	referred to in this consultation response has been removed from the revised NPPF. Policy 11D has been updated to be compliant with the revised NPPF.
	<u>LPPO1721</u>	New Road, Far Forest BR/RO/7	Object	<p>Objects on the following reasons:</p> <ul style="list-style-type: none"> Threat to wildlife. 	<p>Objection to proposed development site New Road, Far Forest BR/RO/7 noted.</p> <p>Comments on paragraph 11.29 noted.</p> <p>Policy 11D details the criteria used to assess proposals for development which could impact on wildlife.</p>
	<u>LPPO3898</u>	11.30	Object	What the Council believed should happen and what actually happens in practise are completely at odds when the Council is involved. There is no previous evidence that it can use land efficiently and sensitively with good design. I therefore object to its proposals.	<p>Objection to Paragraph 11.30 noted.</p> <p>The objection is based on the assumption that the Council will not be able to deliver the supplementary guidance on the landscape character of the Severn Valley nor designate the Severn Valley Railway as a Conservation Area, but there is no evidence submitted by the objector to support this assumption.</p>
	<u>LPPO1822</u>	Burlish Crossing LI/5	Object	<ul style="list-style-type: none"> Would lose the view from back garden. Wildlife would be affected. 	<p>Objection to Burlish Site LI/5 noted.</p> <p>The Options referred to in Policy 11 Summary of Issues and Options Responses are related to the Design and Local Distinctiveness section of the 2015 consultation document, and not the Preferred Options Consultation Document of</p>

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					2017.
	<u>LPPO2204</u>	Option A - Spennells	Object	<ul style="list-style-type: none"> Will destroy the environment. Expansion on Green Belt is lazy and irresponsible - only done because it's cheaper and quicker. Many brownfield sites are available that need renovation and could serve better locations for new houses. Green Belt should only be used as last resort. 	<p>Objection to Option A noted.</p> <p>The Options referred to in Policy 11 Summary of Issues and Options Responses are related to the Design and Local Distinctiveness section of the 2015 consultation document, and not the Preferred Options Consultation Document of 2017.</p>
	<u>LPPO2207</u>	Option A - Spennells	Object	<ul style="list-style-type: none"> The countryside around Spennells is good for tourism and economy. Loss of habitat. The development would be an insult on nature and the local residents. Many local residents use the surrounding country side for leisure purposes. 	<p>Objection to Option A noted.</p> <p>The Options referred to in Policy 11 Summary of Issues and Options Responses are related to the Design and Local Distinctiveness section of the 2015 consultation document, and not the Preferred Options Consultation Document of 2017.</p>
	<u>LPPO3227</u>	A Unique Place	Object	<p>The ecology and natural beauty of the whole Wyre Forest area will be severely compromised.</p> <p>The balance of nature is already precarious.</p> <p>The government's present housebuilding policies will damage our countryside forever.</p>	<p>Objection to Section 11 A Unique Place noted.</p> <p>The District has no option but to make provision for the construction of sustainable new housing developments within the Plan to accord with Government Policy. As part of the planning process the tests for sustainability consider the impacts on the natural environment.</p>

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				<p>Future generations will look back and weep at the decisions of today and the destruction caused through knee-jerk reaction to rampant immigration which has been enabled over the last 15 years.</p> <p>The intention to build more than 25,000 new homes this Parliament and up to 225,000 in the longer term demonstrates this.</p>	
	<u>LPP03690</u>	Section 11	Object	<p>Statements are at complete odds to the proposals in Option A</p> <p>The fields are used by many for well being, cycling, walking, nature walks, education, and wildlife preservation.</p> <p>Option A is contradictory with your proposals under this section.</p> <p>Impacts of using Option A will be a less unique place, increased health and mental health problems, increase obesity and destruction of wildlife.</p>	<p>Objection to Section 11 noted.</p> <p>The Options referred to in Policy 11 Summary of Issues and Options Responses are related to the Design and Local Distinctiveness section of the 2015 consultation document, and not the Preferred Options Consultation Document of 2017.</p>
	<u>LPP01707</u>	Plough Lane, Far Forest	Object	<p>Objects on the following reasons:</p> <ul style="list-style-type: none"> Noise increase. New development will have a massive 	<p>Policy 11B B refers to support for development which protects, conserves and enhances the significance of heritage assets.</p> <p>Part ix. identifies these assets as including rural</p>

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				affect on natural beauty.	villages within the District, including their associated Conservation Areas and buildings, along with their settings and historic views to and from the surrounding countryside. This part of the policy is designed to set the bar in these environments to ensure that development protects, conserves and enhances them. Development which does not would thus not be supported.
	<u>LPP01734</u>	New Road, Far Forest BR/RO/7	Object	Objects on the following reasons: <ul style="list-style-type: none"> • More development could deter residents and tourists to the rural village as it will lose its natural aesthetic. • No positive affects for the residents in the area - will just cause problems for them. 	Objection to development site New Road, Far Forest BR/RO/7 noted.
	<u>LPP01898</u>	Burlish Crossing (LI/5), Lickhill Rd North (LI/6/7), Steatite Way (MI/6)	Object	<ul style="list-style-type: none"> • Burlish Top has historical and wildlife value. • Wyre Forest Gold Club, corner of Kingsway was subject to fly-tipping - do we know what has been dumped here? • A water table has been affected causing flooding in some adjacent properties. 	Objection to Burlish Crossing (LI/5), Lickhill Rd North noted. The Options referred to in Policy 11 Summary of Issues and Options Responses are related to the Design and Local Distinctiveness section of the 2015 consultation document, and not the Preferred Options Consultation Document of 2017.

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
Historic England	<u>LPPO1273</u>	Policy 11A	Support	We support Policy 11A	Support for Policy 11A noted.
Taylor Wimpey West Midlands	<u>LPPO1532</u>	Policy 11A	Support	Aspirations are supported.	Support for Policy 11A noted.
Bewdley Civic Society	<u>LPPO848</u>	Policy 11A	Support	Support for Policy 11A.	Support for Policy 11A noted.
Chaddesley Corbett Parish Council	<u>LPPO1040</u>	Policy 11A	Support	We support this policy, and suggest that there should be a reference to ensuring diversity of design and appearance, especially in larger developments, to guard against copy/paste designs that deliver unattractive mass uniformity. Given the scale of the Eastern area defined as 'core sites', perhaps a small village/settlement approach to releasing and developing these areas might help to deliver distinctive and quality designs and attractive places to live?	Support for Policy 11A noted. In respect of the comments: " <i>reference to ensuring diversity of design and appearance, especially in larger developments, to guard against copy/paste designs that deliver unattractive mass uniformity</i> ", which read as being related to housing, these are to be contained within a revised version of the Design Guidance SPD (in the section Design Principles for Residential Development - Larger Scale Developments 3.37 to 3.50).
	<u>LPPO2634</u>	Policy 11A	Support	We support the following: Policy 11A Local distinctiveness.	Support for Policy 11A noted.
	<u>LPPO4855</u>	Policy 11A	Support	Support Policy 11A.	Support for Policy 11 A noted.
	<u>LPPO618</u>	11.8	Support	Support for paragraph 11.8.	Support for paragraph 11.8 noted.
	<u>LPPO4856</u>	Policy 11B	Support	Support Policy 11B.	Support for Policy 11 B noted.
Bewdley Town Council	<u>LPPO830</u>	Policy 11B	Support	Policy 11B is to be supported, and in particular the importance of preserving Bewdley's setting, open spaces and views of the town.	Support for Policy 11 B noted.

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
Historic England	<u>LPP01274</u>	Policy 11B	Support	We support Policy 11B for the Historic Environment and the accompanying reasoned justification text.	Support for Policy 11 B noted.
	<u>LPP02635</u>	Policy 11B	Support	We support the following: Policy 11B Historic Environment.	Support for Policy 11 B noted.
Historic England	<u>LPP01275</u>	Policy 11C	Support	We support Policy 11C and the reference to historic landscape character and the available evidence base.	Support for Policy 11 C noted.
Bewdley Civic Society	<u>LPP0854</u>	Policy 11C	Support	Support for Policy 11C.	Support for Policy 11C noted.
	<u>LPP0619</u>	Policy 11C - B	Support	Support for Policy 11C bullet point B - Severn Valley Heritage Park.	Support for Policy 11 C Part B noted.
	<u>LPP0600</u>	11.26	Support	Landscape around Bewdley contributes much to its historic setting as a Georgian town surrounded by fields gently transitioning to the Wyre Forest should be protected to preserve the environment and to maintain its attractiveness for tourists.	Support for paragraph 11.26 noted.
	<u>LPP0599</u>	11.30	Support	I believe that it is important not only to protect the landscape of the river Severn itself, but of those landscapes that are view-able from the river valley as these are a valuable part of its unique setting.	Support for paragraph 11.30 noted.
Bewdley Town Council	<u>LPP0832</u>	Policy 11E	Support	In terms of Bewdley's riverside, policy must allow for sensitive regeneration of specific riverside areas.	Support for Policy 11 E noted.

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
Canal & River Trust	LPP01012	Policy 11E	Support	The Trust welcomes Policy 11E which supports positive canalside development for the creation of an attractive and high-quality environment.	Support for Policy 11 E noted.
Ramblers Association	LPP04876	Section 11	Support	Walking both healthy and enjoyable. Enjoyment stimulated by beauty of environments accessed. Wyre Forest particularly well-endowed. Ramblers Association supports Section 11 and Policy 25: Green Belt should restrict urban sprawl. Urges District Council to maintain and implement these policies vigorously without allowing the local plan process to water them down.	Support for Section 11 noted.
	LPP0572	11C	Support	Support for Policy 11C.	Support for Policy 11C noted.
	LPP0620	Policy 11E	Support	Support for regenerating the waterways.	Support for [Policy 11 E] Regenerating the Waterways noted.
Worcestershire County Council, Planning Economy & Performance	LPP01225	Policy 11D	Comment	We strongly support the aspiration of the plan to deliver net-gain for biodiversity and would welcome the opportunity to work with WFDC to refine the policy as the local plan develops. To achieve this we recommend that preliminary ecological assessment or biodiversity impact assessments are undertaken as early as possible in the planning process (including prior to allocation) to establish the baseline biodiversity, evaluate each site's deliverability and to determine how net gain for biodiversity can be	Comments are noted. Agree with many of these issues raised. We also welcome the opportunity to work with WCC to refine this policy as the emerging Local Plan progresses.

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
				<p>delivered.</p> <p>The policy refers to the "ecological network of wildlife corridors" which link "biodiversity areas", including areas identified for habitat restoration and creation.</p> <p>These "ecological networks and wildlife corridors" should be explicit and clearly included within the Policies Map or other map, and the evidence base behind their definition clearly expressed and robustly defensible.</p> <p>A clear definition of biodiversity net-gain should also be provided to accompany the policy and to ensure that net gain is clearly defined and a process for its determination is in place. A simple target should be established to demonstrate net-gain has been achieved for a given scheme. This could be, for instance, that post-development the baseline biodiversity unit value receives 25% biodiversity unit uplift. This calculation would ideally be independently audited by a third party and confirmed in writing by the Local Planning Authority as part of the planning process pre-determination or through condition discharge. This approach would be similar to that adopted within the April 2014 Biodiversity & Development SPD supporting Lichfield District Council's adopted plan</p>	

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
				<p>(February 2015).</p> <p>We would recommend the Principles and Guidance for Biodiversity Net Gain (https://www.cieem.net/biodiversity-net-gain-principles-and-guidance-for-ukconstruction-and-developments) as a source of information and guidance. It should be noted that further guidance on biodiversity net-gain is intended to be produced by CIEEM and partners in early 2018.</p> <p>The following additional wording is proposed to be added to the reasoned justification: "In order to accurately determine whether no net loss and enhancement or net gain for biodiversity can be delivered by development, the LPA expects that, when requested, precise ecological assessment by suitably qualified people to accepted national standards is undertaken, sufficient to determine net impacts/change".</p> <p>We would welcome further dialogue with regards whether a collaborative project could be initiated to formulate a locally tailored 'biodiversity metric' to help with this calculation. For instance, this could incentivise measures such as sustainable urban drainage (green roofs, living walls etc) which have both biodiversity value as well as contributing towards the</p>	

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
				<p>aspirations for flooding and surface water drainage threaded throughout the Plan elsewhere. The aspirations for conservation of acid grassland, heathland and wetland networks could also be given greater weight through a locally tailored biodiversity calculator.</p> <p>We strongly support the requirement for enhancement measures for biodiversity to be required at all scales of development (where appropriate to do so) and especially for enhancement features to be required within the built development. Inexpensive and valuable enhancement measures, especially when considered at this early and strategically cohesive manner, will enable small scale developments to also demonstrate how they have achieved net-gain for biodiversity.</p> <p>Further cross-reference should be made to the emerging suite of Green Infrastructure Concept Plans (see comments under policy 14) which can provide more detailed and locally appropriate enhancement specifications.</p> <p>Development should provide for the long term management and monitoring of biodiversity features retained and enhanced within the site and for those features created off-site to compensate for development impacts. It should</p>	

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
				be noted that the 2017 EIA Regulations place greater weight both on the requirement to monitor mitigation measures and for access (by both regulator and applicant) to suitable expertise in order to evaluate EIA proposals.	
Wyre Forest Friends of the Earth	LPP01316	Policy 11D	Comment	<p>We are concerned about the impact of 6,000 homes on the natural environment. A particularly sensitive site is the Wilden Pools adjacent to the Wilden Marsh SSSI. Development at Wilden could affect the water table and hence the marsh environment. Hurcott Pastures SSI and Hurcott Woods Local Nature Reserve are also areas where new housing developments could damage the local ecosystem.</p> <p>Spennells Fields offer a range of habitats including important nesting sites for Corn Buntings, Skylarks, and Linnets along with badger setts and bat roosts. Corn Buntings, Linnets and Skylarks require large open spaces to thrive and would not nest in a “Green Corridor”.</p>	Comments are noted. Agree that the protection of SSSI sites within the District is important. The emerging Local Plan will aim to continue the protection of the SSSI sites.
Wyre Forest Green Party	LPP01399	Policy 11D	Comment	We are concerned about the impact of homebuilding and roads on the natural environment. A particularly sensitive site is the Wilden Pools adjacent to the Wilden Marsh SSSI. Development at Wilden could affect the water table and hence the marsh environment.	Comments are noted. Ecological assessments of potential allocation sites with wildlife concerns will be undertaken in the next stage of the Local Plan Review.

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
				<p>Hurcott Pastures SSSI and Hurcott Woods Local Nature Reserve are also areas where new housing developments could damage the local ecosystem and species therein.</p> <p>We would expect full ecological surveys to be done on each parcel in the Local Plan when development is considered. The Draft Local Plan is light on recognising ecological constraints on development apart from mentioning mitigation at Hurcott Pastures and discounting land adjacent to Puxton Marsh. Spennells Fields, for instance, is said to have no nature conservation interests pertaining to them, however the area offers a number of different habitats for wildlife, including important nesting sites for corn buntings, larks and linnets (all of which are included on the red list as endangered birds), badger setts and bat roosts (common pipistrelle, soprano pipistrelle and brown long-eared bat species). Also sighted in Wyre Forest in areas earmarked for development are European Otters. The rare Tower Mustard plant thrives along the lanes adjoining Stanklyn Lane. Endangered species like the Corn Bunting, Linnets and Skylarks would not nest in an area of 'Green Corridor' adjacent to a large housing development as they need wide, open spaces to thrive. Tree Preservation Orders on old and venerable trees and woodlands must be</p>	

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				respected.	
Taylor Wimpey West Midlands	LPP01534	Policy 11D	Comment	Requirement of development to deliver “a net gain in biodiversity” is not in accordance with the NPPF which, at paragraph 109, requires the planning system to “minimising impacts on biodiversity and providing net gains in biodiversity where possible”, clearly not a blanket requirement for biodiversity gains.	<p>‘Sustainable development’ is the golden thread that runs through the whole of the NPPF. The ‘environment’ is one of the three dimensions to sustainable development. The NPPF para 7 states that an environmental role is:</p> <p>“contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.” The NPPF para 9 states that:</p> <p>“Pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people’s quality of life, including:</p> <ul style="list-style-type: none"> • Moving from a net loss of bio-diversity to achieving net gains for nature.” <p>The NPPF aspires for 'net gain' or expects 'no net loss' <u>at a minimum</u>. Therefore, it is implied that <i>any</i> biodiversity loss could fail the NPPF's Sustainable Development principles and could constitute significant harm. Paragraph 2 of the National Planning Policy Framework (NPPF) (DCLG 2012) states that "Planning policies and decisions must reflect and, where appropriate,</p>

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					promote relevant EU obligations and statutory requirements."
	LPP04780	Policy 11D	Comment	<p>There are supportive words in the Draft Local Plan about “protecting and enhancing biodiversity and geological conservation”. However, any development on the natural environment in countryside areas will have serious negative impacts.</p> <p>A particularly sensitive site is the Wilden Pools adjacent to the Wilden Marsh SSSI. Development at Wilden could affect the water table and hence the marsh environment. Hurcott Pastures SSSI and Hurcott Woods Local Nature Reserve are also areas where new housing developments could damage the local ecosystem and species therein.</p> <p>I would expect full ecological surveys to be done on each parcel in the Local Plan when development is considered. The Draft Local Plan is light on recognising ecological constraints on development apart from mentioning mitigation at Hurcott Pastures and discounting land adjacent to Puxton Marsh.</p>	Comments are noted. Further evidence base work is being done to inform the next stage of plan-making. This will include ecological appraisals of potential site allocations. This evidence will be used to inform the site selection process and will be made available at the Pre-Submission consultation stage for public viewing.
	LPP01703	Plough Lane, Far Forest	Object	<p>Objects on the following reasons:</p> <ul style="list-style-type: none"> Wildlife conservation: natural habitat 	Objection and comments are noted.

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				will be affected.	
	LPP01722	New Road, Far Forest BR/RO/7	Object	<p>Objects on the following reasons:</p> <ul style="list-style-type: none"> Threat to wildlife. 	Objection and comments are noted. However, comments on proposed site allocations are not relevant to Policy 11d. Therefore no policy change required.
	LPP01737	New Road, Far Forest BR/RO/7	Object	<ul style="list-style-type: none"> Wildlife and habitats will be lost. 	Objection and comments are noted. However, comments on proposed site allocations are not relevant to Policy 11d. Therefore no policy change required.
	LPP03693	Policy 11D	Object	<p>There are many distinct varieties of plant and animal life in Spennells fields. These range from bees, butterflies, unique pollinators, the cinnabar moth, there are kestrels, Badgers, Skylarks, Linnets and Bats all these have been recorded.</p> <p>It provides a good and unique variety. That will be lost should Option A take place. No amount of design will enable these plant and animal life to flourish if Option A goes ahead.</p> <p>Option A will have a detrimental impact on the wildlife that feeds and lives on the fields and surrounding areas. There are Bats and Badgers in the area. In Britain all bat species and their roosts are legally protected, by both domestic and international legislation. Badgers and their</p>	Objection and comments are noted. However, comments on proposed site allocations are not relevant to Policy 11d. Therefore no policy change required.

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				setts (tunnels and chambers where they live) are protected by UK law. The skylark is fully protected under the Wildlife and Countryside Act 1981, which makes it an offence to kill, injure or take an adult skylark, or to take, damage or destroy an active nest or its contents. I therefore object to Option A on the basis of it being unlawful and not encouraging bio diversity.	
	LPP03899	Policy 11D	Object	There is no previous evidence that the Council can use land efficiently and sensitively with good design. I object to these proposals.	Objection is noted.
Worcestershire County Council, Planning Economy & Performance	LPP01226	11.32	Comment	The second sentence refers to sites being linked into a "detailed" network. The word "detailed" seems an unusual one; something like "more comprehensive and robust" may be better.	Comment is noted. Suggested change will be considered.
Worcestershire Wildlife Trust	LPP01059	Policy 11D	Comment	<p>We are pleased to support the intent of this policy and the weight it gives to enhancement as well as protection of biodiversity. We would however recommend some amendments, which we believe would aid clarity and provide a more robust policy framework in this regard.</p> <p>We welcome the proposal to take full account of the ecological network of wildlife corridors in decision making as set out in Section 1. It is important that the policy takes a wider view</p>	Comments are noted. We welcome the opportunity to work with Worcestershire Wildlife Trust and Worcestershire Green Infrastructure Partnership to develop the evidence base for this policy and to refine the policy further as the emerging Local Plan progresses.

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				<p>than just focussing on designated sites and so we endorse this approach. We would however recommend that the relevant corridors be mapped or otherwise defined so as to aid clarity in future. In connection with this we would also recommend that the 'corridors' take account of associated habitats listed under Section 41 of the NERC Act 2006 and BAP priorities. We would further recommend that the council engages closely with partner organisations including the Wildlife Trust and Worcestershire Green Infrastructure Partnership to develop the evidence base for this before the final plan is submitted.</p> <p>We fully support the need for development to deliver net gains in biodiversity as set out in Section 2. We would however recommend that you delete the word 'major' from the first sentence so that it reads '<i>Net gains in biodiversity will be sought from all development proposals...</i>' The last two sentences of Section 2 make clear that gains sought will be proportionate to the scale of development and that gains within the built environment will be sought for all scales of development and so we do not believe that the modifying word is required in the first sentence. There will be many cases where relatively small developments can offer biodiversity enhancement (for example</p>	

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
				<p>through careful consideration of landscaping elements) and these should be sought where possible. It would be helpful to define biodiversity net gain in this context so that all parties are clear about what is expected in this regard. Recently established principles for this can be found in 'Biodiversity Net Gain – Good practice principles for development' jointly produced by CIRIA, CIEEM and IEMA and guidance on implementation of net gain processes is being developed for release in early 2018. It will also be necessary to be able to determine the starting point for net gain discussions and so securing an appropriate level of biodiversity information will be important. Guidance on this is available (for example in BS42020:2013 Biodiversity – Code of practice for planning and development) and we would be pleased to discuss the practicalities of this with the council in due course.</p> <p>Finally, we would recommend that you re-draft Section 4 to read '<i>...development will provide for the long term management and monitoring of biodiversity...</i>' so as to more accurately reflect the need to monitor results in order to inform future management decisions.</p>	
	LPPO601	11D	Support	As well as SSSIs & Nature reserves, transitional habitats between them and settlement	Comments are noted.

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
				<p>boundaries must be protected.</p> <p>North and west of Bewdley fields between the forest and the town are vital for large numbers of bird & insect species which would suffer if these open spaces were lost. Many species from the forest also uses these open fields for hunting and feeding.</p>	

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO SECTION 12: STRATEGIC INFRASTRUCTURE

Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
Miller Homes	LPP0977	Policy 12	Support	<p>Support the inclusion within Part B of proposed Policy 12 of a ‘subject to viability’ clause with respect to the requirement for development to provide or contribute, financially or in kind, towards the provision of infrastructure needed to support it.</p> <p>The National Planning Policy Framework (NPPF) requires that:</p> <p><i>“Pursuing sustainable development requires careful attention to viability and costs in plan-making and decision-taking. Plans should be deliverable. Therefore, the sites and the scale of development identified in the plan should not be subject to such a scale of obligations and policy burdens that their ability to be developed viably is threatened. To ensure viability, the costs of any requirements likely to be applied to development, such as requirements for affordable housing, standards, infrastructure contributions or other requirements should, when taking account of the normal cost of development and mitigation, provide competitive returns to a willing land owner and willing developer to enable the development to be deliverable”.</i></p> <p>The NPPF identifies that where obligations are being sought through the determination of planning applications, LPAs should take account of changes in market conditions over time and, wherever appropriate, be sufficiently flexible to prevent planned development being stalled or undelivered due to viability issues.</p>	Comments and support noted for ensuring viability is considered.

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
				Important for the new Local Plan to take appropriate evidence and development viability into consideration when setting and applying policies relating to providing and contributing towards strategic infrastructure.	
Canal & River Trust	LPPO1014	Policy 12	Object	Previous comments on Infrastructure Delivery Plan do not appear to have been taken into account in this document or latest IDP.	Policy 12 does not preclude Canal & River Trust infrastructure and is a policy for all infrastructure providers. The IDP has live status and will continually be updated prior to the next stage of consultation. As part of this process your comments will be considered.
Chaddesley Corbett Parish Council	LPPO1041	Policy 12	Comment	There will be a continuing need to recognise the importance (for business and employment) of ease of access to major road and rail infrastructure, underlining the importance of supporting the redesign of Mustow Green and other improvements to other routes providing access toward Birmingham and Worcester.	Policy 12 does not preclude works to this area. Any improvements required will be identified by transport modelling being undertaken by the highways authority Worcestershire County Council.
Environment Agency	LPPO1064	Policy 12	Support	We would encourage an integrated approach to infrastructure delivery, as set out in Policy 12, whilst maximising opportunities for providing flood risk management benefits as part of wider infrastructure works.	Comments and Support Noted. Flood Risk requirements will be included within the IDP.
Worcestershire County Council, Planning	LPPO1228	Policy 12	Comment	Education Provision: Current analysis of established households and child data, as at the population census	Comments noted and WFDC will continue to work with WCC children's services to establish

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
Economy & Performance				<p>2011, derived a pupil yield of 0.28 pupils per dwelling.</p> <p>At primary school level, known children data is only available for 4 years from the current date, as the data is based on actual births. At primary school level, there is localised surplus capacity within the area to support elements of housing growth but this will be insufficient to meet the needs of the proposed growth. However, this is not consistent and in some schools there are either no surplus places or insufficient surplus places to maintain an acceptable level of places for families moving in to the area or to absorb the additional places required as a result of housing development. Therefore, where there is a need for additional places within an area additional provision will be required to support the level of housing set out in the local plan.</p> <p>At secondary school level, pupil numbers across Kidderminster are set to increase as a result of higher primary school numbers coming through the system and are set to rise to 649, exceeding the published admission number (or 'PAN', which sets out the number of pupils that can be admitted into each year group) of 635 in September 2021. Current forecast data suggests that pupil numbers will remain at or above PAN for the foreseeable future which may result in a need to expand secondary schools to accommodate pupil number growth from development. In Stourport, secondary school pupil numbers are set to increase and exceed the PAN of 224 from September 2018 onwards. Current forecasts suggest that pupil numbers will</p>	future need for school places through the plan development lifetime.

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
				<p>remain at or above PAN for the foreseeable future, again with the resultant need to expand secondary schools. In Bewdley, current forecasts suggest that secondary school pupil numbers are not anticipated to exceed the PAN for the foreseeable forecast period up to 2026, but this will be reviewed regularly and may change as a result of changing circumstances including development plan allocations and windfall.</p> <p>In conclusion, there are currently sufficient school places within the area to maintain the current level of forecast pupil numbers before any development takes place. Where there is an identifiable need, for example in the secondary phase of education in Stourport, the Local Authority will continue to adapt to demographic change in ensuring there is a sufficient supply of statutory school age places within the Wyre Forest area.</p> <p>Children, Families and Communities (WCC) have no specific preference for the options put forward under Option A and Option B. However, pockets of growth consisting of small-scale development will support existing infrastructure in rural locations, although the accumulative impact of such development may result in a need for either school expansions or new schools. Any school expansions will be subject to discussion with existing schools. Large-scale development will have a wider and more far-reaching impact on school places and, depending on the outcomes of this consultation, it is most likely that a new primary school will be required to support the level of provision in the east</p>	

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
				<p>of Kidderminster as set out under options A and B. The IDP provides further detail of options.</p> <p>The Local Authority will continue to monitor pupil numbers and, where new infrastructure is required as a direct result of housing proposals, will seek to mitigate the impact of the development on education provision through s106 developer contributions.</p>	
Taylor Wimpey West Midlands	LPPO1536	Policy 12	Comment	<p>Policy acceptable in principle but does not refer to CIL and how this will be used to fund strategic infrastructure. The mechanisms by which the strategic infrastructure is to be delivered should be clearly set out to ensure that developers are fully aware of any requirements relating to their schemes so that the necessary financial planning relating to securing land options/agreements can be undertaken from the outset.</p> <p>An Eastern Relief Road will require a funding mix, which could include the utilisation of monies collected through a CIL charging schedule.</p>	The policy is designed to allow for all funding methods to infrastructure. CIL scoping will be considered within the next viability run scheduled for the summer of 2018. No policy change required.
	LPPO1953	Policy 12 Infrastructure	Object	<ul style="list-style-type: none"> • Overcrowded schools currently. • 3 local hospitals are in special measures. • Impossible to get a doctors appointment currently. 	Policy 12 allows for infrastructure projects to be funded requirements for new provision is undertaken by the appropriate infrastructure provider and detailed within the IDP. No change required.
	LPPO2004	Policy 12	Comment	<ul style="list-style-type: none"> • Need to solve our current problems before adding 	Existing problems with public

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
		Infrastructure		<p>to the load.</p> <ul style="list-style-type: none"> Need to address all the inadequacies of today - emergency services, doctors, roads etc. 	services are the responsibility of the appropriate service provider. This policy is designed to allow for new infrastructure works to be carried out as necessary. No change required.
	LPPO2320	Policy 12 Infrastructure	Object	<ul style="list-style-type: none"> Infrastructure will also need to be developed if Spennells/Offmore is extended. Will increase pressure on health services, schools etc. Could potential create jobs but would local people get these jobs? 	This policy will allow for new infrastructure as identified by the provider. No change required.
	LPPO3367	Policy 12	Object	Can Kidderminster sustain such an increase of population? Infrastructure: Doctors, Schools, Dentists, jobs, roads and bus services, which are under pressure now. Hospitals alone are another argument.	This policy will allow for new infrastructure as identified by the provider. No change required.
	LPPO3639	Paragraph 12.2	Object	I oppose using a more substantial urban extension for development on greenfield sites, as I believe our local housing needs can be met without using this.	This policy responds to the settlement strategy. Thus the policy itself is correct for the current strategy. No change required.
	LPPO3901	Paragraph 12.2	Object	The Council has ignored 3 independent analyses that shows that development of Green Belt is unnecessary. I strongly object to this plan.	There is no mention of Green Belt within this paragraph. This policy is designed to allow for infrastructure as required not decide where new development

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					is located. No change required.
	LPP03902	Paragraph 12.3	Object	The Council has ignored 3 independent analyses that shows that development of Green Belt is unnecessary. I strongly object to this plan.	There is no mention of Green Belt within this paragraph. This policy is designed to allow for infrastructure as required not decide where new development is located. No change required.
	LPP03696	12.3	Object	<p>From the WFIDP it appears that the Council has already preferences for Option A and have not considered this fairly. It appears that “Governments funding will be granted to those who bid unlock the most homes in areas of greatest housing need”</p> <p>In addition additional funding will be received for Eastern By pass.</p> <p>It appears that the WFDC is motivated by this funding and not for the character of Kidderminster, the residents of Kidderminster, the landscape of Kidderminster.</p> <p>I would question and challenge –“greatest <i>housing need</i> “as per statistics see 1 Introduction and context comments.</p> <p>The need is not as you have suggested and described a large amount of exaggeration is included in your submissions.</p> <p>WFIDP identifies additional Policing costs for Option A. Also, Option B does not need as much roadwork and section</p>	From a strategic infrastructure policy perspective these comments will require no change. The WFIDP is a living document and will be updated to reflect the final choice of sites and the infrastructure these sites require to be acceptable in planning terms.

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				7.0.12 of the same report says " the County Council judges that there will be a transport funding gap, as has been consistently identified in the previous version of the WFIDP back in September 2012 and in the IDPs of other Districts in Worcestershire." Save £17.5m.	
	LPP03528	12.3 Infrastructure	Object	Hospital: With the planned expansion of Kidderminster I feel very strongly that hospital services needs to be at the forefront in terms of a hospital with A&E and more services. Reinstating a proper hospital will relieve the current pressure on Worcester and Russell's Hall hospitals especially given these areas are also massively expanding. Could part of Lea Castle be ring fenced and considered for a hospital should the current hospital site not be considered big enough?	Worcestershire ACUTE NHS trust has been consulted as part of this planning consultation. Any future infrastructure needs for the hospitals will be identified by them as the provider. Policy 12 enables future infrastructure needs to be met. No change required.
	LPP03552	Paragraph 12.3	Object	<p>Hagley suffer from daily transient traffic as part of both travel to work between Worcestershire, Birmingham and the Black Country and social and leisure destinations. This is shown with queuing traffic regularly as far back as Hackman's Gate and Blakedown, with further queues experienced in Churchill. Adding further development on the source routes will add significant pressure on an already over stretched, under capacity major road intersection.</p> <p>It makes perfect sense therefore that a link road MUST now be created to link up with the traffic Island at Fairfield which in turn gives ease of access to junction 4 at Bromsgrove.</p> <p>Further logic says that the link road should commence</p>	Policy 12 does not preclude works to this area. Any improvements required will be identified by transport modelling being undertaken by the highways authority Worcestershire County Council. No change to policy 12 required.

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				<p>BEFORE Blakedown to relieve it too of transient traffic.</p> <p>I have been in touch with members of Blakedown Parish Council and they too are supportive of the need to take measures to alleviate transient traffic along its part of the A456</p> <p>The rail link between Worcester (and other destinations which it serves) is under utilised and restricted by either pay to park or very limited parking facilities.</p> <p>Car parking should be free at all stations with greater capacity needed at both Kidderminster and Blakedown stations.</p>	
	LPPO4484	12.3 - WFIDP	Comment	<p>The WFIDP as is the Local Plan is very light on the provision of medical services vis:</p> <p>“Secondly, as part of more general advice across Worcestershire, the projected population growth across the County will inevitably lead to increased demand for healthcare, including acute hospital services. Whilst more intensive use of facilities can absorb some increased demand, this is inevitably principally at the margins and the healthcare sector might have to look to CIL (in addition to potentially planning obligations for specific large scale developments) to support the provision of additional health provision, wherever major housing developments are undertaken. This is particularly important for secondary acute healthcare facilities, such as those provided by the</p>	Existing infrastructure deficiencies are the responsibility on the appropriate infrastructure provider. This policy will allow infrastructure to be brought forward to support the proposed growth within this local plan. No policy change required.

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				<p>Trust, for which planning obligation funding is less frequently allocated than for primary care facilities, such as clinics and surgeries provided within large new developments.”</p> <p>The Wyre Forest Infrastructure Development Plan identifies additional Policing costs for Option A. It is recommended the expanded Lea Castle site within Option B is transferred to Option A. The WFIDP and the Local Plan are very light on the provision of medical services. Large Urban estates have evidenced increased anti social behaviour and increased crime rates and this appears to be acknowledged in the WFIDP but is not covered in the Local Plan consultation.</p> <p>Having lived in Kidderminster 19 years I have seen it change for the worse and would welcome development if I thought it would genuinely benefit the local community but existing infrastructure; hospitals, doctors surgeries, schools, Dentists, local support in the community social care etc is woefully inadequate now and to add further burden to an already struggling local system is foolhardy at best. It brings to mind the disaster with the parking issues at the newly built leisure centre. Who would have thought consolidating 3 swimming pools into a single centre would have such a huge demand? Remarkable when you think about it and no way to address it after the fact as permission is already in place on the surrounding land.</p>	
	LPPO4491	Infrastructure Health	Object	As Worcestershire NHS is in special measures NO big housing development should be considered in Wyre Forest	This request is not within the power of the district council. The

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				area until medical provisions for this area are secured. Building houses without a thought to medical provision is irresponsible – No big housing development anywhere in Wyre Forest should be considered until Kidderminster Hospital has an A & E.	local authority is required by central government to produce a local plan. The level of development identified is based on an assessed housing need for the area. Policy 12 is designed to enable future infrastructure needs to be brought forward. No policy change required.
	LPP03939	12.3 IDP	Object	<p>The IDP clearly states that additional policing costs would be incurred for Option A. Option B does not require the same level of roadwork and section 7.0.12 states ‘the County Council judges that there will be a transport funding gap, as has been consistently identified in the previous version of the WFIDP back in 2012 and in the IDPs of other districts in Worcestershire’. This will save the Council £17.5m as stated in the report.</p> <p>If Option A becomes the preferred option, I suggest the expanded Lea Castle site within Option B, be transferred to Option A. This is recommended in the WFIDP in section 3:</p> <p>‘It should be noted that the expanded Lea Castle site within Option B is preferable to the smaller allocation identified in Option A. This expanded site has the potential to include additional development opportunities such as retail and a new primary school which will assist in providing a more sustainable development. This expanded site also allow the potential for further access from the site onto</p>	These comments are noted but require no change to policy 12. The WFIDP is a live document and will be updated with the infrastructure required as identified and evidenced by the appropriate infrastructure providers.

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				<p>A451. However, it should be noted that the A451 is a fast road that has historically suffered from a high accident rate so care would be need to be taken when considering any access'</p> <p>Large urban estates have evidenced increased anti-social behaviour and increased crime rates. This is referenced in the WFIDP but not included in the Draft Local Plan consultation. Allowing disproportionate urban expansion (almost double the size of existing Spennells estate) is not only, not required, but could result in the need for services to counteract any increase in anti-social behaviour or crime rate.</p> <p>The WFIDP as is the Draft Local Plan is relatively neglectful of the need for enhanced medical services, 'Secondly, as part of more general advice across Worcestershire, the projected population growth across the county will lead to increased demand for healthcare, including acute hospital services</p>	
	LPPO4832	12.3	Comment	The Local Plan is light on how medical services will be addressed as a result of the projected population growth.	The requirements for medical infrastructure are identified within the WFIDP. The WFIDP carries live status and will be updated before the next consultation and throughout the lifetime of the plan. No changes to policy 12 required.
	LPPO4918	Infrastructure	Object	The WFIDP as is the Local Plan is very light on the provision	The requirements for medical

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		Plan		<p>of medical services vis:</p> <p>“Secondly, as part of more general advice across Worcestershire, the projected population growth across the County will inevitably lead to increased demand for healthcare, including acute hospital services. Whilst more intensive use of facilities can absorb some increased demand, this is inevitably principally at the margins and the healthcare sector might have to look to CIL (in addition to potentially planning obligations for specific large scale developments) to support the provision of additional health provision, wherever major housing developments are undertaken. This is particularly important for secondary acute healthcare facilities, such as those provided by the Trust, for which planning obligation funding is less frequently allocated than for primary care facilities, such as clinics and surgeries provided within large new developments.”</p> <p>The Wyre Forest Infrastructure Development Plan identifies additional Policing costs for Option A. It is recommended the expanded Lea Castle site within Option B is transferred to Option A. The WFIDP and the Local Plan are very light on the provision of medical services. Large Urban estates have evidenced increased anti social behaviour and increased crime rates and this appears to be acknowledged in the WFIDP but is not covered in the Local Plan consultation.</p> <p>I have seen Kidderminster change for the worse and would welcome development if I thought it would genuinely</p>	<p>infrastructure are identified within the WFIDP. The WFIDP carries live status and will be updated before the next consultation and throughout the lifetime of the plan. No changes to policy 12 required.</p>

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				benefit the local community but existing infrastructure; hospitals, doctors surgeries, schools, Dentists, local support in the community social care etc is woefully inadequate now and to add further burden to an already struggling local system is foolhardy at best. It brings to mind the disaster with the parking issues at the newly built leisure centre. Who would have thought consolidating 3 swimming pools into a single centre would have such a huge demand? Remarkable when you think about it and no way to address it after the fact as permission is already in place on the surrounding land.	
Place Partnership Ltd	LPPO1112	Paragraph 12.3 IDP	Comment	<p>WP, WMP and HWFRS are supportive of the proposal for the IDP to detail the infrastructure required to support the proposals and development sites in the Local Plan. We also welcome the recognition that both the Community Infrastructure Levy (CIL) and Section 106 mechanisms will be required to deliver this.</p> <p>Pleased that the contents of the IDP on pages 60 – 61 reflect the representations that we submitted to the Council on the 05 September 2016 and 05 January 2017.</p> <p>We would like to update the aforementioned representations by enclosing in Appendix 2 details of the most recent Secretary of State and Planning Inspectorate appeal decisions supporting Section 106 contributions for the police service. They confirm that the principle of and methodology used to request such contributions are wholly compliant with the CIL Regulations. They also confirm that</p>	These comments are welcomed and the information provided will be considered in the WFIDP update prior to the next consultation.

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				<p>'infrastructure' is a broad term and includes not just includes buildings, but equipment and vehicles too, with all types acceptable within the terms of the CIL Regulations.</p> <p>Disappointed to see that the table enclosed in Appendix A of the IDP has not taken into account the aforementioned representations. No reason is given for this. However, please find enclosed in Appendix 3 an update for inclusion in the IDP.</p> <p>Overall, we trust that this response is of assistance to the preparation of the Wyre Forest Local Plan Review, but should there be any queries or further information is needed, please do not hesitate to contact us.</p>	
Worcestershire Primary Care CCG	LPPO1115	Document	Comment	Having read through the relevant sections of the WFIDP and Local Plan Review Preferred Options, we have nothing to add. We would, however, comment that the costings in section 4.2.4 are now out of date, but note that these aren't included in the appendix so assume there will be opportunities to update these as the process progresses.	Further consultation with infrastructure providers will be undertaken to ensure information is kept up to date as befits the live status of the WFIDP.
	LPPO2497	WFIDP	Object	The WFIDP/Local Plan is very light on the provision of medical services.	The requirements for medical infrastructure are identified within the WFIDP. The WFIDP carries live status and will be updated before the next consultation and throughout the lifetime of the plan. No changes to policy 12 required.

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Education & Skills Funding Agency	LPP01048	12.4	Support	<p>The ESFA welcomes reference within the plan to support the development of appropriate social and community infrastructure as outlined in paragraph 12.4 and the specific commitment to continue investing in education infrastructure. it would be helpful if key national policies relating to the provision of school places are referenced in the Local Plan:-</p> <p>NPPF para.72 - LPAs should take proactive, positive and collaborative approach to provision of new schools ... and give great weight to need to create, expand or alter schools to widen choice in education.</p> <p>ESFA supports principle of safeguarding land for new schools as per para. 72 of NPPF.</p> <p>WFDC should also have regards to 'Planning for Schools Development (2011) DCLG/DfE</p>	<p>Support of existing policy is welcomed reference to specific NPPF paragraphs isn't necessary on every policy as all policies must be NPPF compliant. To do so would increase the plan length considerably and not change the policy wording itself.</p> <p>Worcestershire County Council as a statutory consultant has provided evidence on all school place requirements.</p>
	LPP03958	Infrastructure	Comment	<p>Extra housing will put pressure on existing public services i.e. hospitals, GP surgeries, schools. Currently Worcester Acute Trust is in special measures and unable to sustain a quality service for the existing population of Wyre Forest. Kidderminster Hospital was downgraded years ago and provides limited services for Wyre Forest residents. Current GP practices in Wyre Forest have implemented telephone consultations rather than face to face consultations due to pressures on capacity which results in an impersonal doctor/patient relationship. Current GP practices would not</p>	<p>All infrastructure requirements are identified and evidenced by the appropriate infrastructure provider for all the themes mentioned in this response. Policy 12 is designed to enable future infrastructure need to be delivered. No change required.</p>

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				<p>be able to accommodate an influx of new patients.</p> <p>Local primary schools are all full and would not be able to cope with the extra children new housing development would bring. Therefore any development should be large enough to warrant extra primary schools, GP surgeries and other community services in order for the development to be sustainable.</p> <p>We would like to propose a solution to the problem with Hurcott Lane being a “rat run”. The junction between A456 and Hurcott Lane is already a black spot for accidents and similar problems exist between the junction of A451 and Hurcott Lane. Any closure of either end of Hurcott Lane would result in traffic diverting through the village and along Hurcott Road which is even narrower than Hurcott Lane. It would also divert traffic from the Birmingham Road along Baldwin Road instead and this road already has an increase in traffic at rush hour with commuters cutting through to access Hurcott Road/Chester Road North.</p> <p>We propose that access is available either end of Hurcott Lane to access Hurcott Woods nature reserve only with bollards preventing through traffic from either end. Hurcott Road should be made a bridal path/cycle path/pedestrian access only to get to Hurcott Woods. Bollards would be required adjacent to the current bridal/public footpath where Hurcott Road narrows on the blind bend. This would make it safer for pedestrians walking their dogs and families with young children as well as encouraging cyclists and</p>	

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
				walkers to use this lovely country side for recreational exercise.	
	LPPO3903	Paragraph 12.4	Object	The Council has ignored 3 independent analyses that shows that development of Green Belt is unnecessary. I strongly object to this plan.	There is no mention of Green Belt within this paragraph. This policy is designed to allow for infrastructure as required not decide where new development is located. No change required.
	LPPO3904	Paragraph 12.5	Object	The Council has ignored 3 independent analyses that shows that development of Green Belt is unnecessary. I strongly object to this plan.	There is no mention of Green Belt within this paragraph. This policy is designed to allow for infrastructure as required not decide where new development is located. No change required.
	LPPO3905	Paragraph 12.6	Object	The Council has ignored 3 independent analyses that shows that development of Green Belt is unnecessary. I strongly object to this plan.	There is no mention of Green Belt within this paragraph. This policy is designed to allow for infrastructure as required not decide where new development is located. No change required.
Worcestershire County Council, Planning Economy & Performance	LPPO1229	Paragraph 12.6	Comment	The Worcestershire and Greater Birmingham and Solihull LEPs are referred to here as "infrastructure providers". These bodies do not directly provide infrastructure, but rather seek and coordinate funding for others to deliver, so it may not be appropriate to refer to them in these terms.	Agree description of LEP's will be changed.
Wyre Forest Green Party	LPPO1482	Local Infrastructure	Comment	6,000 homes by 2034 mean approximately 20,000 new people in Wyre Forest District. How will the Hospital and	All infrastructure providers have been consulted as part of this

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
				<p>emergency services cope with this growth? Even halving this number to the number which I believe is realistic requires significant investment.</p> <p>Expanded residential developments requires proper infrastructure to support its current and future residents. We have found no evidence of future funding to support this. In particular:</p> <ul style="list-style-type: none"> • Hospital services <ul style="list-style-type: none"> ○ Kidderminster Hospital was downgraded several years ago and is ill-equipped for an enlarged population. ○ Worcestershire Acute Hospitals NHS is considered to be a failing trust by the CQC. ○ Worcestershire Health and Care NHS Trust have moved or downgraded some mental health services at Kidderminster, with service users and their relatives needing to travel to Redditch. • GP & Dental surgeries – We are not confident that there will be adequate provision of GP and dental services in a greatly enlarged Spennells. • Schools – Existing local schools are nearly full. We are not confident that extra school places will be made available in time for the projected new arrivals to this part of town. Temporary Portacabin classrooms and long travel times for pupils to get to a school with capacity, will lead to poorer educational outcomes. The funding that may be 	<p>process to identify their themes infrastructure requirements. This information is contained within the WFIDP. The delivery of these services is the responsibility of each provider with the responsibility for enabling planning policy falling to WFDC.</p>

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				<p>made available for a new school if the housing development surpasses 1000 homes, is no guarantee that the school will actually be built. Car parking outside many schools is already difficult at the beginning and end of the school day.</p> <ul style="list-style-type: none"> • Local shops, pharmacy and post office – We are not confident that adequate additional local shops will be constructed to serve any enlarged Spennells community and there is no capacity to enlarge the existing shops and car park at Warbler Place. • Local leisure such as a village hall, pub, and fitness centre/gym – We are not confident that adequate local leisure facilities will be built to serve an enlarged estate, leading to a soulless estate with no sense of community and heightened youth alienation. • Local roads and transport – The absence of adequate schools, shops and leisure facilities will increase car journeys which will contribute to local air pollution and traffic congestion. The building of an estate on the fringe of Kidderminster will see more car journeys rather than walking and cycling, compared to development closer to the town centre on brownfield sites. 	
Summerfield Against Land Transformation	LPP01615	Section 12 - Infrastructure	Comment	Given the scale of the proposed development thought must be given to key educational and health services to support the residents of the new housing stock. This will require an expansion of existing schools and the creation of a new	National planning policy dictates how local plans are developed with public participation stages and elected members voting

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
				<p>health centre/GP practice. This is true of both options, but especially Option A, given the density of housing envisaged.</p> <p>We accept and support the need for infrastructure development to reflect the ambition of a Local Plan. However, we see this draft Plan being cynically manipulated — via Option A — to justify the relief road, resolve pre-existing problems and to attract capital funding.</p>	elements of the plan. This ensures the process of plan development is democratic and fair. The support for additional infrastructure is welcomed. No policy change required.
	LPPO2323	Option A - Spennells	Object	<ul style="list-style-type: none"> • Have schools/hospitals etc. been considered? • How will Kidderminster/Worcester hospitals cope when they are already in special measures and struggling? • It will put pressure onto the education system in Wyre Forest. 	
Network Rail	LPPO1141	Transport & Accessibility	Comment	<p>Network Rail owns, maintains, renews and enhances the railway infrastructure in England, Wales and Scotland and is a statutory consultee for:</p> <p>(a) Any planning applications within 10 metres of relevant railway land (as the Rail Infrastructure Managers for the railway, set out in Article 16 of the Development Management Procedure Order) and</p> <p>(b) For any development likely to result in a material increase in the volume or a material change in the character of traffic using a level crossing over a railway (as the Rail Network Operators, set out in Schedule 4 (J) of the Development Management Procedure Order); in addition you are required to consult the Office of Rail and Road (ORR).</p>	These comments are welcomed and will be considered in the transport section of the WFIDP and transport policy 13.

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				<p><i>The Town and Country Planning (Development Management Procedure) (England) Order 2015</i></p> <p><i>SCHEDULE 4 Consultations before the grant of permission</i></p> <p><i>Development which is likely to result in a material increase in the volume or material change in the character of traffic using a level crossing over a railway.</i></p> <p><i>The operator of the network which includes or consists of the railway in question, and the Secretary of State for Transport.</i></p> <p>Traffic over a level crossing can be vehicular, pedestrian, cyclists or horse-riders and that proposals do not have to be adjacent to a level crossing to potentially impact the crossing. The council should also be made aware that several proposals over time can also have a cumulative impact upon a level crossing or level crossings in the area, and here, developer contributions could be pooled from several developments to fund mitigation measures.</p>	
Rushock Parish Council	LPPO1106	Infrastructure	Comment	<p>We are concerned about the effects of the proposed residential developments on already overcrowded roads, medical services, social services and schools in the district. Developments of this size will very likely encourage commuters to Birmingham and elsewhere which will generate major traffic problems.</p>	<p>All infrastructure requirements are identified and evidenced by the appropriate infrastructure provider for all the themes mentioned in this response. Policy 12 is designed to enable future infrastructure need to be delivered.</p>
	LPPO4730	Section 12	Comment	<p>It is good to see in this section (Policy 12) reference to the Strategic Infrastructure required for these large developments. It should however be made extremely clear in any future document that no land will finally be released</p>	<p>Development location is not relevant to policy 12 which is designed to enable future infrastructure needs to be met.</p>

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				<p>from Green Belt or ADR until the council and developers have costed and have funding in place for any infrastructure required.</p> <p>No other comment on this section as I don't know anything about the WFIDP or what this 'living' document proposes but see previous comments on health and the requirement in the proposals for new schools. Where is the money to pay for this coming from and what is Plan B when there is no money available? Is 12.7 extra tax or local rates?</p>	No policy change required.
	LPPO4782	Section 12	Comment	<p>A cautionary tale from our neighbours in Bromsgrove. They had been offered a 'useful' contribution' from Birmingham (presumably not unlike the finance that WFDC are looking forward to receiving for the station, and apparently, the southern bypass).</p> <p>Birmingham has the largest housing department in England and due to its financial muscle and much larger finance legal departments is at a great advantage in discussions with its County neighbours.</p>	This comment has no impact on current policy development. Cross Boundary issues are identified through the appropriate mechanism.

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
	LPPO622	Transport	Comment	Need better reliable bus services and links from Bewdley to Kidderminster Station.	Comments noted. Almost all bus services in Worcestershire are now provided on a commercial basis, without any intervention from the County Council. Your comments will be passed to the local commercial bus operator, Diamond, for their consideration.
Highways England	LPPO790	Policy 13	Comment	<p>Highways England ('we') are responsible for the operation and maintenance of the Strategic Road Network (SRN) in England. The network includes all major motorways and trunk roads. Wyre Forest District lies in close proximity to the M5, which is located approximately 6 miles to the east of the district.</p> <p>Highways England has undertaken a preliminary review in order to consider the potential traffic implications associated with the allocated housing, employment and retail development as set out in Options A and B of the consultation version of the Wyre Forest Local Plan. We have identified that the level of traffic generated from the allocated sites within both options is similar and we do not have specific preference as to which option is brought forward. We note however that there may be material implication for our network at M5 Junctions 3, 4 and 6 arising from increased levels of traffic</p>	Comments noted. As with all Local Development Plan reviews, Worcestershire County Council will continue to work closely with Highways England, using available data and information to monitor and manage the forecast impacts of planned development growth, and pursue mitigation measures as and when appropriate.

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
				<p>associated with development in Wyre Forest.</p> <p>In order to develop a clearer understanding of the implications of the proposed allocation of development for the SRN, more detailed traffic assessment of M5 Junction 4 is a priority. This junction is already affected by development arising from the plans of Bromsgrove District and Birmingham City Councils. The implications of development traffic at M5 Junction 3 are likely to be affected by traffic growth associated with plans and strategies of Bromsgrove District Council, the Black Country Authorities and Transport for West Midlands.</p> <p>Highways England will seek to work in partnership with you and Worcestershire County Council as the Local Highway Authority to consider these implications and identify if any mitigation measures are required to support the identified growth in Wyre Forest District.</p> <p>Highways England will therefore seek to encourage on-going engagement with Wyre Forest District Council and Worcestershire County Council during and after the public Local Plan consultation in order to identify any necessary highway improvement schemes to ensure the SRN continues to operate its primary role as a strategic route for</p>	

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
				through traffic.	
Bewdley Civic Society	LPP0891	Policy 13	Comment	<p>Additional Suggestions and Omissions:</p> <p>A policy to improve Bewdley's parking regime, especially that on the Wribbenhall side. Suggest a scheme to use the Bewdley Rowing Club's car park thereby enabling a financial incentive to improve the Club's fortunes and property and help the town with its parking problems.</p>	Comments noted. Worcestershire County Council is very supportive of exploring this option further, which has the potential to significantly improve access to Bewdley; boosting the local economy.
Chaddesley Corbett Parish Council	LPP01042	Policy 13	Comment	<p>Freight proposals - need to be aware of incremental developments and impact of increased freight movements over time.</p> <p>Support need to improve direct rail services to London/Bristol and increase speed of services to Birmingham/Bristol.</p> <p>More parking at Blakedown will not help with use of direct rail services from Kidderminster. More parking is needed at Kidderminster itself. Need to assess road improvements required for new Worcester Parkway station.</p>	Comments noted. The proposal to improve parking at Blakedown Station (LTP4 Scheme WFST5) is to improve access to rail for residents of the Wyre Forest, for who Blakedown would be the nearest rail station, such as residents of Chaddesley Corbett, for example. The business case for Worcestershire Parkway included an extensive assessment of road based trip generation. A number of access improvements are being pursued to support access to the new station by a variety of transport modes, once it opens to the public.
Network Rail	LPP01147	Policy 13(B), Paras. 13.21 and 13.23	Comment	There are level crossings at Blakedown Railway Station and Hartlebury Railway Station. Increased pedestrians and vehicle usage at the level crossing	Comments noted. Any investment in rail infrastructure will be developed in full compliance with Guidance for

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				<p>could increase the risk scores at both level crossings. There could also be an increase in trespass. It is key for any increase in passengers that both stations have adequate parking facilities, which at present both do not have. Blakedown in particular is a problem as parked cars on the approach roads hinder sighting and visibility of the level crossing; Network Rail would not want this scenario to be repeated at Hartlebury. In addition, both stations do not have access over the railway other than at the road level crossings.</p> <p>There are also a number of footpath level crossings in the area too (Blakedown Viaduct, Harborough Hill, Lambs Farm). Closure of these should form part of the criteria for bringing any sites forward for development in the immediate area. The stopping up of the level crossings should be promoted under S257 of the Planning Act given the nature / amount of usage that would arise as a result of the proposed large developments. Closure under s257 would be led by the developer(s) who would fully fund the process and any mitigation measures.</p> <p>Councils are urged to take the view that level crossings can be impacted in a variety of ways by planning proposals:</p> <ul style="list-style-type: none"> • By a proposal being directly next to a level crossing • By the cumulative effect of developments 	<p>Rail Investment Projects, which requires consideration of all of the concerns raised, and will result in a net betterment of rail infrastructure, to reduce the risk of accidents. The prevalence of at-grade level crossings on the Stourbridge Line is unsurprising, given the evolved nature of this route. Worcestershire County Council will continue to work with Network Rail, Train Operating Companies, Wyre Forest District Council and other partners to take advantage of opportunities to close any at-grade level crossings and replace these with grade separated, safer alternatives, where funding and resources can be identified.</p>

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				<p>added over time in the vicinity of a level crossing</p> <ul style="list-style-type: none"> • By the type of level crossing involved e.g. where pedestrians only are allowed to use the level crossing, but a proposal involves allowing cyclists to use the route • By the construction of large developments (commercial and residential) where road access to and from the site includes a level crossing or the level / type of use of a level crossing increases as a result of diverted traffic or of a new highway • By developments that might impede pedestrians ability to hear approaching trains at a level crossing, e.g. new airports or new runways / highways / roads • By proposals that may interfere with pedestrian and vehicle users' ability to see level crossing warning signs • By any developments for schools, colleges or nurseries where minors in numbers may be using the level crossing • By any proposal that may cause blocking back across the level crossing • By any proposal which may see a level crossing impacted by the introduction of cycling or walking routes <p>Developments within the council area should be</p>	

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				<p>accompanied by a TS/TA which includes consideration of the impact of proposals upon level crossings with mitigation implemented as required. We would encourage the Council to adopt specific policy wording to ensure that the impact of proposed new development (including cumulative impact) on the risk at existing level crossings is assessed by the developer(s), and suitable mitigation incorporated within the development proposals and funded by the developer(s). TS/TAs should be undertaken in conjunction with the local highways authority with advice from Network Rail.</p> <p>Future development proposals should also take into account the increases in pedestrian and vehicular traffic and developer contributions (either via CIL or S106) used to provide bridges for passengers to cross the railway when road barriers are down.</p> <p>The Preferred Options document includes enhancements proposed for Hartlebury Railway Station and Blakedown Railway Station (including proposals for increased vehicle parking), both of which have level crossings. Should development proposals in the Blakedown / Hartlebury areas impact upon the level crossings then any mitigation measures must be fully funded by developer contributions (CIL, S106).</p> <p>Proposals for enhancements at Blakedown and Hartlebury stations will need to be agreed with Network Rail and London Midland and must not</p>	

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				increase the risk at the respective level crossings.	
Network Rail	LPP01148	Policy 13(I & K) and Paras. 13.16 and 13.17	Comment	<p>Transport Assessment's review local needs regarding public transport. This usually focuses on buses, however, they should also take into account impact upon footfall at railway stations. Developers are encouraged to consider including within Transport Assessments trip generation data at railway stations (Blakedown, Kidderminster, Hartlebury etc). Location of the proposal, accessibility and density of the development should be considered in relation to the relevant railway station in the area.</p> <p>Where proposals are likely to increase footfall at railway stations the Local Planning Authority should consider a developer contribution (either via CIL, S106 or unilateral undertaking) to provide funding for enhancements as stations as a result of increased numbers of customers.</p>	Comments Noted. Worcestershire County Council and partners fully understand and embrace the potential of rail to provide much-needed travel choice in Worcestershire. The preparation of the Worcestershire Rail Investment Strategy, and significant technical work to identify and develop investment schemes which has been undertaken to date will be used to lever in funding from a variety of sources, including Developers and the rail industry, to enhance the quality of facilities at rail stations to meet increased demand over time.
Worcestershire County Council, Planning Economy & Performance	LPP01230	Policy 13	Comment	<p>Part C could also refer to Worcestershire's Parking Standards referenced above. Part F appears to be closer to background information than policy. Need to amalgamate with part G. The acronym "SWAT" should be explained. Question the value of the final bullet point in part F.</p> <p>This policy is noted and supported. However, WCC note that the transport modelling for WFDC local plan has not been undertaken, and it is proposed that this exercise is undertaken once an agreed</p>	Comments are noted and welcomed. WFDC will continue to work with WCC to further refine Policy 13 as the Plan progresses.

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				<p>development option has been decided upon. The outputs of the modelling will be used to inform the transport schemes in the local plan and in policy 13F.</p> <p>The transport modelling will also consider the impacts of the proposals on strategic routes outside of WFDC and options / proposals for enhancements or alternative provision. The modelling work will require a period of 6 months to complete once we have received a single set of sites. The modelling may identify schemes required outside of the Wyre Forest district boundary. We understand schemes outside of the district cannot be allocated into the WFDC local plan; these will be included and referenced in the infrastructure delivery plan and in policy as required. We welcome the opportunity to work further with WFDC on this policy and the transport and accessibility proposals as the plan develops and to take forward the transport and infrastructure policies once a development option has been confirmed and further evidence-based modelling has been completed.</p>	
Campaign to Protect Rural England	LPP0939	Policy 13F	Comment	<p>Park and Ride: need to provide substantial amounts of parking at Kidderminster and Blakedown stations. No capacity for expansion further along line into Birmingham. Parking should be free.</p> <p>Swat 10: a rail connection from Stourport to</p>	Comments noted. Worcestershire County Council agrees with the suggestion to boost park and ride facilities at local rail stations, and is committed to pursuing this with partner organisations. With

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				Hartlebury might be desirable but would not be economic as no through traffic is possible.	reference to LTP4 Scheme SWAT10, there is no intention to re-open the railway between Stourport and Hartlebury. Instead, is intended to upgrade this as a high quality active travel (walking and cycling route) to provide a direct link between Hartlebury Station and Stourport. Given the relatively short distances, it should be possible to cycle between Stourport and Hartlebury Station in under 15 minutes, which would be highly attractive and offer significantly improved access to rail for residents of Stourport, at low cost.
Canal & River Trust	LPPO1013	Policy 13	Comment	Policy states that priority will be given to improving infrastructure to support active travel (walking and cycling). Canal towpath is important route for both utility and leisure uses and improvements should be included as infrastructure needs to be delivered to encourage greater use.	Comments noted and agreed.
Historic England	LPPO1277	Policy 13	Comment	Policy 13 sets out some transport initiatives that have also been set out in the Local Transport Plan. Have these been subject to assessment on the impact for the historic environment? If so, how are the issues and opportunities that were raised being incorporated into the Local Plan? Specifically	Comments noted. The LTP4 does not contain proposals for any new road schemes in the Wyre Forest at the present time. Where schemes are identified and brought forward for delivery, consideration of potential

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				undesigned archaeology can be an issue when developing new road schemes.	impact on the historic environment is fully embedded within our scheme development processes.
Wyre Forest Friends of the Earth	LPP01317	Policy 13	Comment	<p>Do travel plans apply to housing as well as commercial developments?</p> <p>An effective way to make the roads more attractive to non-motorised users is the imposition of a 20mph speed limit in residential areas. Reducing the speed of motorised traffic makes it safer and less intimidating for residents to undertake short journeys on foot or bike and hence reduces the need for car use.</p>	Policy 13 states that 'Transport Plans will be required for all major development' - this will include major housing developments.
Taylor Wimpey West Midlands	LPP01537	Policy 13	Comment	Generally supported, however, it fails to recognise the Kidderminster Eastern Relief Road as a benefit for transportation in the town and the wider District. Given the comments above relating to the development strategy, it is proposed that the Relief Road scheme can be delivered in its entirety over the longer term, however, should be properly planned for now. The policy should be updated accordingly.	Comments noted.
Persimmon Homes Limited	LPP01561	Policy 13	Comment	Purpose of this policy to encourage new developments to adopt more sustainable transport solutions than currently exist and address known issues related to the highways network.	Comments noted.
Wyre Forest	LPP01409	Policy 13	Comment	Do travel plans apply to housing as well as	Policy 13 states that 'Transport Plans

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Green Party				commercial developments? (B) "Travel Plans will be required for all major developments. These must set out measures to reduce demand to travel by private cars and must seek to promote and support increased walking, cycling and public transport use for a range of trip purposes through agreed targets and monitoring arrangements". An effective way to make the roads more attractive to non-motorised users is the imposition of a 20mph speed limit in residential areas. Reducing the speed of motorised traffic makes it safer and less intimidating for residents to undertake short journeys on foot or bike and hence reduces the need for car use.	will be required for all major development' - this will include major housing developments.
	LPPO2781	Policy 13	Comment	<p>Improve access to Kidderminster town centre by establishing park and ride facilities and thereby improving air quality by reducing traffic volumes and toxic congestion.</p> <p>Accepting the probability that economic growth within the Wyre Forest will not be sufficient to sustain both the current and future demand for local employment there is and will be a need for workers to seek jobs outside the area. Encouraging them to use buses and trains rather than cars to travel to work would help to relieve the toxic congestion on the roads but the proposed transport infrastructure does little to address this objective. In fact the plan, because the parking facilities at Kidderminster</p>	Comments noted.

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				Station cannot be extended, offers only a negative solution by suggesting that people drive their cars to Blakedown to connect with the train services emanating from there! Such a proposal highlights yet another flaw in the logic underpinning this Plan. If Blakedown has the capacity to handle an expansion of train usage why is no consideration made to use Blakedown for potential residential expansion. It has good links to Bromsgrove/Worcester by road and Stourbridge/Kidderminster and Birmingham by rail.	
	LPPO3427	Facilities	Comment	Monies spent on revamping the train station are a waste of time. The station although unattractive, is perfectly serviceable. London Midland is closing down ticket offices. What the station needs is FREE car parking. This would reduce impact on residents such as I who regularly have train commuters parking up and down the rear of my property (sometimes blocking my car on my drive) or the incessant football supporters parking up Chester Rd South on both sides of that busy A road. Another problem the Council seem happy to ignore.	Comments noted. Worcestershire County Council fundamentally disagrees with the view that investment in Kidderminster Station is a waste of time. The station is in a poor state of repair and the quality of facilities is wholly inadequate to support growth. It is for this reason that a number of funding bodies have released funding to enable Worcestershire County Council to pursue this major scheme to rebuild Kidderminster Station. Your comments on free car parking are noted, however, this is not within the County Council's control. Car parking charges are used by Train Operating Companies to cover the costs of

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					operating and maintaining car parks, which are surprisingly high. As a result, it is very unlikely that free car parking will be provided at Kidderminster Station, unless this was part of a Government funded initiative.
Ramblers Association	LPPO4136	Policy 13	Comment	<p>Ramblers is particularly pleased to see the emphasis on provision for cyclists and walkers contained in this policy. Sadly, we fear that these fine sentiments will not be followed through in implementation without a considerable change of mind on behalf of the councillors and officers involved.</p> <p>Paragraph B of the policy deals with Travel Plans and we would like to see these documents considering the public rights of way network and how it could be improved to facilitate journeys to work, shops, community facilities and education establishments. This should be followed up with obligations or CIL contributions to achieve improvements. We think Paragraphs 13, 32 to 13.34 which deal with active travel modes should be amended to reflect this aspiration.</p>	<p>Comments noted. Worcestershire County Council's ambition to pursue increased investment in active travel modes is set out in the Worcestershire Local Transport Plan LTP4, which can be downloaded here: www.worcestershire.gov.uk/LTP. Please rest assured that there is strong desire to invest in these modes; the challenge is a lack of funding, as a result of prolonged Government austerity, and an unfunded national Cycling and Walking Investment Strategy, sadly. Worcestershire County Council continues to lobby Government with partner authorities for funding to be specifically allocated to support development of infrastructure and services to support active travel modes, as evidence proves that this is</p>

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					sorely needed to tackle congestion and enable sustainable economic and development growth.
	LPPO4468	Congestion and alternatives	Comment	<p>Churchill & Blakedown Neighbourhood Plan identifies Traffic and Transport as a major issue/problem.</p> <p>A456 through Hagley already suffers severe congestion up to the A491.</p> <p>Concern at increased use of Blakedown Railway Station without infrastructure improvements – parking already a problem and junction improvements required to A456/Station Road as well as pedestrian safety, e.g. additional crossing required.</p> <p>Even the proposed Eastern Relief Road will not assist – it will simply funnel more traffic onto the A456.</p> <p>Support increased parking provision at Kidderminster Station – why not build a multi storey car park?</p>	<p>Comments noted. Worcestershire County Council is well aware of the capacity constraints on the A456, and is working with partner Local and Regional Transport Authorities to make the case for strategic investment in this regionally important transport corridor. LTP4 includes Scheme WFST5, which proposes a major scheme to invest in Blakedown Railway Station, to significantly improve the quality of services and facilities provided there. At this stage, until the quantum and location of planned development is clarified within this plan, it is not yet possible to state what facilitative transport infrastructure will be required to enable and support this growth. Worcestershire County Council will work with Wyre Forest District Council to assess the likely transport impacts of planned growth and identify required investment in</p>

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					<p>transport infrastructure and services to mitigate this.</p> <p>The case for a multi-storey car park at Kidderminster will be explored, however, given the exceptionally high cost of this proposal, and the need for the local highway network to provide suitable access to accommodate increased vehicular trips that an expanded car park would generate, this is unlikely to be delivered in the short to medium term (5-10 years).</p>
	LPPO5098	Policy 13	Comment	Policy 13 on Public Transport needs to recognise the appalling bus services which we have at the moment and I feel that we should go back to municipally owned, supported and operated bus services. In an ideal world, the three towns could be connected by a tram system.	Neither Wyre Forest District Council nor Worcestershire County Council have much in the way of control in the provision of local bus networks, as these are now predominantly provided commercially. There remains a strong desire to see investment in local bus networks, but this will require Government funding to support such an initiative, as local funding is now scarce as a result of prolonged austerity.
	LPPO374	Policy 13	Object	Any development as far out as Far Forest negates all the measures to promote efficient use of transport,	Comments are noted. However, there is a local housing need in Far Forest

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				and walking and cycling, because it will just create commuter miles in private cars while travelling to work in the major towns and West Midlands.	which we are trying to meet with a small amount of housing.
	LPP03617	Policy 13	Object	<p>If we take a look at public transport in the Kidderminster area it is by the by not too bad. Sadly the lack of parking for public transport is shocking. I would like to draw attention to the parking at Kidderminster rail station. Although there has been funds found to upgrade the station, during a pop up event to promote this, one question was constantly asked. “Are there going to be more car park spaces?” To which the reply was always “No”. Surely this needs to be looked into again as the Local Plan states there are going to be more housing so why can’t proper facilities be provided for ever expanding rail travel.</p> <p>Currently if you want to travel on the train and drive to the station, if you’re not there before 9.30 then there are no available places for you to park. A lot of commuters currently Park on the Severn Valley Railway car park as this is cheaper by day and sometimes the only available option. What’s going to happen when all these spaces are used and no more parking is available? Also currently people are travelling from the Kidderminster area to Stourbridge Junction station and using their facilities. Reason being as parking is free. The problem being that</p>	Objection and comments noted. The ability to expand Kidderminster Station Car Park is limited by available space. The case for a multi-storey car park at Kidderminster will be explored, however, given the exceptionally high cost of this proposal, and the need for the local highway network to provide suitable access to accommodate increased vehicular trips that an expanded car park would generate, this is unlikely to be delivered in the short to medium term (5-10 years). The reality is that, contrary to public expectation, car parking is very expensive to provide. Train Operating Companies charge for car parking, because this ensures that at least some of the costs of providing car parking are borne by drivers using it, rather than those who access the station by other means. In recognition of this, it is critically important that investment is now

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				<p>Stourbridge junction rail station also suffers from lack of or non-existent car parking spaces after 9.30. I feel that before too much money is spent on Kidderminster rail station the one major problem should be clearly looked into. Lack of parking spaces!</p> <p>On occasions when I can get the train to work; I still end up having to drive into Birmingham due to the lack of parking spaces. How can this be environmentally friendly? Also on many occasions during time off I have wanted to go into Birmingham or Worcester to do some shopping. Once again I have had to drive to these destinations due to lack of parking spaces at Kidderminster. Regarding trips to Birmingham, I had tried spaces at Kidderminster, Blakedown, Stourbridge Junction and Cradley Heath before giving up and driving into the city.</p> <p>How can rail transport be promoted with the expanded population as promoted in the WFDC Local Plan if a simple service like parking spaces can't be provided?</p> <p>Where are all the extra cars going to park with all the extra houses that are going to be built?</p> <p>The expansion of Kidderminster rail station is a bit shambolic and again needs looking into. Not just to promote the use of rail transport, but as an</p>	<p>prioritised to ensure that those that live locally to the station (i.e. within Kidderminster) have the option available to access the station without a car; either on foot, by bike, on bus or by taxi for example. The expansion of Kidderminster Rail Station has not yet commenced, so it is perhaps premature to suggest it is shambolic?</p>

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				environmental issue to take all these extra cars that are going to clog up Kidderminster roads off them and people onto the rail network!	
	LPP0285	Policy 13 (F)	Support	I support the proposed 'Dowles Link' WFST3 to connect Bewdley with the Wyre Forest. Access to the Forest is currently difficult and dangerous by foot or cycle, and almost impossible for those with mobility impairment, unless using a car. A safe and fully accessible link would not only enable people to enjoy the beauties of the Forest without resorting to a vehicle, but encourage a healthier lifestyle. This would fit in well with other aspirations of the Local Plan, to reduce obesity and encourage people to walk and cycle more. It would also help meet the need to provide equal opportunities for those with mobility and/or other impairments. A recent Feasibility Study has shown the viability of this proposal and it would be good to see this being taken forward in the near future. It would without doubt also provide economic benefits as it would attract people to Bewdley who would otherwise need to use their cars to access the attractions of the Wyre Forest.	Support and comments noted.
Bewdley Civic Society	LPP0855	Policy 13	Support	Support proposals to improve the poor links of Bewdley with/to the Kidderminster Rail station. Support any improvement of links especially pedestrian, between the SVR and Bewdley.	Support is noted.

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West Midland Safari Park	LPP01328	Policy 13	Support	We support section D of Policy 13 which will give priority to improving infrastructure, technology and services to support active travel (walking and cycling) and passenger transport (bus, rail and community transport) during the plan period.	Support is noted.
	LPP03907	Paragraph 13.1	Object	The statement is at odds with the proposal to increase urbanisation of the green field reducing quality of life and increasing pressure on the infrastructure inc health services and the local economy. I strongly object to the council's proposals.	Objection is noted.
	LPP0458	13.2	Comment	<p>The Horsefair is an Air Quality Management Area. There will be an increase in traffic from the development at the rear of Baldwin Road OC/4. The increased amount of traffic would use Hurcott Road and the Horsefair to access the town centre and outlying shopping complexes.</p> <p>Roads around Hurcott Road would be used as rat runs.</p> <p>Baldwin Road is already a rat run that is used to avoid the Land Oak traffic lights. The A456 is gridlocked at times - during the rush hour, weekend and holiday traffic to West Midlands Safari Park. The increase in traffic would add to this congestion and would have an impact on air quality.</p> <p>Hurcott Lane is also used as a rat run and the access</p>	Comments are noted. Transport modelling is being undertaken as part of the next stage of plan-making. This work will help to inform the final site selection for the emerging Local Plan and what mitigation measures would need to be put in place.

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				to the A456 is dangerous without having an increase in traffic	
	LPP0602	13.2	Comment	Any development which would increase traffic in the AQM areas should be resisted.	Comment is noted.
Bewdley Civic Society	LPP0856	13.2	Object	<p>Object to any proposal that exacerbates the air quality issues in Welch Gate.</p> <p>Concern with the further development of tourist facilities in the area and the enhanced role of WMSP, SVR, Wyre Forest, Bewdley etc. unless there is a proper and coordinated plan of traffic flow improvements. Without improvements, traffic through Kidderminster will bottleneck and destroy the tourism trade.</p>	Objection and comments noted. It is critically important to understand that providing additional highway capacity will not resolve this issue, because the Wyre Forest is subject to significant latent demand. This means that any additional capacity provided would rapidly fill with traffic, leading to a net overall deterioration in traffic conditions. Recognising this, Worcestershire County Council, in partnership with a range of partner organisations, is focussed on providing enhanced travel choices, particularly rail, walking and cycling to reduce the need to travel and spread demand. This will improve access for all and tackle congestion in the Wyre Forest affordably and sustainably, supporting the long term socio-economic prosperity of the District.
	LPP04554	13.3	Comment	It is noted that attention is drawn in this paragraph to	Comments are noted.

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				congestion in two areas, the A448 between Kidderminster and Bromsgrove and the A456 near the West Midlands Safari Park. In the case of the A448 between Kidderminster and Stone it is difficult to see how providing access for an additional 2600 new homes (potentially upwards of 4000 additional vehicles per day) proposed by Option A to this road is going to do anything other than significantly exacerbate the current congestion and pollution issues. Those of us who live near the A448 already suffer with significant noise and pollution from this road.	
	LPP04618	13.3	Comment	In relation to infrastructure and traffic levels, the plan states that the West Midlands Safari Park suffers from high levels of traffic in the summer months, when visitor numbers are highest, WFDC has already approved the development of a water park at the Safari Park, on Green Belt, that will add to this traffic without providing adequate mitigation.	Comments are noted. Transport modelling is being undertaken as part of the next stage of plan-making. This will test the road network and inform the final selection of sites.
	LPP03909	Paragraph 13.3	Object	The ring road is vital asset to support the movement of goods/services around Kidderminster. I object to the plans for further development.	Objection is noted.
Historic England	LPP01278	Para 13.4	Comment	Paragraph 13.4 discusses the constraint of the narrow historic street pattern in Bewdley, are there any proposals to overcome this? We would be cautious of any approach that could impact the historic street pattern in Bewdley.	Comment on paragraph 13.4 noted. The historic street pattern of central Bewdley lined by listed buildings restricts physical improvements to

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					<p>the existing road layout.</p> <p>Any revision to the existing traffic management measures is the responsibility of the Highways Authority (in this case Worcestershire County Council).</p> <p>There are no plans to make any changes to Bewdley's narrow historic street pattern. This recognises that much of the town centre is protected by Conservation Area designation.</p>
Canal & River Trust	LPP01015	para.13.9	Comment	The Trust would in principle support the use of the canal to carry freight though this would largely depend on the extent required and maintenance implications for the waterway. If this option is pursued further discussions would be needed.	Comments are noted and paragraph 13.9 will be amended to remove reference to the movement of freight along the waterways.
North Worcestershire Water Management	LPP0903	13.9	Comment	<p>It is stated that “The District's inland waterway network including the Staffordshire & Worcestershire Canal and the Rivers Severn and Stour also offer longer term opportunities for the sustainable movement of freight through the District.”</p> <p>The Stour has to my knowledge never been navigable, with the exception of a short section that could be accessed from the canal at Pratt’s Wharf – see</p>	Comments are noted and paragraph 13.9 will be amended to remove reference to the movement of freight along the waterways.

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				https://en.wikipedia.org/wiki/River_Stour,_Worcestershire Navigation on the River Severn above Stourport stopped by 1900. Canoes and other small craft regularly use the entire length of the river from the Welsh border, but larger craft are currently at the mercy of highly variable water levels and no controlling authority upstream of the Gladder Brook confluence at Stourport. To make the River Stour and Severn navigable to the point that this would form reliable freight routes would inevitably require huge and ongoing investment that surely renders this non-viable?	
	LPP0359	Paragraph 13.10, bullet point 2	Support	Integration of bus and rail (and the improvement of rural bus services) are key.	Support is noted.
	LPP04478	13.11	Object	The road network in Spennells is already congested. In Heronswood road, Captains Pool, and Spennells Valley road junctions. In addition many people use Spennells valley road as a rat run through. Additional traffic will increase risk of injury to children accessing the primary and secondary schools, cause pollution and add to health concerns.	Objection is noted.
	LPP03910	Paragraph	Object	The District does not have good rail connections to	Objection is noted.

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		13.11		Birmingham.	
	LPP04259	13.12	Comment	<p>With three caravan sites between the top of New Road and the bottom of Sugars Lane, the amount of traffic up and down is horrendous.</p> <p>The school traffic is a nightmare, New Road becomes very congested.</p>	Comments are noted.
	LPP03094	13.12 Traffic/Roads	Comment	<p>My concern is with the roads around any new development. We need to avoid creating more & more congestion around Kidderminster.</p> <p>The Sugar Beet development is very good with improved access at both ends – Hoo Brook and the Stourport Road.</p> <p>But the development on Waterside and surroundings has built a load of houses, but only one way in or out – into the Horsefair. There should be another access road, say onto Crossley Park.</p> <p>Let's improve Hurcott Lane – wider, and better junctions onto the B'ham Road A 456 & the Stourbridge Road A 451.</p> <p>At the Stourbridge Road end A451 this road could carry on down to the Wolverley cross roads on the</p>	Comments noted. It is widely recognised that there is direct link between development growth and traffic growth. Improving roads and junctions (by increasing their capacities) is not the answer, because this simply encourages more people to drive, and so congestion becomes worse. In order to tackle congestion, it is necessary to focus investment on providing increased travel choice, and reducing the need to travel in the first place. Ensuring high speed broadband access to all new homes, high quality walking and cycling links, improving access to rail and road-based passenger transport improvements can all assist in spreading demand, making more efficient use of local transport networks and mitigating the

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				<p>A449. The Park Gate Junction is a problem already.</p> <p>These roads are used as a rat run anyway. Let's improve the roads and the junctions.</p>	transport impacts of development growth.
	LPP03357	13.12	Comment	<p>I write in respect of the implications for increased housing and economic growth within the Wyre Forest Development Plan on Hagley particularly on the A456, B4187 and A491.</p> <p>Hagley (these roads and intersections) suffer from daily transient traffic as part of both travel to work between Worcestershire, Birmingham and the Black Country and social and leisure destinations. This is shown with queuing traffic regularly as far back as Hackman's Gate and Blakedown, with further queues experienced in Churchill. As the queue continues slowly through Hagley it enters into a recognised increasing air pollutant area as well as a formal AQMA.</p> <p>Further queues are experienced along the B4187 towards Pedmore, Oldswinford towards Lye, Stourbridge and beyond.</p> <p>The A456 traffic continues beyond towards Halesowen in particular Manor Way and Gorsty Hill.</p> <p>The A456 is the busiest 'A' road in Worcestershire</p>	<p>Comments noted. Worcestershire County Council is well aware of the capacity constraints on the A456, and is working with partner Local and Regional Transport Authorities to make the case for strategic investment in this regionally important transport corridor; both for road and rail (Stourbridge Line). There are a number of reasons that congestion has become so severe on the A456 corridor. In particular, it is important to state that the economy of the Wyre Forest is in transition. The town's former carpet industries have declined and so many residents have sought work in the West Midlands Conurbation. As part of this refreshed Wyre Forest Local Plan, provision is proposed to significantly improve local employment opportunities, supporting diversification and growth of the local economy, which will provide suitably</p>

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				<p>with a recent daily traffic count averaging over 13,000 vehicles. These include unlimited weight constraints on HGVs. The road is relatively narrow, single carriageway in each direction running through developed housing, dissecting Hagley into two and causing pedestrian (school and to the shopping area) significant problems and safety concerns.</p> <p>Adding further development on the source routes will add significant pressure on an already over stretched, under capacity major road intersection. Recent reports from Worcestershire County Highways confirmed that traffic flows along these routes have already increased by 5% over the last year.</p> <p>This route is of strategic importance between Worcestershire, Birmingham and the Black Country as to limit access between these growth centres would surely restrict unconstrained growth plans.</p> <p>I therefore call upon the three LEPs from these areas to come together with a holistic and viable transport and travel plan using growth funds and recently reported Government Grants to assist in such infrastructure upgrades.</p> <p>Travel to work data clearly shows that significant numbers of travel journeys are made towards</p>	<p>remunerated employment within the District, reducing the need to travel, and so demand to use the A456. The Wyre Forest District also suffers from access to rail, which leaves many commuters with no choice but to drive to access employment opportunities, exacerbating congestion issues on the A456 corridor. The LTP4 and Worcestershire Rail Investment Strategy include ambitious plans to invest in Kidderminster, Blakedown and Hartlebury Stations and rail services, to provide commuters with a realistic, attractive alternative to driving. Over time, this will reduce demand to drive along the A456, which has finite capacity.</p> <p>Your comments on free car parking are noted, however, this is not within the County Council's control. Car parking charges are used by Train Operating Companies to cover the costs of operating and maintaining car parks, which are surprisingly high. As a result, it is very unlikely that free car parking will be provided at either</p>

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				<p>Birmingham and the Black Country with the M5/M40 being clear destinations with M6 and M42 being destinations slightly further a field.</p> <p>It makes perfect sense therefore that a link road MUST now be created to link up with the traffic Island at Fairfield which in turn gives ease of access to junction 4 at Bromsgrove.</p> <p>Further logic says that the link road should commence BEFORE Blakedown to relieve it too of transient traffic.</p> <p>I have been in touch with members of Blakedown Parish Council and they too are supportive of the need to take measures to alleviate transient traffic along its part of the A456.</p> <p>The rail link between Worcester (and other destinations which it serves) is under utilised and restricted by either pay to park or very limited parking facilities.</p> <p>Car parking should be free at all stations with greater capacity needed at both Kidderminster and Blakedown stations.</p>	Blakedown or Kidderminster Stations, unless this was part of a Government funded initiative.
	LPP03553	13.12	Object	Hagley suffer from daily transient traffic as part of both travel to work between Worcestershire,	Objection and comments noted. Worcestershire County Council is well

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				<p>Birmingham and the Black Country and social and leisure destinations. This is shown with queuing traffic regularly as far back as Hackman's Gate and Blakedown, with further queues experienced in Churchill. Adding further development on the source routes will add significant pressure on an already over stretched, under capacity major road intersection.</p> <p>It makes perfect sense therefore that a link road MUST now be created to link up with the traffic Island at Fairfield which in turn gives ease of access to junction 4 at Bromsgrove.</p> <p>Further logic says that the link road should commence BEFORE Blakedown to relieve it too of transient traffic.</p> <p>I have been in touch with members of Blakedown Parish Council and they too are supportive of the need to take measures to alleviate transient traffic along its part of the A456</p> <p>The rail link between Worcester (and other destinations which it serves) is under utilised and restricted by either pay to park or very limited parking facilities.</p> <p>Car parking should be free at all stations with greater</p>	<p>aware of the capacity constraints on the A456, and is working with partner Local and Regional Transport Authorities to make the case for strategic investment in this regionally important transport corridor; both for road and rail (Stourbridge Line). There are a number of reasons that congestion has become so severe on the A456 corridor. In particular, it is important to state that the economy of the Wyre Forest is in transition. The town's former carpet industries have declined, and so many residents have sought work in the West Midlands Conurbation. As part of this refreshed Wyre Forest Local Plan, provision is proposed to significantly improve local employment opportunities, supporting diversification and growth of the local economy, which will provide suitably remunerated employment within the District, reducing the need to travel, and so demand to use the A456. The Wyre Forest District also suffers from access to rail, which leaves many commuters with no choice but to drive to access employment</p>

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				capacity needed at both Kidderminster and Blakedown stations.	<p>opportunities, exacerbating congestion issues on the A456 corridor. The LTP4 and Worcestershire Rail Investment Strategy include ambitious plans to invest in Kidderminster, Blakedown and Hartlebury Stations and rail services, to provide commuters with a realistic, attractive alternative to driving. Over time, this will reduce demand to drive along the A456, which has finite capacity.</p> <p>Your comments on free car parking are noted, however, this is not within the County Council's control. Car parking charges are used by Train Operating Companies to cover the costs of operating and maintaining car parks, which are surprisingly high. As a result, it is very unlikely that free car parking will be provided at either Blakedown or Kidderminster Stations, unless this was part of a Government funded initiative.</p>
	LPPO2941	13.12 Option A - Spennells	Object	<ul style="list-style-type: none"> Traffic has increased already on the estate. The development would increase this further creating pollution and noise and increase 	Objection is noted.

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				health problems.	
	LPP01702	13.12 Plough Lane, Far Forest	Object	Objects on the following reasons: <ul style="list-style-type: none"> Traffic increase/highway safety. 	Objection is noted.
	LPP01708	New Road, Far Forest BR/RO/7	Object	Objects on the following reasons: <ul style="list-style-type: none"> Traffic. 	Objection is noted.
	LPP01719	New Road, Far Forest BR/RO/7	Object	Objects on the following reasons: <ul style="list-style-type: none"> Traffic congestion at peak times already - constant flow of traffic for caravan sites/development on New Forest Close. Tractors and caravans some of the regular users of the narrow road. 	Objection is noted.
	LPP01726	13.12 New Road, Far Forest BR/RO/7	Object	Objects for the following reasons: <ul style="list-style-type: none"> Already struggle with volume of traffic. 	Objection is noted.
	LPP01731	13.12 New Road, Far Forest BR/RO/7	Object	Objects on the following reasons: <ul style="list-style-type: none"> Traffic already bad. 	Objection is noted.

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				<ul style="list-style-type: none"> Additional traffic will make accident inevitable. 	
	LPP01733	13.12 New Road, Far Forest BR/RO/7	Object	<p>Objects on the following reasons:</p> <ul style="list-style-type: none"> Traffic congestion is already bad on New Road - especially at peak times - this makes it difficult for larger vehicles to pass which frequently use the road. More development will make this worse. Bus service is poor for people who do not drive. Facilities in Far Forest are not suitable for an increase in population as it will cause more traffic and pollution. 	Objection is noted.
	LPP01735	13.12 New Road, Far Forest BR/RO/7	Object	<p>Objects on the following reasons:</p> <ul style="list-style-type: none"> Poor visibility for drivers. More cars down the lane will have an effect on wildlife, the lane and residents. Road frequently congested. Buses and farming vehicles frequently use the road. Narrow exits onto Cleobury Road. 	Objection is noted.
	LPP01746	13.12 Plough	Object	<ul style="list-style-type: none"> Issues with access to the site. 	Objection is noted.

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		Lane, Far Forest BR/RO/4/6		<ul style="list-style-type: none"> Cars always break the speed limit on the road accessing the lanes. 	
	LPP01747	13.12 Plough Lane, Far Forest BR/RO/4/6	Object	<ul style="list-style-type: none"> Sewerage issues. Culvert blocks regularly. 	Objection is noted.
	LPP01762	New Road, Far Forest BR/RO/7	Object	<ul style="list-style-type: none"> Already congested at peak times. Residents struggle on/off their drives. Difficult to get out onto Cleobury Road. Difficult to pass parked cars. 	Objection is noted.
	LPP01772	13.12 New Road, Far Forest BR/RO/7	Object	<ul style="list-style-type: none"> Inadequate public transport. 	Objection is noted.
	LPP01805	13.12 Lickhill Road North LI/6/7	Object	<ul style="list-style-type: none"> Increased traffic on already busy road. Emissions from cars. 	Objection is noted.
	LPP01820	13.12 Burlish Crossing LI/5	Object	<ul style="list-style-type: none"> Increase in traffic - especially at peak times; affecting emergency services. Higher emissions - health risk. Concerned about access to the proposed site as road is already busy. 	Objection is noted.
	LPP01821	13.12 Burlish	Object	<ul style="list-style-type: none"> Traffic and fumes get worse every year - 	Objection is noted.

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		Crossing LI/5		<p>especially at peak times.</p> <ul style="list-style-type: none"> • People use Burlish Crossing as a shortcut so more houses will lead to more traffic chaos. 	
	LPP01834	13.12 Lickhill Road North LI/6/7	Object	<ul style="list-style-type: none"> • Traffic already busy. • New housing estate will cause more problems. • One way system around Stourport. • Road is used as a rat run. • Why haven't we had a second bridge which was promised? • Most houses already have 2 or more cars - more houses mean more cars. 	Objection is noted.
	LPP01839	13.12 LI/5	Object	<ul style="list-style-type: none"> • Only one bridge over river. • Traffic already an issue. • Green Belt Land should not be built on. • Protects from urban sprawl. • Inadequate infrastructure and services for new development. 	Objection is noted.
	LPP01841	13.12 Option B - Rectory Lane AKR/15	Object	<ul style="list-style-type: none"> • Traffic is already bad. • Crossroads by the switch back are dangerous now. • Air quality would deteriorate further with more cars on the road. 	Objection is noted.

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	LPP01867	13.12 Pearl Lane/Rectory Lane AKR/14 & AKR/15	Object	<ul style="list-style-type: none"> Infrastructure struggles with traffic already without adding to it. 	Objection is noted.
	LPP01900	13.12 Burlish Crossing (LI/5), Lickhill Rd North (LI/6/7), Steatite Way (MI/6)	Object	<ul style="list-style-type: none"> Development will increase traffic and parking. 	Objection is noted.
	LPP01905	13.12 Pearl Lane (AKR/14), Rectory Lane (AKR/15)	Object	<ul style="list-style-type: none"> There would be traffic chaos. Cause issues for emergency services. Weekend/holiday traffic already has a considerable impact on the road to the bridge, being a tourist area. The only way north from Areley Kings is across the bridge and no roads can be built to alleviate the problem. Traffic from the Rectory Lane development would be joining this same road making the situation worse. 	Objection is noted.
	LPP01946	13.12 East of Kidderminster	Object	<ul style="list-style-type: none"> All roads are extremely busy and to more than double the volume of traffic would be very dangerous. 	Objection is noted.

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	LPP01955	13.12 East of Kidderminster - Spennells	Object	<ul style="list-style-type: none"> Road network would not cope with the extra volume of traffic. Bromsgrove Road is already congested regularly. 	Objection is noted.
	LPP01966	13.12 East of Kidderminster - OC4, OC5, OC6, OC13	Object	<ul style="list-style-type: none"> The estate is already used as a by-pass and more traffic will add to the dangers. The by-pass which has been suggested will never happen. More measures should be taken to reduce speeding traffic on the main roads. 	Objection is noted.
	LPP01989	13.12 East of Kidderminster - Baldwin Road/Offmore/ Comberton	Object	<ul style="list-style-type: none"> Road already congested at rush hour. New road would be necessary if development went ahead including bridges - this would be costly. Would have affect on the environment if new roads were built. 	Objection is noted.
	LPP02177	13.12 East of Kidderminster - Hurcott area	Object	<ul style="list-style-type: none"> Already traffic congestion, especially at peak times, as Hurcott Road is used as a rat run. New development will increase traffic, pollution and noise. Drivers already mount the pavement to negotiate traffic. Dangers in traffic will only get worse if new 	Objection is noted.

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				development goes ahead.	
	LPP02322	13.12 Option A - Spennells	Object	<ul style="list-style-type: none"> Fears the development is purely to facilitate the building of a new ring road which has been turned down by central government previously. Development by Spennells, resulting in a bypass, will increase traffic leading to more noise and emission levels. This will affect the health of the local population. 	Objection is noted.
	LPP02595	13.12	Object	<p>The recent traffic diversions as a result of works at St Anne's Church have started me thinking about possible revised permanent arrangements in Bewdley to improve traffic management in the town centre, the general attractiveness of the built environment and the town's economic performance.</p> <p>Confirmation that the fire station site is likely to become vacant together with proposals for a new car park on the old medical centre site open up possibilities that were not previously there. This could be the opportunity to significantly improve the management of traffic in Bewdley and improve access to the Load Street car park redevelopment site.</p>	Objection and comments noted.

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				<p>If the direction of traffic flow in the Load Street car park was reversed and a road constructed through it the many conflicting traffic movements which currently cause traffic to gridlock could be eliminated. It would also considerably improve road safety for pedestrians at these junctions. This method of traffic operation has previously been impractical due to the sharp right turn necessary outside the fire station. However use of part of the fire station land for a new road would resolve this issue by allowing the road to be constructed with a wider radius.</p> <p>The outcome would be that all traffic in the Kidderminster direction would be directed to use the new road as creating effectively a circulatory one way system in Bewdley town centre. As a sub-option, this could be accompanied by reintroducing one way traffic in High street which appeared to work satisfactorily during the church works. The heavy traffic that used Severnside South during that period would not exist because the large majority was using it on diversion from Load Street which would not be closed under the proposed arrangements.</p> <p>Introduction of a one way system might allow part of Load Street to have wider pavements (or even herringbone parking) and may facilitate full pedestrianisation of Load Street on either the north or south side of St Anne's Church which would</p>	

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				<p>dramatically improve the ambience of the town centre for visiting and shopping. The improved traffic flow at the Welch Gate/Dog Lane junction could also help resolve the air quality issue in Welch Gate. Adequate spaces for much needed coach parking could be incorporated. Current bus stops would be unaffected.</p> <p>There appears to be only one negative which is the narrow exit from the Load Street car park between the buildings previously occupied by Murray's Pharmacy and Barclay's Bank. However, this is no narrower than the highway around St Anne's Church and might be controlled by traffic lights incorporating a pedestrian phase which could also replace the traffic lights outside the Guildhall.</p>	
	LPP04584	13.13	Comment	<p>There is a failure to take a holistic view of the housing need alongside that of the Southern/Eastern bypass and the development of the Railway Station.</p> <p>The Plan states 'The recent completion of the Hoobrook Link Road (opened Sept 2016) will help ease delays along the A451 Stourport Road corridor'</p> <p>Has this been a planning failure? The opening of the link road despite assurances to the contrary has led to dreadful traffic backing up that at times creates</p>	Comments noted. The County Council is monitoring the impact of the delivery of the Hoobrook Link Road on the local network. Evidence suggests that there has been a reduction in traffic passing through Stourport, but further monitoring is required to fully understand the impacts of investment before coming to a conclusion in this area. Please refer to the Worcestershire Local Transport Plan (LTP4) which sets out

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				<p>gridlock on the A449 roundabout at its junction with Wilden Lane.</p> <p>Similarly the Southern Eastern Bypass does not receive the attention it merits in the Plan. The planning officers present at Heronswood Primary were unable to shed any light on the route but whatever route is selected it would still further deplete the Green Belt to the south of the Spennells Estate with each kilometre of road requiring a minimum of 5 acres of land. Is this route necessary? Most traffic travelling via Hagley to Bromsgrove, Droitwich or Worcester will take the A450 to Mustow Green. This route could be upgraded but the issue of Birmingham traffic westward bound via Bewdley is not resolved by a southern/eastern bypass.</p> <p>The Plan states 'The opportunities to increase car parking provision at Kidderminster Rail Station are limited and so improving parking provision at the alternative stations (Blakedown) will be valuable as an alternative means of providing for anticipated rail growth in the Wyre Forest'</p> <p>Why then has Blakedown been omitted from the proposed developments? It is a total nonsense to improve Kidderminster Station to the tune of £5 million+ when the car park is landlocked and cannot</p>	<p>planned investment in transport infrastructure and services in the Wyre Forest to support growth. This can be viewed here: www.worcestershire.gov.uk/LTP In addition, an important component of the refreshed Local Development Plan will be an Infrastructure Delivery Plan, which will set out required infrastructure (including transport) to enable planned development growth. This document will be prepared by Wyre Forest District Council and Worcestershire County Council in partnership with relevant transport service and infrastructure providers, and will include consideration of new highway infrastructure.</p>

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				<p>be extended. It is also illogical to call upon a percentage of Kidderminster commuters in the next 15 years to drive to Blakedown to park when there could be a development in Blakedown in order to prevent the additional traffic on the A456. This has a detrimental impact upon the green issues the plan seeks to resolve.</p> <p>It is illogical to require residents to travel to a station outside the town when some housing in that area would reduce miles travelled and therefore reduce pollution.</p>	
	LPP0360	Paragraph 13.15	Comment	Actually, what would improve connectivity for distant travel outside the district would be a service to Birmingham New Street, which was abandoned several years ago. The track infrastructure would easily allow this.	Comments are noted. However, rail service is the responsibility of Network Rail, not WFDC.
Churchill and Blakedown Parish Council	LPP01026	paras. 13.15 - 13.28	Object	Blakedown Station is an important asset for village. Parking at station is an issue and has been discussed at length with County officers. An increase in parking provision requires improvements to road network - A4556 junction and weak bridge at bottom of Mill Lane. LTP4 mentions Parkway Station at Blakedown - large-scale development would not be welcome in village. Hodge Hill has been suggested and would need detailed study and discussion. Dispute suggestion that parking at Kidderminster is limited as overflow car park is not fully used. People object to	Objection and comments noted. To clarify, the LTP4 makes no mention of a Parkway station of Blakedown. Scheme WFST5 "Blakedown Rail Station Enhancement Scheme" proposes a major scheme to significantly improve the quality of facilities provided at this station. It is very likely that this will include a suitably sized station car park with obvious access improvements from

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				paying to park here whereas Blakedown is free. Multi-storey car park should be explored at Kidderminster.	the A456. Worcestershire County Council is pursuing a Masterplan for this station, to clarify what might be possible to improve facilities at this location, based on evidence. The results of this will be used to prepare business cases for funding to support locally desired investment in this important facility, as suggested. The case for a multi-storey car park at Kidderminster will be explored, however, given the exceptionally high cost of this proposal, and the need for the local highway network to provide suitable access to accommodate increased vehicular trips that an expanded car park would generate, this is unlikely to be delivered in the short to medium term (5-10 years).
	LPPO3699	13.16	Object	<p>This evidence of the second busiest station with main peak to Birmingham indicates how residents already do not work in or use universities in Kidderminster but are employed in and commute to large cities.</p> <p>You freely admit that these new residents will commute out of the region.</p>	Objection is noted. The emerging Local Plan does propose to allocate employment sites. This would enable some people to live and work in Wyre Forest and not commute outside the District.

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				This is further evidence that the house developments and increase in rail numbers who use the train is turning Kidderminster into a commuter town of large proportion without character, uniqueness, employment or soul.	
	LPPO3912	Paragraph 13.16	Object	Kidderminster station does not need to be improved as this will not increase passenger numbers whereas Blakedown station does need to improve its potential service. I object strongly to the development proposals.	Objection and comments noted. Worcestershire County Council is currently pursuing major investment in the quality of facilities at Kidderminster Station, as the current facilities are dilapidated and inadequate to accommodate planned growth. Similarly, a major scheme will be developed for Blakedown Station, to significantly improve the quality of facilities provided there, to improve access and accommodate planned growth in rail use.
	LPPO3913	Paragraph 13.17	Object	Kidderminster station does not need to be improved as this will not increase passenger numbers whereas Blakedown station does need to improve its potential service. I object strongly to the development proposals.	Comments noted. Worcestershire County Council is currently pursuing major investment in the quality of facilities at Kidderminster Station, as the current facilities are dilapidated and inadequate to accommodate planned growth. Similarly, a major scheme will be developed for Blakedown Station, to significantly improve the quality of facilities

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					provided there, to improve access and accommodate planned growth in rail use.
Wyre Forest Green Party	LPP01412	Para 13.18	Comment	“It is vital that investment go toward measures to enhance bus/rail integration and active mode improvements”. The recently publicised plan of the “new” station has no bus interchange. In reality there seems little commitment to enhanced bus/rail integration.	Comments noted. The need for bus/rail integration was explicitly considered as part of the Kidderminster Station Scheme. Following dialogue with local bus operators, there was a desire not to operate buses within the station forecourt, due to the impact this would have on journey time reliability. Instead, bus stopping facilities on Comberton Hill are being improved to provide enhanced interchange at this location.
Historic England	LPP01279	Para 13.18	Comment	Where schemes have been identified in paragraph 13.18 are there any impacts for the historic environment? If so, how are they being incorporated into the schemes and the Local Plan?	<p>Comment on paragraph 13.8 noted.</p> <p>The proposed enhancements to the rail station and its access have no direct impact on heritage assets.</p> <p>Where transport schemes are identified and brought forward for delivery, consideration of potential impact on the historic environment is fully embedded within our scheme development processes.</p>

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
Wyre Forest Friends of the Earth	LPPO1318	Para13.18	Comment	“It is vital that investment go toward measures to enhance bus/rail integration and active mode improvements”. The recently publicised plan of the new station has no bus interchange. In reality there seems little commitment to enhanced bus/rail integration.	Neither Wyre Forest District Council nor Worcestershire County Council have much in the way of control in the provision of local bus networks, as these are now predominantly provided commercially. There remains a strong desire to see investment in local bus networks, but this will require Government funding to support such an initiative, as local funding is now scarce as a result of prolonged austerity.
	LPPO3914	Paragraph 13.18	Object	Kidderminster station does not need to be improved as this will not increase passenger numbers whereas Blakedown station does need to improve its potential service. I object strongly to the development proposals.	Comments noted. Worcestershire County Council is currently pursuing major investment in the quality of facilities at Kidderminster Station, as the current facilities are dilapidated and inadequate to accommodate planned growth. Similarly, a major scheme will be developed for Blakedown Station, to significantly improve the quality of facilities provided there, to improve access and accommodate planned growth in rail use.
	LPPO3700	13.18	Object	A large increase in train passengers to Birmingham as a result of already crowded trains.	Objection and comments noted. Any proposals for new railway stations will require a robust business case to

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
				<p>A new station is useless if there are insufficient trains to support.</p> <p>Again why is Blakedown not included in this plan for housing developments? It has the train and road links already in place.</p>	justify investment.
	LPP03702	13.19	Object	13.19 These are aspirations what evidence is there from commitment from the Rail providers, London Midland and Chiltern rail.	Comments noted. The Worcestershire Rail Investment Strategy is widely supported by all Train Operating Companies serving Worcestershire. Close partnership working with the rail industry continues to pursue the investment ambitions set out in that strategy, to the wider benefit of Worcestershire.
	LPP03915	Paragraph 13.19	Object	Kidderminster station does not need to be improved as this will not increase passenger numbers whereas Blakedown station does need to improve its potential service. I object strongly to the development proposals.	Objection and comments noted. Worcestershire County Council is currently pursuing major investment in the quality of facilities at Kidderminster Station, as the current facilities are dilapidated and inadequate to accommodate planned growth. Similarly, a major scheme will be developed for Blakedown Station, to significantly improve the quality of facilities provided there, to improve access and accommodate planned growth in rail use.

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
	LPP03703	13.21	Object	13.21 – Note that Blakedown train station improvements but no impact to Blakedown – again why are they excluded from the local plan proposals? How can Blakedown benefit from monies into the region from Option A? There is no impact to them. This is completely undeserved.	Objection is noted.
	LPP03916	Paragraph 13.21	Support	I support the statements made within 13.21.	Support is noted.
	LPP03917	Paragraph 13.22	Support	I support the statements made within 13.21.	Support is noted.
	LPP04479	13.23	Object	13.23 – Note that Blakedown train station improvements but no impact to Blakedown – again why are they excluded from the local plan proposals? How can Blakedown benefit from monies into the region from Option A? There is no impact to them. This is completely un deserved. Do you have councillors based in Blakedown? There appears to be some questionable behaviour here.	Objection is noted.
West Midland Safari Park	LPP01329	Para 13.24	Comment	Paragraph 13.24 refers to the Severn Valley Railway as “one of the leading heritage railways in the UK”, and “one of the major tourist attractions in Worcestershire with over 200,000 visitors annually.” It also states that the potential exists to open up the line for commercial rail services. Potential exists to	Comments noted. This proposal is dependent on a suitably robust business case being generated to support investment, and the support of a number of partners in the rail industry. Worcestershire County

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
				develop a halt along the line in this location to link the SVR to WMSP and allow visitors to the Park to arrive by rail. This is in the approved Masterplan and Planning Brief for the site, although the precise details of this halt would need to be agreed between the main stakeholders. This would increase the potential for sustainable access to the WMSP site. Consideration should be given to recognising this synergy between the District's two main tourist attractions and this should be recognised in the Policy and the supporting text.	Council is supportive of this proposal and recognises the potential benefits that this investment may deliver.
Worcestershire County Council, Planning Economy & Performance	LPP01373	Paragraph 13.24	Comment	"Department of Transport" should be "Department for Transport".	Comment is noted.
	LPP0592	13.24	Support	This potential should be actively pursued to reduce traffic & improve air quality in Bewdley.	Support and comment are noted.
South Worcestershire Authorities	LPP01247	13.27	Comment	Paragraph 13.27 refers to Worcestershire Parkway rail station. Whilst there will be a substantial (500 spaces) amount of parking in this location, the SWCs consider that the focus for the Wyre Forest District Local Plan should be on improving the accessibility of and services to/from local stations within Wyre Forest District (set out at 13.28) rather than the current wording which places an emphasis on park and ride from Worcestershire Parkway which could	Comments noted and agreed.

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
				exacerbate congestion on routes such as the A449.	
Wyre Forest Friends of the Earth	LPP01320	Para 13.29	Comment	There is much in this Local Plan about “sustainable transport” and having a comprehensive network of bus services using low or zero emission vehicles would make a significant contribution to reducing congestion. Paragraph 13.29 on bus services identifies many of the reasons for the decline in bus use. There must be a plan to improve bus services which is not to be blown off course by developers’ plans or further cuts in government grants. Alternatives should be examined such as the District Council running some services.	Comments are noted.
Wyre Forest Green Party	LPP01413	Para 13.29	Comment	There is much in this Local Plan about “sustainable transport” and having a comprehensive network of bus services using low or zero emission vehicles would make a significant contribution to reducing congestion. There must be a commitment towards improvement of bus services across the district.	Comments are noted.
	LPP0162	13.29	Support	Lack of an evening public transport service and limited services of any sort to villages is having a severe affect upon businesses such as pubs and restaurants. Unless you live in one of the town centres that leaves few options for people to socialise in the evenings unless public transport can be improved. People living outside town centres and in rural locations are increasingly being socially excluded by the lack of public transport.	Support and comments are noted.

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
	LPP0412	13.29 / 13.30	Comment	<p>The current bus network suffers from poor reliability not only "due to traffic congestion, lack of bus priority and poor interchange with Kidderminster Rail Station", but from a lack of commitment to sustainable forms of transport by WFDC and WCC. Bus services in the Wyre Forest are extremely poor. There needs to be a real desire by the councils to encourage residents out of their cars, by provision of high quality vehicles and efficient interconnecting services within and between the three towns. This will not be achieved without financial commitment.</p> <p>Small, electric, shuttle type buses as used in parts of Europe would be a real bonus in the town centres of Kidderminster, Stourport and Bewdley.</p>	Neither Wyre Forest District Council nor Worcestershire County Council have much in the way of control in the provision of local bus networks, as these are now predominantly provided commercially. There remains a strong desire to see investment in local bus networks, but this will require Government funding to support such an initiative, as local funding is now scarce as a result of prolonged austerity.
Worcestershire County Council, Planning Economy & Performance	LPP01231	Paragraph 13.30	Comment	<p>The statement that "Kidderminster bus station ... has some shortcomings" is extremely vague. The plan should specify what these shortcomings are.</p> <p>This statement could be changed to:</p> <p>Kidderminster Bus Station is in private ownership (Hendersons), forming part of the Weavers Wharf development and is not widely utilised. The bus station is accessed via Corporation Street, and provides access directly into the town centre. Despite this facility being relatively well located, in recent years, local bus operators have increasingly forsaken</p>	Comments are noted and agreed.

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
				<p>the bus station in favour of bus stops in the vicinity of Exchange Square, as this reduces dwell time and operating costs, as well as being more popular with bus users. As a result, presently the bus station is only lightly used.</p> <p>The proposed reopening of Worcester Street to through traffic is expected to further reduce demand to use the bus station, as new bus stops proposed in the location will enable 'through' bus services to avoid Kidderminster Ring Road, operating through the heart of the town centre instead.</p>	
Wyre Forest Friends of the Earth	LPP01321	Para 13.32	Comment	<p>Active Travel Modes. After years when there was little provision for cyclists in the first few years of the new century there was progress in developing a network of safe cycle routes as well as better parking facilities. A significant development was the publication of the Wyre Forest Cycle Strategy in 2002 (http://www.wyreforestdc.gov.uk/media/107681/EB066WFDCCycleStrategy.pdf). Part of the strategy was a network of cycle routes to which local cyclists had a significant input. Over the last few years the implementation of the complete network has slowed considerably. There needs to be some investment to complete the network but the benefits in terms of reduced congestion and better health make such an investment very cost effective.</p>	<p>Comments noted. It is regrettable that investment in active travel networks in the Wyre Forest has slowed in recent years. This is sadly as a result of prolonged austerity, which has reduced available public funding to deliver such schemes. Ambition to deliver active travel enhancement schemes is higher than ever, and increased delivery will be pursued as and when Government funding is increased in this area.</p>
Wyre Forest	LPP01414	Para 13.32	Comment	Active Travel Modes: After years when there was	Comments noted. It is regrettable

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Green Party				little provision for cyclists in the first few years of the new century there was progress in developing a network of safe cycle routes as well as better parking facilities. A significant development was the publication of the Wyre Forest Cycle Strategy in 2002 (www.wyreforestdc.gov.uk/media/107681/EB066WFDCCycleStrategy.pdf). Part of the strategy was a network of cycle routes to which local cyclists had a significant input. Over the last few years the implementation of the complete network has slowed considerably. There needs to be some investment to complete the network, but the benefits in terms of reduced congestion and better health make such an investment very cost effective.	that investment in active travel networks in the Wyre Forest has slowed in recent years. This is sadly as a result of prolonged austerity, which has reduced available public funding to deliver such schemes. Ambition to deliver active travel enhancement schemes is higher than ever, and increased delivery will be pursued as and when Government funding is increased in this area.
	LPPO286	13.32	Support	It is pleasing to see the aspiration to improve the situation for cyclists and encourage this from of transport for short journeys. The rapid rise in the availability and use of electric assist bicycles (1/3rd of all new bike sales in the UK are now electric assist) makes this a far more realistic and attractive proposition for a larger number of people who might otherwise rule out the bicycle as a means of transport. The Wyre Forest Cycle Forum has worked for many years, with some success, to try and achieve improvements in the cycling infrastructure. There is much more that can be done and the WFCF members would be pleased, and indeed keen, to help achieve such improvements.	Support and comments are noted.

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	LPP0287	13.34	Support	The rapid rise in the use of electric assist bicycles is making this mode of transport a more realistic and attractive option. It provides a great opportunity to make such aspirations a reality and considerations regarding development of cycling infrastructure should take great heed of this revolution in cycling technology and the fact that many more people will be attracted to cycling as a result.	Support and comments are noted.
Worcestershire County Council, Planning Economy & Performance	LPP01232	Paragraph 13.35	Comment	The wording of the final bullet point is awkward. Suggest changing to: "To deliver transport schemes to accommodate development growth set out in the Local Plan and any subsequent windfall development."	Comment and suggested amendment is noted and agreed.
	LPP03918	Paragraph 13.37	Object	I object to the source of funding as being the mainstream of revenue.	Objection and comments noted. The County Council sources funding from a wide range of sources, including developer funding, to enable transport investment schemes to be brought forward. It is correct that ambition is often significantly greater than available funding, but without this ambition, we would deliver very little, so it is important that the County Council tries to deliver as much as possible, within the constraints of available funding.
Worcestershire	LPP01233	Paragraph	Comment	The final sentence should form part of the policy	Comment is noted and will be

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County Council, Planning Economy & Performance		13.38		requirements of policy number 13 and should be moved into the policy itself and not form part of the reasoned justification.	considered.
	LPP04731	Section 13	Comment	<p>No idea on what Policy 13 means in practice. However, I would make the comment that the new Hoobrook Link Road has just moved the 'pinch point' back to the Worcester Road Island at Hoobrook and now there are delays down the A449 and Wilden Lane.</p> <p>I am surprised that when asked to comment on the options in the plan there is reference to an Eastern Relief Road. I cannot immediately find any reference in this section for the justification for this road. Presumably this is in another of the many documents mentioned in this section but, as it is clearly so important I would have thought that it might have been mentioned.</p> <p>I can see from this Section that although a lot is happening across the district and the rest of Worcestershire there is still a lot to be done especially if these additional dwellings are constructed. Where is the finance coming from for this? What happens to this plan if none of this comes to pass? Section 13.38 about developers taking this into consideration: I am sure most will say they have</p>	Comments noted. The County Council is monitoring the impacts of the Hoobrook Link Road on the local network. Evidence suggests that there has been a reduction in traffic passing through Stourport, but further monitoring is required to fully understand the impacts of investment. At this stage, until the quantum and location of planned development is clarified within this plan, it is not yet possible to state what facilitative transport infrastructure will be required to enable and support this growth. Worcestershire County Council will work with Wyre Forest District Council to assess the likely transport impacts of planned growth and identify required investment in transport infrastructure and services to mitigate this.

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				<p>considered it, do nothing about it and expect local residents to live with the consequences. In fact the Company running the consultation about the land behind Baldwin Road implied that the dwellings would be for people who wanted to commute to Birmingham. Not sure how they will get through the traffic each day. Perhaps they will be able to park at Blakedown Station which I'm sure will be warmly welcomed by residents in that area!</p> <p>13.29 What is the proposal to increase the bus network within the area other than to switch the problem to charitable Community Transport.</p>	
	LPP04831	Section 13	Comment	<p>In para 13.5 and 13.6 of this section it is stated that "significant changes in travel patterns and travel behaviour is necessary".</p> <p>At para 13.10 it is stated that for further development to take place it will be necessary to have</p> <ul style="list-style-type: none"> • An efficient highway network with good links to the strategic highway network; • Excellent access to rail stations and improved rail services; • A convenient and efficient urban transport network; • High-quality active travel routes and 	<p>Comments noted. Please refer to the Worcestershire Local Transport Plan (LTP4) which sets out planned investment in transport infrastructure and services in the Wyre Forest to support growth. This can be viewed here: www.worcestershire.gov.uk/LTP In addition, an important component of the refreshed Local Development Plan will be an Infrastructure Delivery Plan, which will set out required infrastructure (including transport) to enable planned development growth. This document will be prepared by</p>

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				<p>corridors (walking and cycling) for shorter distance journeys, particularly in urban areas.</p> <p>However there appears in the Review few specific proposals as to how these aspirations will be delivered.</p> <p>Much play is made of the essential need for alternative modes of transport i.e. walking and cycleway. Yet is noticeable there is a complete absence of dedicated cycleway in the town at present.</p>	Wyre Forest District Council and Worcestershire County Council in partnership with relevant transport service and infrastructure providers.
	LPP04862	Section 13	Comment	<p><u>Road Infrastructure</u>: The whole of Wyre Forest has issues with traffic congestion and not necessarily just at peak times. Concentrating the main housing development in Kidderminster will certainly not improve matters. When travelling from Worcester to Kidderminster the A449 often comes to a halt on the dual carriageway at Hartlebury and then crawls the rest of the way. The majority of traffic continues along the Worcester Road towards the town centre which an Eastern Relief Road would have no impact. The new link road between Worcester Road and Stourport Road has produced a benefit for those wishing to travel to Stourport or access Stourport Road, however as the traffic lights that control this junction are relatively close to the A449 roundabout traffic soon backs up blocking the island causing</p>	Comments noted and, in the most part, agreed. It is widely recognised that there is direct link between development growth and traffic growth. Improving roads and junctions (by increasing their capacities) is not the answer, because this simply encourages more people to drive, and so congestion becomes worse. In order to tackle congestion, it is necessary to focus investment on providing increased travel choice, as you rightly suggest, and reducing the need to travel in the first place. Ensuring high speed broadband access to all new homes, high quality

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				<p>queues along the A449 which was predictable.</p> <p>The review makes much of improving the road infrastructure but how can this be achieved without starting with a blank sheet when the present road layout is so restrictive, this comment being applicable to Kidderminster, Stourport and Bewdley.</p> <p><u>Local Bus Services</u>: The review admits that the local services are not good and points at traffic congestion being the cause. This I could perhaps understand at peak times but at other times the service from Spennells is still poor as a result of punctuality or even non appearance. Recently while on vacation in the Lake District, a known tourist area with narrow roads, local busses were used extensively as they were punctual with modern vehicles. Therefore if the service was improved perhaps more people would leave their cars at home, but unless something changes this will not happen.</p> <p><u>Train Service</u>: I have used the service to Birmingham at peak times and the number of passengers boarding at Kidderminster or Blakedown is very low. It is only when the train arrives at Stourbridge that it fills up and continues picking up more passengers until only standing room if left. Returning from Birmingham the trains are packed but by the time the train leaves Stourbridge there are relatively few</p>	<p>walking and cycling links, improving access to rail and road-based passenger transport improvements can all assist in spreading demand, making more efficient use of local transport networks and mitigating the transport impacts of development growth. Worcestershire County Council will work with Wyre Forest District Council to assess the likely transport impacts of planned growth and identify required investment in transport infrastructure and services to mitigate this.</p>

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				<p>passengers remaining aboard.</p> <p>There is a reference in the review that the journey time from Kidderminster to Birmingham is too long having an average speed of 33mph. This is hardly surprising when you consider the number of stops and the number of passengers getting on or off the train. I fail to see how the journey time can be improved unless there are specific trains with fewer stops.</p> <p>Recently in the local press there were plans to develop Kidderminster Station yet it is accepted that there is inadequate parking and those wishing to travel by train should use the Hartlebury or Blakedown stations. This can hardly be environmentally friendly by putting more traffic onto already congested roads.</p> <p><u>Cycle ways:</u> There are comments that locals should use cycles more often or walk. Certainly there would be a benefit in reducing traffic congestion and improving the health. Unfortunately the roads are far too dangerous. Currently there are cycle lanes marked out on various roads which then stop as the road width is inadequate to accommodate powered vehicles and a cycle lane or they are inaccessible due to parked vehicles.</p>	

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				<p><u>Car Parking</u>: With a significant increase in local population there will be a need for increased parking or a total rethink on public transport and vehicle free zones. It is very unlikely that this will result in a reduction in the number of cars on the road as freedom of travel is seen as being essential. Residents will need parking spaces for their vehicles, but it is noted in the review that priority will not be given to making parking spaces available on the proposed new developments by the statement "car parking provisions will be minimised". The end result will be vehicles left on footpaths leading to disputes. You only have to look at streets with older properties in the area where there is no facility for parking, this results in only one vehicle being able to pass at a given time.</p>	
Hagley Parish Council	LPPO774	Transport and Accessibility in Wyre Forest District	Object	<p>Objection of Hagley Parish Council to new Wyre Forest Core Strategy.</p> <p>Hagley Parish Council adjoins Wyre Forest District and is thus highly interested in the adverse effects that the revised Core Strategy may have on Hagley.</p> <p>A description of A456:</p> <p>Parts of A456 are the busiest A-class road in Worcestershire. It passes through the village of Hagley, being a single carriageway road as far as the</p>	<p>Comments noted. Worcestershire County Council is well aware of the capacity constraints on the A456, and is working with partner Local and Regional Transport Authorities to make the case for strategic investment in this regionally important transport corridor; both for road and rail (Stourbridge Line). There are a number of reasons that congestion has become so severe on the A456 corridor. In particular, it is</p>

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				<p>Hagley Island and then a dual carriageway, which subsequently becomes the Halesowen Bypass and then a link road (Manor Way) to M5 J3. The Quinton Expressway then links this to Hagley Road in Birmingham. This has for many centuries been the main route from mid-Wales, Bewdley, Stourport, and Kidderminster to Birmingham; before the canal port of Stourport was conceived, it was the route from Redstone Ferry (which was replaced by Stourport Bridge). The capacity of the road is grossly inadequate:</p> <p>Manor Lane: At the Grange Roundabout with A459 (and B4551), the Bromsgrove to Dudley main road. In the evening rush hour traffic daily backs up from that roundabout almost to (and sometimes on to) the Motorway Roundabout at M5 J3, 2km back. The last alterations carried out by Dudley MBC to this roundabout did not noticeably improve traffic flow in Manor Way. There is also a Birmingham-bound queue in the morning rush hour. One solution to this (though a very expensive one) would be an underpass at the Grange Island. The ground levels for this are suitable, but a considerable amount of property would have to be bought. The Highway Authority responsible is Dudley MBC, but they have little incentive to improve it as it is peripheral to their district.</p>	<p>important to state that the economy of the Wyre Forest is in transition. The town's former carpet industries have declined, and so many residents have sought work in the West Midlands Conurbation. As part of this refreshed Wyre Forest Local Plan, provision is proposed to significantly improve local employment opportunities, supporting diversification and growth of the local economy, which will provide suitably remunerated employment within the District, reducing the need to travel, and so demand to use the A456. The Wyre Forest District also suffers from access to rail, which leaves many commuters with no choice but to drive to access employment opportunities, exacerbating congestion issues on the A456 corridor. The LTP4 and Worcestershire Rail Investment Strategy include ambitious plans to invest in Kidderminster, Blakedown and Hartlebury Stations and rail services, to provide commuters with a realistic, attractive alternative to driving. Over time, this will reduce</p>

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				<p>A456 in West Hagley: Traffic using the road towards for Birmingham has to pass through a congested area in West Hagley – Kidderminster Road South, then Worcester Road, then Kidderminster Road. This is a single carriageway road, though mostly wide-enough for three lanes. It was formerly marked as such, but such marking went out of favour, because it encouraged head-on collisions between overtaking cars. This section of road has two sets of traffic lights, one at Cross Keys Garage and the other at the junction with B4187 (and Summervale Road and Western Road – “Summervale lights”). The need to pass through Hagley is the cause of severe congestion. This is not only at weekday rush hours, but also from holiday-makers on Sunday afternoons and the Fridays before Bank Holidays, going to or from mid-Wales. The east-bound queue regularly stretches back to Webbs Garden Centre, 650m before Cross Keys Lights, and sometimes on to the hill going up from Blakedown, about 1.5km back from those lights, also with queues of 500-600m on A450. The west-bound queue regularly stretches from the Summervale Lights almost back to the Hagley Island, 900m back. This used to cause long queues on A491, where traffic could not get on to the island, due to traffic that could not get off it, but that has been improved by the signalisation of the island. Problem of traffic queuing down the hill to the Summervale Lights remains, County Highways stated that the</p>	<p>demand to drive along the A456, which has finite capacity.</p> <p>Worcestershire County Council does not agree with the assertion that much of the village of Hagley is designated as an Air Quality Management Area (AQMA). In fact, it is now proposed to revoke the AQMA in Hagley, because air quality has now improved to a point where it is within acceptable threshold levels.</p>

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				<p>volume of traffic has grown worse in the last year or two.</p> <p>Much of A456 in Hagley is an Air Quality Management Area. Solution would be a link road or bypass, between A456 and A491, south of Hagley, providing an alternative route past the single-carriageway section of A456 through West Hagley.</p>	
	LPPO3412	Option A	Object	<p>Greenfield development to east of town will increase existing traffic problems in Broadwaters, Horsefair, Comberton Road, Worcester Road. New roads do not help – they lead to an increase in traffic.</p> <p>Infrastructure needed to encourage walking/cycling/public transport – look at The Netherlands for ideas!!</p>	Objection and comments are noted. Agree that there are some examples of good ideas in places like The Netherlands.
	LPPO3697	Section 13	Object	<p>There are no references to increase in the number and frequency of trains required as a result of Option A from London Midland.</p> <p>A large increase in train passengers to Birmingham as a result of already crowded trains.</p> <p>A new station is useless if there are insufficient trains to support</p> <p>Again why is Blakedown not included in this plan? It has the train and road links already in place.</p>	Objection is noted. We continue to consult with rail providers as we progress with the emerging Local Plan.

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
	LPP04032	13.7	Object	<p>“The recent completion of the Hoobrook Link Road (opened Sept 2016) will help ease delays along the A451 Stourport Road corridor and bring significant economic benefits to the area”</p> <p>I have yet to see any difference resulting from the Hoobrook Link Road. One possible reason is the lack of signposting at the island in Kidderminster where the bus depot is located. Stourport is still signposted along Stourport and not Worcester Road to access the link road. Drivers that do not know the area will naturally follow the signs for Stourport which miss out the link road completely.</p>	Objection and comments noted. The County Council is monitoring the impacts of the Hoobrook Link Road on the local network. Evidence suggests that there has been a reduction in traffic passing through Stourport, but further monitoring is required to fully understand the impacts of investment. The County Council are exploring a revised signage strategy for this route, as suggested.

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Sport England	LPP0213	Policy 14	Comment	<p>GI by definition can include playing fields and outdoor sport. Is this policy designed to cover this, if so it should reference the Playing Pitch Strategy?</p> <p>It appears that playing fields will be covered by Policy 20C but Policy 14 does not cross ref. to this policy. It may be that a sports site might be regarded as a strategic sports site - is this meant to be captured by this policy?</p>	Comments are noted. Policy 20C covers green spaces for playing fields and outdoor sport. Policy 20C will be informed by the Playing Pitch Strategy. Note the suggestion of cross-reference between Policy 14 and Policy 20C – agree that this could be helpful and this suggestion will be considered as the policies are drafted further.
	LPP0312	Policy 14	Comment	The draft plan, whilst promoting strategic Green infrastructure at Draft Policy 14, does not repeat the details of Adopted Policy SAL.UP3, nor specifically the proposed Stour Valley Country Park as shown on the adopted Proposals Map.	Comments are noted.
	LPP0587	Policy 14	Comment	Green infrastructure should be protected especially where it forms a transitional zone between habitats. This applies to North and West of Bewdley where open farmland between forest and settlement boundary is under threat from developers.	Comments are noted.
Miller Homes	LPP0982	Policy 14	Comment	Recognise that green infrastructure, <i>“the living network of green spaces, water and environmental systems in, around and beyond urban areas”</i> , is important to the principle of providing and enhancing green infrastructure networks. Welcome the inclusion of a ‘subject to	Comments noted. Further work will be undertaken on the GI evidence base as the emerging Local Plan progresses. The GI % target contributions for development on greenfield sites will be re-examined and the outcome will be fully justified in the

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				<p>viability' clause in relation to the provision of green infrastructure in the context of proposed Policy 14 on the basis that the National Planning Policy Framework (NPPF) requires that:</p> <p><i>"Pursuing sustainable development requires careful attention to viability and costs in plan-making and decision-taking. Plans should be deliverable. Therefore, the sites and the scale of development identified in the plan should not be subject to such a scale of obligations and policy burdens that their ability to be developed viably is threatened. To ensure viability, the costs of any requirements likely to be applied to development, such as requirements for affordable housing, standards, infrastructure contributions or other requirements should, when taking account of the normal cost of development and mitigation, provide competitive returns to a willing land owner and willing developer to enable the development to be deliverable".</i></p> <p><i>1 Page 193 - WFDC Local Plan Review Preferred Options consultation document.</i></p> <p><i>2 NPPF Para 173.</i></p>	refinement of these policies.
Worcestershire Wildlife Trust	LPP01062	Policy 14	Comment	We are pleased to support the intent of this policy and the weight it gives to protecting, enhancing	Comments are noted and welcomed. WFDC will engage and work collaboratively with

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				<p>and, critically, managing the district's GI network. However we would recommend some small amendments to provide greater clarity and offer a more robust policy framework in this area.</p> <p>We welcome the commentary provided in Sections A and B but we would recommend that you make clear that there are other elements of GI (small woodlands, significant wetland and other grasslands for example) that are also important components of the district's network. It would be helpful to set this out on the policies map but for some smaller parcels it may prove more effective to cover this in policy wording instead. In this regard we welcome references to the Worcestershire GI Framework and Concept Statements and would be pleased to discuss how these might be used to inform decisions in the future.</p> <p>We welcome the intention to include specific targets for GI in Section C. but we query the levels set. We cannot find reference to an evidence base used to determine the figures and so we would recommend that these are re-examined in the light of the approach taken elsewhere in the county. In particular we note that the South Worcestershire Development Plan sets a figure of 40% GI (excluding private gardens) for sites over</p>	<p>WWT and the Worcestershire Green Infrastructure Partnership to refine Policy14 as the emerging Local Plan progresses. We will re-examine the GI % targets as suggested and ensure that a suitable evidence base is in place to justify fully the outcome of this work.</p>

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				<p>1ha. We would strongly recommend that the same approach be taken here unless there are overriding planning reasons, demonstrated in the evidence base, meaning that this cannot be achieved.</p> <p>We are pleased to endorse the principle of early engagement in GI discussions set out in Section D and we would add to this the option of progressing GI Concept Statements for larger sites with the Worcestershire Green Infrastructure Partnership (WGIP). We would be happy to discuss this further with the council if that would be helpful. In the meantime we recommend that the policy draws specific attention to the WGIP and the potential it has to help with GI and collaborative working aimed at promoting more sustainable development in Worcestershire.</p>	
Stourport High School	LPP01176	Policy 14	Comment	<p>We have no particular objection to the requirements of Policy 14 – Strategic Green Infrastructure, requiring 35% GI provision on greenfield sites exceeding 1 hectare. The Council must, however, recognise the impact this will have on the capacity of the proposed allocations. The implications of this policy is that 35% of the gross development area will be immediately lost to green infrastructure provision. The provision of roads and associated infrastructure are likely to</p>	<p>Comments are noted. The GI % target contributions for development on greenfield sites will be re-examined and the outcome will be fully justified in the refinement of these policies.</p>

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				reduce the net developable area by a further 15%. If onsite provision is required for additional facilities such as schools, community facilities and other such uses, this will further reduce the net developable area. As a consequence, it is our view that the gross to net site ratio on each of the greenfield allocations will be 50% provision at best. This will have implications for the quantum development each site can deliver.	
Worcestershire County Council, Planning Economy & Performance	LPP01234	Policy 14	Comment	<p>The policy needs to be accompanied by a definition of green infrastructure, preferably the definition used in the Worcestershire GI Partnership. The policy also needs to clarify whether the policy will include gardens as part of the GI requirement. The standard GI approach in Worcestershire is to exclude gardens from assessment of GI on development sites because there is no certainty of their future management, limiting their GI value.</p> <p>We welcome the recognition and mapping of biodiversity assets (including priority habitats) as GI assets. We would advocate that the semi-natural habitats which connect these GI assets are also critically important in ensuring their conservation (as echoed in Paragraph 11.32). This would benefit from further clarification and</p>	Comments are noted and welcomed. WFDC will engage and work collaboratively with WCC and the Worcestershire Green Infrastructure Partnership to refine Policy14 as the emerging Local Plan progresses. We will re-examine the GI % targets as suggested and ensure that a suitable evidence base is in place to justify fully the outcome of this work.

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				<p>greater weight in Policy 11D and Policy 14.</p> <p>We welcome the cross-referencing of Strategic GI Policy 14 within the contexts of Policy 11D, 27c (Diii) and 27E. We would encourage further cross-referencing within paragraphs addressing each of the key strategic development areas outlined earlier.</p> <p>Currently, Policy 14 (Clause D) encourages developers to agree with Wyre Forest District Council the Green Infrastructure 'matters' prior to application. It would be beneficial to make a clear reference to the services available through WGIP in this process. We would therefore welcome inclusion, within the reasoned justification for Policy 14 of Green Infrastructure Concept Plans where these are available and have been endorsed by Wyre Forest District Council. While the production of Green Infrastructure Concept Plans has historically been at the behest of each Local Planning Authority, as indicated in Paragraph 14.4, the GI Partnership welcomes collaborative working with developers in developing GI Concept Plans for key allocations and in achieving the aspirations for strategic GI as otherwise set out in Policy 14.</p> <p>In turn, WGIP will look to Wyre Forest District</p>	

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				<p>Council as both a GI Partner and key stakeholder in endorsing and/or adopting GI Concept Plans, and in the role of advocating with potential developers so that genuine engagement with GI Concept Plans is possible at the earliest possible stage.</p> <p>Part A states that "The existing green infrastructure network within the District will be shown on the Policies Map and will be safeguarded from inappropriate development". We welcome this statement and will work with WFDC to undertake the necessary analysis of the green infrastructure network to include on the policies map. This will necessarily be high level and more detailed work will be required to ensure that individual development proposals do not have an adverse impact on the green infrastructure network.</p> <p>Part C should aim to deliver 40% GI, notwithstanding site-by-site viability. 40% GI is an established, aspirational target for development across Worcestershire, whereby the capacity to deliver multifunctional GI and connectivity is maximised. For the standards in part C, there is also a need to specify whether this includes private gardens, communal spaces, etc. We understand that the figure of 35% was derived</p>	

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				from the viability assessment. However, in our comments on the viability assessment we have questioned the understanding of green infrastructure that underpins this assessment and hence, query the need for the 35%. Delivery of green infrastructure has always been subject to viability, as with all other proposals in the plan. We also have concerns about the justification of a 35% target and how this could be evidenced at an EiP.	
Worcestershire County Council, Planning Economy & Performance	LPP01374	Policy 14	Comment	Part D refers to "Worcestershire's" but it should be just "Worcestershire".	Comment noted. Amendment agreed.
Persimmon Homes Limited	LPP01429	Policy 14	Comment	No particular objection requiring 35% GI provision on greenfield sites exceeding 1 hectare. This will have effect on capacity of the proposed allocations. 35% of the gross development area will be immediately lost to green infrastructure provision, roads and associated infrastructure are likely to reduce the net developable area by a further 15%. If on-site provision is required for additional facilities such as schools, community facilities and other such uses, this will further reduce the net developable area. As a consequence, the gross to net site ratio on each of the greenfield allocations will be 50% provision at best. This will have implications for the quantum	Comments are noted. The GI % target contributions for development on greenfield sites will be re-examined and the outcome will be fully justified in the refinement of these policies.

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				<p>of development which each site can deliver.</p> <p>Important to ensure that the capacity of the allocations have been assessed on a realistic basis.</p>	
Taylor Wimpey West Midlands	LPP01538	Policy 14	Comment	Concern that this requirement will negatively impact upon a number of policies set out above, including housing land supply, density and viability. The inclusion of a specific percentage is too prescriptive and green infrastructure provision should be considered on a site by site basis.	Comments are noted and will be considered as we continue to refine Policy 14.
Persimmon Homes Limited	LPP01563	Policy 14	Comment	<p>Policy is not clear, due to the lack of evidence, as to where the figures for new development have been derived from. The numbers and location of new infrastructure must be proportionate to local evidence.</p> <p>Do not agree with the Council's current evidence as part of this policy and would expect that this is given further consideration prior to submission, to ensure that the evidence is proportionate and takes into account local data.</p>	Comments are noted. The evidence base for this policy will be reviewed as work progresses on the emerging Local Plan.
The Woodland Trust	LPP0528	Policy 14	Object	We are disappointed that you do not seem to have taken on board the comments that we made at the issues and options stage on the need to have a strong policy on protection of existing trees and woods and on seeking opportunities for planting more trees and woods, particularly as	Objection and issues raised are noted. We will consider these suggestions and refine the GI policies as necessary.

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				<p>part of new development.</p> <p>We would have preferred to have seen a separate policy on trees and woods, given the range of social, economic and environmental benefits that they can provide and which we set out in some detail in our Issues and Options submission.</p> <p>In particular, we would like to see ancient woodland and ancient or veteran trees given the strongest possible level of protection in your local plan. Ideally we would like to see a statement that these assets, being irreplaceable, should be protected in all but the most wholly exceptional circumstances. The need to protect ancient woodland and veteran trees is set out clearly in paragraph 118 of the NPPF and, by omitting any reference to these assets in your preferred options document, you run the risk of your new local plan not being in conformity with the NPPF. This is particularly concerning given that your existing development plan policies and site allocations document does contain references to the importance of ancient woodland and lists some important ancient woods within the district.</p> <p>The National Planning Policy Framework (NPPF) also supports the need for more habitat creation by stating that: <i>Local planning authorities should:</i></p>	

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				<p><i>set out a strategic approach in their Local Plans, planning positively for the creation, protection, enhancement and management of networks of biodiversity and green infrastructure', (DCLG, March 2012, para 114). Also para 117 states that: 'To minimise impacts on biodiversity and geodiversity, planning policies should:.....promote the preservation, restoration and re-creation of priority habitats, ecological networks and the protection and recovery of priority species populations, linked to national and local targets, and identify suitable indicators for monitoring biodiversity in the plan'.</i></p> <p>The England Biodiversity Strategy which makes it clear that expansion of priority habitats like native woodland remains a key aim - <i>'Priority action: Bring a greater proportion of our existing woodlands into sustainable management and expand the area of woodland in England', (Biodiversity 2020: A strategy for England's wildlife and ecosystems services, DEFRA 2011, p.26).</i></p> <p>A reading of these two policies in the National Planning Policy Framework together with the England Biodiversity Strategy indicates that habitat expansion, like native woodland creation, should form a high priority for this new Local Plan.</p>	

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				<p>Research by the Woodland Trust shows that less than 17% of the population of England has access to local woodland within 500m of their home (vi) and this figure is the same for Wyre Forest. Recognising this, the Woodland Trust has developed the Woodland Access Standard (WASt) for public bodies and local authorities to aim for, encapsulated in our <i>Space for People</i> publication. We believe that the WASt can be an important policy tool complimenting other access standards used in delivering green infrastructure for health benefits.</p> <p>The WASt is complimentary to Natural England's ANGST+ and is endorsed by Natural England (further details on <i>Space for People</i> can be provided on request). The Woodland Trust Woodland Access Standard recommends:</p> <ul style="list-style-type: none"> - that no person should live more than 500m from at least one area of accessible woodland of no less than 2ha in size - that there should <u>also</u> be at least one area of accessible woodland of no less than 20ha within 4km (8km round-trip) of people's homes. <p>Providing more accessible trees, woods and green space for physical activity can therefore provide a</p>	

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				<p>critical link to healthier lives and, consequently, to saving money.</p> <p>We would therefore like to see a policy point for green infrastructure to read -=</p> <p><i>“Protection, enhancement and creation of native woodland will be supported for the benefits it can bring to green infrastructure including for health & wellbeing”.</i></p>	
Miller Homes	LPP0985	Policy 14	Object	<p>Object to the inclusion of the specific requirement for a 35% contribution from green field sites of greater than 1 hectare towards the provision, maintenance, improvement and connectivity of green infrastructure on the basis that the evidence base does not provide justification for this specific figure. This needs to be addressed on a site by site basis. It may be that a smaller proportion of land can create a more significant green link by design, and contribute better to the policy objectives via location within the site, additional planting and habitat creation, rather than an arbitrary percentage figure.</p> <p>The NPPF (3) makes it clear that each local planning authority should ensure that their Local Plan is based on adequate, up-to-date and relevant evidence. The evidence base reporting</p>	Objection is noted. Further work will be undertaken on the GI evidence base as the emerging Local Plan progresses. The GI % target contributions for development on greenfield sites will be re-examined and the outcome will be fully justified in the refinement of these policies.

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				<p>relating to green infrastructure appears to be provided by the Worcestershire Green Infrastructure Strategy 2013-2018, the Worcestershire Green Infrastructure Framework 4 (September 2014), the Wyre Forest District Council (WFDC) Green Infrastructure Strategy (October 2012) and the WFDC Green Infrastructure Study (January 2010). None of these four green infrastructure evidence reports identify and justify a specific contribution that new development should make towards the provision, maintenance, improvement and connectivity of green infrastructure. In addition, this specific 35% green infrastructure contribution requirement does not appear to have been explicitly tested within the WFDC Local Plan Viability Assessment (May 2017). Requests that it is made clear what the justification is for this specific contribution. If there is no evidenced justification then this requirement should not be included within the Local Plan. Further, there is no recognition that smaller quality green spaces in the right places can make a better green space contribution than larger area of land that do not fulfil the objective.</p> <p><i>3 NPPF Para 158.</i></p>	
Stanmore	LPP01514	Policy 14	Object	Objection is made to Part C of this policy which	Objection is noted. The GI % target

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Properties Ltd		- Section C		<p>states that for greenfield sites of over 1 ha new development will be required to contribute 35% green infrastructure. Part D states this will be protected as semi natural 'green space.' There is no definition of what land can be included in Green Infrastructure but the implications throughout the plan are that residential garden land is not included and if this is the case it immediately leads to the loss of 35% of site area which is an unnecessarily inefficient use of land.</p> <p>In circumstances where land is needed to be released from Green Belt, it will lead to considerably more land having to be released than is necessary. Public open space must be provided on new sites and this will contribute towards green infrastructure so there is no justification for additional green infrastructure over and above what is necessary for the development.</p>	contributions for development on greenfield sites will be re-examined and the outcome will be fully justified in the refinement of these policies.
	LPPO311	Policy 14	Support	Supports Policy 14 but asks for the specific inclusion of the Stour Valley Country Park, both in the text and in the Proposals Map.	Support is noted.
	LPPO3822	Policy 14	Comment	The LPR lacks significant policies for such green infrastructure, as well as the more usual new 'walking and cycling' routes. It should consider at this stage opening up new green paths for access to such areas as Burlish Top and to Severn Way as well as providing secure cycle routes linked to	Comments and suggestions are noted.

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				<p>national ones. A scheme to ensure development does not intrude into the sensitive rural, landscape of this western and north-western edge of Stourport would enhance the locality. Whatever development is proposed should have policies set out in this plan, so as to specify green infrastructure at the outline stages, with higher than normal arrangements than for 'average' landscape buffers for these sensitive but visually prominent north western and western edges.</p> <p>However the above aspects need to be set out in the Local Plan at this stage so as to secure appropriate development.</p> <p>Green technologies, design codes, landscaping and materials guidance should also be set out at this stage so prospective developers are aware of the significance/importance of the site. It is an opportunity for the Council to set standards for the future as well as contribute to the housing market in an innovative way.</p>	
Worcestershire County Council, Planning Economy & Performance	LPP01235	14.2	Comment	The first sentence of this paragraph states that "The District has a unique environment formed from different landscape character areas". It should be noted that landscape character areas only cover the rural parts of the district. The environment is also important in urban areas.	Comments and suggestions are noted.

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				In addition to the waterways, Wyre Forest and its landscape setting, plus other areas of woodland (e.g. Chaddesley Wood and Kingsford) offer opportunities for enhancing the currently fragmented areas of woodland that are a significant feature of the district's GI in need of better connectivity.	
	LPP04732	Policy 14	Comment	Let's hope that the words in this section are put into practice. At the moment I haven't noticed much green on the Silverwoods development.	Comments are noted.
Barratt Homes West Midlands	LPP0775	Policy 14	Comment	We have strong reservations to the requirements of Policy 14 – Strategic Green Infrastructure that requires 35% GI provision on greenfield sites exceeding 1 hectare. This will impact on site capacity. If 35% is used for Green Infrastructure and up to 15% for roads etc, then only 50% will be available for development. If schools and other facilities are required, this will reduce still further.	Comments are noted. The GI % target contributions for development on greenfield sites will be re-examined and the outcome will be fully justified in the refinement of these policies.
	LPP03704	Policy 14	Object	<p>There are no guarantees that these areas will not be built over in the future as your plan will only encourage more house building for social housing. This is because once you start building on Green Belt as you propose to do, it will be a magnet for more as it will be easier to house social housing in Wyre Forest than elsewhere.</p> <p>The Plan should consider using brownfield and</p>	Objection is noted. Brownfield sites have been considered in the emerging Local Plan. Unfortunately, the issue is we don't have enough deliverable brownfield land left to accommodate all of our housing need for the district. We therefore have to consider allocating greenfield sites, some of which are located in the Green Belt. Agree that some residential use could be accommodated in

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				building apartments in the town. This is currently what Birmingham and other towns do. It helps bring more life to the town and houses more people. Especially single occupants who make up the larger proportion of social housing need.	the town centre. We will consider this idea more as the Plan progresses.

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
Environment Agency	LPPO1065	Policy 15A	Comment	<p>We note the recommendations set out in Table 4-7 of the WCS include “Using planning policy to require the 110l/person/day water consumption target permitted by National Planning Policy Guidance in water-stressed areas.”</p> <p>Paragraph 1.1.2 of the WCS acknowledges all site allocations are located within an area considered to be under 'moderate' water stress which could be used to justify the tighter ('optional') water efficiency standards in this instance i.e. beyond the minimum building regulation requirements.</p> <p>We note reference is made to the higher water efficiency targets within the reasoned justification to policy 15A (paragraph 15.6). However, in light of the above you may wish to include this within the policy itself. We appreciate you must demonstrate that there is both a need for the standards and show consideration of the viability implications of adopting the standards. DCLG study 2014 showed an additional cost of £0-9 per dwelling to achieve 110l/day.</p> <p>As outlined previously, we may be able to provide a separate summary document, including a location plan of each of the over abstracted wetlands and surface water catchments in the District, to help further inform the above.</p>	Comments are noted. The Water Cycle Study will be updated as the emerging Local Plan progresses. These comments will be considered during the update of the WCS and amendments made as necessary.
Worcestershire	LPPO1236	Policy	Comment	Part (i) calls for develop that "Incorporates design features	Comments are noted. Agree that more

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
County Council, Planning Economy & Performance		15A		that will reduce water consumption". If this is to be included, more detail is needed on the level of reduction required if this is to be over and above existing Building Regulations. As part (ii) is not exclusive, everything in part (iii) would technically be covered by part (ii). However, there is a different emphasis in the two clauses which could be strengthened to benefit the policy and provide greater clarity.	detail is required for part (i) of Policy 15A. Parts (ii) and (iii) will also be strengthened and made clearer. Policy wording has been amended to take into account these suggested changes. i.e. amended Policy 15A part (i) and merged (ii) and (iii). Added justification for 110l/p/d standard.
Taylor Wimpey West Midlands	LPPO1539	Policy 15A	Comment	Planning policies should not accelerate beyond requirements of building regulations, without evidence to support that requirements are deliverable and will not prevent the delivery of housing.	The additional costs of meeting this target have been assessed as being as little as £9 per dwelling (DCLG Housing Standards Review (Sept 2014) and is therefore not deemed to prevent the speedy delivery of housing.
Environment Agency	LPPO1181	Policy 15B	Comment	We note that some proposed sites would require infrastructure and/or treatment upgrades or provision of new infrastructure. We recommend should the findings of the WCS and the further assessment identify a need for phasing of delivery, this is referenced in the policy, perhaps in section iii.	The current wording in section iii provides sufficient grounds to ask for phasing. There is no need to be more specific, especially as not referring to the Water Cycle Study findings will provide more flexibility to take into account emerging information.
Taylor Wimpey West Midlands	LPPO1540	Policy 15B	Comment	No comments.	No comments have been made.
The Woodland Trust	LPPO529	Policy 15B	Object	Policy 15b fails to mention the important role which trees and woods, planted in the right location, can play in	Objection is noted. However, disagree that trees should be mentioned in Policy

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				<p>improving water quality.</p> <p>Trees trap and retain nutrients (such as phosphates and nitrates) and sediment in polluted run-off before it reaches rivers and streams.</p> <ul style="list-style-type: none"> • They can also prevent spray drift of pesticides by providing a physical barrier between fields and watercourses. • Trees provide shade that is essential in helping prevent a rise in river temperatures and helping freshwater wildlife adapt to climate change. <p>Trees can also provide a source of woody debris in rivers and streams which is beneficial for many species of plants, invertebrates and fish</p>	15B.
	LPP01705	Plough Lane, Far Forest	Object	<p>Objects on the following reasons:</p> <ul style="list-style-type: none"> • Change skyline – overlooking onto existing properties. 	Objection is noted.
	LPP01712	New Road, Far Forest BR/RO/7	Object	<p>Objects on the following reasons:</p> <ul style="list-style-type: none"> • Inadequate sewerage system. 	Objection is noted.
	LPP01723	New Road,	Object	<p>Objects on the following reasons:</p>	Objection is noted.

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
		Far Forest BR/RO/7		<ul style="list-style-type: none"> Sewerage inadequate. 	
	LPPO1736	New Road, Far Forest BR/RO/7	Object	<ul style="list-style-type: none"> Sewerage system inadequate. 	Objection is noted.
	LPPO1771	New Road, Far Forest BR/RO/7	Object	<ul style="list-style-type: none"> Inadequate sewerage system. Inadequate water system - low water pressure. 	Objection is noted.
North Worcestershire Water Management	LPPO908	Policy 15C part i	Comment	It is my understanding that in line with the NPPF a Sequential Test will still need to be undertaken to demonstrate for sites at risk of flooding that there are no reasonable alternative sites available in areas at lesser risk of flooding. This Sequential test should in my opinion form part of the Local Plan evidence base.	Agree with these comments. It is our intention to undertake a sequential flood risk assessment and this will form part of the evidence base for the emerging Local Plan.
North Worcestershire Water Management	LPPO909	Policy 15C v)	Comment	'for' is missing before 'biodiversity benefits'	Agree. This will be amended. ACTION – Make amendment as suggested to part (v) in Policy 15C.
Worcestershire County Council, Planning	LPPO1377	Policy 15C	Comment	Should the second sentence in part (v) be amended to become "...appropriately landscaped <u>for</u> biodiversity benefits"?	Comment is noted. Agree that the word 'for' should be inserted into the sentence in part (v) of Policy 15C.

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO SECTION 15: WATER MANAGEMENT

Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
Economy & Performance					
Taylor Wimpey West Midlands	LPPO1541	Policy 15C	Comment	No comments.	No comments necessary.
The Woodland Trust	LPPO530	15C	Object	<p>Trees and woodland can reduce localised flooding and alleviate the effects of larger floods in a variety of ways, including:</p> <ul style="list-style-type: none"> • Water penetrates more deeply into the woodland soils (higher infiltration rates) leading to less surface run-off. • Trees, shrubs and large woody debris alongside rivers and streams and on floodplains act as a drag on flood waters, slowing down floods and increasing water storage. • Trees protect soil from erosion and reduce the sediment run-off, which help the passage of water in river channels, reducing the need for dredging. • The greater water use of trees can reduce the volume of flood water at source. • Trees slow the speed at which rain reaches the ground, with some rain evaporating into the atmosphere - even in winter native deciduous trees intercept up to 12% of rainfall. <p>A joint Environment Agency/Forestry Commission publication <i>Woodland for Water: Woodland measures for meeting Water Framework objectives</i> states clearly that: <i>‘There is strong</i></p>	Objection is noted. We will consider these comments as Policy 15C is further refined.

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
				<p><i>evidence to support woodland creation in appropriate locations to achieve water management and water quality objectives'</i> (Environment Agency, July 2011- http://www.forestry.gov.uk/fr/woodlandforwater</p> <p>The Government's Independent Panel on Forestry (Defra, Final Report, July 2012) has emphasised this natural approach by stating that:</p> <p><i>'One of the many benefits of woods and trees is their ability to help us respond to a changing climate, better enabling us to adapt to future temperature increases. We know that trees, in the right places, help us to adapt to climate change by reducing surface water flooding; reducing ambient temperature through direct shade and evapo-transpiration; and by reducing building heating and air-conditioning demands</i></p>	
Worcestershire Wildlife Trust	LPPO1066	Policy 15C	Support	Support this policy, particularly bullet points iv and v.	Support is noted.
Environment Agency	LPPO1182	Policy 15C	Support	We support inclusion of policy 15C. In accordance with paragraph 50 of the Flood Risk and Coastal Change section of the National Planning Practice Guidance (NPPG), we recommend section ii, fourth bullet point, not only makes reference to developments not increasing flood risk elsewhere but also includes reference to opportunities for reducing flood risk overall. We also advise that the	Support is noted and welcomed. Amendments will be made to Policy 15C and its reasoned justification as suggested. The local climate change guide will also be referenced to for

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO SECTION 15: WATER MANAGEMENT

Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
				supporting text is amended in light of the above to acknowledge that whilst Policy 15C ensures individual developments do not increase the risk of flooding, it is also important that the cumulative impact of growth within the LPR does not increase the risk of flooding and where appropriate provides betterment. Opportunities to deliver flood risk management infrastructure to address the impacts of growth will therefore be sought as an integral part of implementing the LPR. We note the policy requires appropriate allowances for climate change to be used in Flood Risk Assessments (FRAs), referencing the latest Government's Climate Change Allowances Guidance. For completeness, to assist planners and developers we have produced a local Climate Change Guide which could be referenced in the policy instead.	completeness. Note: Amended (iii) and made reference to EA's local Climate Change Guide.
Taylor Wimpey West Midlands	LPO1542	Policy 15D	Comment	No comments.	No comments necessary.
Worcestershire Wildlife Trust	LPO1067	Policy 15D	Comment	We are pleased to support the intent of this policy and we welcome the weight it gives to the need for well designed SUDS. However we would recommend that the policy include specific mention of the presumption in favour of SUDS that are soft-engineered, multi-functional and biodiversity led. This is set out in paragraph 15.20 of the reasoned justification but it would offer improved clarity and robustness to the policy if it were included in the policy wording itself.	Comment is noted and agree that amendment should be made to the wording of Policy 15D to incorporate this suggestion.

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
North Worcestershire Water Management	LPPO911	Policy 15D vi)	Comment	<p>This policy section currently reads:</p> <p>“Design and construct the surface water drainage scheme so that the water quality of receiving water bodies, covered by the Water Framework Directive, are not adversely impacted, both during construction and when operational.”</p> <p>WFD covers more than just water quality and it is important to protect all water bodies, not just the ones covered by WFD, from the potential impact of surface water drainage schemes. I therefore would like to propose to alter this policy section to:</p> <p>“Design and construct the surface water drainage scheme so that the receiving water bodies, including but not limited to the ones covered by the Water Framework Directive, are not adversely impacted, both during construction and when operational.”</p>	Agree with this suggested change. Policy 15D will be updated to include this amendment.
North Worcestershire Water Management	LPPO914	Policy 15D	Comment	<p>Add “vii) Include aboveground, green SuDS where possible to add to the Green Infrastructure and biodiversity of the area”</p> <p>This text was included in an earlier draft, so I’m not sure why it has been removed. I believe it is important to include this policy as aboveground, green SuDS provide so much more additional benefits than simply dealing with the runoff from the development. There are benefits for biodiversity, water quality and also amenity.</p>	Agree with suggestion. Policy 15D will be updated to include vii as suggested.

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
Worcestershire County Council, Planning Economy & Performance	LPPO1375	15.2	Comment	In the fourth bullet point, "affect" should be "effect".	Agree that this should be amended.
	LPPO3919	15.2	Object	The phasing of the provision of 6000 dwellings will do nothing to alleviate the impact on the water issues.	Objection is noted. The Wyre Forest Water Cycle Study (2017) considers issues of water resources, wastewater and flood risk and forms a key part of the evidence base alongside the Wyre Forest Strategic Flood Risk Assessment (2017). Both of these evidence base documents will be updated as the emerging Local Plan progresses.
Worcestershire County Council, Planning Economy & Performance	LPPO1237	15.6	Comment	The text here refers to Severn Trent Water's assumptions of increasing efficiency, but it is unclear how these relate to the proposed WFLP policy 15A. Will STW's anticipated reductions be achieved through national measures (e.g. Building Regulations), local measures (e.g. WFLP requirements) or simply by customer education and awareness about the need to use water more efficiently?	Comments are noted. Paragraph 15.6 to be deleted from reasoned justification.
North Worcestershire Water Management	LPPO904	15.8	Comment	'borough' should read 'district'	Amendment agreed and will be actioned. ACTION – In para 15.8 on page 98, change the word 'borough' to district'.

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
North Worcestershire Water Management	LPPO905	15.9	Comment	I agree that phasing development across the course of the plan will allow STW and other key infrastructure providers to incorporate necessary improvements into their delivery plans ensuring key infrastructure is in place in advance of development. I would very much welcome phasing all development across the course of the plan, progressively meeting the 5-year land supply requirement, to prevent that easy to develop sites will be developed first and the difficult sites (often Brownfield ones) will be left undeveloped.	Comments are noted.
Worcestershire County Council, Planning Economy & Performance	LPPO1238	15.12	Comment	We question whether "strategies" is the right word to begin the first sentence. "Measures" may be a more appropriate alternative.	Agree with this suggestion. "Strategies" will be changed to "measures". ACTION – In para 15.12, page 98, change "strategies" to "measures" at the beginning of first sentence.
North Worcestershire Water Management	LPPO906	15.12	Comment	This paragraph refers to the appropriate number of treatment stages. The 'number of treatment stages' is somewhat outdated and ambiguous. I would therefore prefer to replace this sentence 'In order to address surface water the appropriate number of treatment stages set out in the CIRIA SuDS Manual (2015) should be provided as part of the development' with: "To protect the receiving water environment developers are required to set out how surface water from the development will be treated sufficiently, using the simple index approach included in the CIRIA SuDS Manual (2015)."	Agree with this suggestion. Paragraph 15.12 will be updated to reflect this change. ACTION – update para 15.12 on page 98 as suggested.

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
North Worcestershire Water Management	LPPO910	15.16	Comment	Developments will also be required to make allowances for future development for example the hard surfacing of previously green areas such as gardens, in the design and capacity of drainage systems	Agree with suggested changes. Amendment will be made.
	LPPO461	15.13	Comment	Watercourse on the Stone Hill North area has a high water table and in parts are water meadows. Are these areas going to remain and if so how do you intend to achieve adequate drainage within this area that allows the special habits for the local fauna and flora, indigenous insects, birds and animals? What is to happen to the water Meadows around the Stone Hill North OC/13N proposed develop including the stream?	Comments are noted.
	LPPO459	15.18	Comment	Land at the rear of Baldwin Road is considerably higher than the rest of the area. If this is covered with concrete and tarmac where will the excess surface water drain to, especially in the event of a flash flood. The slope of the field could mean flooding in our gardens	Comments are noted. All new development will require a suitably designed drainage system in order to mitigate the risk of surface water and overland flooding both on and off the site.
	LPPO1727	New Road, Far Forest BR/RO/7	Object	Objects for the following reasons: <ul style="list-style-type: none"> Sewerage issues. 	Objection is noted. Infrastructure is a key issue that is being addressed through the Infrastructure Delivery Plan (IDP). Further work on the IDP is in progress and ongoing discussions with the local water authorities are being had as part of this process.

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO SECTION 16: POLLUTION MINERALS AND WASTE

Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
Canal & River Trust	LPO1016	Policy 16A	Comment	Land stability is a material planning consideration (paras. 120-121 NPPF plus detail in NPPG). Planning system has a role to play in minimising risk and effects of land stability. NPPF is clear that planning decisions should ensure new development is appropriate for its location and that a site is suitable for its new uses taking account of ground conditions and land instability. This should be clearly reflected in this policy.	Comments are noted. We will refine Policy 16A to make it clearer the importance of land stability.
Environment Agency	LPO1188	Policy 16A and site allocations	Comment	Potential site allocations should be assessed with regards to previous use. FPH/1 Settling Ponds is partly on a historic landfill site as is LI/6/7 Lickhill Road. We would expect a review of groundwater vulnerability and SPZs (particularly SPZ1) and information on Water Framework Directive to inform selection.	Comments are noted. Site FPH/1 was included in the Preferred Options Plan but further consideration of this site is required as the Plan progresses. The final site selection will be made available at Pre-Submission stage.
Wyre Forest District Council - Development Control	LPO1210	Policy 16A	Comment	On matters of pollution, and subject to response from WRS, there may be an opportunity to identify possible methods of improving pollution (e.g. Electric charging points to facilitate electric cars, etc)	Comments are noted. The suggestion of 'electric charging points' is more appropriate for Policy 24B - Renewable and Low Carbon Energy.
Worcestershire County Council, Planning Economy & Performance	LPO1239	Policy 16A	Comment	Pollution and land instability seem unrelated, so it is unclear why they have both been included in the same policy. Part B refers to land contamination, which has obvious links to pollution, but land instability is a wholly distinct issue and including it here does not seem appropriate.	Comments are noted. The NPPF refers to pollution and land instability together.
Taylor Wimpey West Midlands	LPO1543	Policy 16A	Comment	No comments.	No comment necessary.

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
	LPPO5106	Pollution and air quality	Comment	If the general plan is to create improvements to air quality then the central area around the Town Hall should have been pedestrianised only, not dual purpose with cars and buses. As the car parking is limited, with many people resorting to using the car-parks at the supermarkets or Weavers Wharf, why is the use of Park and Ride not more widely used? Indeed Park and Ride with a full bus timetable created at strategic centres of population would enable and encourage people to avoid taking their cars into town and would establish a town centre free from toxic traffic congestion. This could be the first step towards the Government's aim of eliminating petrol and diesel vehicles by 2040. Furthermore this would provide the opportunity to make our roads and cycle paths more receptive to walking or cycling in to town and eliminating especially the dangerous and unsavoury ring road underpass at the bottom of Comberton Hill.	Comments noted.
	LPPO1720	New Road, Far Forest BR/RO/7	Object	<p>Objects on the following reasons:</p> <ul style="list-style-type: none"> The road is a narrow road and if vehicles are parked this causes traffic to a halt, there is no area half way to top for this to be widened. 	Objection is noted.
The Coal Authority	LPPO1028	Policy 16A , para.16.21	Support	Wyre Forest's mining legacy is predominantly in SW of district where there is no major development proposed. Welcome acknowledgement at Para.16.21 that where development is proposed in areas with a	Support and comments are noted.

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
				known legacy of minerals extraction, the developer will be expected to assess the site for ground contamination, ground stability and mining hazards and submit appropriate mitigation reports in support of their planning application.	
Worcestershire Wildlife Trust	LPO1068	Policy 16A	Support	Support this policy and in particular the weight it gives to protecting biodiversity from pollution.	Support and comments are noted. Policy 16A will be refined further to include these suggested changes.
Environment Agency	LPO1183	Policy 16A	Support	The Wyre Forest district overlies a principal aquifer of regional strategic importance in terms of water supply and there are a number of Source Protection Zones (SPZs) to protect public water resources. With potential for contamination on brownfield sites we support remediation to reduce impact to controlled waters. Suggest that Section B could include reference to need for site investigation, remediation and validation to show that land contamination issues have been fully addressed. Supporting text should make reference to EA Groundwater Position Statements to help provide appropriate control measures, especially in SPZ1 areas. Suggest Worcestershire Regulatory Services is consulted in relation to human health considerations.	Support and comments are noted. Policy 16A will be refined further to include these suggested changes.
Worcestershire County Council, Planning Economy & Performance	LPO1241	Policy 16B	Comment	We welcome the inclusion of Policy 16B (Minerals). To accord with the requirements of national policy and to assist in the implementation of this policy, we suggest some adjustments to the policy and supporting Reasoned	Comments are noted and welcomed. The suggested policy amendments will be considered as we progress with the Plan.

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
				<p>Justification.</p> <p>Policy 16B could be strengthened by requiring applicants to assess the potential impacts on both mineral resources and minerals infrastructure. We suggest the following amendments to policy 16B to address this:</p> <p>"1. Proposed development in Minerals Consultation Areas will be required to assess the potential for the proposed development to sterilise locally or nationally important mineral resources, or impact on the operation of permitted mineral sites or supporting infrastructure the scope for minerals extraction before development takes place. Planning permission will not be granted for non-mineral development that would lead to the unnecessary sterilisation of mineral resources or unacceptable impacts on the operation of permitted minerals sites or supporting infrastructure within a Minerals Safeguarding Area (MSA) unless:</p> <p>a. The applicant can demonstrate that the mineral concerned is no longer of any value or potential value, or the supporting infrastructure is no longer necessary; or</p> <p>b. The mineral can be extracted satisfactorily prior to the development taking place; or</p> <p>e b. The development is of a temporary nature and can be completed and the site restored to a condition that</p>	

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
				<p>does not inhibit extraction within the timescale that the mineral is likely to be needed; or</p> <p>c. Where sterilisation of a locally or nationally important mineral resource could occur, opportunities for extraction of the resource will be optimised;</p> <p>or</p> <p>d. Where permitted mineral sites or supporting infrastructure could be compromised, sufficient mitigation measures will be put in place to ensure their continued operation.</p> <p>2. Developers will be encouraged to recycle and reuse construction waste onsite and use substitute or secondary and recycled minerals within development."</p> <p>To support these changes, we would recommend including the following text within the Reasoned Justification:</p> <ul style="list-style-type: none"> Development can "sterilise" mineral resources (make them inaccessible for potential extraction) or prejudice the operation of minerals sites and supporting infrastructure. This can be either directly, for example by building over land that contains minerals; or indirectly, for example though the introduction of sensitive 	

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
				<p>land uses in close proximity to these resources or sites.</p> <ul style="list-style-type: none"> In order that Worcestershire's limited natural resources are used prudently, planning applications within Mineral Consultation Areas should be accompanied by a Minerals Resource Assessment which evaluates how to optimise opportunities for extraction of any locally or nationally significant mineral resources. This should take a sequential approach to considering the following possible outcomes: <ol style="list-style-type: none"> 1. Extracting all of the resource within the proposed development site and in the area which would potentially be sterilised by the development, either in advance of development taking place or in phases alongside the development; 2. Where extracting all of the resource would prevent a suitable landform for subsequent development, consider whether a proportion of the resource could be extracted; or <p>As a last resort if neither (1) nor (2) is possible, consider whether any opportunities exist for "incidental recovery of the mineral resource".</p> <ul style="list-style-type: none"> Permitted mineral sites and the supporting infrastructure of existing potential storage, handling and transport sites are important to 	

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
				<p>delivering a steady and adequate supply of mineral resources in Worcestershire, and it is therefore important that they are not adversely impacted by sensitive or inappropriate development that would conflict with the use of sites identified for these purposes.</p> <ul style="list-style-type: none"> • Different types of development may or may not conflict with the use of the mineral site or supporting infrastructure. The potential for conflict is a function of both the sensitivity of the land use or receptors at the proposed development and the techniques or processes employed at the minerals or infrastructure site. Applicants will need to assess whether the normal operation of the mineral site or supporting infrastructure could have adverse impacts on the proposed land use or any users of the proposed development. This should include consideration of issues such as (but not limited to) any noise, vibrations, dust, or fumes that may result from the normal operation of the site, and could lead to complaints which could jeopardise the continued operation of the mineral site or supporting infrastructure. Techniques such as considered design, site layout and landscaping or screening of the proposal may in some cases be adequate to mitigate any impacts. <p>Footnote 11 in part 1 of Policy 16B refers to exempt</p>	

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
				<p>development. We support the concept of exempt development in order to avoid creating an unnecessary barrier to types of development which are unlikely to cause needless sterilisation of minerals, but we have some concerns over the definition included in Footnote 11. A number of exemptions were proposed in paragraph 8.4 of the recent Third Stage Consultation on the Minerals Local Plan. These have not yet been tested at examination but provide a more comprehensive list of exemptions. We would suggest that footnote 11 could include a caveat so that it reads: "Excluding 'exempt development', namely householder applications; development already allocated in the Local Plan; infilling in existing built-up areas; or as defined in the Minerals Local Plan".</p> <p>We also have a slight concern over "development already allocated in the Local Plan" being totally exempt from mineral safeguarding requirements. We consider that mineral safeguarding needs to be considered in the selection of sites, and it may be the case that some sites will need to consider mineral safeguarding and prior extraction but can still be allocated for future development. This is discussed further in relation to site allocations below.</p> <p>Worcestershire County Council is currently taking into account comments on the Third Stage Consultation on the Minerals Local Plan, including those from Wyre Forest</p>	

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
				<p>District Council. We would welcome continued engagement in developing the mineral safeguarding policies in the emerging plan and for these to align as closely as possible with the requirements in the Wyre Forest Local Plan.</p> <p>We were pleased to have the opportunity to provide comments at an early stage during informal consultation on the potential site options. The table at Appendix 1 highlights cross-over between minerals safeguarding considerations and the proposed site allocations.</p> <p>Coal</p> <p>Paragraph 16.19 refers to coal extraction. Whilst there are some coal deposits in the western parts of Wyre Forest, the Coal Authority no longer classifies these as a "surface coal resource" that is likely to attract further interest. However, former workings have left a legacy of mining features and hazards in parts of Wyre Forest district which are locally significant and may cause issues of land stability. We would recommend that you contact the Coal Authority to ensure you have the latest data, and that these areas are shown on the Proposals Map and referenced in the Reasoned Justification supporting policy 16A (Pollution and Land Instability).</p> <p>Mineral Resource Consultation Areas</p>	

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
				<p>WCC (as the Minerals Planning Authority) is not seeking the removal, on safeguarding grounds, of those proposed WFLP sites that fall within the adopted MLP's Mineral Consultation Areas or the emerging MLP's proposed Mineral Resource Consultation Areas. Similarly, WCC does not require full extraction to take place ahead of any proposed development. Based on the assessed need for housing and employment land in Wyre Forest District, we believe that there is a strong argument that the need for the non-mineral development (housing and employment land) which needs to be provided through site allocations in the Local Plan is such that it outweighs the long-term economic value of the mineral resource.</p> <p>However, opportunities should still be optimised for partial extraction or incidental recovery of the resource, either in advance of development taking place or in phases alongside it.</p> <p>We consider that this requirement should be highlighted as part of the site allocation information and the exemption either removed from or amended in footnote 11 in Policy 16B. A minerals resource assessment should be required for all sites within Mineral Consultation Areas to inform design at outline planning stage. Consideration from the outset could offer opportunities to integrate partial extraction as part of ground works for footings, landscaping, SuDS schemes, integration of physical features and green infrastructure in the overall site</p>	

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
				<p>design.</p> <p>Mineral Infrastructure Consultation Areas</p> <p>The allocation of WFLP sites within the proposed Mineral Infrastructure Consultation Areas is not necessarily precluded, but consideration needs to be given as to whether the potential development would result in an unacceptable impact on the continued operation of the relevant supporting infrastructure or the successful restoration of the minerals site. Different types of development may or may not conflict with the use of the mineral site or supporting infrastructure. The potential for conflict is a function of both the sensitivity of the land use or receptors at the proposed non-exempt development and the techniques or processes employed at those sites.</p> <p>In considering whether to allocate WFLP sites within these consultation areas, we consider that Wyre Forest District Council will need to assess whether the normal operation of the mineral site or supporting infrastructure could have adverse impacts on the proposed land use or any users of the proposed development. This should include consideration of issues addressed in the Development Management policies of the draft Minerals Local Plan, including but not limited to any noise, vibrations, dust, or fumes that may result from the normal operation of the site, and could lead to</p>	

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
				<p>complaints which could jeopardise the continued operation of the mineral site or supporting infrastructure if potential impacts are not considered in advance.</p> <p>It may be possible to mitigate any potential impacts through measures such as considered design, site layout and landscaping or screening of the proposal. Any necessary measures could be set out as part of the site allocation policies. If mitigation measures would not be sufficient to prevent an unacceptable impact on the continued operation of the batching plant or the restoration of the minerals site, then the potential site should not be allocated.</p> <p>We would be happy to engage in further discussion on this as required.</p> <p>Potential Mineral Site Allocations</p> <p>Whilst none of the MLP potential site allocations overlap with the potential WFLP sites, some are in close proximity. We would welcome further discussion on how to resolve any potential issues of sterilising mineral resources or negatively impacting on potential mineral sites through the introduction of additional sensitive receptors in close proximity, as well as the potential impact of any mineral development on the potential housing/employment allocations.</p>	

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				However, depending on when these developments come forward, there may be potential for any mineral resources excavated during the development of these sites (as required for mineral safeguarding purposes) to be processed at these potential minerals sites, and/or for the minerals sites to supply building materials for the developments.	
Gladman Developments Limited	LPO1387	Policy 16B	Comment	<p>Intention to safeguard minerals in number of consultation areas is noted.</p> <p>Para.143 NPPF - LPAs should set out local plan policies to encourage prior extraction of minerals where practicable and feasible it is necessary for non-mineral development to take place. Gladman consider that this requirement needs to be balanced against competing development needs. A positively framed mineral safeguarding policy will therefore be required that enables the local planning authority to reach suitably balanced judgements on the positive or negative effects of a non-minerals development alongside other policy considerations contained within the local plan as a whole, including the emphasis to significantly boost the supply of housing and the spatial strategy that will shape the focus for this locally.</p>	Comments are noted.
Taylor Wimpey West Midlands	LPO1544	Policy 16B	Comment	No comments.	No comments necessary.
Taylor Wimpey	LPO1545	Policy 16C	Comment	No comments.	No comments necessary.

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West Midlands					
Worcestershire County Council, Planning Economy & Performance	LPPO1240	Policy 16C	Support	<p>We fully support Policy 16C and the supporting Reasoned Justification in paragraphs 16.22 to 16.29.</p> <p>Safeguarding Waste Management Development</p> <p>There are a significant number of operational waste sites within Wyre Forest district. Some are seen as relatively low-value land uses and could therefore be vulnerable to redevelopment for other uses. Relocating a waste management operation can be difficult, therefore existing facilities should be safeguarded from development of non-waste related uses. Policy WCS 16 of the Waste Core Strategy seeks to safeguard these existing facilities and a web-map is available showing the sites and the 250m policy buffer around them: http://gis.worcestershire.gov.uk/website/WasteCoreStrategy/</p> <p>It is unlikely that this will be a significant factor in deciding between the two spatial options, but the relationship between the new and existing land uses should be considered before allocations are made or new permissions are granted. Any potential impacts should be considered in advance and included in any guidance on the design and development of the site allocations. This would mean that it will usually be possible to minimise conflict between the existing waste management facility</p>	Support for Policy 16C is noted.

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO SECTION 16: POLLUTION MINERALS AND WASTE

Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
				and the proposed development.	
	LPPO453	16.3	Comment	Dust, light, noise, fumes and smell will have detrimental impacts on the environment and quality of life. This is relevant to all the options concerning the development to the East of Kidderminster	Comments are noted. Policy 16A is a specific policy for pollution. Pollution is a material planning consideration and development proposals must be designed in order to avoid any significant adverse impacts from pollution.
	LPPO3698	16.3	Object	16.3 Pollution will increase as you build on Green Belt and field. You do not say how you propose to deal with the threat of increased pollution.	Objection is noted. Policy 16A is a specific policy for pollution. Pollution is a material planning consideration and development proposals must be designed in order to avoid any significant adverse impacts from pollution.
Worcestershire County Council, Planning Economy & Performance	LPPO1132	16.6	Comment	This paragraph states that adoption of the new Minerals Local Plan for Worcestershire is anticipated in late 2018. Please note that a revised Minerals and Waste Local Development Scheme has been approved by Worcestershire County Council, and adoption of the Minerals Local Plan is now anticipated in spring 2020.	Comments are noted. The relevant text will be updated in paragraph 16.6.
Wyre Forest Friends of the Earth	LPPO1322	16.28	Support	WFFoE support this policy of larger sites having onsite waste treatment such as composting or anaerobic digestion as part of a district heating scheme.	Support for Policy 16C and para 16.28 is noted.
Wyre Forest Green Party	LPPO1471	16.28	Support	We support this policy of larger sites having onsite waste treatment such as composting or anaerobic digestion as	Support for Policy 16C and para 16.28 is noted.

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
				part of a district heating scheme.	
Historic England	LPPO1280	Minerals	Comment	<p>On the section under Minerals, we would recommend including some information about the issues for the historic environment and the need to protect and conserve heritage assets, as a result of proposed minerals development. Undesignated archaeology can be a particular issue in minerals development. Historic England also has some advice regarding restoration of minerals sites and how it can be achieved to benefit the historic environment. We are currently preparing updated advice on minerals development and the historic environment and would be happy to share this with you when it is available.</p> <p>Additionally, we support minerals development, in appropriate locations, where local building stone is being mined that can be used for the repair of historic buildings.</p>	<p>Comment on minerals noted.</p> <p>Add a new section to Policy 16B 1d to read:</p> <p>"Restoration of minerals extraction sites which impact on heritage assets or their settings should be appropriate to the maintenance of and the significance of those assets".</p>
	LPPO1709	New Road, Far Forest BR/RO/7	Object	<p>Objects on the following reasons:</p> <ul style="list-style-type: none"> • Traffic. • Pollution. 	Objection is noted.

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO SECTION 18: A DESIRABLE PLACE TO LIVE

Company / Organisation	Response Number	Para/Policy	Type of Response	Summary of Response	WFDC Officer Response
Wyre Forest District Council - Development Control	LPP01211	Policy 18A	Comment	This isn't just about Affordable Housing, but rather it is about the wider potential S106 Obligations (e.g. Open space, education, etc). Many potential contributions could render a scheme unviable so, notwithstanding the previous policy wording, to restrict the policy to just affordable housing appears flawed.	This is specifically under a section regarding affordable housing requirements but will ensure consistency throughout the wider document regarding viability.
Persimmon Homes Limited	LPP01436	Policy 18A and RJ	Object	Not appropriate for the Council to secure payment for viability assessments via a development plan policy. Council charges are the subject of separate legislation. Strongly object to the suggestion in paragraph 18.3 that the Council should obtain planning gain. There is no basis in national policy for this approach. Payments required of developers and landowners should only be sought as part of mitigation of any unacceptable impacts arising from development.	WFDC will follow the government's guidance on viability testing at plan stage and on s106 contributions and will update its planning policies once this has been published.
Worcestershire County Council, Planning Economy & Performance	LPP01244	Policy 18B	Comment	This policy states that " <i>Small scale residential developments on infill plots within the settlement boundaries of the three main towns and the villages will be encouraged provided that they contribute to the existing character of the area in terms of design, density and layout</i> ". Infill proposals have the potential to harm the character and form of historic areas, and policies regarding infill development should be more specifically linked to policies that seek to preserve the existing character of an area, in order to avoid or minimise risk of conflict at an early stage in the planning process. Sub-sections (i) to (iv)	ADD POLICY 18B v. v. Where proposals for infill development are sited within or adjacent to heritage assets, they must accord with Historic Environment Policies 11B and 26; also Policy 27A Quality Design and Local Distinctiveness.

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO SECTION 18: A DESIRABLE PLACE TO LIVE

Company / Organisation	Response Number	Para/Policy	Type of Response	Summary of Response	WFDC Officer Response
				of policy 18B contain no mention of conservation areas and historic character, etc. and would be better linked or referenced to policy 11B - Historic Environment. In particular, subsections A and B of policy 11B could be referenced, including items (i), (iii), (vi), (vii), (viii) and (ix), as well as policy 27A - Quality Design and Local Distinctiveness, subsections A and B including items (ii) and (iv).	Reasoned Justification: 18. Inappropriately sited and designed infill development has potential to harm the form, character and setting of Conservation Areas and other heritage assets.
Gladman Developments Limited	LPP01388	Policy 18B	Comment	Note intention to enable residential infill development within settlement boundaries that will be set through Local Plan. Also consider that there are sustainable development opportunities adjacent to settlement boundaries. Plan needs to have flexibility built in to allow such sites to come forward if required to help with housing land supply.	Comments noted.
Bournewood Nurseries	LPP01965	Infill Development	Comment	It is noted that the current policy drafting stated an intention to enable residential infill development within defined settlement boundaries. Development boundaries are often tightly drawn around a settlement. The policy should include some flexibility and allowance for consideration of sites on their individual merits and also reflect the opportunities available through sites, such as Bournewood Nurseries, can still allow development in sustainable locations. Such flexibility would also allow the LPA to respond to changes required in housing supply across the plan period.	Comments noted. Settlement boundaries are being considered in Rock Parish as part of the Local Plan Review.
	LPP02196	Policy 18B	Comment	The wholesale 'garden land' restriction that has been	The garden land restriction is

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				<p>hitherto adopted by WFDC is a wholly inflexible and not tailored to the site in question. It has been applied on a 'blanket' basis.</p> <p>An infill proposal should be considered where it can be accommodated within the existing built environment and on its own merits.</p> <p>There are also infill plots available within the countryside/Green Belt that may be worthy of consideration to alleviate the pressure for quality housing to attract external residents to support and contribute to the local economy.</p> <p>There needs to be inward migration from the Birmingham area to improve social demographics all round and provide the ambient choice of housing and location.</p>	being lifted allowing development on non PDL where it meets the infill policies.
	LPPO2827	Policy 18B	Comment	I do not object to this small scale residential development on infill plots.	Comments noted.
	LPPO2932	Policy 18B	Object	<p>The Local Plan Review should have clearer and more ambitious policy objectives.</p> <p>NPPG indicates sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment. It would be appropriate to include 'gain' in policy 18B and its Reasoning Justification. Surely the Council wants more for its community beyond 'sufficient</p>	

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Company / Organisation	Response Number	Para/Policy	Type of Response	Summary of Response	WFDC Officer Response
				separation' and 'satisfactory car parking';	
	LPP0625	Policy 18B	Support	Support for Policy 18B - residential infill development.	Support is noted.
Bewdley Civic Society	LPP0857	Policy 18B Residential Infill Development	Support	Support for Policy 18B.	Support is noted.
Chaddesley Corbett Parish Council	LPP01044	Policy 18B	Support	We support this policy.	Support is noted.
Miller Homes	LPP0986	Policy 18C	Comment	<p>Space standards should be left to developers to determine in line with market requirements. Wish to reserve final comment on the appropriateness of introducing National Space Standards into the District as a policy requirement within the new Local Plan until the "further evidence" being gathered by Wyre Forest District Council (WFDC) to justify the inclusion of this Policy requirement, including an analysis of recently completed housing, has been undertaken to inform the next stage of Local Plan consultation.</p> <p>The National Planning Policy Framework (NPPF) states² that:</p> <p><i>"Local planning authorities should set out their policy on local standards in the Local Plan, including requirements for affordable housing. They should assess the likely cumulative impacts on development</i></p>	Comments noted and it is our intention for this policy to outline the specific case for WFDC.

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Company / Organisation	Response Number	Para/Policy	Type of Response	Summary of Response	WFDC Officer Response
				<p><i>in their area of all existing and proposed standards, supplementary planning documents and policies that support the development plan, when added to nationally required standards. In order to be appropriate, the cumulative impact of these standards and policies should not put implementation of the plan at serious risk, and should facilitate development throughout the economic cycle. Evidence supporting the assessment should be proportionate, using only appropriate available evidence”.</i></p> <p>The Housing Standards Review introduces a new national space standard, this has not been incorporated into the Building Standards and is not a requirement. National housebuilders have a vested interest in building products that meet market needs, which will sell and which are viable to build. The policies in the new Local Plan should be sufficiently flexible to allow this to happen without adding a prescriptive policy burden. If the market demands space standards in line with the optional national standards, then it is more likely that developers will deliver these. These considerations all form part of the need to take account of ‘market signals’, as required by the NPPF.</p> <p>The NPPF makes it clear that each local planning authority should ensure that their Local Plan is based on adequate, up-to-date and relevant evidence. The</p>	

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Company / Organisation	Response Number	Para/Policy	Type of Response	Summary of Response	WFDC Officer Response
				new Local Plan should therefore only require developers to meet the National Space Standards if WFDC can justify this requirement by taking account of need (evidence provided on the size and type of dwelling currently being built in the area), viability (consideration of the impact of adopting the space standards as part of the Plan's viability assessment) and timing (potential need to factor in a reasonable transition period following adoption of a new policy on space standards to allow developers to factor this into future land acquisitions), in accordance with the requirements of the Planning Practice Guidance (PPG)	
Gladman Developments Limited	LPP01389	Policy 18C	Object	Concerned with proposed introduction of enhanced technical standards. Where is justification for this in terms of need, viability and impact on affordability? A local assessment must be provided to justify this policy.	Comments noted and it is our intention for this policy to outline the specific case for WFDC.
Chaddesley Corbett Parish Council	LPP01043	Policy 18C	Support	Pleased to see reference to national space standards	Support is noted.
Wyre Forest Community Housing	LPP01679	Policy 18C	Support	<p>We would support the District Council in deciding whether the Nationally Described Space Standards apply to all new homes or to none.</p> <p>Our own work relating to standard house types broadly adopted the approach of meeting Building Regulations 2010 Requirement M4 (1): Category 1 - Visitable Dwellings.</p>	Comments noted.

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Company / Organisation	Response Number	Para/Policy	Type of Response	Summary of Response	WFDC Officer Response
Bewdley Civic Society	LPP0858	Policy 18D Flat Conversions	Support	Support for Policy 18D.	Support is noted.
	LPP03705	Policy 18E	Object	<p>18 E You describe what you see as an acute housing shortage in the region and demand for housing. However please see comments as to why this is disputed.</p> <p>However it appears that the need for mobile homes and holiday homes overrides this requirement. You quote that they are temporary in nature but there are many very large permanent mobile home parks with year round use in Stourport. Lickhill manor, 65 acres Severnside.</p> <p>Your plan is contradictory in nature.</p>	<p>The identified need for housing has been undertaken through a standard approach to assessing housing needs and so we are satisfied we can demonstrate a need for housing. Please see the technical evidence base.</p> <p>The caravan parks within Wyre Forest are temporary with two exceptions; Kinverdale and Severn Bank.</p>
Bewdley Civic Society	LPP0859	Policy 18E Residential Caravans and Mobile Homes	Support	Qualified support. The policy should allow caravans/chalets for personal circumstances as annex accommodation. Their standard of construction is not necessarily inferior.	Support noted.
Campaign to Protect Rural England	LPP0940	Policy 18E	Support	much stronger wording than previously in Core Strategy. Policy should be expanded to cover existing mobile home/caravan sites with 11 month occupancy and cross referenced to 23C and 28B.	The policy is the same as the SAAP it will apply to new developments and not existing.
	LPP01704	Plough Lane, Far Forest	Object	<p>Objects on the following reasons:</p> <ul style="list-style-type: none"> Change skyline – overlooking onto existing 	Objection is noted.

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Company / Organisation	Response Number	Para/Policy	Type of Response	Summary of Response	WFDC Officer Response
				properties.	
	LPP01770	New Road, Far Forest BR/RO/7	Object	<ul style="list-style-type: none"> Skyline change; this would be dramatically effected with my current views of the countryside. 	Objection is noted.
	LPP0627	18.13	Support	Support for paragraph 18.13.	Support is noted.
	LPP03920	Paragraph 18.13	Support	I support the intensification statements within the paragraphs 18.13 – 18.16.	Support and comment is noted.
	LPP03922	Paragraph 18.14	Support	I support the intensification statements within the paragraphs 18.13 – 18.16.	Support is noted.
	LPP03923	Paragraph 18.15	Support	I support the intensification statements within the paragraphs 18.13 – 18.16.	Support is noted.
	LPP03924	Paragraph 18.16	Support	I support the intensification statements within the paragraphs 18.13 – 18.16.	Support is noted.
	LPP01730	New Road, Far Forest BR/RO/7	Object	<p>Objects for the following reasons:</p> <ul style="list-style-type: none"> Impact on wildlife and habitats. 	Objection is noted.

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO SECTION 19: PROVIDING ACCOMMODATION FOR GYPSIES, TRAVELLERS AND TRAVELLING SHOWPEOPLE

Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
	LPPO3374	Travelling Show People	Comment	Sites for 'travelling show people'. Confine next to 'existing gypsy & traveller sites' on Sandy Lane Industrial Estate.	This requirement is for a Travelling Showpeople site and not for Gypsy and Travellers pitches.
	LPPO895	Policy 19	Comment	<p>Policy 19 – Site Standards for Gypsies, Travellers and Travelling Showpeople</p> <p>Whilst we support the inclusion of a Policy dealing with site standards for Travelling Showpeople, we believe that the Policy should identify the difference between pitches (Gypsies and Travellers) and plots (Travelling Showpeople). Under the PPfTS, Pitches and Plots are defined and for Travelling Showpeople a Plot is a mixed use which needs to incorporate space or to allow individual plots to be split to allow the storage of equipment on part of the plot and areas for the stationing of Showman's caravans for residential occupation.</p>	Comments noted. We will consider separating the policy.
	LPPO1693	Policy 19	Object	<p>Clows Top site NOT suitable for travelling show people.</p> <ul style="list-style-type: none"> • Poor infrastructure on approach. • Traffic already heavy • Better sites available • No similar Sites nearby • Poor water pressure. • Policy 35 land at Clows Top (BR/RO/I) is recommended as core site in a rural village. 	Objection and comments noted. This site was considered for one specific family of Travelling Showpeople who are currently resident in the District. This differs from requirements for Gypsy and Traveller sites.
	LPPO1780	BR/RO/1	Object	Objects to all aspects of proposal to locate travelling show	Objection and comments noted.

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
				<p>people in Clows Top. The A456 to brow of hill where access to site is situated is a bottleneck for trucks and a fast road for all others. The footpath opposite has been ruined by trucks already turning in and out.</p> <p>The B4202 has become a fast approach to the cross roads.</p> <p>Will visual impact opposite houses in the highest village in Worcestershire be spoilt by this action?</p> <p>The LPR calls for housing to fill the shortfall. Clows top in Policy 35 is designated as a “CORE” site for houses BR/RO/1</p> <p>The plan of this area is incorrect at this time Planning to correct.</p> <p>Should not dominate the nearest settled community CLOWS TOP.</p> <p>Concerned that once site opened up, others may move in without permission.</p>	This site was one of 5 under consideration for a specific Travelling Showpeople family.
	LPPO1784	WA/BE/6	Object	<p>Objects to travelling showpeople site on Habberley Road.</p> <p>Concerned about traffic around the safari park as it's already very busy.</p> <p>Concerned about mess that may be left on the site.</p>	<p>Objection and comments noted.</p> <p>This site was one of 5 under consideration for a specific Travelling Showpeople family.</p>

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ACCOMMODATION FOR GYPSIES, TRAVELLERS AND TRAVELLING SHOWPEOPLE**

Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
				Suggests brownfield sites as an alternative, e.g. the deserted timberworks on Park Lane and other brownfield sites where factories have been demolished.	
	LPPO1790	WA/BE/6	Object	<p>Objects to Habberley Road Site due to:</p> <ol style="list-style-type: none"> 1. Impact on tourism in Bewdley, concerned about locating a travellers site on the edge of town opposite the largest hotel in the area 2. The site is of historic and archaeological value. Questions why a previous small business was stopped from trading there when the business did not harm the land but now it is seen as acceptable to have several tonnes of hardcore laid and a yard full of fairground rides. 3. The site is Green Belt. 4. The site is close to Habberley Valley again a spot in your plan which you wish to promote in the area. 5. The road infrastructure is not sufficient. <p>Suggests the site next to Ceramaspeed as a location with more suitable road infrastructure.</p>	Objection and comments noted.
	LPPO1809	WA/BE/6	Object	<p>Objects to Habberley Road Site:</p> <p>With houses having to be built in the near future this is a stupid and ridiculous proposal.</p>	Objection and comments noted.
	LPPO1810	WA/BE/6	Object	Objects to WA/BE/6 Habberley Road Site due to the	Objection and comments noted.

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
				<p>following reasons:</p> <ol style="list-style-type: none"> 1. B4129 is a very busy road and vehicles going in and out of this area would cause traffic issues. 2. Concern about wildlife in this area. 3. Potential ancient burial mound. 	
	LPPO1817	WA/BE/6	Object	<p>Believes that this site goes against previous planning advice</p> <p>Heavy vehicles = Highways issues</p> <p>Personal perception that if the site is open to all travelling people there may be potential damage to local business and the local environment. They also believe that it may lead to possible reduction in property values.</p>	Objection and comments noted. This site was considered for one specific family of Travelling Showpeople who are currently resident in the District. This differs from requirements for Gypsy and Traveller sites.
	LPPO1852	WA/BE/6	Object	<p>Habberley Road Site:</p> <ul style="list-style-type: none"> • Against previous planning advice • Open to all travelling show people • Potential damage to local business • Highways issues • Damage to local environment 	Objection noted. This site was considered for one specific family of Travelling Showpeople who are currently resident in the District. This differs from requirements for Gypsy and Traveller sites.
	LPPO1982	WA/BE/6	Object	Objects to potential site for travelling show people,	Objection and comments noted. This site was one of 5 under

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
				<p>Habberley Road, WA/BE/6</p> <p>Believes that the site is not required as there are adequate fun-fair facilities in the area at the Safari Park. Concerned that the site may become a potential eyesore and health and safety risk.</p> <p>Personal perception that the site may not be popular with local community.</p> <p>Believes that there are plenty of brownfield sites that are available, both industrial and commercial.</p>	consideration for a specific Travelling Showpeople family.
	LPPO2479	Policy 19 Travelling Show People	Object	<p>Believes that the site goes against all previous planning advice.</p> <p>The site will be open to all travelling show people/travellers causing constant movement of traffic on and off the site.</p> <p>The B4129 is a rural road which has become busy over the years and with the potential extra traffic, will make it a very dangerous road with accidents waiting to happen.</p> <p>Personal perception that the hotel and golf club will suffer, causing damage to their businesses.</p> <p>Perception that there may be damage to the local environment and wildlife will suffer.</p>	Objection and comments noted. This site was considered for one specific family of Travelling Showpeople who are currently resident in the District. This differs from requirements for Gypsy and Traveller sites.

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				Believes that some of the residents who live on this road will be affected by the noise and their houses will become hard to sell if they ever want to move on.	
	LPPO2772	Policy 19	Object	<p>We would like to bring to your attention that - perhaps unintended - the emerging policies 8F and 19 appear to be watered down in formulation compared to the equivalent prevailing policies SAL.DPL9 and SAL.DPL10 (titled: Wyre Forest District Council Site Allocations and Policies Local Plan 2006-2026 - Adopted July 2013).</p> <p>Policy 8F</p> <p>As Traveller, Travelling Showpeople, and Gypsy sites are essentially a residential use, the same requirements that apply for residential use, such as appropriate sewage and drainage arrangements, must also be met for this use. However, emerging policy 8F paragraph 8.40 suggests that applicants will only be required to demonstrate they have sought a connection to the mains foul sewer in the first instance and therefore the present wording seems to imply that appropriate sewage/drainage measures to residential standards do not necessarily need to be provided for this purpose.</p> <p>Policy 19</p> <p>Furthermore, it appears to us that the emerging planning permission policy (19) for Traveller, Travelling Showpeople,</p>	Objection and comments noted.

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				<p>and Gypsy use on land that is not currently allocated for this use is much less strictly formulated than the equivalent prevailing policies as certain requirements to balance conflicting interests and to protect the interest of the settled community, such as SAL.DPL9 under i-viii and sequential test and SAL.DPL10 under part 1 sub i-viii and part 3, are not repeated in Policy 19.</p> <p>Questions:</p> <ol style="list-style-type: none"> 1. Would it not be preferable to clarify in Policy 8F that the same requirements that apply to residential development, such as appropriate drainage measures, should also be met when allocating a site for Traveller, Showpeople or Gypsy use? 2. Also, should Policy 8F not be formulated in a way that all necessary conditions should be met prior and not subsequent to such an allocation as a site can only qualify as appropriate if all requirements are met? 3. As per Policy 8F, would it not be preferable to clarify in Policy 19 that this use is predominantly residential with all its consequences? 4. Furthermore, is it not preferable to incorporate all requirements of the prevailing policies SAL.DPL9 and SAL.DPL10 in the equivalent emerging Policy 19 assuming that there is no intention to water down the current criteria in balancing conflicting interests? 	

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
	LPPO2798	Clows Top	Object	<ul style="list-style-type: none"> Site not suitable for large show vehicles due to steep hills either side of a busy crossroads especially in the winter with ice and snow. Harmful impact on Clows Top Village Hall with regard to parking and increased traffic pulling out on cross road at brow of hill. No mains sewage connection, the nearest being Rock village. Visual impact on Green Belt area. Too many caravan site already allocated in the local area. 	Objection and comments noted.
	LPPO3545	Policy 19	Object	Concerned that the council are considering the travelling showpeople community when they personally believe that it fails to address the needs of it's council tax paying residents.	Objection noted. This site was considered for one specific family of Travelling Showpeople who are currently resident in the District. This differs from requirements for Gypsy and Traveller sites.
	LPPO3872	Policy 19	Object	<p>Objects to the site based on personal perception that there may be:</p> <ol style="list-style-type: none"> 1. Damage to local environment. 2. Damage to local business. 3. Also objects based on how busy the road can already be. 	Objection and comments noted.
	LPPO4158	Policy 19	Object	Objects to the site based on personal perception that there	Objection and comments noted.

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				<p>may be:</p> <ol style="list-style-type: none"> 1. Damage to local environment. 2. Damage to local business. 3. Also objects based on how busy the road can already be. 	
	LPPO244	Policy 19	Object	<p>I object to the proposal of a Travelling Showpeople site at the Clows Top former garage. My reasons are as follows;</p> <ol style="list-style-type: none"> 1) Inadequate facilities to provide them with a good quality of life. No access to mains sewerage and no proposals to access sewerage treatment facilities. 2) The road through Clows Top is a busy one with a 30 mph limit. Access from the direction of Bewdley involves a steep hill leading into the Village. Travelling Showpeople use large lorries to transport their equipment around. If they were approaching from this direction, they would impact heavily on the steady flow of traffic and other commuters/businesses. 3) The reduced speed of their vehicles driving up the hill is likely to cause other drivers to become frustrated and overtake, placing other road users in danger. 4) As drivers reach the top of the hill into Clows Top, their view becomes restricted due to the brow. It is therefore feasible that drivers would be suddenly 	<p>Objection and comments noted. This site was one of 5 under consideration for a specific Travelling Showpeople family.</p>

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				<p>faced with these Showpeople lorries in mid manoeuvre. It increases the risk of road collisions both by colliding into the lorries, or swinging out to avoid them and colliding with oncoming traffic.</p> <p>5) Many vehicles already do not adhere to the 30mph speed limit and drive through the village at excessive speeds, in particular motorbikes passing through. The Council would be creating a site knowingly placing Showpeople and all other road users in increased danger.</p> <p>6) Many people park at the Village Hall car park and cross the road to use the Post Office/Shop and Butchers. The presence of regular additional lorries will restrict the view for motorists and pedestrians. This increases the likelihood of road collisions with pedestrians.</p> <p>7) Clows Top is highly vulnerable to inclement weather. The roads can become unusable in severe frost or snow fall. This would provide an obvious impact on travelling showpeople remaining mobile and able to earn a living.</p> <p>8) There are no community facilities for the travelling showpeople's children to play.</p> <p>9) Schools and Doctors are not within walking distance and therefore not easily accessible for the travelling community.</p>	

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
	LPPO283	Policy 19 part ii	Object	<p>Policy 19 part ii states</p> <p><i>"The site layout gives adequate consideration to pedestrian safety, cycle movements and vehicle movements and provides adequate space for vehicles, towing caravans to enter, exit and manoeuvre around the site and for refuse collections."</i></p> <p>My objection to land on Wilden Top Road/Bigbury Lane being used as a site to accommodate travelling show people is based on the fact that there is no pedestrian access/footpath along either Wilden Top or Bigbury Lane.</p> <p>Furthermore the 2011 Baker Report, which initially identified this land as being suitable, is now out of date. In 2011 the report used the following as part of its criteria</p> <p><i>Access to services</i></p> <p><i>3.32 Circular 01/2006 identifies that local authorities "should first consider locations in or near settlements with access to local services, e.g. shops, doctors and schools" (para. 65). In particular, there is a need to provide easy access to GP and other health services and to ensure children attend school on a regular basis.</i></p> <p><i>3.33 Sites should have good means of access to the local highway network but in terms of the availability of transport modes, the Circular states that "local authorities should be</i></p>	<p>Objection and comments noted. This site was considered for one specific family of Travelling Showpeople who are currently resident in the District. This differs from requirements for Gypsy and Traveller sites.</p>

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ACCOMMODATION FOR GYPSIES, TRAVELLERS AND TRAVELLING SHOWPEOPLE**

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				<p><i>realistic about the availability, or likely availability, of alternatives to the car in accessing local services (para. 54).</i></p> <p><i>3.34 Wyre Forest Core Strategy Policy CPO6 states that local community services and facilities should be within easy access from the site by a variety of modes of transport. In addition, there should be safe and convenient vehicular and pedestrian access and sites should be easily accessed by towing caravans.</i></p> <p>The 2011 Baker Report measured from the site on Wilden Top to the local shop as being 300 metres. Sadly the shop it refers too in the report is no longer open and closed in 2016.</p> <p>I strongly object to land on Wilden Top Road being used as a site for accommodation of travelling show people.</p>	
	LPPO440	19.1 BR/RO/1 Land at Clows Top	Object	<p>Wyre Forest policy states:-</p> <p>8.40 Whilst Gypsy and Traveller sites are essentially a residential use, sites for Travelling Showpeople differ in that they need to provide a secure, permanent base which is suitable for storage and maintenance of equipment when it is not in use. Most showpeople need to live alongside their equipment and as such sites need to be suitable for both residential and business use. Sites need to be designed in an appropriate manner which minimises any impacts on neighbouring uses and occupiers. Applicants will be required to demonstrate adequate access for their use and</p>	Objection and comments noted.

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				<p>that they have sought a connection to the mains foul sewer in the first instance.</p> <p>The comment is that there is no mains sewer to connect to in Clows Top.</p>	
	LPPO439	19.2 BR/RO/01 Land at Clows Top	Object	The entrance to this site is on the brow of the hill on the A456 in Clows Top. The entrance to the proposed site is unsighted to traffic travelling up the hill. The proposed use for travelling showpeople would involve long articulated vehicles slowly exiting/entering the site producing a traffic hazard. Also although in a 30mph zone much of the traffic exceeds this limit in both directions.	Objection and comments noted. This site was one of 5 under consideration for a specific Travelling Showpeople family.
	LPPO2670	Traveller Site Habberley Road, Bewdley	Comment	<p>I have concerns over noise, traffic, environmental and visual impact of the area.</p> <p>The proposed site is on one of the main artery's coming into the town. The fairground equipment will be seen on the main approach and opposite the hotel giving visitors their first impression of Bewdley.</p> <p>I'm concerned the noise generated by maintenance and the potential nuisance of flashing lights would effect myself and the other residents in the area. Additionally, the equipment will need to be transported by heavy diesel machines adding to the noise issue.</p> <p>The junction at Catchems End is very busy. As some of the houses at the bottom of Habberley Road have no parking,</p>	Comments noted.

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				<p>cars are often parked on 'half on and half off' the path resulting in larger vehicles not being able to get through which has the potential to cause accidents.</p> <p>I have concerns with these types of vehicles pulling out on this popular footpath. Also, the long and straight Habberley Road is (wrongly) seen as a race track 'especially for motorbikes'.</p> <p>Equipment located on the site would ruin the visual impact and effect property prices.</p> <p>I have witnessed open fires in the area and have concerns that smoke from fires would affect locals' outdoor space.</p>	
	LPPO2673	Travelling Show People Habberley Road	Object	<p>The site has already been turned down for planning permission. Potential Traffic problems amongst other reasons.</p> <p>Concerned that the site would never only be for one temporary user and would be an open invitation to become a permanent gypsy site. Expects that if that happened, the two local businesses would be severely affected as well as having a negative impact on Bewdley Town itself.</p>	Objection noted. This site was considered for one specific family of Travelling Showpeople who are currently resident in the District. This differs from requirements for Gypsy and Traveller sites.
	LPPO2674	Travelling Show People Habberley Road WA/BE/6	Object	<p>The site has already been turned down for planning permission. Potential Traffic problems amongst other reasons.</p> <p>Concerned that the site would never only be for one</p>	Objection noted. This site was considered for one specific family of Travelling Showpeople who are currently resident in the District. This differs from requirements for

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
				temporary user and would be an open invitation to become a permanent gypsy site. Expects that if that happened, the two local businesses would be severely affected as well as having a negative impact on Bewdley Town itself.	Gypsy and Traveller sites.
	LPPO2795	Mecure Heath	Object	<ul style="list-style-type: none"> Only planning applications with exceptional circumstances should be permitted within the Green Belt and I don't feel this application has exceptional circumstances. The B4129 is a very busy road and will create highway and traffic issues. There is a high risk that this site will create environmental issues. This site could be a risk to local businesses. The cumulative impact on the site would harm the character or appearance of the area and result in an unacceptable impact, especially on the Habberley Valley. 	Objection and comments noted. This site was one of 5 under consideration for a specific Travelling Showpeople family.
	LPPO2802	Clows Top	Object	<p>I do not feel this site would be appropriate due to highways issues - I understand fairground equipment may be stored there. The approach from Kidderminster is up a very steep hill and access to the site would be difficult for large, heavy vehicles.</p> <p>I also feel it would be a pity for such a beautifully located site to be used in part for storage of equipment, housing would be a better use of the site.</p>	Objection and comments noted.

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
	LPPO659	Policy 19 Clows Top	Object	<p>The site is not suitable for accommodation. Poor access and highway visibility. Situated on a blind summit with traffic constantly passing at speeds well in excess of the 30mph speed limit in both directions.</p> <p>Drainage: Clows Top is built on clay which is impermeable. Sewage disposal is a problem there are no main drainage schemes proposed as likely in future, any development will cause serious problems with foul and rain water runoff.</p> <p>Legality: A public enquiry some years ago ruled that the site returned to its original contours, after large scale earthworks created a 'yard/storage area' from the top of the hill. Reinstatement never took place. If it had there would be nowhere for occupation.</p> <p>AONB: The village falls within an area of outstanding natural beauty and would suffer blight from the showmen's equipment. On inspection of the current site at Callow Hill gives an indication of the impact, visually that the application would have upon the area.</p>	<p>Objection noted. This site was one of 5 under consideration for a specific Travelling Showpeople family.</p> <p>Not an area of AONB.</p>

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	LPP0163	Policy 20A	Comment	Policy is supported, this is particularly important in rural areas given the limited amount of public transport and I would like to see this policy firmly applied in such locations.	Comments are noted.
Kidderminster Harriers Football Club	LPP0954	Policy 20A - Sub Section A	Comment	<p>The two sentences of part A appear to be contradictory, and would not allow for the relocation of existing facilities, along with combining with other compatible or similar uses to a new site or sites.</p> <p>The reference to the NPPF sequential test in Subsection A of this policy needs to be clarified. Amend:</p> <p>The provision of new community facilities or the enhancement of existing facilities will be permitted, particularly where the proposals have resulted from neighbourhood planning, subject to satisfying the sequential test in the National Planning Policy Framework, where applicable. Applicants will be required to consider whether the combining or rationalisation of facilities would be more appropriate than the provision of a new facility in accordance with the criteria set out in Part B of this policy. <u>Proposals for new community facilities which can offer an increased overall provision or combines compatible facilities will be supported.</u></p>	Policy 20A has been amended taking into consideration responses received.
Kidderminster Harriers Football Club	LPP0955	Policy 20 A - Sub Section B	Comment	<ul style="list-style-type: none"> To provide clarity to this policy. B. Any proposal that would result in the loss of a site or building currently or last used as a community facility will only be permitted if <u>one or more</u> of the following criteria are met: Change to the wording so that accessibility is not the determining criteria. 	Policy 20A has been amended taking into consideration responses received.

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
				<p>i. An alternative community facility which meets needs to at least the same extent is, or will be, provided in an equally or more accessible <u>appropriate</u> location; or</p> <ul style="list-style-type: none"> To allow flexibility in this policy. Add new sub para: <u>B. ii. The existing community facility is not compatible with adjacent uses and planning benefits will arise from its relocation or loss.</u> 	
Sport England	LPPO214	Policy 20A	Comment	Generally welcome the policy and reference in the RJ to the emerging Built Facility and Playing Pitch Strategies. A little confused as to why the PPS is ref. under a policy for built community facilities as these are generally regarded as open space/green space assets.	Amended to read community facilities.
Worcestershire County Council, Planning Economy & Performance	LPPO1349	Policy 20A	Comment	The title of this policy should be changed from "Built Communities" to "Community Facilities".	The title has been amended to Community Facilities.
Theatres Trust	LPPO356	Policy 20A	Support	<p>The Theatres Trust welcomes and supports the inclusion of Policy 20A in regards to the promotion and safeguarding of cultural infrastructure.</p> <p>The Policy reflects guidance in para 23, 70 and 156 of the NPPF on planning for culture and cultural activity in local plans.</p>	Comments are noted and welcomed. The Chapter has been updated with relevant paragraph numbers from NPPF 2018.
	LPPO629	Policy 20A	Support	Support for Policy 20A	Support for Policy 20A is noted.

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Bewdley Civic Society	LPP0860	Policy 20A	Support	Support for Policy 20A.	Support for Policy 20A is noted.
Sport England	LPP0215	Policy 20B	Comment	There is no ref. to NPPF Par 74.	Chapter has been updated with relevant paragraph numbers from NPPF 2018.
	LPP0603	Policy 20B	Comment	Green spaces and footpaths that are currently of value to local communities for recreation and their well being should be protected.	Agree that they are important for local communities, comments are noted.
Kidderminster Harriers Football Club	LPP0964	Policy 20B	Comment	To allow provision of buildings associated with community/recreational uses. B. Development of areas allocated as Green Space will not be permitted unless the following exceptional circumstances are demonstrated: i. The proposal is for a community/recreational use <u>and/or associated facilities</u> that does not compromise the essential quality and character of the Green Space; or...	The wording has been amended to paragraph 97 NPPF.
Worcestershire Wildlife Trust	LPP01069	Policy 20B	Support	Support this policy and the welcome protection it gives to green space. Pleased to note that GI brought forward under Policy 14 will be designated as green space for the purposes of this policy.	Comments are noted.
	LPP0631	Policy 20B	Support	Support for Policy 20B.	Support for Policy 20B is noted.
Bewdley Civic Society	LPP0861	Policy 20B	Support	Support for Policy 20B.	Support for Policy 20B is noted.
Sport England	LPP0216	Policy 20C	Comment	The new Playing Pitch Strategy will include an Action Plan	The Policy has been rewritten.

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				<p>and mechanism for calculating playing field contributions and provision. It is unlikely to recommend local standards as Sport England do not think that local standards are appropriate when planning for playing field provision as set out below. I note the policy details are to be informed by the PPS and BFS and this is welcomed, as is ref. to those strategies.</p> <p>The advice set out below re. local standards may be of relevance and interest to help shape your final approach:</p> <p>Limitations with using standards of provision</p> <p>Standards are sometimes used to help quantify the need that may be generated from a development. However, as set out below there are some risks and weaknesses with their use that should be highlighted:</p> <p>The NPPF does not advocate the use of local standards for assessing the needs or providing for sporting provision (unlike PPG17 (2002) which it replaced). In terms of planning for sport and recreation it advises that specific evidence of the need for provision should be provided along with clarity of what provision is required (NPPF paragraph 73). The Government's Planning Practice Guidance (PPG) points to Sport England's guidance on assessing needs for sporting provision. Rather than advocating the development of standards this guidance (see footnote to the Introduction above), takes the requirements of paragraph 73 of the NPPF and helps the</p>	

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
				<p>user develop this more specific evidence.</p> <ol style="list-style-type: none"> 1. The existence of a local standard in a Local Plan, or other development plan document, does not necessarily in itself justify the requirement to seek provision for a specific facility type from an individual development. It would need to be underpinned by a robust assessment of need and developed further to provide a specific local requirement (e.g. an identified project or contribution to an identified project) informed by appropriate feasibility studies, costings etc. 2. If the underlying evidence base, and how the standard has been developed, is not robust and up to date then it may be difficult to justify their use. 3. Standards propose a certain amount of new provision for a given population. This level of new provision may not be necessary and may not relate to identified needs and actions as set out in a supporting evidence base document. For example, improving the quality or accessibility of existing provision to increase its capacity may be a more appropriate way to meet the need generated by a development. 4. Standards do not provide details of the needs that may be generated for the actual use of a facility. Standards therefore have limitations when seeking to improve existing provision to increase its capacity. 5. Standards can be too generic with a single standard 	

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
				<p>covering a number of facility types (e.g. x hectares for outdoor sport as opposed to a local assessment that may identify a shortfall of cricket and youth football pitches but adequate provision of adult football pitches). Such standards do not reflect the range of needs for different facility types that fall under a generic heading, or provide any certainty as to what specific needs will be generated from a development and therefore what provision is necessary;</p> <p>6. Applying a standard without robust evidence that existing provision, within a reasonable catchment of the individual development and in its current condition, is unable to meet the additional need will fail to demonstrate that the provision sought is necessary.</p>	
Campaign to Protect Rural England	LPP0941	Policy 20C	Comment	New open space should be capable of providing recreation facilities. Surely threshold should be 11 or more as this would tie in with affordable housing threshold. For developments of 11-25 dwellings, it may be better to ask for contribution towards off-site provision so that usable space is created.	Amendment has been made to the wording regarding number of dwellings. Comments have been noted.
Kidderminster Harriers Football Club	LPP0966	Policy 20C	Comment	<p>To clarify the nature of this proposed policy and how it will apply. Amend:</p> <p>Policy 20C - Provision for Green Space and Outdoor Community Uses in <u>Housing</u> Development</p>	Amendments have been made to Policy 20C taking into consideration responses received.

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
Miller Homes	LPO987	Policy 20C	Comment	<p>Our client wishes to reserve final comment on the requirements for development proposals exceeding 11 dwellings to make provision for Green Space and outdoor community uses until the provisions of the emerging Open Spaces, Built Facilities and Playing Pitch Strategies have been accepted by Wyre Forest District Council (WFDC) and made available. This information is necessary to understand what the proposed standards of provision are, and the justification for them, but also to better understand the interrelationship between this provision and the green infrastructure provision requirements of proposed Policy 14.</p> <p>Our clients also request the inclusion of a ‘subject to viability’ clause within the policy wording, as WFDC has proposed for proposed green infrastructure Policy 14. Whilst Part B of proposed Policy 20C identifies that there are instances where developer contributions will be sought towards off-site provision, this should also recognise that the scale of the financial contribution should not, in combination with the other infrastructure burdens, render the development unviable.</p> <p>The National Planning Policy Framework) NPPF requires that:</p> <p><i>“Pursuing sustainable development requires careful attention to viability and costs in plan-making and decision-taking. Plans should be deliverable. Therefore, the sites and the scale of development identified in the plan should not be</i></p>	Policy 20C has been amended taking into consideration responses received.

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				<p><i>subject to such a scale of obligations and policy burdens that their ability to be developed viably is threatened. To ensure viability, the costs of any requirements likely to be applied to development, such as requirements for affordable housing, standards, infrastructure contributions or other requirements should, when taking account of the normal cost of development and mitigation, provide competitive returns to a willing land owner and willing developer to enable the development to be deliverable”.</i></p> <p>1 NPPF Para 173.</p>	
Worcestershire County Council, Planning Economy & Performance	LPP01350	Policy 20C	Comment	<p>We suggest that the first paragraph in this policy is more appropriate for a reasoned justification.</p> <p>New large-scale development can put strain on the existing public rights of way network which may not be fit for the increased use developments can bring. Some new developments may necessitate new public rights of way to be dedicated to link with the existing network, or necessitate improvements to be made to the existing network which we would expect developers to address.</p> <p>Future applicants should obtain a Public Rights of Way Search for development sites, including a check of the Public Path Orders list and the Modification Orders register, in order to ascertain the location and status of any public rights of way recorded on the Definitive Map that may be affected and to check for any claims or changes to the</p>	Policy 20C has been amended taking into consideration responses received.

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				<p>public right of way network in the area.</p> <p>Any future applications should demonstrate how the proposals will protect and enhance public rights of way and access in line with the National Planning Policy Framework.</p> <p>If it is necessary to divert/extinguish/create public rights of way in order for permitted developments to take place, this should be completed to confirmation stage before any development affecting the public rights of way is started. Application should be made to the Planning Authority.</p> <p>Applicants should note paragraph 75 of the National Planning Policy Framework, which states that "planning policies should protect and enhance public rights of way and access". Applicants should note that all public rights of way crossing or adjoining a proposed development site should be marked on the plan to be submitted with the planning application, while the information supplied by an applicant should make clear how the potential development will impinge on any rights of way.</p> <p>Developers should also be aware of the Department of Environment Circular 1/09 (part 7) which explains that the effect of development on a public right of way is a material consideration in the determination of applications for planning permission and that the grant of planning consent does not entitle developers to obstruct a public right of way.</p>	

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				<p>We would hope to see the above matters addressed in any future applications, along with information on how applicants have considered the following obligations toward any affected public rights of way:</p> <ul style="list-style-type: none"> · No disturbance of, or change to, the surface of the paths or part thereof should be carried out without our written consent. · No diminution in the widths of the rights of way available for use by the public. · Buildings materials must not be stored on the rights of way. · Vehicle movements and parking to be arranged so as not to unreasonably interfere with the public's use of the rights of way. · No additional barriers are placed across the rights of way. No stile, gate, fence or other structure should be created on, or across, a public right of way without written consent of the Highway Authority. · The safety of the public using the rights of way is to be ensured at all times. <p>If developments cannot be carried out without temporarily closing public right/s of way for the safety of the public during construction, application should be made at least six weeks in advance to the Mapping Team of the Countryside Service at Worcestershire County Council.</p>	
Gladman	LPP01391	Policy 20C	Comment	Any expectations for the provision of new open space or	These comments are noted

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
Developments Limited				outdoor community uses should be considered in the context of local evidence that has been produced to assess the current availability, quality and quantity of the various typologies of green space provision. Reference to 'green' space should be changed to 'open' space. Access to high quality open spaces and opportunities for sport and recreation make important contribution to health and well-being of communities. Associated policies need to be based on robust and up-to-date needs assessment.	and the points raised will be taken into consideration when the pre-submission plan is formulated.
Wyre Forest District Council - Development Control	LPP01212	Policy 20C	Comment	Presentationally - Para A needs to be broken down/sub-divided. Under Para E - You'll need to seek clarification but my understanding is that despite what the policy is saying, the Council will not wish to have additional, new, open space etc transferred to them as this is an extra financial burden. The Parish/Town Council's may wish to do so, but the suggestion that the Council will take on responsibility in due course appears to contradict what we have been told repeatedly by Cultural Services colleagues.	Policy has been amended taking these points into consideration.
Stanmore Properties Ltd	LPP01516	Policy 20C (iii)	Object	Objection is made to part iii that requires new development to make up an existing shortfall. This is not justified and provision of open space should relate to the need resulting from the new development.	Comments noted.
	LPP0632	Policy 20C	Support	Support for Policy 20C.	Support for Policy 20C is noted.
Bewdley Civic Society	LPP0862	Policy 20C	Support	Support for Policy 20C.	Support for Policy 20C is noted.
Place Partnership Ltd	LPP01092	20.2	Support	WP, WMP and HWFRS welcome and support the recognition of the emergency services as part of the	Comments are noted.

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				facilities needed to support sustainable communities and development. This is supported by numerous appeal decisions by the Secretary of the State and Planning Inspectorate (see Appendix 2).	
Sport England	LPP05099	20.3	Comment	Par 20.3 should really refer to NPPF Pars 73 and 74 as well as those mentioned given they seek to inform/protect sports facilities.	The Chapter has been updated with relevant paragraph numbers from NPPF 2018.
Kidderminster Harriers Football Club	LPP0958	20.3	Comment	It is assumed NPPF para 70 is the correct reference here (para 28 is concerned with rural economy). Amend wording: This policy is consistent with the NPPF (paragraph 28 70) and provides more detail.	Chapter has been updated with relevant paragraph numbers from NPPF 2018.
Kidderminster Harriers Football Club	LPP0961	20.5	Comment	To allow flexibility: In situations where a facility may be redundant, <u>no longer fit for purpose, and/or incompatible with existing neighbour uses</u> , a robust assessment should have taken place, as appropriate.	Policy 20A has been amended taking into consideration responses received.
Kidderminster Harriers Football Club	LPP0963	20.6	Comment	To ensure consideration of both quality and quantity of relevant community facilities. Amend: In the case of any proposals that would result in the loss of a community facility, a satisfactory assessment should be undertaken (using recognised national methodology, e.g. Sport England), that proves there is an excess of similar provision <u>or the facility is not of suitable quality</u> in the appropriate catchment area for that particular facility and the site or building is not needed for any other community service / use.	The chapter has been amended taking into consideration responses received.

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Sport England	LPO5100	20.6	Comment	Par 20.6 should also acknowledge the other criteria in NPPF Par 74 re any loss of open space/sports facilities relating to mitigation etc. (not only surplus). Policy 20A also needs to ensure it is fully reflective of NPPF Par 74 and Sport England's policy to protect playing fields. I don't think for example it really addresses NPPF 74 bullet 3.	Chapter has been updated with relevant paragraph numbers from NPPF 2018. The Chapter has been amended taking into consideration points raised.
Sport England	LPO5101	20.10	Comment	There is no ref. to NPPF Par 74.	Chapter has been updated with relevant paragraph numbers from NPPF 2018.
Kidderminster Harriers Football Club	LPO965	20.12	Comment	This paragraph proposes to identify on the Policies Map the Green Spaces to which policy 20B will apply. We reserve the right to make further representations in the light of the publication of the policies map and Open Space Audit.	Comments noted.
Sport England	LPO217	20.15	Comment	The strategies will identify shortfalls but also it will identify what community sports assets need protecting and which need improving. It may be that development should fund qualitative improvements instead of quantitative provision and this needs to be allowed for within policy/RJ. The policy should help to address deficits by improving both quantitative provision as well as quality.	Amendments to wording have been made.

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
	LPP02247	Policy 21A	Comment	<p>Industrial Development and Work Opportunities</p> <p>There is any indication of ways in which job opportunities, to replace the fading carpet industry, can be generated. There is no point in building factory units to stand empty. There are still units at Easter Park standing empty. Are more to be built to join them as they wait?</p> <p>The plan should include specific indication of industrial regeneration and employment in the area, otherwise young people will continue to leave the area for more desirable opportunities elsewhere.</p>	It is considered that the policies in the emerging Local Plan will encourage employment into the District or for existing employment in the District to expand, as well as ensuring that there is enough employment land available.
	LPP0633	Policy 21A	Support	Support for Policy 21A.	Support for Policy 21A is noted.
Homes England	LPP0816	Policy 21A	Comment	<p>This policy supports employment development on sites which are not specifically allocated for employment uses in the Local Plan. Outside of allocated areas, employment uses on previously developed land is to be prioritised. It is considered that the proposed development of the former Lea Castle Hospital supports this policy through the redevelopment of a redundant brownfield site for housing, as well as the inclusion of a shop/café/community space and 3,500sqm of employment B1 uses. These employment uses would be delivered in a sustainable location close to the main settlement</p>	Comments are noted.

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
				and adjacent to residential development, to enhance job opportunities within the area.	
Bewdley Civic Society	LPPO872	Policy 21A	Support	Support for Policy 21A.	Support for Policy 21A is noted.
Bewdley Civic Society	LPPO874	Policy 21B	Support	Support for Policy 21B.	Support for Policy 21B is noted.
National Farmers Union West Midlands Region	LPPO1124	Policy 21B	Comment	<p>Concerned that this section focuses on the diversification of businesses away from agriculture and does not recognise the many opportunities for businesses to develop within the agricultural sector. The NFU would like to see a considerable strengthening of the support shown for the rural economy in this document. Many thriving agricultural businesses in the area will be disadvantaged by the lack of specific support for the continued development of the rural economy in the current draft. The section on diversification of farm businesses states that; “the proposed new use does not detract from or prejudice the existing agricultural undertaking or its future operation”. In our experience it is much more likely for a neighbouring development to prejudice an existing agricultural business for example by putting housing at close proximity to an existing livestock unit.</p> <p>Could you also give more information on what is meant by active marketing before conversion to</p>	<p>Policy 21B has been amended adding a new bullet point</p> <ul style="list-style-type: none"> Agriculture is an important industry in rural areas within Wyre Forest District both for the production of food and for employment. Support will be given for the sustainable growth and development of agricultural and other rural businesses that are in conformity with the other policies in the plan. <p>More information regarding marketing will be incorporated into the Local Plan pre-submission document.</p>

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO SECTION 21: EMPLOYMENT LAND

Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
				alternative uses? Marketing has become an issue where demand for a new business has not materialised and residential use may be the next best option for a rural building which may provide housing accommodation.	
Bewdley Civic Society	LPP0875	Policy 21C	Support	Support for Policy 21C.	Support for Policy 21C is noted.
Bewdley Civic Society	LPP0876	Policy 21D	Support	Support for Policy 21D.	Support for Policy 21D is noted.
Wyre Forest District Council	LPP01215	Policy 21D	Support	The introduction of the percentage split is to be welcomed.	Pleased that this split is supported.
Bewdley Civic Society	LPP0877	Policy 21E	Support	Support for Policy 21E.	Support for Policy 21E is noted.
Hurcott Village Management Committee	LPP01627	Employment land requirement	Comment	Do we need so much land zoned as industrial and if not shouldn't some of these sites be re-zoned as residential?	Wyre Forest District Council commissioned an Employment Land Review (ELR) in 2016 to assess economic development needs across the District. In the 2016 ELR up to 40 hectares of employment land was required and therefore if employment sites were zoned for residential employment sites would need to be found elsewhere in the District. In 2018 an updated ELR has been commissioned, which will give an updated amount of employment land that will be required across the District.
	LPP03925	21.1	Object	All available vacant employment units should be occupied before proposing more. A third of the	There are nine units at Easter Park, seven of

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO SECTION 21: EMPLOYMENT LAND

Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
				units at Easter Park have never been taken up. Building more units will blight the environment. I do not support these statements. Simply paving over green belt will not solve issues but create them.	these are occupied. Wyre Forest District Council commissioned an Employment Land Review (ELR) in 2016 to assess economic development needs across the District. The findings were that up to 40 hectares of employment land was required within the District. In 2018 an update to the ELR was commissioned to ensure that the requirement for employment land is up to date.
	LPPO4657	21.6	Comment	The burden on the transport infrastructure could be reduced by more home working. This will also help to solve the aging demography problem. The Council's efforts to attract businesses to the area and redress the demographic imbalance is excellent. Section 6.44 discusses the importance of sustainable living in rural areas. It continues, 'measures that cut down commuting and improve the work/life balance should be encouraged'. Policy 24A discusses the need for improved telecommunications and broadband. This will provide concomitant benefits such as reduced traffic congestion and reduced pollution. The government released guidance for how to deliver community-led broadband infrastructure in March 2017, which I am confident will be followed up.	Agree that more home working could reduce the amount of traffic travelling to places of work.

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO SECTION 22: RETAIL

Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
	LPP02776	Policy 22A	Comment	If the aim is to regenerate Kidderminster, why are the planners not devising schemes try make the town itself more attractive, a place that people would like visit and to spend time in? The centre is a run-down area of empty shops, or a plethora of charity shops. There are several unsightly areas where buildings have previously been destroyed or demolished, and there seem to be no plans for these. The town at night provides no entertainment, with pubs and the Town Hall concerts being the notable exceptions.	Policy 22A has been amended so that where appropriate, other uses such as residential, recreation and leisure will be supported to bring vitality into the town centre of Kidderminster as retail patterns have changed.
Campaign to Protect Rural England	LPP0942	Policy 22A	Comment	<p>Report below - This encourages the clustering of non residential uses in area beyond primary retail frontages.</p> <p>Retail: a strategy for smaller centres Successive plans have provided for new retail space to be provided, often the ultimate result has not been enlarge the retail area, but to move or shift its centre, so that the core primary frontage declined to secondary frontage or worse. This is likely to be exacerbated with the rise of Internet shopping, whether mail order or click and collect. This has happened in Kidderminster, where Weavers Wharf has led to a lot of empty shops on the eastern side of the centre. We have passed peak retail. This raises the question of what to do with lesser centres, whether the declining part of the strategic centre, the other towns (Bewdley and Stourport) or</p>	Policy 22A has been amended so that where appropriate, other uses such as residential, recreation and leisure will be supported to bring vitality into the town centre of Kidderminster as retail patterns as you point out have changed.

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO SECTION 22: RETAIL

Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
				<p>district and village centres. This is a means of managing retail decline productively. The key to this is clustering uses other than retail that have traditionally been found in town centres. Uses appropriate for clustering are ones where clients (patients, customers, etc.) need to visit the business (or at least are likely to):</p> <ul style="list-style-type: none"> • Retail (obviously) • Financial services: estate agents, insurance brokers, solicitors, banks • Personal services: gyms, hairdressers, beauticians, tanning salons, tattoo parlours • Medical auxiliaries: dentists, doctors, chiropodists, physiotherapists, etc. <p>A person visiting the dentist may at the same time visit a conveniently located shop, and so on. Conversely, these uses should be discouraged in residential areas. Ground floor residential uses in town and district centres should similarly be discouraged. However, it may be appropriate to have zones on the edge of these mixed use areas, where a transition to residential uses would be permitted. Another class of potential town centre use can be added, but the nature of this probably makes it incompatible with residential:</p> <ul style="list-style-type: none"> • Leisure/evening economy: restaurants, night clubs, pubs, and ancillary kebab and pizza shops <p>Towns should have a modest core with protected primary retail frontage. This is probably not</p>	

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO SECTION 22: RETAIL

Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
				necessary for district centres (which are smaller).	
Bewdley Town Council	LPP0835	Policy 22A	Support	Support policy 22A which limits use classes in the "Primary Shopping Frontage". The Neighbourhood Plan is broadly in line with this but limiting A classes to A1, A3 and A4. The emerging Plan will also include C1 as it is important for a town focussed on tourism to have opportunities for centrally located visitor accommodation.	Support for Policy 22A is welcomed and noted.
Bewdley Civic Society	LPP0879	Policy 22A	Support	Support Bewdley at the end of the sequence.	Support for Policy 22A is noted.
Kentucky Fried Chicken (Great Britain) Limited	LPP0630	Policy 22H	Object	<p>1. Policy treats all hot food takeaways in the same way. This is unfair and ignores efforts individual hot food takeaway operators might make to improve the nutritional value of their menu.</p> <p>2. Food of high energy density or poor nutritional value is sold from a range of premises including many in Class A1, such as coffee or sandwich shops, bakeries or, simply, supermarkets, or in Classes A3 or A4.</p> <p>3. No evidence of a causal link between proximity of hot food takeaways and incidence of obesity or overweight. In order to be useful, there would need to be evidence of a particular distance below which harm occurs or is noticeably greater. There is no such evidence.</p>	Comments are noted; however the Council is concerned that the effect of fast food consumption on children's diets and eating behaviour can add to health problems related to obesity. A proliferation of hot food takeaways within walking distance of locations where children and young people congregate, particularly schools can be seen as a contributing factor to rising levels of childhood obesity. 400 metres is considered to be equivalent to a 10 minute walk when taking account of physical barriers, rather than as the crow flies. 400 metres distance is considered sufficient to deter school children from walking to takeaways during their lunch break or after school. (Source NHS Healthy Urban Development)

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO SECTION 22: RETAIL

Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
				<p>4. It may be better to rely on objective evidence in a retail study to set maximum proportions of hot food takeaways. Whilst these are primarily directed at protecting the retail health of centres, there is scope to widen their application to provision outside centres, such as standalone or parade units.</p> <p>5. As it is impractical to apply a maximum frontage proportion outside centres, the suggested 400 m distance could be applied, within which the proportion (rather than number) of units, be they in- or out-of-centre, used as hot food takeaways would not be permitted to exceed the same threshold.</p> <p>6. In adopting such an approach, optimal proportions of all retail uses that could contribute to healthy centres or to a healthy offer generally, whether in- or out-of-centre, should be considered instead of focussing on particular uses considered to be a problem for wider social reasons.</p> <p>7. If the policy remains specific to particular use classes, then it should clarify how development that contains only an element of hot food takeaway use (for example, a restaurant and hot food takeaway with neither one predominating) would be considered and whether other factors might be considered.</p>	

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO SECTION 22: RETAIL

Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
				<p>8. The inclusion of primary schools is particularly problematic, as it is clear that their pupils are not permitted to leave the premises or travel to or from school unaccompanied. Outside school time, children's diets are quite properly the responsibility their parents or guardians.</p> <p>9. Consequently, it is unclear how refusing permission for hot food takeaways near primary schools could ever be justified. This was the view taken by a Planning Inspector in an appeal (APP/P4415/A/11/2159082) against refusal of a restaurant and hot food takeaway in January 2012.</p> <p>10. A further difficulty of using simple distance radii is that it takes no account of real barriers, either physical or perceptual, so that premises on the other side of a line feature such as a canal or busy road could be affected despite in reality being more than that distance walk away.</p>	
	LPP04033	Policy 22H	Object	<p>"Outside of designated centres, hot food takeaways will be resisted where the proposal is within 400m of the boundary of a school or youth facility."</p> <p>The number of takeaways in Kidderminster is excessive and I don't believe that limiting them to within 400m of schools etc. is going far enough. After investing significantly in the new Wyre Forest Leisure Centre, no less than four new takeaways</p>	<p>A minimum of 400 metres is considered to be a 10 minute walk, from a school or youth facility. This distance is considered to be a sufficient distance to deter school children from walking to the takeaways during their lunch period or after school.</p> <p>Policy 22F does try to address problems such as</p>

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO SECTION 22: RETAIL

Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
				<p>have appeared very close by, all of which have drive-through facilities. It's parents that have the purchasing power and fast food is just far too accessible.</p> <p>In addition, fast food outlets have significantly contributed to appalling levels of litter along Stourport Road which is only set to get worse if the council chooses Option B which will channel yet further traffic along this route.</p>	litter.
Campaign to Protect Rural England	LPP0943	Policy 22B	Comment	This should be cross-referenced to Policy 6A, which says that no new comparison retail is needed.	Policy 6A Development Needs indicates that no further retail development is required as found in the Retail and Commercial Leisure Needs Study (2016). However if planning applications for retail development are submitted they would need to comply with policies found in Policy 22.
Horsefair Traders Partnership	LPP0570	22E	Object	<p>We represent businesses in the Horsefair Local Centre.</p> <p>Very concerned that the proposed policy does not include the threshold of 280sqm net for neighbourhood and village destinations.</p> <p>The Horsefair Local Centre is currently protected by a limit of 280sqm net for new retail development and we believe that this protection should remain in</p>	Wording of Policy 22D Local Shops has been amended limiting retail development to 280sqm to include neighbourhood and village centres.

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO SECTION 22: RETAIL

Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
				<p>place for local centres in Kidderminster.</p> <p>A limit of 280sqm net would serve to safeguard and protect the vitality and viability of local centres, many of which are already finding it difficult to sustain a flow of trade into the centre in the face of multiple alternative options (including online) now available to consumers.</p> <p>Local centres provide a diverse and convenient range of products and services to the local community, usually within walking distance. If larger scale retail development is allowed to take place nearby, this can result in a direct, adverse impact on existing retailers in the centre. The impact can quite easily have the effect of drawing footfall and trade away from the local centre, making it difficult for existing retailers to continue trading successfully. If stores then are forced to close, a downward spiral of malaise will very soon become established where reduced footfall and trade leads to store closures and as shops become empty, this leads to a further reduction in footfall and the closure of yet more businesses. It is a cycle of decline that is difficult to reverse.</p> <p>Paragraph 23 of the NPFF encourages local planning authorities to define a network and hierarchy of centres that is resilient to anticipated future economic changes and a strong network of vibrant</p>	

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO SECTION 22: RETAIL

Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
				<p>local and neighbourhood centres, performing a complimentary role to the higher order centres, form a key component of such a hierarchy. Local and neighbourhood centres provide a range of local shops, services and community facilities that perform a vital role in meeting the day to day needs of the local population and thereby enhance the sustainability of communities and residential environments as acknowledged by guidance contained at paragraph 70 of the NPPF.</p> <p>Other local authorities have the limit of 280 sqm net on development near local centres and we would strongly urge Wyre Forest to maintain this protection for Horsefair and other local centres.</p>	
Worcestershire County Council, Planning Economy & Performance	LPP01351	Policy 22F	Comment	<p>For the first point under main bullet point four, it should be noted that development in the green belt is subject to strict tests. The issue of visual amenity is included in the NPPF in relation to the enhancement of beneficial uses. As drafted, this element of the WFLP policy seems to slightly twist the NPPF approach to one of guiding the appropriate location for certain developments. Proposals for development in the green belt should be tested against the NPPF, in particular paragraphs 88 and 89, which state that, subject to limited exceptions, new buildings in the green belt will be inappropriate and will need to demonstrate very special circumstances. The WFLP bullet point, as</p>	The wording of the policy has been amended.

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
				drafted, could be seen to suggest a weaker level of protection.	
	LPP0635	Policy 22G	Comment	Amenities are required but night licenses must be restricted.	Comment noted.
	LPP0253	22.2	Comment	The town centre has moved away from Worcester Street, residential development/conversion should be in Worcester Street, in retail units such as the former Woolworths. Car parking is available behind Bromsgrove Street, facilities for living are all within walking distance. Residential development would help the town centre, and may help increase footfall to the existing shops.	Policy 22A has been amended so that where appropriate, other uses such as residential, recreation and leisure will be supported to bring vitality into the town centre of Kidderminster as retail patterns have changed.
Worcestershire County Council, Planning Economy & Performance	LPP01378	22.19	Comment	Suggest deleting "roadside" from "roadside petrol stations".	The wording has been amended.
	LPP03706	Retail	Object	Vacant retail outlets in Kidderminster and in Worcester Road. No evidence that new commercial outlets proposed will be not be in the same position.	In the Local Plan no additional retail units are proposed.

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO SECTION 23: SUSTAINABLE TOURISM

Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
	LPPO639	WMSP	Comment	The already agreed PP for the water park was flawed and road infrastructure MUST be improved for any increase in visitor numbers. This essential for residents and visitors alike.	Comments noted.
Kidderminster Harriers Football Club	LPPO967	Policy 23A	Comment	The club attracts visitors and supporters and is an important local contributor to the district's tourism. The football club is an important multi-functional facility as a tourist attraction as well as an educational, and sports facility. Add to the list of Major Tourist Attractions.	Reference is now made to Kidderminster Harriers in the section Supporting Tourist Attractions. Those listed in the major tourist attractions are those that the first role is tourism, Kidderminster Harriers first role is as a football club.
R & D Turner Charitable Trust	LPPO1179	Policy 23A	Comment	Requests The Arley Estate has a standalone reference within the tourism policies. The Arley Estate incorporating the Arboretum is considered a key and growing asset within the district. It promotes the local and regional economy and creates employment. The creation of new tourism buildings could include a café/restaurant or holiday lodges. Development could be controlled by a master plan, allowing the asset to grow within the constraints of the Green Belt without compromising the sensitive historic landscape. The Arley Estate has seen continued growth in recent years in terms of visitor numbers.	Policy 23A supporting Major Tourist Attractions under the heading Arboreta list the two arboreta located within the District. It is not considered that the arboreta should be listed separately.
	LPPO2783	Policy 23A	Comment	Design Kidderminster to be an attractive and pleasant centre for tourism, taking advantage of	The Local Authority is trying to ensure that Kidderminster is seen as an attractive and

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO SECTION 23: SUSTAINABLE TOURISM

Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
				the presence of The Severn Valley Railway; The Safari Park; Carpet heritage trail; and the various sporting opportunities.	pleasant centre for tourism that attracts visitors to visit the many attractions the District has to offer.
West Midland Safari Park	LPP01330	Policy 23A	Support	<p>The WMSP makes a special contribution to the local economy. It is important that appropriate policies are provided that create a positive framework for facilities at WMSP to be upgraded and improved in order to sustain visitor numbers and boost the economic prosperity of the park and local area as a whole. We considers that Policy 23 A achieves these objectives, and supports the Policy. We particularly welcome reference in the Policy itself and in the supporting text to the Masterplan approved by Wyre Forest District Council in 2013.</p> <p>The focus of the Masterplan was the future development of the Hotel, Conference Centre and Waterpark, however, the Masterplan will continue to provide a framework for considering future development of the site, to ensure that development takes account of the potential wider impact it may have. Given the projected lifespan of the Local Plan, it is important that the Policy is sufficiently flexible to enable the evolving plans and aspirations of WMSP to be reflected in an updated or amended Masterplan, and the reference in the Policy to “any other similar agreed document” appears to give this flexibility. On this</p>	Support of Policy 23A is noted.

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO SECTION 23: SUSTAINABLE TOURISM

Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
				basis, and with the particular characteristics of WMSP considered, this general tourism policy for Wyre Forest District as a whole making specific mention of the WMSP as one of the most important tourist attractions within the region, is welcomed.	
Historic England	LPPO1281	Policy 23B	Support	We support Policy 23B, though we consider that there could also be an opportunity to include a clause for heritage tourism within this policy.	Support for Policy 23B noted, the policy has been amended to read "Heritage assets and their setting should be conserved and, where appropriate, enhanced to encourage heritage tourism within the District".
North Worcestershire Water Management	LPPO915	Policy 23C	Comment	<p>It is currently stated that “For sites that are located within the floodplain, consideration should be given to relocating the chalet(s) to an area of lower flood risk and it must be demonstrated that the development can be made safe for the lifetime of the development.”</p> <p>It is not clear to me in what situation this consideration should be given: when a holiday chalet is being replaced by a permanent dwelling only or also when there is a like for like replacement? It might be worth rewriting this policy as per policy 28B.</p>	The policy has been removed from section 23, the policy relating to chalets is now found just at 28B.
Wyre Forest District Council	LPPO1216	Policy 23C	Comment	Re: Chalets - What’s the difference between bullet points 2 and 4. It seems to amount to the same thing.	The policy regarding chalets has been amended and is now moved into Chapter 28 (28B).

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO SECTION 23: SUSTAINABLE TOURISM

Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
	LPPO640	Policy 23C	Support	Support for Policy 23C.	Support for policy is noted.
Bewdley Civic Society	LPPO880	Policy 23C	Support	Support for Policy 23C.	Support for this policy is noted.
Campaign to Protect Rural England	LPPO944	Policy 23C	Support	This needs to be more closely related to 18E and 28B. Many of the sites to which this policy is intended to relate are in fact permanently occupied for 11 months of the year. We support the objective that the policy appears to be seeking to achieve.	The policy relating to chalets has been removed from this section; the chalet policy is now just situated in section 28 at policy 28B.
	LPPO636	Para 23.1	Support	Support for paragraph 23.1.	Support is noted and welcomed.
	LPPO250	Question	Comment	<p>Tourism is a very important contributor to the local area.</p> <p>Why has all but 1 toilet block has been closed in Stourport? Even this 1 toilet block was closed for refurbishment at the start of the tourist season!</p> <p>This impacts on the tourists and on the local residents as well.</p> <p>If tourism is so important why is there no provision in Stourport for coaches to park?</p>	<p>Toilets are not a planning issue and therefore are not covered by the emerging Local Plan. Provision of public toilets is not a statutory obligation for Wyre Forest District Council to provide.</p> <p>Comments regarding coach parking are noted.</p>
	LPPO4060	Paragraph 23.2	Comment	Bewdley has a lot to offer as a tourist destination, a historic town with many attractions. If some of the proposed greenfield development took place the impact on the town could reduce its attraction as an historic tourist attraction that benefits the	The Local Authority does not wish Bewdley to become less attractive as a tourist destination, however Bewdley does have a need for additional dwellings and therefore some development is required.

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO SECTION 23: SUSTAINABLE TOURISM

Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
				whole of Wyre Forest District.	
Worcestershire Wildlife Trust	LPPO1070	Paragraph 23.8	Comment	The term 'Special Wildlife Site' (SWS) has now been replaced with 'Local Wildlife Site' (LWS). The two are synonymous but for clarity we would recommend replacing all references to SWS with LWS.	All references to Special Wildlife Sites (SWS) have been replaced with Local Wildlife Sites (LWS).
Kidderminster Harriers Football Club	LPPO973	Policy 23A Reasoned Justification	Comment	To recognise the importance of Kidderminster Harriers as a visitor destination, and its contribution to the local economy. It regularly attracts around 1,800 –2,200 (home fans) and various visiting teams' spectators (100 – 500) throughout the football season. Add at 23.9 (and renumber subsequent paragraphs). Kidderminster Harriers The football club was formed in around 1886 and has operated under various names and management since then. It regularly attracts around 1,800 – 2,200 (home fans) and various visiting teams' spectators (100 – 500) throughout the football season. As such the club is an important destination and adds to the cultural, social and tourist offer within the district.	Reference is now made to Kidderminster Harriers in the section Supporting Tourist Attractions. Those listed in the major tourist attractions are those that the first role is tourism, Kidderminster Harriers first role is as a football club.
Worcestershire County Council, Planning Economy & Performance	LPPO1379	Paragraph 23.10	Comment	"passangers" should be "passengers".	This has been amended.

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO SECTION 23: SUSTAINABLE TOURISM

Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
	LPO361	Paragraph 23.18	Comment	Indeed, there are species found in the Wyre Forest that are found practically nowhere else (e.g. the terrestrial caddis fly, <i>Enoicyla pusilla</i>). There are also species new to the area migrating in: just over the Clee Hill are Red Kites and also the Pine Marten, so it is reasonable to assume that these may colonise the Wyre Forest area in the not too distant future.	Comments are noted.
	LPO605	23.18	Comment	<p>The use made of the Forest by pedestrian visitors to Bewdley should also be taken into account and encouraged.</p> <p>Walkers enjoy the circular walk along the river, into the Forest and returning on the footpath across the fields from Dry Mill Lane, this being a manageable length walk with plenty of variety & interest, with wonderful views on the last section.</p>	Comments noted.
	LPO362	Paragraph 23.21	Comment	Don't forget the arboretum in the main forest, where the 'Whitty Pear' tree is nearby.	The section has been updated and makes reference to the 'Whitty Pear' tree.
	LPO5117	Tourism	Comment	You say that most visitors to the area are day visitor and that you wish to encourage overnight stay. Overnight visitors here stay on the caravan parks mainly to escape the Birmingham and Dudley areas. They come for an escape to the country which building up our area will ensure it loses its appeal.	The Local Authority is supportive of tourism within the District and would not wish tourist attractions to be negatively impacted however additional residential development and employment land is also required.

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO SECTION 24: TELECOMMUNICATIONS AND RENEWABLE ENERGY

Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
Worcestershire County Council, Planning Economy & Performance	LPP01352	Policy 24A	Comment	<p>Worcestershire County Council have made some suggested amendments to policy 24A to better align the policy to the Worcestershire Local Broadband Plan and central government's national commitment to providing 10mbps broadband speeds as a minimum.</p> <p>Broadband and Mobile Infrastructure: A. New development should be provided with ultrafast broadband infrastructure or alternative superfast solutions, where appropriate: e.g. mobile broadband, fixed wireless and/or Wi-Fi. Wherever practicable, ultrafast broadband capacity should be incorporated to agreed industry standards (15). Developers and infrastructure providers (16) should work to deliver the highest specification possible for each individual site.</p> <p>i. Developers of new developments (residential and commercial) will be expected to facilitate the provision of a Full Fibre Network infrastructure (Fibre to the Premises (FTTP)). suitable to enable broadband service for all occupiers and to act as 'backhaul' for other technologies e.g. for mobile operators through network carriers that can design / provide materials for a bespoke duct network, for the development.</p> <p>Telecommunications and Broadband: B. When</p>	Policy 24A has been amended taking into consideration responses received.

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO SECTION 24: TELECOMMUNICATIONS AND RENEWABLE ENERGY

Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
				<p>considering telecommunications development proposals, developers will be expected to facilitate state of the art mobile coverage (up to and including 5G) and capacity for all occupiers of the development. The following factors will be taken into account:</p> <p>i. Operational requirements of the telecommunication networks and the limitations of the technology, including technical constraints on the location of telecommunications apparatus.</p> <p>ii. The need for ICNIRP Guidelines (17) (and/or any other relevant guidance in place at the time of the application) for safe emissions to be met.</p> <p>iii. The need to avoid interference with existing electrical equipment and air traffic services.</p> <p>iv. The potential for sharing existing masts, buildings and other structures. Such evidence and justification for any new site should accompany any application made to the local planning authority.</p> <p>v. Development should also consider the provision of in-building solutions.</p> <p>vi. The impact of the development on its</p>	

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO SECTION 24: TELECOMMUNICATIONS AND RENEWABLE ENERGY

Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
				<p>surroundings with particular regard to the following criteria:</p> <ul style="list-style-type: none"> • The siting and appearance of the proposed apparatus and associated structures should seek to minimise the impact on the visual amenity, character, landscape or appearance of the surrounding area, particularly if is proposed in a Conservation Area. • If on a building, apparatus and associated structures should be sited and designed in order to seek to minimise the impact on the external appearance. • When choosing a suitable location for the apparatus ongoing access at appropriate and suitable times should be considered. 	
Gladman Developments Limited	LPP01394	Policy 24A	Object	Policy 24A requires all development to have superfast broadband. Evidence base will need to set out how telecommunications industry will secure connectivity across the district. Move towards superfast broadband is admirable ambition but Gladman consider that this should not unduly impact on ability to meet housing needs across area as a whole. Availability of broadband is outside control of house builders and strict application of such a policy could mean	<p>Objection to the requirement for all new development to be served by superfast broadband is noted.</p> <p>Some infrastructure providers have agreed to provide FTTP infrastructure to new developments of a certain size at no cost to the developer and for a contribution if below a certain size e.g. Openreach; whilst others will provide and deliver materials at zero</p>

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				settlements being left in a 'sustainability trap' unable to meet day to day needs of residents.	cost to the developer e.g. Virgin Media. Ideally, to encourage competition and future appeal of their site, a developer could choose to deploy at least two infrastructure providers on a site.
Bewdley Civic Society	LPP0881	Policy 24A	Support	Support for Policy 24A.	Support for Policy 24A is noted.
	LPP0591	24B	Comment	Proposals for wind turbines should be resisted as the green credentials and efficiency of this technology appears to be increasingly under question. Damage caused to the environment, and to bird and insect life by these devices now appears to outweigh their benefits.	This comment is noted.
Miller Homes	LPP0993	Policy 24B	Comment	<p>Request clarity on the implications of footnote 18 on the interpretation of proposed Policy 24B.</p> <p>Footnote 18 of the Local Plan consultation document states that the Policy should be considered in the context of an “energy hierarchy”, whereby energy demand is reduced through energy efficiency and low energy design before meeting residual energy demand, first from renewable or low carbon sources and then from fossil fuels. This approach implies that Wyre Forest District Council (WFDC) is willing to apply a ‘fabric first’ approach to reducing energy demand, which is an approach supported by our client and the</p>	<p>Amendments have been made to Policy 24B taking into consideration representations received. It is considered that both improvements to the energy efficiency of the building as well as provision of energy from renewable sources will be required.</p> <p>Whilst the Deregulation Bill 2015 indeed sets out that local authorities should not set additional local technical standards or requirements relating to the construction, internal layout, or performance of new dwellings, a key exception to that general rule was that until amendments were made</p>

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
				<p>wider housebuilding industry. However Part B of the Policy wording includes a specific requirement for all new developments of one or more dwellings to incorporate the generation of energy from renewable or low carbon equivalent to at least 10% of predicted energy requirements, unless it has been demonstrated that this would make the development unviable. The Policy wording therefore does not include a specific allowance for a fabric first approach to be used to contribute towards achieving a 10% reduction in predicted energy demand, as implied by the footnote, and this needs to be rectified.</p> <p>The approach to renewable energy set out in the new Plan should reflect the relevant national standards. The National Planning Policy Framework (NPPF) requires Local Planning Authorities to set any local requirements for a building's sustainability in a way that is consistent with the Government's zero carbon buildings policy and adopt nationally prescribed standards.</p> <p>WFDC currently has a policy to seek 10% of energy requirements from renewable sources in major new developments, but also note that WFDC has encountered difficulties in implementing this, mainly relating to financial viability. This raises uncertainties over the ability of this policy to be</p>	<p>to section 1 of the Planning and Energy Act 2008 by the Deregulation Bill 2015, local authorities retained the right to set and apply policies in their local plans which required compliance with energy performance standards that exceed the requirements of the Building Regulations. Those amendments have not been brought into force.</p> <p>The Planning and Energy Act 2008 states that:</p> <p>A local planning authority in England may in their development plan documents, [F1a] strategic planning panel may in their strategic development plan,] and a local planning authority in Wales may in their local development plan, include policies imposing reasonable requirements for—</p> <p>(a) a proportion of energy used in development in their area to be energy from renewable sources in the locality of the development;</p> <p>(b) a proportion of energy used in development in their area to be low carbon energy from sources in the locality of the</p>

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				<p>implemented and raises uncertainty over whether such a policy would be effective in the future if included in the emerging plan.</p> <p>More importantly, the DCLG Written Ministerial Statement (WMS) issued on 25 March 2015 stated that <i>“From the date that the Deregulation Bill 2015 is given Royal Assent, local planning authorities and qualifying bodies preparing neighbourhood plans should not set in their emerging Local Plans, neighbourhood plans, or supplementary planning documents, any additional local technical standards or requirements relating to the construction, internal layout or performance of new dwellings”</i>. The Deregulation Bill was given Royal Assent on 26 March 2015.</p> <p>The WMS also identifies that for the specific issue of energy performance, local planning authorities can continue to set and apply policies in their Local Plans which require compliance with energy performance standards that exceed the energy requirements of Building Regulations until the commencement of amendments to the Planning and Energy Act 2008. The Government has stated that the energy performance requirements in Building Regulations will then be set at a level equivalent to the (outgoing) Code for Sustainable Homes Level 4. Until this amendment into account</p>	development

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				the DCLG expects local planning authorities to take this intention into account.	
Historic England	LPP01282	Policy 24B	Comment	Policy 24B it would be useful to include a section within the policy on where renewable energy is appropriate/ inappropriate for heritage assets and a set of criteria by which to assess planning applications that relate to renewable energy and the historic environment.	Policy 24B has been amended taking into consideration responses received.
Wyre Forest Friends of the Earth	LPP01323	Policy 24B	Comment	The “Vision” section of this document states that by 2034 residents and businesses rely increasingly on energy from locally generated renewable sources. This is quite an ambitious target. In contrast this policy seems very unambitious particularly the requirement for a minimum of only 10% of on-site renewable energy. The policy also states “unless it has been demonstrated that this would make development unviable”, without stating who would decide that it was non-viable.	Wyre Forest District Council is trying to drive more energy usage from locally generated renewable sources. In the Vision section this is an aspiration. Policy 24B states that this should incorporate the energy from renewable or low carbon sources equivalent to at least 10% of predicted energy requirements, unless it has been demonstrated that this would make the development unviable. Viability issues would be submitted to the Local Authority in the form of a viability assessment.
Worcestershire County Council, Planning Economy & Performance	LPP01354	Policy 24B	Comment	Neither the policy nor the supporting text refers to the move towards smart technology, including smart meters and smart grids. Part B requires new developments to include	Policy 24B has been amended and includes much of the suggested amendments.

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				<p>renewable or low-carbon energy generation. Where renewables are not installed (for reasons of viability or practicability), consideration could be given to allow for this renewable technology at a later date. Housing and associated infrastructure can be expected to be in use for 50 years+ and should continue to remain fit for purpose.</p> <p>Part C requires large-scale development proposals to examine the potential for a decentralised energy and heating network. The plan does not explain, however, how this potential should be examined and what evidence should be provided to say whether or not a scheme is feasible. A stronger statement could be provided to determine the level of examination required to ensure heat networks are given due consideration. If a district heat network already exists, there could also be a requirement to connect to the network unless evidence demonstrates this is not practicable or viable.</p> <p>Part E refers to appropriate consultation with the community regarding renewable energy. This could also be extended to consider the options for community shares in renewable energy schemes, offering members of the community opportunities to invest in local energy schemes. This could help with the funding of the installations and could</p>	

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
				improve community involvement in energy projects.	
Wyre Forest Green Party	LPP01470	Policy 24B	Comment	The “Vision” section of this document states that by 2034 residents and businesses will rely increasingly on energy from locally generated renewable sources. This is quite an ambitious target. In contrast this policy is very unambitious particularly the requirement for a minimum of only 10% of on-site renewable energy. The policy also states “unless it has been demonstrated that this would make development unviable”, so even the 10% target can be ignored	Comments noted.
Taylor Wimpey West Midlands	LPP01546	Policy 24B	Comment	Policies should not accelerate beyond requirements of building regulations, without evidence to support that such requirements are deliverable and will not prevent the delivery of housing.	The Deregulation Bill 2015 sets out that local authorities should not set additional local technical standards or requirements relating to the construction, internal layout, or performance of new dwellings, a key exception to that general rule was that until amendments were made to section 1 of the Planning and Energy Act 2008 by the Deregulation Bill 2015, local authorities retained the right to set and apply policies in their local plans which required compliance with energy performance standards that exceed the requirements of the Building Regulations. Those amendments have not been brought into force.

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
					<p>The Planning and Energy Act 2008 states that:</p> <p>A local planning authority in England may in their development plan documents, [F1] a strategic planning panel may in their strategic development plan,] and a local planning authority in Wales may in their local development plan, include policies imposing reasonable requirements for—</p> <p>(a) a proportion of energy used in development in their area to be energy from renewable sources in the locality of the development;</p> <p>(b) a proportion of energy used in development in their area to be low carbon energy from sources in the locality of the development</p>
Persimmon Homes Limited	LPP01565	Policy 24B	Comment	Council aspires for sustainable features to be integrated into all development, new or existing and requires that all development must provide at least 10% of energy from the generation for renewable or low carbon sources. This is a further onerous requirement set by the Council and it is unclear why such measures for new build are necessary, when standards set as part of evolving	The Deregulation Bill 2015 sets out that local authorities should not set additional local technical standards or requirements relating to the construction, internal layout, or performance of new dwellings, a key exception to that general rule was that until amendments were made to section 1 of the Planning and Energy Act 2008 by the

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
				<p>Building Regulations (Part L).</p> <p>Consider that a more effective way to increase energy efficiency and low carbon sources would be to implement an energy hierarchy, including a 'fabric first' approach before considering the requirement for renewable energy on site, which can be significant cost implications. This would ensure a limit on the CO2 produced from the construction stages and in the later operational stages of the development. Agree that viability should be a consideration when implementing these policies.</p>	<p>Deregulation Bill 2015, local authorities retained the right to set and apply policies in their local plans which required compliance with energy performance standards that exceed the requirements of the Building Regulations. Those amendments have not been brought into force.</p> <p>The Planning and Energy Act 2008 states that:</p> <p>A local planning authority in England may in their development plan documents, [F1a] strategic planning panel may in their strategic development plan,] and a local planning authority in Wales may in their local development plan, include policies imposing reasonable requirements for—</p> <p>(a) a proportion of energy used in development in their area to be energy from renewable sources in the locality of the development;</p> <p>(b) a proportion of energy used in development in their area to be low carbon energy from sources in the locality of the development</p>

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
					It is considered that both improvements to the energy efficiency of the building as well as provision of energy from renewable sources will be required.
	LPP02198	Policy 24B	Comment	<p>Environmentally sustainable systems should also be introduced and built within dwellings from the outset i.e. solar panels to avoid the current unappealing streetscapes with copious unsightly pieces of solar kit on roof elevations.</p> <p>Perhaps large sites should accommodate areas for solar panels to support energy conservation and sustainability.</p>	Agree that it would be better if solar panels are incorporated into the build when dwellings are built. However on dwellings where this is not the case and they need to be added later it is still a form of energy that is sustainable.
Campaign to Protect Rural England	LPP0945	Policy 24B	Object	Policy does not consider impact on landscape and heritage of renewable energy schemes. Solar farms should be limited to grade 4 & 5 farmland and where landscape impact is slight.	<p>Agricultural land with solar panels can also at the same time be used to graze animals. The land is therefore being used for agricultural purposes. Limiting the use to grade 4 and 5 agricultural land would not be appropriate.</p> <p>Policy 24B has been amended taking into consideration responses received.</p>
Bewdley Civic Society	LPP05156	Policy 24B	Support	Support for Policy 24B.	Support for policy 24B is noted.
	LPP03820	Low carbon technolo	Comment	The plan makes little provision for low carbon technologies. How will Wyre Forest move forward if it doesn't require 'green technologies and low	Policy 24B has been amended to make to ensure that new development proposals should consider location, design, siting and

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		gies		carbon design' as intrinsic to all schemes?	orientation to maximise the use of natural heat and light and the potential for renewable energy micro-generation and should also include electric vehicle charging points.
	LPPO641	Para 24.1	Support	Support for paragraph 24.1.	Support for paragraph 24.1 is noted.
Worcestershire County Council, Planning Economy & Performance	LPPO1353	Paragraph 24.2	Comment	<p>Please amend 3rd sentence to read "Increasingly the demand is for ultrafast FTTP broadband".</p> <p>We propose two additional reasoned justification paragraphs which relate to the addition of paragraph i. under section A of the policy.</p> <p>Some infrastructure providers have agreed to provide FTTP infrastructure to new developments of a certain size at no cost to the developer and for a contribution if below a certain size e.g. Openreach; whilst others will provide and deliver materials at zero cost to the developer, e.g. Virgin Media. Ideally, to encourage competition and future appeal of their site, a developer could choose to deploy at least two infrastructure providers on a site.</p> <p>In some exceptional locations outside urban areas, an equivalent alternate solution may be acceptable if developers are unable to facilitate an FTTP solution, although FTTP is the preferred option and</p>	<p>The first point has been rewritten and is no longer in its original form.</p> <p>The second two points have been incorporated into the reasoned justification.</p>

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
				the burden of proof lies with the Developer as to why an alternate solution is required. In any case Developers must, as a minimum, make sure that broadband services that meet the standards of the European Digital agenda are made available to all premises, at market prices and with a choice of UK service providers.	
	LPP0642	Para 24.6	Support	Support for paragraph 24.6.	Support for paragraph 24.6 is noted.
	LPP0589	24.8	Comment	This target can be ignored as we will no longer be part of the EU in 2020.	It is not known at this time if the UK will retain EU energy and climate targets after Brexit and therefore until this is changed this is still relevant. Even if the UK does not retain EU targets there will still be relevant targets.
Worcestershire County Council, Planning Economy & Performance	LPP01380	Paragraph 24.9	Comment	The explanation in brackets in the first sentence seems superfluous.	The wording has been amended.
Worcestershire County Council, Planning Economy & Performance	LPP01355	Paragraph 24.12	Comment	Although the plan does refer to the "then" Department for Energy and Climate Change, it should note that this issue now falls under the Department for Business Energy and Industrial Strategy.	This has been amended.

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Horton Estates Ltd	LPPO865	Policy 25	Comment	We support this policy insofar as it applies national Green Belt policy to the local context. However, the wording of bullet point v. is not considered to be wholly compliant with NPPF para. 89 because it fails to refer to "limited infilling" as being acceptable. In addition the word "identified" is unclear because it is not made explicit how and where such sites should be identified. There is no specific requirement in national policy for PDL sites in the Green Belt to be specifically identified; para. 89 of the NPPF applies to all PDL sites in the Green Belt and, moreover, Policy 34 includes windfall sites so it is unnecessary for Policy 25 to seek to confine this provision to "identified" sites. It is therefore requested that bullet point v. include reference to "limited infilling" and that the word "identified" be deleted.	Comments and suggestions are noted. The 'identified' PDL sites are those set out in Part C of the Plan and will be shown on the Policies Map.
National Farmers Union West Midlands Region	LPPO1126	Policy 25	Comment	We welcome the support shown here for new buildings for agricultural and forestry enterprises. Agricultural business located within Green Belt have to respond to the same pressures to comply with higher welfare and environmental management standards in the same way as those businesses located in other areas of the county. It would also benefit the rural economy if you would recognise the need for new small-scale economic development in	Comments and suggestion is noted.

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
				the Green Belt and for farm diversification schemes.	
Wyre Forest District Council - Development Control	LPPO1252	Policy 25	Comment	In Policy 25 (Green Belt) at bullet ii we refer to “...or for other uses of land which preserve the openness of the Green Belt”. As COU has been specifically removed from National Planning Policy Framework not sure inclusion would be in conformity. We have been determining COU application in the GB in accordance with the NPPF rather than SAL.UP1 for this very reason. There are a whole host of court cases that support the NPPF approach not to include COU unless in VSC.	Comments are noted and will be considered further as policy work progresses.
Wyre Forest District Council - Development Control	LPPO1390	Policy 25	Comment	In Policy 25 (Green Belt) at bullet ii we refer to “...or for other uses of land which preserve the openness of the Green Belt”. As COU has been specifically removed from National Planning Policy Framework not sure inclusion would be in conformity. We have been determining COU application in the GB in accordance with the NPPF rather than SAL.UP1 for this very reason. There are a whole host of court cases that support the NPPF approach not to include COU unless in VSC.	Comments are noted and will be considered further as policy work progresses.
	LPPO2801	Policy 25	Comment	Not enough thought given to facilities and extra traffic.	Comment is noted.
	LPPO5110	Green	Comment	The focus so far on our objections and	Objection is noted. It is a legal requirement for

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		Belt		observations of the Local Plan has centred on the lack of justification to build dwellings in both Option A and Option B. There are, however, also serious reservations on the assumption made in the Plan that the developments required justify utilising a percentage of Green Belt.	the Local Authority to have an up to date Local Plan that meets the identified housing need. The Objectively Assessed Housing Needs (OAHN) Report sets out what our housing need is for the District. Unfortunately, we do not have enough deliverable brownfield sites left in the District. We therefore have to release some greenfield sites to be able to meet our housing requirements. This will include some greenfield sites within the Green Belt. The Sustainability Appraisal (SA) sets out the alternative options that have been considered.
	LPPO643	Section 25	Comment	There will need to be amendments to the Green Belt but the 3 towns must remain distinct from each other.	Comment is noted and agreed.
Kidderminster Harriers Football Club	LPPO975	Policy 25	Comment	To reflect the wording and intent of national Green Belt policy set out in NPPF particularly paragraphs 87–90. National Green Belt policy (NPPF) is not worded such that new developments (either within or conspicuous from GB) are to avoid visual amenity harm due to siting design etc. The proper test for development is in relation only to the openness of Green Belt land. Amend policy as follows: Within the Green Belt, as shown on the Key Diagram, development will not be permitted,	Comments and suggestions are noted.

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				<p>except in very special circumstances, unless one of the following applies:</p> <p><u>Within the Green Belt as shown on the Key Diagram/ Policies Map inappropriate development comprising new buildings will be resisted, exceptions to this are;</u></p> <p>[retain sub para's i.– vi.].</p> <p><u>vii. Development at the land south of Kidderminster as identified on the Policies Map for the centre of sporting excellence and associated facilities.</u></p> <p><u>viii. And those forms of developments listed in Para 90 of NPPF (or as to be amended in future revisions of NPPF). Other forms of development should be allowed only in very special circumstances.</u></p> <p>Proposals within, or conspicuous from the Green Belt, must not be detrimental to the visual amenity of the Green Belt, by virtue of their siting, materials or design.</p>	
	LPPO3605	Policy 25	Object	<p>I cannot see a plausible reason to build on Greenfield sites. Brownfield sites should be built on first, and half of Kidderminster town centre is vacant - a golden opportunity for regeneration is there.</p> <p>Wyre Forest has a population growth BELOW the national average and within the Guidance on the Housing & Economic Development Needs</p>	<p>Objection is noted. It is a legal requirement for the Local Authority to have an up to date Local Plan that meets the identified housing need. The Objectively Assessed Housing Needs (OAHN) Report sets out what our housing need is for the District. Unfortunately, we do not have enough deliverable brownfield sites left in the District. We therefore have to release some greenfield</p>

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
				<p>Assessments 2015, it states that "Assessing development needs should be proportionate and does not require local councils to consider purely hypothetical future scenarios, only future scenarios that could be reasonably expected to occur". I and many others feel that catering for population growth over and above that which is actually required is wrong, especially when it involves using the Green Belt for it and such developments could potentially affect some sites of special scientific interests (development around Hurcott for example).</p> <p>The figures used to calculate the housing requirement have been deliberately maximised to produce the highest possible number of houses required. There is absolutely no need to round the figures upwards. The use of 4.5% vacancy is out of date and should not have been used. The population growth figure taken by the OAHN has no basis in the reality of Wyre Forest. 2.1% is a far more realistic figure.</p> <p>The proposed area in Spennells/Stone is a natural habitat rich in species diversity and home to some endangered species such as Skylarks and Corn Buntings. The land is a natural habitat for birds, bats and other mammals, amphibians and insects that need to be protected.</p> <p>What about the impact on local roads, increased</p>	<p>sites to be able to meet our housing requirements. This will include some greenfield sites within the Green Belt.</p> <p>The Sustainability Appraisal (SA) sets out the alternative options that have been considered.</p> <p>There are policies in the emerging Local Plan which address wildlife and transport issues. Policies in the emerging Local Plan have been informed by evidence base studies and will continue to do so as the plan progresses. These evidence base studies will include transport modelling and green infrastructure concept plans and ecology appraisals.</p>

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				traffic and air pollution, where has this been taken into consideration? The council itself has stated "We've already identified on here many brownfield sites around Kidderminster which could be used but do we have any information on whether the owners of these sites are willing to sell for development", why not pursue these avenues first rather than make the big housing development companies richer for no real reason?	
	LPPO2637	Policy 25	Support	We support Policy 25 Safeguarding the Green Belt	Support of Policy 25 is noted.
	LPPO4857	Policy 25	Support	Support Policy 25.	Support for Policy 25 is noted.
Bewdley Civic Society	LPPO882	Policy 25	Support	Support for Policy 25.	Support for Policy 25 is noted.
	LPPO2199	Green Belt	Comment	It is essential that the Green Belt be safeguarded. There may be opportunities to support infill development within existing settlements and I ask that any sites including windfall possibilities be considered as residential prospects in addition to the other uses cited in the policy.	Comments are noted. We already do count windfall sites to the housing land supply and have done for some time as it is inevitable that windfall sites will arise during the plan period. The emerging Local Plan Policy 18B considers infill development.
	LPPO4120	Policy 25	Object	The seriousness of Green Belt loss together with the numerous benefits Green Belt provides to humans, animals and countless other creatures	Objection is noted. It is a legal requirement for the Local Authority to have an up to date Local Plan that meets the identified housing need. The

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				<p>cannot be overstated.</p> <p>The use of every piece of 'Brownfield' and other non-essential land should be developed before any reduction of Green Belt is contemplated.</p> <p>The 'Eastern Relief Road' referred to should not be viewed as any form of benefit compared with the massive impact that even small areas of Green Belt loss has on all living creatures. I do have serious concerns over the increased pressure that will result on the infrastructure - roads, traffic, NHS, etc., from the increase in population in the additional dwellings.</p>	<p>Objectively Assessed Housing Needs (OAHN) Report sets out what our housing need is for the District. Unfortunately, we do not have enough deliverable brownfield sites left in the District. We therefore have to release some greenfield sites to be able to meet our housing requirements. This will include some greenfield sites within the Green Belt.</p> <p>The Sustainability Appraisal (SA) sets out the alternative options that have been considered.</p> <p>Infrastructure is a key issue that is being addressed through the Infrastructure Delivery Plan (IDP). Further infrastructure will be delivered through financial contributions and local or health authority investment to address any issues arising, where necessary and appropriate. Ongoing discussions with health authorities and education providers are being had as the Plan progresses.</p>
Ramblers Association	LPPO4131	Policy 25	Support	<p>Not only is walking healthy it is also enjoyable. That enjoyment is stimulated in large measure by the beauty of the surroundings to which it gives access. The Wyre Forest District is particularly well endowed. It is therefore natural that Ramblers supports policies such as those contained in Section 11 and Policy 25 which</p>	Comments are noted.

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				<p>reflects the concept of the Green Belt to restrict urban sprawl. We therefore look to the District Council to maintain strong policies and a determination to implement them vigorously. We would not wish to see these prospective policies watered down as a result of this local plan process.</p> <p>We also regard these comments as relevant to all other policies and statements which have environmental implications. These include among others, Objectives 1, 6 and 8 in Section 3 (Plan Objectives), Paragraph 5.4 of the Reason Justification in Section 4 (Sustainable Development), Policies 6B and 6F in Section 6, Policy 8C in Section 8 (A Desirable Place to Live), Policy 14 in Section 14 (Strategic Green Infrastructure), Policy 21B (Rural Employment), Policies 23B and 23C in Section 23 (Sustainable Tourism), Policies 24A and 24B in Section 24 (Telecommunications and Renewable Energy), Policy 26 (Safeguarding the Historic Environment), Policy 27A (Quality Design and Local Distinctiveness), Policy 27E (Wyre Forest Waterways) and Policies 28A and 28C in Section 28 (Rural Development).</p>	

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO SECTION 26: SAFEGUARDING THE HISTORIC ENVIRONMENT

Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
Wyre Forest District Council - Development Control	LPP01217	Policy 26	Comment	Isn't there a case for combining Policy 26 with Policy 11B? Some duplication of intentions here.	The splitting up of Historic Environment policy into two sections (where Policy 11B is an over-arching Historic Environment Policy more aligned to the previous Core Plan and Policy 26 is more specific to Development Management and covers those parts of policy formerly contained in the Site Allocations and Policies DPD) follows the model adopted recently within the South Worcestershire Local Plan.
Historic England	LPP01283	Policy 26	Comment	<p>Policy 26A Safeguarding the Historic Environment - we recognise the improvements from our earlier comments and we appreciate the amendments. We would encourage that Clause A is amended to reference an appropriate qualified professional. Consider re-wording the second part of Clause B as it is currently unclear. We continue to raise concerns over including the term 'enabling development' within a Local Plan policy and we are currently awaiting the production of Good Practice Advice Note 4 Enabling Development, which we will forward onto you when it is completed later this year. We recognise the improvements to Clause D.</p> <p>We would continue to recommend the inclusion of a paragraph about Heritage Statements and what the Council expects to</p>	<p>Support for Policy 26 noted.</p> <p>Amend Policy 26 Section A to read:</p> <p>"Proposals likely to affect the significance of a heritage asset (including the contribution made by its setting or any important vistas or views) should be accompanied by a description of its significance in sufficient detail to allow the potential impacts to be adequately assessed by an appropriately qualified professional. This will usually be in the form of a Heritage Statement. Where there is....."</p>

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO SECTION 26: SAFEGUARDING THE HISTORIC ENVIRONMENT

Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
				<p>see included within these assessments to provide greater certainty and clarity.</p> <p>We support Policy 27A and we welcome the reference to views and vistas within this policy. It may also be useful to include a sentence on this within Policy 26A and the role of views to setting and significance.</p>	
Gladman Developments Limited	LPP01396	Policy 26	Comment	<p>Gladman note the inclusion of Policy 11B and Policy 26, which together provide policies relating to the historic environment. These policies must reflect guidance in NPPF paras. 126-141. paras. 133-134 sets out need to assess significance of designated heritage assets. Where there is less than substantial harm, this should be weighed against public benefits of proposal. Where there is deemed to be substantial harm, then the proposal would need to achieve substantial public benefits to outweigh that harm. Non-designated assets - policy should reflect para 135 - a balanced judgement should be reached having regard to the scale of any harm and the significance of the heritage asset. In addition, any policy requirements for landscape protection should be fully justified as part of the council's proportionate evidence base and balanced</p>	<p>Local Plans should not repeat sections of the NPPF. Policy 26 B refers to significance being assessed against the NPPF criteria. There is no benefit in this policy referring to specific paragraphs of the NPPF as these are liable to change in the future.</p>

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO SECTION 26: SAFEGUARDING THE HISTORIC ENVIRONMENT

Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
				criteria based policies drafted	
Bewdley Town Council	LPP0831	Policy 26	Support	Policy 26 is to be supported, and in particular the importance of preserving Bewdley's setting, open spaces and views of the town.	Support for Policy 26 noted.
Bewdley Civic Society	LPP0883	Policy 26	Support	Point D should provide the parameters to consider subsequent extension to barn conversions.	Support for Policy 26 noted. Policy 26 part D relates to heritage assets generally, specific building types are not defined within this Policy, the Council's stance on extensions to barn conversions is contained within Policy 28A.
Canal & River Trust	LPP01019	Policy 26	Support	Staffordshire and Worcestershire Canal is a designated conservation area. Also several designations along the network plus non-designated heritage assets. Trust welcomes protection afforded to all these assets within policy/supporting text.	Support for Policy 26 noted.
	LPP02638	Policy 26	Support	We support the following: Policy 26 Safeguarding the Historic Environment	Support for Policy 26 noted.
	LPP04422	Policy 26	Support	We wish to support policy 26 safeguarding the historic environment.	Support for Policy 26 noted.
	LPP04858	Policy 26	Support	Support Policy 26.	Support for Policy 26 noted.
Historic England	LPP01284	26.3 and	Support	We support the local list the Council has produced and referenced in paragraph	Support for the local heritage lists and paragraphs 26.3 and 26.4 noted.

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO SECTION 26: SAFEGUARDING THE HISTORIC ENVIRONMENT

Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
		26.4		26.3. We further support the inclusion of paragraph 26.4.	
Bewdley Civic Society	LPP0892	Safeguarding the Historic Environment	Comment	Additional Suggestions and Omissions: Suggest a specific policy to ameliorate and support the improvement of and prevent the dereliction of Buildings at Risk, specifically Ribbesford House, Bewdley Bridge and the Old Workhouse.	The Local Authority already has discretionary and statutory obligations to use its powers to address the issues raised in the consultation response, some of which are related to planning but others are related to environmental, housing and building legislation. These are subject to change and fall outside the scope of the Local Plan to define.
	LPP0644	Section 26	Support	Support for Section 26.	Support for Section 26 noted.
Kidderminster Civic Society	LPP01171	Section 26	Support	Fully supports Section 26.	Support for Section 26 noted.

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO SECTION 27: QUALITY DESIGN AND LOCAL DISTINCTIVENESS

Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
Kidderminster Harriers Football Club	LPPO994	Policy 27A	Comment	As per NPPF: Add as appropriate, throughout the Policy <u>the need for developments to be accessible for all users, including those with disabilities.</u>	Comments on Policy 27A noted. Policy 27 A Section B to be amended to identify <u>the need for developments to be accessible for all users, including those with disabilities.</u>
Wyre Forest District Council - Development Control	LPPO1218	Policy 27A	Comment	Para B - Fine, but there is no statutory requirement for Design and Access Statement other than for major/heritage related development.	Comments noted, however Policy 27 A paragraph B does not prescribe a Design and Access Statement, allowing for other supporting evidence to be submitted. Paragraph B to be clarified by the following: "...through a Design and Access Statement (or other supporting evidence proportionate to the development proposed)...."
Worcestershire County Council, Planning Economy & Performance	LPPO1356	Policy 27A	Comment	Part A of this policy promotes high levels of sustainability. It is important that developments remain fit for purpose over their lifetime as the climate changes. Consideration could be given to long-term suitability, taking into account the risk of higher temperatures and the possibility of overheating and excess rainfall. There may be opportunities for slowing excess water through the use of green infrastructure, and wider guttering can help to cope with higher-intensity rainfall. The risks infrastructure posed by changes in climate need to be considered to ensure continuity of	Comment on Policy 27 A noted. Amend Policy 27 A reasoned justification as follows: 27.8 It is essential that full consideration is given to achieving sustainable development which counteracts anticipated climatic variations over the lifetime of a new building or development through the choice of location, design and materials. It is also important to address ecological integrity and there may be opportunities for slowing excess water through

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO SECTION 27: QUALITY DESIGN AND LOCAL DISTINCTIVENESS

Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
				<p>services and to limit risks of disruption. Further advice and guidance can be sought from the UK Climate Change Risk Assessment, which covers risks to infrastructure and the built environment.</p> <p>Part B (x) of this policy could consider the provision of electric vehicle infrastructure. The plan focuses on the road network and car travel, with the proposal for an additional highway to support housing development. Current government policy is to support the move to electric vehicles, as referred to in the 2017 Queen's Speech and the Industrial Strategy green paper. Government targets are for all new cars and vans to be ultra-low emissions by 2040 and all cars and vans on the road to be ultra-low emissions by 2050. This will be achieved through moving to a range of alternative fuels, including hydrogen and electricity, which can support improvements in air quality. Electric vehicle technology is more advanced and the number of manufacturers producing plug-in electric vehicles is increasing each year. The WFLPR doesn't appear to support this long-term vision with a commitment to charging infrastructure on commercial or residential developments.</p> <p>It may be appropriate for policy 27A in</p>	<p>the use of green infrastructure, and use of guttering which can cope with higher-intensity rainfall. Reducing the demand for energy and improving energy efficiency is also an important starting point for achieving sustainable design. Further advice and guidance can be sought from the UK Climate Change Risk Assessment, which covers risks to infrastructure and the built environment.</p>

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO SECTION 27: QUALITY DESIGN AND LOCAL DISTINCTIVENESS

Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
				conjunction with policy 11A to set out that developments should require the appropriate storage of waste and recycling bins for each property, along with safe access for waste disposal vehicles.	
Place Partnership Ltd	LPPO1096	Policy 27A Part xiii	Support	WP, WMP and HWFRS support the inclusion part (xiii) within Policy 27A. In addition, the proposed policy provision is consistent with those in existing development plan documents in Wyre Forest and is also fully supported the decisions taken by Planning Inspectors looking at this elsewhere in Worcestershire and Herefordshire.	Support for Policy 27 A and consistency with other recently adopted Local Plans in Worcestershire is noted.
Historic England	LPPO1285	Policy 27A	Support	We support Policy 27A and we welcome the reference to views and vistas within this policy. It may also be useful to include a sentence on this within Policy 26A and the role of views to setting and significance.	Support for Policy 27 A noted. Agree amendment to Policy 26 A in line with recommendations (see comments on Policy 26 A for wording of amendment)
	LPPO2639	Policy 27A	Support	We support the following: Policy 27A Quality Design and Local Distinctiveness	Support for Policy 27 A noted.
	LPPO4859	Policy 27A	Support	Support Policy 27A.	Support for Policy 27 A noted.
	LPPO645	Policy 27A	Support	Support for Policy 27A.	Support for Policy 27 A noted.

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
Bewdley Town Council	LPPO836	Policy 27A	Support	The Council supports the provisions made in Support Policy 27A which seek to preserve the distinct identity of Bewdley. This includes its "prominent views, vistas and skylines" and "heritage assets". The Neighbourhood Plan consultation results ranked the preservation of the town's distinctiveness as vitally important to the local community. <i>Part iv of Policy 27A</i> is of particular relevance here.	Support for Policy 27 A noted.
Bewdley Civic Society	LPPO884	Policy 27A	Support	Support for Policy 27A.	Support for Policy 27 A noted.
Bewdley Civic Society	LPPO885	Policy 27B	Support	Qualified support. This policy doesn't allow for a complete refurbishment or facelift of a property. It promotes the retention of a property that could be visually poor. There needs to be an assessment of the quality of the original property and of benefits of the wholesale change.	Qualified support for Policy 27 B noted. "Complete refurbishment or facelift of a property" is not specifically prohibited within Policy 27 B. Section B stipulates that extensions and alterations should accord with the Council's Adopted Design Quality SPD 2015.
	LPPO2640	Policy 27B	Support	We support the following: Policy 27B Design of extensions etc	Support for Policy 27 B noted.
	LPPO4860	Policy 27B	Support	Support Policy 27B.	Support for Policy 27 B noted.
Worcestershire County Council, Planning Economy & Performance	LPPO1357	Policy 27C	Comment	We consider that Policy 27C could be strengthened by reflecting the Waste Core Strategy's policy WCS 5 and its Explanatory Text paragraphs 4.46 and 4.47, which seek to	Comments on Policy 27 C noted. Insert new paragraph ix. within section C:

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
				<p>prevent the inappropriate disposal of excavated materials in artificial mounds unless the use of such material is fully justified as being necessary for purposes such as flood management schemes, levelling of sites, or features for noise attenuation. We suggest that this could be addressed through the inclusion of an additional point under part C of policy 27C such as "Landscape schemes must demonstrate that they: ... Utilise any excavated materials on-site in an appropriate manner and any proposed artificial mounds or bunds are fully justified". The Reasoned Justification could then refer to the Waste Core Strategy.</p> <p>Part C (iii) should also take into account Historic Landscape Characterisation.</p>	<p>"Utilise any excavated materials on-site in an appropriate manner and any proposed artificial mounds or bunds are fully justified".</p> <p>Amend paragraph iii. within section C:</p> <p>"Take into consideration the Landscape Character Assessment and/or Historic Landscape Characterisation, protecting existing trees and landscape features where possible".</p>
Worcestershire County Council, Planning Economy & Performance	LPP01381	Policy 27C	Comment	In part C (vii), the word "too" should be "to".	<p>Comment noted.</p> <p>Correct typo in Section C paragraph vii. to read:</p> <p>"Utilise lighting and architectural features to give artistic effect where appropriate to the locality"</p>
Canal & River Trust	LPP01020	Policy 27C	Support	Welcome this policy and requirement to include native landscaping in developments. Canalside landscaping should be appropriate	Support for Policy 27 C noted.

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
				for location and set back to allow for future growth and allow for safe navigation. Also need to have robust barriers in place to ensure vehicles do not enter waterway. Details of maintenance of landscape should be required as part of policy.	<p>Policy 27 C Section B to be amended to read:</p> <p>"Landscape Schemes and Boundary Treatments should be specific to the place, recognise the context, reflect existing materials where these contribute to the character of the area and be demonstrably maintainable."</p> <p>Policy 27 E Section C should have a new paragraph:</p> <p>"Canalside landscaping should be appropriate for location, set back to allow for future growth, allow for safe navigation and feature robust barriers to ensure vehicles do not enter the waterway".</p>
Place Partnership Ltd	LPPO1093	Policy 27C	Support	WP, WMP and HWFRS welcome and support the recognition that planting can help to prevent crime and vandalism. This compliments part (xiii) of Policy 27A. Together they will ensure the achievement of the objective of creating safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; as set out in paragraphs 58 and 69 of the NPPF.	Support for Policy 27 C noted.

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
	LPPO2641	Policy 27C	Support	We support the following: Policy 27C Landscaping and Boundary Treatment	Support for Policy 27 C noted.
	LPPO4861	Policy 27C	Support	Support Policy 27C.	Support for Policy 27 C noted.
Historic England	LPPO1286	Policy 27D	Comment	We welcome the reference to heritage assets within Policy 27D and what measures are required.	Support for Policy 27 D noted.
Campaign to Protect Rural England	LPPO946	Policy 27D.A.iv	Comment	The policy says that adverts should not “confuse” drivers. It should also require them not to distract <i>them</i> . <i>Having an advertisement at a road junction can have that effect, taking a driver’s concentration away from other traffic.</i> A brief slogan or brand name will probably not distract a driver, but if there is more that needs to be read, it will.	<p>Comments on Policy 27 D A iv. noted.</p> <p>Policy 27 D A ii. requires that "Proposals for advertisements must not be prejudicial to public safety by reasons of their size, location or content", and "distraction" is covered by that paragraph.</p> <p>In respect of Policy 27 D A iv. "confusion" refers to advertisements which might be mis-interpreted as (for example) traffic signals or railway signals, or mis-interpreted as instructions, directional signage or information intended for road, rail or canal traffic. This might or might not have a public safety element, hence the distinction and the two paragraphs in the Policy.</p>
Bewdley Civic Society	LPPO886	Policy 27D	Support	Support for Policy 27D.	Support for Policy 27 D noted.

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
Canal & River Trust	LPPO1018	Policy 27E	Comment	The waterways are also supporting climate change, carbon reduction and environmental sustainability initiatives by assisting in the mitigation of flood risk, playing a role in urban cooling, providing sustainable means of transport, supporting biodiversity and forming ecological corridors and contributing to local renewable energy targets through the use of canal water for the heating and cooling of buildings. These opportunities could be reflected in the policy and / or supporting text.	<p>Comments on Policy 27 E noted.</p> <p>Add paragraph to reasoned justification:</p> <p>Environmental Benefits</p> <p>27.47 The District's waterways support climate change, carbon reduction and environmental sustainability initiatives by assisting in the mitigation of flood risk, playing a role in urban cooling, providing sustainable means of transport, supporting biodiversity, forming ecological corridors and contributing to local renewable energy targets through the use of canal water for the heating and cooling of buildings.</p>
Historic England	LPPO1287	Policy 27E	Comment	Policy 27E as referenced elsewhere, we recommend noting that the Canal is a Conservation Area (part of) and that it needs to be considered in line with heritage policies as well as other environmental policies.	<p>Comments noted. The final paragraph of Policy 27 E Section C refers to the Conservation Area, however agree revision will clarify this:</p> <p>Revise Policy 27 E Section C final paragraph to read:</p> <p>"All development proposals affecting the Staffordshire and Worcestershire Canal Conservation Area (a designated heritage asset) must comply with the requirements of Policy 26 Safeguarding the Historic Environment".</p>

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO SECTION 27: QUALITY DESIGN AND LOCAL DISTINCTIVENESS

Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
	LPPO4035	Policy 27E	Object	I agree that local canals offer great opportunities for development and should be preserved as a heritage and conservation asset. However, a current lack of bins or alternative waste management solutions along key routes means that litter is once again a major problem. If plans are to improve access to and use of canal-side areas, this problem will only get worse unless targeted measure are put in place.	Objection to Policy 27 E noted, however the provision of waste bins along the canal is the responsibility of the landowner, the Canal and River Trust.
Canal & River Trust	LPPO1017	Policy 27E	Support	The supporting text identifies the Staffordshire & Worcestershire canal as a tourist attraction and the Trust welcomes such recognition. The Policy however is clear that any development proposals whilst supported do need to be appropriate and give sufficient consideration to heritage assets, their setting and character, which we welcome.	Support for Policy 27 E noted.
Canal & River Trust	LPPO1021	Policy 27E	Support	Support policy and need for development to respond to its canalside setting. Support principle that development MUST provide strong active frontage but there may be cases where this is inappropriate - landscaping needs to be retained or dominant buildings screened. Need to take into account setting of specific site and surroundings and respond accordingly. Policy should reflect this. Canal also passes through rural areas and any	Support for Policy 27 E noted. Comments relating to maintenance and development noted. Amendments to Policy 27 E should address these issues.

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
				<p>towpath improvements should be appropriate to setting and character. Policy should reflect this and Trust should be consulted to determine how this should be funded. Specific improvements have been identified in Kidderminster town centre between Castle Road and Stourvale Drive to include lighting, painting and measures to improve safety.</p> <p>A number of proposed allocations could help finance improvements as they lie in close proximity to the canal corridor. Enhancement works could form part of the infrastructure needs of these development.</p>	
Wyre Forest Friends of the Earth	LPPO1324	Policy 27E - Section C	Support	We strongly approve the policy for developing the canal towpath as a sustainable pedestrian and cycling route. To encourage the maximum use of the towpath there must be decent surface to walk or ride on. Parts of the towpath were resurfaced using rolled aggregate a few years ago but this surface has not been maintained so that large pools of water form when wet. It would be best if the entire towpath through Wyre Forest was paved but on cost grounds it is likely that on the more rural stretches aggregate would be used which must be maintained to keep a decent surface.	Support for Policy 27 E Section C noted.
Wyre Forest Green Party	LPPO1416	Policy 27E -	Support	We strongly approve the policy for developing the canal towpath as a sustainable pedestrian	Support for Policy 27 E Section C noted.

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
		bullet point C		and cycling route. To encourage the maximum use of the towpath there must be decent surface to walk or ride on. Parts of the towpath were resurfaced using rolled aggregate a few years ago but this surface has not been maintained so that large pools of water form when wet. It would be best if the entire towpath through Wyre Forest was paved but on cost grounds it is likely that on the more rural stretches aggregate would be used which must be maintained to keep a decent surface.	
Bewdley Town Council	LPPO834	Policy 27E	Support	The Council particularly supports <i>Section A in policy 27E</i> which states that "...initiatives that make a positive contribution to the creation of a high quality riverside environment will be supported...". The Neighbourhood Plan specifically allocates Riverside North as a zone for potential regeneration for leisure and recreation uses in line with the riverside meadows landscape character. This zone could also include car parking to reduce traffic congestion in the town centre.	Support for Policy 27 E noted.
	LPPO2826	27.7	Comment	This states that new facilities such as shops will be needed, use empty shops in Kidderminster instead.	This comment appears not to relate to Paragraph 27.7 which makes no reference to " <i>new facilities such as shops</i> ".
	LPPO647	27.28	Support	Support for paragraph 27.28.	Support for paragraph 27.28 noted.

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Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
Kidderminster Civic Society	LPPO1172	Section 27	Support	Fully supports Section 27.	Support for Section 27 noted.

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO SECTION 28: RURAL DEVELOPMENT

Company / Organisation	ID	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
	LPPO308	Policy 28A	Comment	At draft Policy 28A, at F there needs to be a cross-reference to draft Policy 8D, with that extensions for family or dependant relatives will be allowed.	Policy 28 A Section F does not permit extensions to previously converted rural buildings. Thus Policy 8 D cannot be applied to annexe accommodation proposed for converted rural buildings as it is not consistent with Policy 28 A Section F. Where there are special circumstances that warrant consideration of a departure from adopted policy each case can be considered on its individual merits.
Bewdley Civic Society	LPPO887	Policy 28A	Comment	Support but object to point F. This point is restrictive and is contrary to NPPF advice on sustainable developments, unreasonable given the changing nature of accommodation requirements and at variance with local distinctiveness policies. Point F singles out barn conversions for very special restrictive policies which does not reflect their importance, their reason or potential impact.	Support for Policy 28 A noted. With respect to the objection: Section F is not considered restrictive - it applies the criteria contained in Policy 28 A Section A paragraph i) to previous development, which was itself subject to similar policies. The proposed Policy 28 A Section A paragraph i) is virtually identical to WFDC Site Allocations and Policies Local Plan 2006-2026 Policy SAL.UP11 paragraph i) which post-dated the NPPF and was considered acceptable under public examination.
Worcestershire Wildlife Trust	LPPO1071	Policy 28A	Comment	We note the wording of this policy and we are pleased to support the commentary set out in Part A. Subsection 5.	Support for Policy 28A noted.
Historic England	LPPO1288	Policy 28A	Comment	Policy 28A it may also be worthwhile to include a	Agree that this reference should be inserted

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO SECTION 28: RURAL DEVELOPMENT

Company / Organisation	ID	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
				reference to historic farmsteads and the importance of safeguarding these important historic farmsteads and the patterns and form of the buildings. Historic England has further advice on historic farmsteads and development if this would be beneficial.	into Policy 28A A Policy 28 A A iii) has been revised to read: iii) The proposed development enhances and safeguards heritage assets and the pattern and form of the buildings within historic farmsteads.
	LPPO4911	Policy 28A	Comment	We cannot understand why converted barns can not be subsequently extended when other accommodation can.	The purpose of Section F is to ensure development enhances and safeguards heritage assets and the pattern and form of the buildings within historic farmsteads. Section F applies the criteria contained in Policy 28 A Section A paragraph i) to previous development, which was itself subject to similar policies. The proposed Policy 28 A Section A paragraph i) is virtually identical to WFDC Site Allocations and Policies Local Plan 2006-2026 Policy SAL.UP11 paragraph i) which post-dated the NPPF and was considered acceptable under public examination.
	LPPO4913	Policy 28A	Comment	We cannot understand why converted barns cannot be subsequently extended when any other accommodation can.	The purpose of Section F is to ensure development enhances and safeguards heritage assets and the pattern and form of the buildings within historic farmsteads.

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO SECTION 28: RURAL DEVELOPMENT

Company / Organisation	ID	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
					Section F applies the criteria contained in Policy 28 A Section A paragraph i) to previous development, which was itself subject to similar policies. The proposed Policy 28 A Section A paragraph i) is virtually identical to WFDC Site Allocations and Policies Local Plan 2006-2026 Policy SAL.UP11 paragraph i) which post-dated the NPPF and was considered acceptable under public examination.
Wyre Forest District Council - Development Control	LPPO1219	Policy 28B	Comment	<p>See comments re: Policy 23C above. Need to make sure that we have a single clear and consistent approach to replacement and/or conversion to permanent dwelling.</p> <p>Policy 23C Re: Chalets – What’s the difference between bullet points 2 and 4. It seems to amount to the same thing.</p>	Comments are noted. Policies 23C and 28B have been revised and rationalised to avoid duplication and clarify intent.
	LPPO3543	Policy 28B	Object	<p>I feel furious that as a resident of Austcliffe Park which is classed as Residential, where we pay Council tax,</p> <ol style="list-style-type: none"> 1. where we have adequate road access 2. where we have access to facilities by road foot and public transport. <p>iii. where we live in permanent constructions NOT</p>	Objection to Policy 28 B noted.

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO SECTION 28: RURAL DEVELOPMENT

Company / Organisation	ID	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
				<p>LIABLE TO FLOOD, HEAVE OR SUBSIDENCE.</p> <p>WE ARE NOT remote from shops, schools or public amenities.</p> <p>I feel we are treated not just as second class citizens, but with contempt by the council of Wyre Forest, where we are continually overlooked by the council in our proposal for 12 months residency. In 2001 the then site owner then was refused a 2 week shutdown proposal, due to the effect it would have on the public amenities and the Green Belt of the area, everything that you now propose to overlook for the proposals of your own!</p>	
Bewdley Civic Society	LPPO888	Policy 28B	Support	Support for Policy 28B.	Support for Policy 28 B noted.
Campaign to Protect Rural England	LPPO947	Policy 28B	Support	We support this policy, but it is closely related to 18E and 23C. At the very least a cross reference is needed, but it might be better to bring them all together.	Support for Policy 28 B noted. Policies 23C and 28B have been re-drafted to avoid duplication and clarify intent.
Environment Agency	LPPO1184	Policy 28B	Support	We support the wording of this policy on the basis of flood risk management issues and safety concerns in line with NPPG and the National Planning Policy Framework (NPPF).	Support for Policy 28 B noted.
	LPPO4421	Policy 28B	Support	The Parish Council of Kidderminster Foreign wish to support policy 28B in respect of chalets,	Support for Policy 28 B noted.

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO SECTION 28: RURAL DEVELOPMENT

Company / Organisation	ID	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
				caravans and mobile homes.	
Worcestershire Wildlife Trust	LPP01072	Policy 28C	Comment	We note the content of this policy and we are pleased to support the wording set out in Part B. The risk of harm to biodiversity, and in particular acid grassland and the species that rely on it, from equestrian development is especially significant in Wyre Forest District and so we endorse the proposed policy approach.	Support for Policy 28 C part B noted.
Bewdley Civic Society	LPP0889	Policy 28C	Support	Support for Policy 28C.	Support for Policy 28 C noted.
	LPP0588	Policy 28D	Comment	Agricultural land should be safeguarded as post Brexit it will become a greener and more economic option for food production to return to UK farmland.	Comment on Policy 28 D noted.
Moor Park Trustees	LPP01100	Policy 28D	Comment	In relation to OC/5 and WFR/CB/7 - The land is Grade II according to the agricultural land classification maps so in that regard it is good agricultural land, however, in order to avoid this and develop anything which is average to low quality (grade 3 to 4) would cause further encroachment into the Green Belt and not contribute to sustainable development by expansion of the development boundary of Kidderminster. The authority, in allocating this site, must be confident that it will not conflict with emerging policy 28D Agricultural land Quality which states that development of such land (as	Comments noted. In light of this and other consultation responses paragraphs 28 D A and 28 D B are no longer required and decision-making will be based on the NPPF and NPPG.

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO SECTION 28: RURAL DEVELOPMENT

Company / Organisation	ID	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
				defined in the NPPF as including Grade 1,2 and 3a) will not be permitted unless it can be proven it cannot be located elsewhere. We would assume, given the stage we are at, that the LPA has sufficient evidence to support the requirement for such an urban extension on this type of land so as not to conflict with their own policies at a later date. We note that allocation of a site, under point C, may assist this proposal/prevent resistance from a policy perspective.	
Wyre Forest District Council - Development Control	LPPO1220	Policy 28D	Comment	The SWDP places a threshold in terms of how much BVL can be lost. Do we want to take a similar approach, or just stick with a simple "no" to development?	Comment on Policy 28 D noted.
	LPPO455	Policy 28D	Object	<p>Agricultural Land Classification detailed Post 1988 ALC Survey, Kidderminster East (ALCBO7898) published by Natural England on 17th March 2016 states that the agricultural land is Grade 2 deemed very good. At present the fields at the rear of Baldwin Road OC/4 are productive with a grain crop being grown.</p> <p>I am concerned about the detrimental effect any development would have on the wildlife of the area, as well as the impact this would have with the destruction of hedges and mature trees. The Hornet Robberfly has been observed in the fields behind Baldwin Road OC/4 and wildlife includes rabbits, foxes, pheasants and a wide variety of</p>	Comments noted. In light of this and other consultation responses paragraphs 28 D A and 28 D B are no longer required and decision-making will be based on the NPPF and NPPG.

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO SECTION 28: RURAL DEVELOPMENT

Company / Organisation	ID	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
				birds	
Campaign to Protect Rural England	LPP0948	Policy 28D	Object	Support this policy. HOWEVER it is inconsistent with criteria used for site selection as many of the proposed allocations east of Kidderminster are grade 1 or 2 land. Such land should never be allocated for housing. The reference to allocated sites in part C should be removed.	Support for Policy 28 D noted. Comment requesting removal of reference to allocated sites in Part C is noted, however in making the decision to allocate sites consideration has already been given to the sites' current agricultural land quality.
Gladman Developments Limited	LPP01398	Policy 28D	Object	Gladman object to the proposal in Policy 28D which introduces a blanket restriction on development of Best and Most Versatile Agricultural Land (BMVAL). They refer to a 2016 judgment on one of their developments which concludes that para.112 of the NPPF cannot be characterised as a policy which indicates that development on BMVAL should be restricted. Any such sites on BMVAL should be judged in the SA alongside all reasonable alternatives.	Comments noted. In light of this and other consultation responses paragraphs 28 D A and 28 D B are no longer required and decision-making will be based on the NPPF and NPPG.
	LPP0649	28.6	Support	Support for paragraph 28.6.	Support for paragraph 28.6 noted.
Land Research & Planning Associates Ltd	LPP0560	28.14	Comment	Agricultural Land Classification (1985 being the last updated document) is out of date in terms of the ability to grow crops and the way land is farmed. In Malvern Hills District Council area a site with Grade 2 and 3 classifications but when a full geological and agronomist's survey was produced the land was poor and hardly worth farming	Comments noted. In light of this and other consultation responses paragraphs 28 D A and 28 D B are no longer required and decision-making will be based on the NPPF and NPPG.

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Company / Organisation	ID	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
				economically. So the word "Best" would not apply. Accordingly this matter should be carefully reassessed and revisited.	
	LPPO648	Section 28	Support	Support for Section 28.	Support for Section 28 noted.

APPENDIX 3A – RESPONSES AND OFFICER COMMENTS TO SECTIONS 29, 34 AND 36
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	LPPO3927	29.1	Object	The stated requirement is unjustified and not supported by objective evidence dismissing 3 independent analysis in favour of one that supports the Council's original agenda. I object strongly.	The objection is noted. A revised OAHN has been commissioned which reflects latest Government guidance.
	LPPO3928	29.2	Object	The stated requirement is unjustified and not supported by objective evidence dismissing 3 independent analysis in favour of one that supports the Council's original agenda. I object strongly.	Your objection is noted. Further work on the OAHN has been commissioned and this will reflect the latest Government guidance. The sites selected for the pre-submission draft Local Plan and their potential capacity will reflect this new requirement.
	LPPO597	29.2	Object	Let's keep Green Belt Green Belt.	Objection noted
Gladman Developments Limited	LPPO1400	29.3	Object	It is essential that local plans are accompanied by a clear audit trail to set out how the assessment of potential sites for allocation has been undertaken. Any such process must be explicit, transparent and robustly justified within the Council's proportionate evidence base. This evidence must clearly set out what common factors have been considered and the resultant outcome for each site in reaching a robust planning judgment on site selection. It is essential that each interested party is able to fully understand why certain sites are proposed for allocation and why others are not. Reference is made to Telford & Wrekin's Inspector's note concerning the flawed site selection methodology.	A detailed site selection paper will accompany the draft pre-submission consultation draft. This will set out the key findings for each site from the various evidence base studies.
Historic England	LPPO1290	29.4	Comment	There is no reference of historic environment	Noted. Evidence base list will be updated to

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Company / Organisation	Response Number	Para	Type of Response	Summary of Response	WFDC Officer Response
				evidence base under paragraph 29.4.	include reference to historic environment.
	LPPO4408	Core Sites	Object	I object to plan B and “Core sites”.	Your objection to development at Lea Castle is noted.
Historic England	LPPO1291	29.8	Comment	Under paragraph 29.8 we would expect reference to the historic environment to be included where there were mitigation measures identified within the evidence base/ assessment process.	Individual site policies will reflect mitigation measures required for the historic environment as highlighted in the evidence base.
Education & Skills Funding Agency	LPPO1060	29.9 infrastructure requirements site allocations	Comment	Note that several former school sites are proposed/allocated for housing. We would welcome opportunity to discuss their future redevelopment as new school provision may be needed as a result. Emerging ESFA proposals for a Forward Loan Fund to support delivery of schools at an early stage as part of mixed use developments may be of interest to WFDC.	Comments are noted. School sites listed came out of mainstream educational use as a result of the Wyre Forest Schools Review in 2007 when the education system changed from 3 tier to 2 tier. As a result of development proposals it is likely that 2 new primary schools will be required. Discussions between developers and County Education officers are in progress.
National Farmers Union West Midlands Region	LPPO1123	Site Allocations	Comment	Where sites are allocated for development, the proximity of the land to existing livestock units must be examined. Sites should not be allocated for residential development if they are found to be in near proximity to an existing livestock unit. Farms can be sources of noise and odour and therefore neighbouring land could be unsuited to residential development.	Comments regarding proximity of livestock units to residential sites are noted. Any potential issues will be highlighted under site specific policy.
Natural England	LPPO1136	Site	Comment	For the purposes of Natural England’s remit when	The detailed comments are noted. All large

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Company / Organisation	Response Number	Para	Type of Response	Summary of Response	WFDC Officer Response
		Allocations - Policies 30 - 34		<p>considering site allocations we regard sites of around 100 or more houses or 3ha or more of employment land (as a rule of thumb) as ‘strategic sites’ and apply a range of considerations to inform plan making. The themes and issues described below are therefore relevant to the following site allocation policies:</p> <p>Policy 30 - Kidderminster Town – all tables. Policy 31 – Kidderminster urban extensions - all tables Policy 32 – Stourport-on-Severn – all tables Policy 33 – Bewdley – Table 33.0.1 Policy 34 – Previously developed sites in the Green Belt – Table 34.0.1</p> <p>Least environmental value – In particular allocations should avoid designated sites, priority habitats and best and most versatile land. NPPF para 110 refers – as do our previous consultation responses of 9.9.16 and 2.12.16.</p> <p>Landscape - The allocation should be consistent with local plan landscape policies. A Landscape and Visual Impact Assessment should be undertaken for each site under consideration, and its conclusions should inform the development specification/masterplan/brief. Sites proceeding to formal allocation should conserve and enhance the landscape character of the area. NPPF paras 17, 109</p>	<p>allocations (100+ dwellings) being taken forward will provide a visual impact assessment as part of the background evidence. Impact on designated sites has been carefully assessed and any sites found to have a detrimental impact on SSSIs will be removed from the plan going forward.</p> <p>Impact on local designations will be carefully assessed and mitigation put in place where required. It is acknowledged that some allocations will impact on best and most versatile land. However, these sites are in more sustainable locations. Any development in the vicinity of ancient woodland will have at least the minimum 15m buffer applied as suggested. Presence of priority habitats and species has been assessed for all these larger sites. Green Infrastructure Concept Plans have been prepared for the key areas of the district where development is proposed. The strategic allocations will be based around the existing GI network providing enhanced GI and additional footpath networks.</p>

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				<p>and 170 refer.</p> <p>Sites of Special Scientific Interest (SSSI) – please see above re ‘least environmental value’. NPPF para 118 also refers as do our previous consultation responses of 9.9.16 and 2.12.16. We look forward to meeting with the Council to discuss our previous responses regarding the potential impacts of those allocations likely to have adverse effects on SSSIs including: Hurcott Pasture, Hurcott & Podmore Pools, Wilden Marsh & Meadows, Hartlebury Common & Hillditch Coppice, Areley Wood.</p> <p>Local Sites (biodiversity and geodiversity) – While Natural England is unable to provide advice on the specific impacts of proposed development allocations on local sites we strongly encourage the Council to use locally available evidence and expertise to assess impacts on them. A number of local wildlife site datasets are available via gov.uk Such sites should be mapped and impacts properly assessed. NPPF paras 113,117,118 refer.</p> <p>Ancient woodland and veteran trees – our Standing Advice refers as does NPPF para 118.</p> <p>Priority species and habitats – Proposed site allocations should take account of records of these assets. NPPF para 117 refers.</p> <p>Protected species – As above. Our standing advice refers.</p> <p>Ecological networks – Allocations should set out</p>	

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Company / Organisation	Response Number	Para	Type of Response	Summary of Response	WFDC Officer Response
				<p>how connectivity of the network will be maintained or enhanced. NPPF para 117 refers.</p> <p>Green infrastructure – Allocations should maintain and enhance the green infrastructure resource by connecting with existing GI and providing new GI on site. NPPF para 114 refers.</p> <p>Rights of way – Allocations should protect and enhance public rights of way, incorporating them into new development in sympathy with their character and quality. NPPF paras 74 and 75 refer.</p>	
South Worcestershire Authorities	LPPO1249	Site Allocations	Comment	<p>It is noted that there are a number of housing and employment sites that border Wychavon and Malvern Hills District administrative boundaries.</p> <p>The following housing and employment sites are adjacent to Wychavon and Malvern's boundary which could have cross boundary infrastructure delivery implications which will need to be considered as the Plan progresses, the implications will differ depending on which of the two options is taken forward:</p> <p>Wychavon:</p> <ul style="list-style-type: none"> FPH/29 VOSA site, North of Summerfield (employment) 1.72 ha FPH/27 East Of Kidderminster: Easter Park, Worcester Road (employment) 9.66 ha 	Your comments on potential allocations along the borders with Malvern Hills and Wychavon are noted. Further discussions are taking place with developers on many of the sites listed. If any sites are proposed in the next stage of the Local Plan which are near the administrative boundary we will discuss them as part of the Duty to Cooperate meetings.

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Company / Organisation	Response Number	Para	Type of Response	Summary of Response	WFDC Officer Response
				<ul style="list-style-type: none"> WFR/ST/2 East Of Kidderminster: Land off Stanklyn Lane, and AS/10 Rear of Spennells and Easter Park – (Option A) up to 930 dwellings M1/10 4 Acres Caravan Site (ADR) – The SWCs welcome that the ADR site continues to be safeguarded during the plan period. M1/3 Parson Chain, Stourport on Severn, (Core Site) 114 dwellings and a link road to relieve congestion at Hartlebury / Worcester Road Island. <p>Malvern:</p> <ul style="list-style-type: none"> AKR/14 Pearl Lane, Stourport on Severn (Option B) 420 dwellings – In addition to the comments set out earlier within this letter, we acknowledge that a number of issues have been raised about this site including: drainage, encroachment in the countryside, extra traffic which would lead to a new Air Quality Management Area to be implemented. AKR/15 Rectory Lane, Stourport on Severn (Option B) 130 dwellings BR/RO/1 Former garage, land at Clows Top (Core Housing / Travelling Showpeople site) 	

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				30 dwellings.	
Historic England	LPPO1289	Site Allocations	Comment	<p>Can the Council give us the historic environment assessment work accompanying the sites which assesses the potential impact proposed development will have on the significance of heritage assets? There is no historic environment information on the maps or in the comments relating to the sites so we are unsure as to what evidence base the Council has and how they are conforming with the requirements of the NPPF.</p> <p>We would be happy to attend a meeting and go through each of the proposed site allocations with the Council and to assist them in developing an assessment process, if this has not already been undertaken.</p> <p>I include a link to Historic Environment Advice Note on Site Allocations and Local Plans which I hope you will find useful. https://historicengland.org.uk/images-books/publications/historic-environment-and-site-allocations-in-local-plans/</p> <p>At this stage it is difficult to tell if Historic England will have objections to the sites though we would welcome the opportunity to work with the Council prior to the next consultation stage.</p>	A detailed historic environment evidence base has been developed for each of the potential allocations.

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Health and Safety Executive CEMHD5	LPPO18	Site Allocations	Comment	<p>HSE where possible will make representations to ensure that compatible development within the consultation zones of major hazard establishments and major accident hazard pipelines (MAHPs) is achieved. HSE acknowledges that early consultation can be an effective way of alleviating problems due to incompatible development at the later stages of the planning process. We also recognise that there is a requirement for you to meet the following duties in your plan, and that consultation with HSE may contribute to achieving compliance:</p> <ol style="list-style-type: none"> 1. The National Planning Policy Framework (Para. 172) requires that planning policies should be based on up-to-date information on the location of major accident hazards and on the mitigation of the consequences of major accidents 2. Regulation 10(1)(b) of the Town and Country Planning (Local Planning) (England) Regulations 2012 as amended requires that in local plans and supplementary planning documents, regard be had for the objectives of preventing major accidents and limiting the consequences of such accidents for human health and the environment by pursuing those objectives through the controls described in Article 13 of Council Directive 2012/18/EU (Seveso III). Regulation 10(c)(i) requires that regard also be 	The advice is noted. In terms of potential allocations affecting HSE consultation zones, site OC/13S is not being taken forward. Site WFR/WC/32 is being progressed but the gas main runs through the neighbouring land which is not being brought forward. The area within the consultation zone for this pipeline is likely to be used for landscaping rather than built development. This issue has been highlighted to the landowner.

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				<p>had to the need, in the long term, to maintain appropriate safety distances between establishments and residential areas, buildings and areas of public use, recreational areas, and, as far as possible, major transport routes.</p> <p>At this early stage HSE can give a general opinion regarding development compatibility based only on the outline information contained in your plan. This opinion takes no account of any intention to vary, relinquish or revoke hazardous substances consents. Planning authorities are advised to use HSE's Planning Advice Web App to verify any advice given. The Web App is a software version of the methodology used in providing land use planning advice. It replaces PADHI+. Further information on the Web App is available on HSE's website: http://www.hse.gov.uk/landuseplanning/padhi.htm</p> <p>Encroachment of Local Plan Allocations on Consultations Zones</p> <p>We have concluded that there is the potential for land allocated in your plan to encroach on consultations zones. The land allocations that could be effected are as follows:</p> <p>STONE HILL SOUTH – OC/13 – HSE Ref: 7169 National Grid Gas Pipeline – Hossil</p>	

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				<p>Lane/Kidderminster</p> <p>LEA CASTLE HOSPITAL EXTENSION (EAST) – WFR/WC/32 – HSE Ref: 6867 National Grid Gas Pipeline – Blakedown/Swindon</p> <p>Compatibility of Development with Consultation Zones</p> <p>The compatibility issues raised by developing housing and workplaces within the inner, middle and outer zones are summarised below.</p> <p>Housing Allocations</p> <p><u>Inner Zone</u> – Housing is not compatible with development in the inner zone. HSE would normally Advise Against such development. The only exception is developments of 1 or 2 dwelling units where there is a minimal increase in people at risk.</p> <p><u>Middle Zone</u> – The middle zone is compatible with housing developments up to and including 30 dwelling units <i>and</i> at a density of no more than 40 per hectare.</p> <p><u>Outer Zone</u> – Housing is compatible with development in the outer zone including larger</p>	

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				<p>developments of more than 30 dwelling units and high-density developments of more than 40 dwelling units per hectare.</p> <p>Workplace Allocations</p> <p><u>Inner Zone</u> – Workplaces (predominantly non-retail) providing for less than 100 occupants in each building and less than 3 occupied storeys are compatible with the inner zone. Retail developments with less than 250m² total floor space are compatible with the inner zone.</p> <p>Note : Workplaces (predominantly non-retail) providing for 100 or more occupants in any building or 3 or more occupied storeys in height are compatible with the inner zone where the development is at the major hazard site itself and will be under the control of the site operator.</p> <p><u>Middle Zone</u> – The middle zone is compatible with workplaces (predominantly non-retail). Retail developments with total floor space up to 5000m² are compatible with the middle zone.</p> <p><u>Outer Zone</u> – Workplaces (predominantly non-retail) are compatible with the outer zone. Workplaces (predominantly non-retail) specifically</p>	

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				<p>for people with disabilities (e.g. sheltered workshops) are only compatible with the outer zone. Retail developments with more than</p> <p>5000m² total floor space are compatible with the outer zone.</p> <p>This is a general description of the compatibility for housing and workplaces. Detail of other development types, for example institutional accommodation and education, and their compatibility with consultations zones can be found in the section on <i>Development Type Tables</i> of <i>HSE's Land Use Planning Methodology</i> , which is available at:</p> <p>http://www.hse.gov.uk/landuseplanning/methodology.pdf</p> <p>Mixed-Use Allocations</p> <p>Because of the potential complexity when combination use classes are proposed, advice regarding mixed-use allocations is outside the scope of the general advice that can be given in this representation. Please refer to the Web App to determine HSE's advice regarding mixed-use developments.</p>	

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				<p>Verification of Advice using the Web App</p> <p>The potential for encroachment is being brought to your attention at an early stage so that you can assess the actual extent of any incompatibility on future developments. Information on the location and extent of the consultation zones associated with major hazard establishments and MAHPs can be found on HSE's extranet system along with advice on HSE's land use planning policy. Lists of all major hazard establishments and MAHPs, consultation zone maps for establishments, and consultation distances for MAHPs are included to aid planners. All planning authorities should have an authorised administrator who can access HSE's Planning Advice Web App; further information is available on HSE's website: http://www.hse.gov.uk/landuseplanning/padhi.htm</p> <p>. When sufficient information on the location and use class of sites becomes available at the pre-planning stages of your local plan, the use of the Web App could assist you in making informed planning decisions about development compatibility.</p> <p>Identifying Consultation Zones in Local Plans</p> <p>HSE recommends that where there are major</p>	

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				<p>hazard establishments and MAHPs within the area of your local plan, that you mark the associated consultation zones on a map. This is an effective way to identify the development proposals that could encroach on consultation zones, and the extent of any encroachment that could occur. The proposal maps in site allocation development planning documents may be suitable for presenting this information.</p> <p>We particularly recommend marking the zones associated with any MAHPs, and HSE advises that you contact the pipeline operator for up-to-date information on pipeline location, as pipelines can be diverted by operators from notified routes. Most incidents involving damage to buried pipelines occur because third parties are not aware of their presence.</p> <p>Identifying Compatible Development in Local Plans</p> <p>The guidance in HSE's Land Use Planning Methodology, available at http://www.hse.gov.uk/landuseplanning/methodology.pdf will allow you to identify compatible development within any consultation zone in the area of your local plan. HSE recommends that you include in your plan an analysis of compatible</p>	

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				<p>development type within the consultation zones of major hazard establishments and MAHPs based on the methodology. The sections on <i>Development Type Tables</i> and the <i>Decision Matrix</i> are particularly relevant, and contain sufficient information to provide a general assessment of compatible development by use class within the zones.</p> <p>There are a number of factors that can alter a Web App decision, for example where a development straddles 2 zones. These factors are outside the scope of the general advice in this letter. <u>HSE's final advice on development compatibility can only be determined through use of the Web App.</u></p> <p>Provision of Information to Interested Parties – Pipeline Operators</p> <p>The pipeline operator/s referred to will be sent a copy of this representation to make them aware of HSE's preliminary advice on this matter</p>	
	LPPO4661	Section C	Comment	Are all Core housing sites definitely going to be built on or will this be part of the Pre-Submission stage decisions? It's worrying to see the number of Core housing sites on the Green Belt of our towns, surely it would be more beneficial to build on the brownfield sites first which is what I assume would be the preferred approach by the Council too given	The final list of sites going forward to the pre-submission consultation is likely to be a mix of those in the Preferred Option (both Core, option A and option B) plus additional sites which have either been submitted during the Preferred Options consultation or were assessed through the HELAA. Further

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				<p>the existing utilities and infrastructure available to these sites?</p> <p>Referring to Section C, Site Allocations, there are c1500 dwellings that can be built before even thinking about the Green Belt sites. Should this not be the obvious choice first of all? Furthermore, having looked in detail at Section C I can see that if all of the site locations and potential number of dwellings are added together, for Core, Option A and Option B, there are only 3,891 dwellings. Have I calculated this correctly? Does this mean that essentially the Options will be taken away at some stage between now and 2034 as ultimately all of the sites (and more) will need to be developed to meet the 5,400 target?</p>	<p>work to update the housing requirement is underway taking into account the Government's latest guidance and recently released population figures. Until the final housing requirement is known, the list of sites cannot be finalised. It should be noted that more sites will be put forward for allocation than are required to allow for sites not being developed. A number of additional areas of safeguarded land will also be put forward for removal from the Green Belt. These sites could then be brought forward for release for development at a future Local Plan review once the existing allocations have been exhausted.</p>
Stanmore Properties Ltd	LPP01517	Site Allocations	Comment	<p>It is acknowledged that an evidence base has been prepared to assess sites for allocation. In the absence of a Topic Paper it is difficult to justify the selections made and why certain elements of an allocation have arisen. For example, in respect of Core Site BW/4, the allocation states the site can accommodate a total of 200 dwellings across the entire site with extensive areas left undeveloped to protect Hurcott Pastures SSSI and Hurcott Wood Nature Reserve. There is no evidence as to why it is capable of accommodating only 200 dwellings which is low for a site of 13.80 ha even allowing for</p>	<p>Comments are noted. A Site Selection Paper will be published alongside the pre-submission consultation document. Further pieces of evidence base work have been commissioned and all of this work will be summarised in this paper on a site by site basis.</p> <p>In terms of BW/4 - the figure of 200 dwellings was based on the capacity of a single access out onto Stourbridge Road with no secondary access off Hurcott Lane.</p>

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				35% green infrastructure.	Further details will be given in the site selection paper.
Ramblers Association	LPPO4138	Section 29	Comment	<p>Section 29 to 35 deal with site allocations for various land use proposals. Basic information is given in tables and the reasoned justification but no information is given about constraints. We think that such information should be available as it has an impact upon the capacity of sites and consequently their value.</p> <p>As examples, the site at Clows Top earmarked as a possible Travelling Show Persons' site has a footpath at one side of it. Ramblers would have some doubt that the two uses are compatible. Also, as already discussed above, the Preferred Option site to the south east of Kidderminster has a number of footpaths across it. I assume that you must have been aware of these constraints in considering the suitability of these sites for the proposed uses. Not drawing attention to their existence could imply that prospective developers do not have to take them into account.</p> <p>There will be other sites in your list that will have footpaths and other constraints on them and they ought to be considered and flagged up in bringing the sites forward for development.</p>	Officers are aware that a number of sites have footpaths affecting them. This is flagged up in the assessment sheets compiled for each site in the Housing and Economic Land Availability Assessment (HELAA). Detailed site policies will be drawn up for the next stage of the Local Plan process for those sites being taken forward. Any public rights of way will be mentioned in the site policy.

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				I trust that these comments will be helpful to you in progressing the local plan and apologise that it has not been possible to make an earlier response.	
	LPPO447	29 - Site Allocations	Object	<p>I object to Option A and Option B, also to some of the Core Sites. By requesting 'A' or 'B' you imply acceptance of the Core Sites.</p> <p>I object (at Lea Castle) to Option A, Option B, and the removal of the trees along the Core Site from the Green Belt.</p>	Your objections relating to the development at Lea Castle are noted. However, there are no plans for widespread removal of the trees at Lea Castle. The mapping on the document simply showed the extent of the landholding.
The Woodland Trust	LPPO532	site allocations	Object	<p>We wish to object to the following site allocations as they are either within or adjacent to an area of ancient woodland. We have set out in our comments as to the importance of ancient woodland in our response under the Green Infrastructure section and also in more detail in our submission at the Issues and Options stage. In summary, it is an irreplaceable habitat, it is strongly protected in national planning policy and so it is imperative that any development which could damage ancient woodland is avoided.</p> <ul style="list-style-type: none"> • FPH/8 SDF and adjacent land • WFR/WC/18 Sion Hill School site • FPH/1 Settling Ponds • WFR/WC/15 Lea Castle Hospital • OC/4 East of Kidderminster (N) 	<p>Officers agree that Ancient Woodland should be protected and any proposed allocations being taken forward will require development to be set back a minimum of 15m from the edge of ancient woodland.</p> <p>FPH/8 site boundary revised to keep development 15m back from edge of woodland (redevelopment of existing buildings)</p> <p>WFR/WC/18 Mostly redevelopment on existing footprint of school buildings</p> <p>FPH/1 not being taken forward</p> <p>WFR/WC/15/32 all woodland being retained</p>

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO SECTION 29 – SITE ALLOCATIONS**INTRODUCTION**

Company / Organisation	Response Number	Para	Type of Response	Summary of Response	WFDC Officer Response
				<ul style="list-style-type: none"> OC/13S Stone Hill South WFR/ST/1 Captains & The Lodge WFR/WC/32 Lea Castle Hospital extension (E) AKR/14 Pearl Lane BR/BE/6 Land off Highclere 	<p>on site. Axborough Wood will be protected from development through policy.</p> <p>OC/4 not being taken forward</p> <p>OC/13S not being taken forward</p> <p>WFR/ST/1 not being taken forward</p> <p>AKR/14 reduced scheme being taken forward. Will not impact on Areley Wood</p> <p>BR/BE/6 not being taken forward</p>
Environment Agency	LPPO1185	29.4	Support	Paragraph 29.4 confirms all sites have been assessed against national and local policy and technical evidence, including the Level 1 and 2 SFRA and WCS. This will help to inform the sequential test to site allocation and ensure development is deliverable.	Your support is noted. The SFRA and WCS have been used to further inform the site selection going forward.

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO SECTION 34 – PREVIOUSLY DEVELOPED SITES IN THE GREEN BELT

Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
Kidderminster Harriers Football Club	LPP0996	Policy 34	Comment	Amend policy to include proposed <u>site south of Kidderminster for the proposed centre of sporting excellence and relocated Kidderminster Harriers stadium and associated facilities. Remove from Green Belt.</u>	Officers do not consider that this policy is relevant to the proposal in question. The site is part of a larger policy allocation for Minster Road Outdoor Sports Area.
West Midland Safari Park	LPP01331	Policy 34	Comment	We support the designation of the Park as a previously developed site in the Green Belt in the Green Belt, and the support given by the Policy to development proposals that support and enhance the park's operations as a leisure and tourism destination. We object however to the section of the Policy which requires the design and landscaping of development to minimise the impact on the Green Belt through using sensitive materials and colours and providing extensive landscaping. RPS considers that these considerations do not impact on whether or not development is appropriate in the Green Belt, and proposing to control development in the Green Belt does not enjoy the support of Section 9 of the National Planning Policy Framework, Other policies in the Local Plan, notably Policy 11C and Policy 27C, along with the Councils' Design DPD can adequately deal with these matters.	Support for designation of WMSP under this policy is noted. The section on design and landscaping of development refers to previously developed site in the Green Belt which are not specifically allocated under this policy. The final sentence will be amended to read as ' For other previously developed sites in the Green Belt, applications for development will be considered against this policy framework and the rest of the policies in the plan.'
West Midland Safari Park	LPP01332	34.4	Comment	We object to the extent of the previously developed land (PDL), as shown on the plan on page 187 of the Preferred Options document.	Your objections are noted. However, officers do not agree that the extent of the previously developed area should be extended to take in the drive-thru- safari area. The red line boundary

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO SECTION 34 – PREVIOUSLY DEVELOPED SITES IN THE GREEN BELT

Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
				<p>RPS considers that the boundary should be the same as the 'Development Envelope' area shown in red on the plan (Figure 1). The general principle for the identification of major tourist attractions as major previously developed sites under PPG2 was to include all the main operational areas within the attraction, including buildings, amusement park rides and associated infrastructure, animal enclosures and lakes (where they fall within operational area).</p> <p>It is considered, however, that other operational land (including the Safari Drive), the car parks and the other lakes should also be defined as previously developed land. We consider that the hotel/waterpark site should be included as that has an extant planning permission and will be implemented within the Plan period. The animal areas should also be included as they contain buildings and various other significant structures, such as fencing.</p> <p>Given the guidance in the National Planning Policy Framework, the designation of these areas would ensure that, by definition, only development that has no strategic impact on the Green Belt will be permitted without the need to demonstrate very special circumstances. All other forms of inappropriate development would need to follow</p>	will be extended northwards to include the land with permission for the water park/hotel and conference centre.

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO SECTION 34 – PREVIOUSLY DEVELOPED SITES IN THE GREEN BELT

Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
				<p>the normal approach where very special circumstances would need to be demonstrated. This wider designation would not be a blanket designation where all forms of development would be acceptable at all locations within the park. This means that, for example, within the Safari Drive area, the replacement of buildings and structures for animals would not need to demonstrate very special circumstances. However, the intensification of these areas outside the parameters of the previously-developed site, or which would be harmful to openness, would need to demonstrate very special circumstances. This is particularly important at WMSP where animal houses and maintenance buildings need to be upgraded, relocated or replaced, and the PDL designation would provide a framework for this. Essentially, the parameters within which development can take place would differ depending on which zone of the park the development proposed is within; so the Safari Drive would differ from the Amusement Park. Given the scale of the site, it is entirely appropriate to apply a PDL designation to all of the operational parts of the site as shown in Figure 1. The undeveloped/non-operational areas should fall outside the MDS.</p>	
Horton Estates	LPP0866	Policy 34	Comment	Firstly, it is requested that this policy be re-titled	Agree with first comment - policy title will be

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO SECTION 34 – PREVIOUSLY DEVELOPED SITES IN THE GREEN BELT

Company / Organisation	Response Number	Para / Policy	Type of Response	Summary of Response	WFDC Officer Response
Ltd				because it isn't limited to "allocated" PDL sites but also covers "windfall" PDL sites. Secondly, we request that Cursley Distribution Park be specifically identified/allocated as a PDL site in the Green Belt under this policy (the site boundary is identified on the enclosed Existing Site Plan). This comprises a 10ha site providing a significant quantum of employment floorspace (22,577sqm), including several large warehouses. It is similar in scale to the nearby Rushock Trading Estate and its identification under this policy is therefore fully justified. Finally, the view is taken that the policy should explicitly confirm that replacement buildings, limited infilling and partial/complete redevelopment will be supported at PDL sites in the Green Belt in principle. This would be in accordance with NPPF para. 89 and would also link to draft Policy 25.	amended to read as 'Previously Developed Sites in the Green Belt'. Second comment - Cursley Distribution Park will be specifically identified under this policy. The policy will confirm that replacement buildings, limited infilling and partial/complete redevelopment will be supported for B1, B2 and B8 uses.

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO SECTION 36: MONITORING AND IMPLEMENTATION FRAMEWORK

Company / Organisation	Response Number	Para	Type of Response	Summary of Response	WFDC Officer Response
Stanmore Properties Ltd	LPPO1526	IDP	Comment	<p>BW/4a and BW/4b should be considered as one site and the whole site should be liable for the infrastructure costs of the development. Splitting the site unfairly allows the northern part of the site to benefit from existing school capacity to the cost of the rest of the site. Furthermore, it should be noted the planning application on the northern part of the site is for up to 100 dwellings, not 82 which is the number shown on an indicative layout and therefore to calculate contributions based on 82 dwellings is erroneous.</p> <p>Overall, the whole site BW/4 should be master planned as one complete site and this would allow for the most efficient layout to be achieved with shared infrastructure, particularly open space. This will lead to the most efficient use of the land and is likely to deliver the greatest number of houses on the site and the greatest infrastructure benefits.</p>	Your comments are noted. Planning permission is now in place for 91 dwellings on the northern part of the site. This includes a S106 agreement covering contributions towards education provision, open space provision and highways infrastructure. This site will be brought forward as a stand alone development.
	LPPO385	Section 106 obligations	Comment	What financial contributions are the developers expected to make under s106? Residents should have sight of the deal the council is striking to weigh up value for money.	Details are provided in the Infrastructure Delivery Plan and Planning Contributions SPD.
Taylor Wimpey West Midlands	LPPO1551	Paragraph 36.3	Comment	No evidence to demonstrate delivery rates of both options in the Preferred Options document. It is extremely important that a Housing Trajectory is prepared so that development rates of each site	Your comments are noted. The plan period is now to be extended until 2036. This should allow time for larger urban extension sites to be delivered within the plan period. Detailed

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO SECTION 36: MONITORING AND IMPLEMENTATION FRAMEWORK

Company / Organisation	Response Number	Para	Type of Response	Summary of Response	WFDC Officer Response
				<p>are fully transparent and can be publicly scrutinised. As highlighted in the context of Rugby Borough (whereby their sites were not in the Green Belt), there is concern that the larger sites may not be delivered, or delivered in full, within the plan period. For example, the plan is not likely to be adopted and, accordingly sites removed from the Green Belt, until 2019, after which the preparation, submission and determination of all planning applications, reserved matters and conditions is likely to take three to five years and earliest completions can be anticipated from year 7 of the 22 year plan. It should be noted that this does not allow for any significant infrastructure that may be required. If five developers deliver 50 per annum, which is 250 per annum, the urban extensions will provide 3,000 dwellings over the remaining plan period. This would result in the urban extensions being completed beyond the plan period.</p> <p>To overcome this, one potential option would be to alter the plan period to commence in 2016 and extend to 2041. This would provide a longer plan period and, although it is acknowledged further OAN work would need to take place, on the basis of the 300 dwellings per annum based on the emerging Plan, a new dwelling requirement of 7,500 would result in a need to identify a supply</p>	<p>site policies will give details of expected delivery timescales. Larger sites are expected to be delivered in phases with multiple sales outlets allowing for an increased rate of housing delivery.</p>

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO SECTION 36: MONITORING AND IMPLEMENTATION FRAMEWORK

Company / Organisation	Response Number	Para	Type of Response	Summary of Response	WFDC Officer Response
				<p>of land equivalent to the delivery of 9,000 dwellings (7,500 + 20%). As demonstrated by the site schedules in the SHELAA, there are sufficient sites to meet the revised land supply requirement, which would allow for both Option 'A' and a dispersal strategy to be delivered.</p> <p>Furthermore, the SHELAA also identified that there is further capacity over and above the 9,000 dwellings to provide relief to the neighbouring HMA whereby housing delivery is proving to be difficult.</p> <p>An alternative approach would be to identify the Option 'A' urban extension as safeguarded land to be delivered beyond the plan period. This mechanism would remove land from the Green Belt and secure the delivery of the Eastern Relief Road in the longer term and would be consistent with paragraph 85 of the NPPF which sets out that: 'where necessary, local planning authorities should identify in their plans areas of 'safeguarded land' between the urban area and the Green Belt, in order to meet longer term development needs stretching well beyond the plan period.'</p> <p>This approach would secure the benefits of Option 'A' yet be realistic in respect of the contributions to housing delivery from the urban extensions.</p>	

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO SECTION 36: MONITORING AND IMPLEMENTATION FRAMEWORK

Company / Organisation	Response Number	Para	Type of Response	Summary of Response	WFDC Officer Response
Education & Skills Funding Agency	LPP01061	Chapter 36	Comment	<p>One of the tests of soundness is that a Local Plan is 'effective' i.e. the plan should be deliverable over its period. There is a need to ensure that education contributions made by developers are sufficient to deliver additional school places required. The ESFA support the Council's approach to ensure developer contributions address the impacts arising from growth.</p> <p>The ESFA would like to respond to any update to the Infrastructure Delivery Plan. Please add us to database for future Developer Contributions/CIL</p>	ESFA has been added to database as requested.
Place Partnership Ltd	LPP01098	Monitoring and Implementation Framework 36.1, 36.2	Comment	<p>WP, WMP and HWFRS are supportive of the proposal for the IDP to detail the infrastructure required to support the proposals and development sites in the Local Plan. We also welcome the recognition that both the Community Infrastructure Levy (CIL) and Section 106 mechanisms will be required to deliver this.</p> <p>Pleased that the contents of the IDP on pages 60 – 61 reflect the representations that we submitted to the Council on the 05 September 2016 and 05 January 2017.</p> <p>We would like to update the aforementioned representations by enclosing in Appendix 2 details of the most recent Secretary of State and Planning</p>	NOT FINISHED

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO SECTION 36: MONITORING AND IMPLEMENTATION FRAMEWORK

Company / Organisation	Response Number	Para	Type of Response	Summary of Response	WFDC Officer Response
				<p>Inspectorate appeal decisions supporting Section 106 contributions for the police service. They confirm that the principle of and methodology used to request such contributions are wholly compliant with the CIL Regulations. They also confirm that ‘infrastructure’ is a broad term and includes not just includes buildings, but equipment and vehicles too, with all types acceptable within the terms of the CIL Regulations.</p> <p>Disappointed to see that the table enclosed in Appendix A of the IDP has not taken into account the aforementioned representations. No reason is given for this. However, please find enclosed in Appendix 3 an update for inclusion in the IDP.</p> <p>Overall, we trust that this response is of assistance to the preparation of the Wyre Forest Local Plan Review, but should there be any queries or further information is needed, please do not hesitate to contact us.</p>	

APPENDIX 3B – KEY ISSUES ARISING FROM RESPONSES
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LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION KEY ISSUES TO SECTION 30: KIDDERMINSTER TOWN

Site	Key Issues Raised	WFDC Officer Comments
AS/1 – Comberton Place	<ul style="list-style-type: none"> This includes what should be an opportunity site for a Park and Ride car park related to the station. 	Part of this site is now being developed for 23 dwellings. Some public car parking is retained
AS/5 – Victoria Carpets Sports Ground	<p>Support:</p> <ul style="list-style-type: none"> Supportive of the proposed allocation. The site is deliverable and a planning application will be submitted shortly. <p>Objections:</p> <ul style="list-style-type: none"> Flooding. The site floods significantly and often and is within Flood Zone 2. The significance and impact of this has not been appreciated in the site's HELAA Assessment. A housing development on this site could have serious implications on the viability and playing of golf at KGC. Loss of Sport facility/Playing field. The proposal is in conflict with the plan which seeks to protect and safeguard community facilities. The site is a prominent and important open space on a major thoroughway of the town. Its loss to bricks and mortar will deplete its green, open value. The adjoining Golf Course has a habitat for wide ranging flora and fauna, some of which could include protected. Traffic. There is an issue with traffic both vehicular and pedestrian. Access to the site is difficult given the high volume of traffic in the area both on the A449 Trunk Road and the Spennells Valley Road and the proximity to the traffic island. How is the loss of the playing field to be mitigated and how does it accord with the PPS? Currently allocated as open space. Will impact on open space, sport and recreation facilities and sites could be lost if allocated prior to being informed by the built and playing field strategies. 	This site now has planning approval (outline) for up to 45 dwellings. It has not been used as a playing field since 2003. Access will be taken from the Spennells Valley Road.
AS/6 – Lea Street School	<p>Objections:</p> <ul style="list-style-type: none"> There is a period of uncertainty about when site could be delivered and as such this test is not met. SHLAA states part of site still in use and thus allocation is not NPPF compliant. 	The building has been confirmed as not fit for purpose for the current users (a small pupil referral unit plus ancillary education staff). New premises are being sought.

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION KEY ISSUES TO SECTION 30: KIDDERMINSTER TOWN

Site	Key Issues Raised	WFDC Officer Comments
BHS/2 – Bromsgrove Street	<p>Comments:</p> <ul style="list-style-type: none"> Many other attractive old and empty buildings are ideal for conversion to attractive town centre living. Additional shops and restaurants in this area are not desirable or economically sustainable. <p>Objections:</p> <ul style="list-style-type: none"> An unsuitable area for a commercial retail island, but should be considered as an area for housing development only. 	The former magistrates' court building is now listed Grade II and is expected to be brought forward for mainly residential uses. Plans for a leisure use on the former Glades site are well advanced. This will include ancillary restaurants. Part of the existing car park will be retained as part of this proposal with the remainder potentially being available for residential use. The former health centre buildings are being retained by the NHS.
BHS/16 – Timber Yard, Park Lane	<p>Objections:</p> <ul style="list-style-type: none"> Appears to include a DW sport and fitness centre. How does this fit with the Built Sports Facility Strategy? Is it surplus? How does the proposal meet NPPF Par 74? Policy and supporting text is very limited and narrow on what form development should take on this gateway site. KCAAP provides detailed guidance and this should be replicated in the Local Plan Review. Will impact on open space, sport and recreation facilities and sites could be lost if allocated prior to being informed by the built and playing field strategies. 	The site only includes the former timber yard and its buildings plus additional land on Park Lane. It does not include land on the other side of the canal. The KCAAP policy will be used as a basis for the policy going forward into the Local Plan
BHS/18 – Blakebrook School	<p>Comments:</p> <ul style="list-style-type: none"> This paragraph speaks of the potential for a cycle path/pedestrian path in relation to St John's Close (and Church View). It is difficult to understand how this may be achieved. <p>Objections:</p> <ul style="list-style-type: none"> County Buildings and Blakebrook School - includes listed chapel and TPOs. Question whether capacity is too high at 35dph. Capacity should be reduced. 	Permission is now in place for a development of 40 dwellings plus the conversion of the former library building adjacent to Bewdley Road. There are no links to the residential development to the rear proposed. The listed chapel and curtilage buildings do not form part of this application. They will be retained and there are proposals to convert them non-residential uses.
BW/1 – Churchfields	<p>Objections:</p> <ul style="list-style-type: none"> Current application for 95 dwellings/offices on part of site. Question 	A revised application for up to 270 dwellings and including conversion of 1902 building is

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION KEY ISSUES TO SECTION 30: KIDDERMINSTER TOWN

Site	Key Issues Raised	WFDC Officer Comments
	deliverability of rest of site as subject to tenancies. Suggest capacity is reduced significantly.	expected to be determined by the planning committee in late 2018. Existing site tenants are on short-term leases.
BW/2 - Limekiln Bridge	<p>Support:</p> <ul style="list-style-type: none"> Supports zoning of BW/2 for residential. <p>Objections:</p> <ul style="list-style-type: none"> The site includes a MUGA. Is this to be protected, relocated or is it surplus? How does it meet with NPPF Par 74? Deliverability of site is questionable. No evidence to show site is viable. In accordance with the adopted and emerging Plans the employment element of this site must be clearly shown to be surplus to requirements through robust evidence. Protect Limekiln Park (existing basket ball court). Question deliverability of site as new link road required to bring site forward. Will impact on open space, sport and recreation facilities and sites could be lost if allocated prior to being informed by the built and playing field strategies. 	The existing basketball court has not been used/maintained for a number of years. The link road will need to be brought forward prior to this site being developed. Funding is now in place and it is expected to be delivered in 2019/20. Talks between the Council and the landowner of the employment site are ongoing. Any proposal will be expected to include some form of open space.
BW/3 – Sladen School	<p>Comments / Support:</p> <ul style="list-style-type: none"> Demolished in 2009 but progress has not been made. It is about time the old school of Sladen was used for building houses but please improve the road access at the Horsefair first. <p>Objections:</p> <ul style="list-style-type: none"> The Sladen school land was provided by the Church for the specific purpose as an educational facility. What is the status of the covenant that forbade other uses? Sport England may require large area of sports field to be retained. Capacity of 72 should be reduced. This will give rise to the loss of playing field. Is this in compliance with NPPF Par 74 and SE Policy? Is the loss supported by the PPS - is the playing field surplus? Will impact on open space, sport and recreation facilities and sites could be lost if allocated prior to being informed by the built and playing field strategies. 	It is still intended to bring the site forward for a mix of general needs housing and supported housing. The link road at Churchfields will need to be provided prior to this site coming forward. Some form of open space suitable for sports use should be provided as part of any development proposal as this playing field was assessed as part of the Open Space Study.
FPH/6 – Oasis – Goldthorn Road	<p>Objections:</p> <ul style="list-style-type: none"> Although currently allocated, site has not come forward. Delivery is questionable and it should be removed from plan. 	Site has had its lease renewed for employment and has therefore been removed from the plan in order to safeguard

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION KEY ISSUES TO SECTION 30: KIDDERMINSTER TOWN

Site	Key Issues Raised	WFDC Officer Comments
		jobs.
FPH/18 – Naylor’s Field	<p>Objections:</p> <ul style="list-style-type: none"> • Today it is still used by children playing football etc. The proposed development of 35 dwellings would be totally out of character with the area. • Residents’ access to fields will be restricted. • Community event held on fields. • Spoil the view from the houses. • WFDC stated in writing that "they do not support any housing scheme" and that historically the land had "educational use" as playing fields. • The loss of habitat for wildlife. • Sutton Park Road itself is already busy and congested. • Use brown field sites not green field. • Should be maintained as open space - subject to para.74 of NPPF. • Will impact on open space, sport and recreation facilities and sites could be lost if allocated prior to being informed by the built and playing field strategies. 	This site is surplus to education requirements. It is acknowledged that it has informal use but it is not marked out as a playing pitch. Any development will need to retain 40% of the site as open space/green infrastructure.
FPH/24 – Romwire	<p>Support:</p> <ul style="list-style-type: none"> • Welcome and support the recognition within paragraph 30.8 that it is proposed to construct the Wyre Forest Emergency Services Hub on part of the former Romwire site. 	Support is noted. Planning approval is now in place for the Emergency Hub
FPH/25 - Rear of Vale Industrial Estate	<p>Comments:</p> <ul style="list-style-type: none"> • There is some adjacent vacant land at the north end of the sewage works whose inclusion in the development should be encouraged. • It needs to be bear in mind that this site did not form part of the outline approval of the British Sugar site and as such the wider surface water drainage strategy agreed for this site has not taken this site into account. 	It is no longer proposed to allocate this site for employment use as there are biodiversity issues which cannot easily be mitigated for.
OC/11 – Stourminster School site	<p>Objections:</p> <ul style="list-style-type: none"> • Will impact on open space, sport and recreation facilities and sites could be lost if allocated prior to being informed by the built and playing field strategies. • Playing fields on site will be subject to para.74 of NPPF • No amenities to support development on such a large scale. 	This site does not include any of the playing fields which are being retained for use by the schools on Borrington Road. Pedestrian links from the site through to the neighbouring site will be encouraged.

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION KEY ISSUES TO SECTION 30: KIDDERMINSTER TOWN

Site	Key Issues Raised	WFDC Officer Comments
WFR/WC/18 – Sion Hill School site	<p>Comments:</p> <ul style="list-style-type: none"> A point of major disquiet, it has become a focus for anti-social behaviour and thus there is a danger of serious injury. It should be demolished immediately. Planning permission has been granted on this site but progress has not been made. <p>Objections:</p> <ul style="list-style-type: none"> Allocated for 60 dwellings but has permission for 46. Capacity should be reduced to reflect this as already counted as commitment. Will impact on open space, sport and recreation facilities and sites could be lost if allocated prior to being informed by the built and playing field strategies. No amenities to support development on such a large scale. 	<p>Site is now cleared of buildings and a planning application for residential development is expected to be determined shortly.</p> <p>The previous application for 46 dwellings was never fully approved as the S106 agreement was not signed. This proposal only affects the previously developed part of the site and does lead to loss of the playing fields. Part of the playing field is now owned by the primary school.</p>
FPH/1 – Settling Ponds	<p>Support:</p> <ul style="list-style-type: none"> The release of the developable part of this site for housing will not threaten permanence of Green Belt boundary as adjoining land is SSSI or FZ2/3. Site is in suitable and sustainable location especially for housing. In largely residential area with associated facilities, is close to employment areas, is easily accessible to town centre and has strong links to main road network and rail network. <p>Comments:</p> <ul style="list-style-type: none"> Site is totally inappropriate to this area, lying adjacent to the nationally important SSSI and nature reserve. This area should again be retained as a buffer between development and the relatively rare and protected marshland habitat. Adjacent to some of our District's most valuable wildlife areas. There is a real risk of increasing disturbance pressure on these sensitive areas. Site will be subject to current planning regulation and biodiversity concerns will make development more complicated and may even restrict the nature available developable area Need to maintain buffer between development and SSSI but should be possible to make some land available. 	<p>This site is not proposed for release from the Green Belt due to impact on adjacent SSSI. See site selection paper and sustainability appraisal</p>

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION KEY ISSUES TO SECTION 30: KIDDERMINSTER TOWN

Site	Key Issues Raised	WFDC Officer Comments
	<p>Objections:</p> <ul style="list-style-type: none"> • The land is an important and valuable local urban wildlife asset, home to many toads, frogs, polecats and protected species such as otter and great crested newt use the lagoons. • Domestic/industrial activity would destroy the Marsh, which is also a flood plain. • Already traffic congestion in area; further housing could bring the whole of North/South traffic to a standstill. • Needs to demonstrate exceptional circumstances. Green Belt assessment advises there is an absence of defensible boundaries at this location. Need evidence before it can be allocated. • Development here will lead to unacceptable adverse impacts on the adjacent SSSI and the Wilden Marsh Nature Reserve. • It is essential to recognise that the council has a statutory duty to take steps to protect and where possible enhance the SSSI under the Wildlife and Countryside Act 1981 (as amended) and we cannot see how this duty can be discharged in light of the significant effects anticipated. • It would be devastating to the local area to allow all natural land to be consumed by housing or industry. • The road itself cannot possibly support any more traffic at either end as well as the fact that cars race down Wilden lane in parts and more traffic would likely cause more accidents and danger to pedestrians, cyclists and residents. • This is a valuable asset to the local area which will be seriously disrupted in the event of erection of housing or light industrial areas. • This pocket of land should be gifted to the Worcestershire Wildlife Trust • The land is an important valuable local wildlife asset. • This site "feeds" the SSSI site and use for industrial housing will have a long term effect on flora and fauna. Additionally the infrastructure and access to the site is insufficient to support any increase in traffic flow along Wilden Lane towards Kidderminster. • No constructive evidence why the "settling ponds" need to be developed for housing. 	

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION KEY ISSUES TO SECTION 30: KIDDERMINSTER TOWN

Site	Key Issues Raised	WFDC Officer Comments
	<ul style="list-style-type: none"> • Not sure but this area thought to be possibly contaminated. Surely drainage issues exist as well. • There has already been a major development on the western side of the SSSI, with the large Silverwoods residential and industrial estate. A development to the east of the SSSI would squeeze the green corridor to an impossible degree, inevitably causing the existing wildlife occupying the site to be disturbed and frightened away. • The Settling Lagoons should be added to the existing SSSI in order to provide a more realistic nature reserve • Surely the pre-eminent principle is supposed to be that any development should not adversely affect a SSSI and this would inevitably be the case if any development was to take place upon this site. • There are countless brownfield sites in Kidderminster which should be developed first. • Site currently acts as a buffer between a busy road and a SSSI. 	
General Comments	<ul style="list-style-type: none"> • King Charles 1 School is satisfied there is sufficient capacity to deal with the effects of both options. • There is a need to determine any ecological constraints using up to date survey information. • Concerned that the schools and doctors will not be able to cope. • How will water/sewage disposal for 5400 households be provided? • Bring empty houses back into use. • The hospital is already inadequate and new school places would be needed. • Kidderminster has 'zoned' parts of the town centre for commercial development which is just not happening. • Supports the idea that people should live in town centres. It makes sense to use the unused space over shops and business premises for housing • Horsefair shopping street is a disgrace to look at especially as an entry/exit portal to and from Kidderminster 	<p>Proposals include land for 2 additional 2-form primary schools. Community buildings are also proposed which could potentially house GP surgeries subject to NHS requirements.</p> <p>The Water Cycle Study has been undertaken by specialist consultants and looks at future water supply and sewage disposal capacity. The district council is working hard to bring empty homes back into use and has officers tackling this issue.</p> <p>Horsefair – proposals for new link road will enable this area to become one-way. Local community groups are helping to spruce up buildings throughout the area.</p>

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION KEY ISSUES TO SECTION 31: KIDDERMINSTER URBAN EXTENSIONS

Site	Key Issues Raised	WFDC Officer Comments
WFR/WC/15- Lea Castle Hospital	<ul style="list-style-type: none">• Supports the inclusion of the Lea Castle Hospital site as a proposed allocation for 600 dwellings.• 1.96ha or employment land on the site. This should be re-worded to be around 1.2ha• Is inappropriate for it to remain derelict but its boundaries re too widely drawn. Talbots Hill Coppice should be retained. Shelter belts which screen site should be retained and adjacent land should be planted up.• Undeveloped land in centre should be retained as a park.• Sports field should be retained and field to south should be excluded to retain gap between Kidderminster and Lea Castle.• Village centre facilities should be at centre of site not southern gateway.• Road junctions need amending on A451.• Impacts on biodiversity at Lea Castle site as it has a large amount of rare and protected biodiversity on site.• Infrastructure doesn't exist to support 600 dwellings at Lea Castle.• Cookley is not an extension of Kidderminster and it should not be developed as such.• 300 care home places could be accommodated and would make sense. The care home would provide employment for local residents.• Development of the Lea Castle site is needed but must be done sensitively to support local infrastructure/need unlike current plans.• The access onto two very busy main roads will need careful consideration.• Infrastructure is already stretched to full capacity, with the A449 already an accident hot spot.• No reason for development to remove trees, woodlands or wild life habitats in the name of progress.• Support re-use of Lea Castle but only if a sustainable settlement is created. Otherwise this will impact adversely on neighbouring areas.• Cookley School has already been extended and is at capacity. Medical facilities are stretched.	Site has outline planning approval for up to 600 dwellings subject to S106 agreement.

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Site	Key Issues Raised	WFDC Officer Comments
	<ul style="list-style-type: none">• Planning approval has already been given approval.• The current plans allow for no additional facilities such as doctors surgeries or schools and would place a huge burden on Cookley's resources.• Where is evidence that site has been marketed as mixed use led scheme? It is inappropriate for site status to be changed. This allocation is inappropriate.• Unsustainable since it lacks viable access for all people.• Impact on Cookley village facilities.• The proposal will blight the village's attractiveness.• Would effectively link Cookley to Kidderminster making it an extension of Kidderminster.• As a separate village Cookley should be allowed to expand in line with its own needs.• Cookley is a village. It is not an extension of Kidderminster and it should not be sacrificed to support Kidderminster's needs.• In order to meet lower Co2 targets the plan should be promoting centralised housing development that reduces the dependency on car traffic.• How will Cookley be Inset Green Belt when southern Green Belt is removed?• There are brown field sites not on plan.• The junction of the A449 and Castle Road, Cookley is extremely busy.• Cookley is referred to as an urban extension of Kidderminster, it is not, it is a village. As a separate village it should be allowed to expand in line with its own needs.• Cookley should not end up as part of Kidderminster.• The loss of farmland and threats to the natural habitat. In addition to the devastating environmental impact of this loss, the potential detriment to the health and wellbeing of the residents of Cookley should not be underestimated.• Loss of village identity/infrastructure concerns.• The scale of the suggested development of both options A and B reach far beyond the footprint of the former Lea Castle hospital site.• The Infrastructure in, and surrounding, Cookley is inadequate for such a large	

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Site	Key Issues Raised	WFDC Officer Comments
	<p>scale development.</p> <ul style="list-style-type: none"> Do not object to some development on Lea Castle but it needs to be done sympathetically with good infrastructure. Increase in traffic in and around our quiet village. Support for development of a new community on the Lea Castle Hospital and School brownfield site, provided that consideration is given to the local environment and ecosystems; is built with good housing principles; the local community is fully engaged with planning the development and infrastructure, such as transport, schools and GPs are provided. It will not have a negative impact upon the landscape character. 	
BW/4 - Hurcott ADR	<ul style="list-style-type: none"> Accept that we need more family-sized semis but also need to provide for ageing population. Site will be subject to current planning regulation and biodiversity concerns will make development more complicated and may even restrict the nature available developable area. 314 dwellings could be provided at 35 dwellings per hectare. 200 dwellings is too low, the site should be allocated for at least 300 dwellings. The whole site BW/4 should be master planned as one complete site and this would allow for the most efficient layout to be achieved. Would have a devastating effect on the traffic using Hurcott Lane which is currently a rat-run between the Birmingham and Stourbridge roads. Clearly visible from Stourbridge Road, and forms a vital part of the visual landscape. Development would be detrimental to visual landscape. Good quality (Grade 3a) agricultural land. Too close to Podmore Pool and Hurcott Pool SSSI. A new survey should be carried out to determine the present diversity of bird life. An up-to-date survey of flora, fauna and insect life should be carried out to determine the biodiversity in the SSSI, the Nature Reserve and surroundings. It will cause urban drift in the merging of Kidderminster with Hurcott Village. 	<p>The parcel to the north of the dry valley has planning approval for 91 dwellings and Miller Homes are expected to start on site shortly.</p> <p>The southern parcel is proposed to remain as an undeveloped 'green gap' as development here would have an adverse impact on the adjoining SSSIs, the setting of the historic settlement of Hurcott and access would be unworkable. It is proposed to close off Hurcott Lane to through traffic and any additional traffic from development on the southern parcel would have an adverse impact on this historic lane and its sandstone cuttings. Site access would not be acceptable from Hurcott Lane. Access from the northern parcel would require a raised bridge across the 'dry' valley. This would have an unacceptable impact on the landscape.</p> <p>The proposal to reopen the footpath link</p>

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Site	Key Issues Raised	WFDC Officer Comments
	<ul style="list-style-type: none">• Traffic at Hurcott Lane should be limited by a one way system.• Any development behind Kendlewood Road should be conducted sympathetically.• Any access should be limited to Stourbridge Road.• The bridle path between Hurcott Road and Hurcott Lane must be preserved.• All trees within the proposed site should be preserved.• The character of this little village will be destroyed.• The greater the access the more unwanted criminal activity will arise.• The junction will not cope with the extra traffic.• The intrusion of more people and a pathway/cycle path from the housing estate to Broadwaters Park will destroy the SSSI.• The cycle path and walkway will also provide a big security risk for houses backing onto the land at the rear of the Kendlewood Road.• Infrastructure needs to be upsized to cope with the extra population.• Whatever development is proposed for Kidderminster the dangerous junction between Hurcott Lane and the A456 and the weak road bridge at Hurcott Pool Reservoir need addressing.• The Council might also want to consider cutting off Hurcott Road at the point where it narrows to a single track road, improving the amenity access to Hurcott Nature Reserve for pedestrians, cyclists and horses.• The proposed core development would engulf is Hurcott Village• The village is of historic and scientific interest, being developed on a site that is regarded as one of the oldest sites in British papermaking dating back to the middle ages.• There are regular incidents and accidents as a consequence of increased traffic from drivers using it as a cut-through from Stourbridge Road to Birmingham Road.• The village is wholly residential; there are no shops and no pub and the road should only serve residents and those visiting the woods.• The village is currently crime-free and - with no street lighting - free of light	<p>from Hurcott Village would have an adverse impact on the SSSI. Worcestershire County Council is still considering this footpath proposal.</p> <p>The SSSI must be kept free of public access as it is very sensitive. (see Ecological assessment report in Evidence Base)</p> <p>The northern site has been design so that a wide natural buffer of wildflower meadow planting is provided along the southern edge adjacent to the 'dry' valley.</p> <p>Pedestrian access into Broadwaters will be provided along Stourbridge Road itself.</p>

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Site	Key Issues Raised	WFDC Officer Comments
	<p>pollution.</p> <ul style="list-style-type: none"> • The Hurcott Road is small, busy and dangerous as it is and would not be able to cope with that amount of travellers coming up and down. • The current plan for the strip next to the Stourbridge Road is far enough. • I do not believe the infrastructure of roads, amenities, schools and is enough to support such a development and would suffer causing major disruption and disadvantage to the existing residents. • Development would also reduce openness • Hurcott Village is an ancient settlement, mentioned in the Doomsday Book. • There is no mention in the plan of infrastructure to support the developments either side of the village. • Policy 26 A and B - The proposals would not protect the historic environment with regard to Hurcott Village. • There are a large number of brownfield sites in the Wyre Forest, particularly Kidderminster, which either do not appear in the plan or show absolutely no signs of development. • The vehicle pollution emissions and noise levels are already unbearable, with excessive speeds and the increase of HGV's which have caused unsightly passing places and in turn are dumping grounds for fly tippers. • It is unsafe for pedestrians and cyclists to venture into the village. This lane needs protecting and preserving now. • Stop traffic flows in Hurcott before it's too late. • Better utilise unoccupied commercial buildings and existing brownfield sites firstly, rather than destroying areas of outstanding beauty. • Both the A449 and A451 head to the bottle neck that is the Horsefair. • Any development of this traditional land with hedgerows and fields is found to impact negatively in the wildlife habitats. • The access and highways infrastructure would not cope with the additional traffic and some cosmetic changes, additional visibility splays and traffic lights will not do anything to help this. • Would cause impossible traffic situations for Hurcott Lane and Hurcott Road. No 	

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Site	Key Issues Raised	WFDC Officer Comments
	<p>traffic count or accident details can illustrate the reality of the dangers for motorists or pedestrians on these routes.</p> <ul style="list-style-type: none"> • The reality of no pavement and safe pedestrian access along Hurcott Lane to the Nature Reserve needs to be a priority and the volume of traffic restricted. • We have monitored the traffic in the Hurcott area. Much is from non residents travelling to the West Midlands. • Do we need another 20,000 residents? • Character of the village will be lost. • Hurcott needs to be made into a cul-de-sac anyway to stop the erosion, dangerous speeds, accidents, volume of traffic and air pollution. • The fumes from all these vehicles is bad due to the village being in almost the lowest dip of the valley, therefore not dispersing. Many front doors are just a few feet from the road itself and the speed of the traffic is frightening, never mind the noise. • Traffic problems in Hurcott with additional cars - horse riding has stopped, accidents have happened. • This area should be left alone for natural wildlife. • The proposed extensions, in one area are unfair to local residents causing a new bottle neck to the entry of Kidderminster. • Current road layouts are not suited for the extra traffic and would need significant alteration to safely incorporate another estate • (BW/4) incorporating the dry valley has the potential to significantly modify the drainage characteristics of the area and development here has the potential to have a significant harm upon the Hurcott Pasture SSSI and the adjacent Hurcott and Podmore Pools SSSI, adversely affecting their unique setting. • Development of site BW/4 would make the appropriate management of the SSSI to maintain its ecological interest difficult. • There is no evidence of an applied buffer zone to the SSSIs as the site assessment report indicated would be required. • Hurcott Lane is a single carriageway with vehicle forced passing places over steep grass verge with in part restricted visibility. 	

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Site	Key Issues Raised	WFDC Officer Comments
	<ul style="list-style-type: none"> I do not believe development of either Hurcott site would offer any benefit to the people of Kidderminster. It would most likely comprise of expensive housing which the majority within the area could not afford with a token of affordable housing. The Local Plan predominantly concentrates proposed development along a wide eastern corridor. Is this not disproportionate? It is entirely appropriate for this ADR site to be allocated as a Core Site SHLAA panel considered that this ADR may be suitable for housing (up to 250 dwellings) if greenfield land releases are required at the end of the plan period. There is no need to remove the site from the Green Belt. Deliverable within the next 5 years. Frontage to the A451 Stourbridge Road, which is an existing bus route. The ecological features of most interest are located around the boundaries of the site, which can be retained and enhanced. The wider area of Site BW/4 also offers potential for green infrastructure connectivity through to Broadwaters Park / Podmore Pool and the facilities and amenities in Broadwaters. It amounts to about 14 hectares of poor quality agricultural land. Overall, its development would not significantly harm the purposes of the Green Belt. The Inspectors Report 2003 considered whether there were any exceptional circumstances to return the land to Green Belt. No exceptional circumstances were justified and the site was not needed for development at that time such that it remained as ADR. 	
OC/4 - Rear of Baldwin Road	<ul style="list-style-type: none"> Concern to the integrity of Hurcott Village. Any access should be limited to Birmingham Road and Stourbridge Road. The bridle path between Hurcott Road and Hurcott Lane must be preserved. Area between Podmore Pool and Hurcott Pool is an important wildlife corridor. All trees within the proposed site should be preserved. The road structure is ridiculously inadequate for this type of development. Too close to the SSSI. 	This land is not proposed for allocation in the Local Plan owing to adverse impact on SSSIs, setting of Hurcott Village and landscape impact of building beyond the ridgeline opposite Husum Way.

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	<ul style="list-style-type: none">• Height of this land will make the western approach (A456) to the WF very unattractive.• There is also the issue of whether the road bridge on Hurcott Lane could support any material increase in traffic.• Put bollards across the road adjacent to the access to the Hurcott Nature Reserve, thereby allowing vehicle access to the Nature Reserve from both the Stourbridge Road and the Birmingham Road, but preventing through traffic.• Development would spoil our main approach along the A456 completely. Endangered species in this area, the skylarks, owl, hedgehogs, bats and the plethora of beautiful small birds.• Retain and preserve as much nature, flora and fauna as we possibly can.• Building on it would be contrary to County Green Belt policy.• 450 dwellings on this site would also have a devastating effect on the traffic using Hurcott Lane.• Increasing vehicular access will further reduce pedestrian safety.• Visual impact on the landscape resulting in an urban rather than rural approach to Kidderminster.• Good quality (Grade 3a) agricultural land.• An up-to-date survey of flora, fauna and insect life should be carried out to determine the biodiversity in the SSSI, the Nature Reserve and surroundings.• Merging of Kidderminster with Hurcott Village.• Developments either side of Hurcott village would completely change this hamlet.• The Green Belt to the east of Kidderminster is vital in separating the town from the West Midlands conurbation.• The development would not be a sustainable community.• The fields are regularly used - and have been for 30 years or more.• Offmore primary school is ready full.• Birmingham Road already accident blackspot.• Brownfield sites should be used as they are more appropriate and are available.• Used by walkers, dog walkers and people wanting to run/exercise in an unspoilt	

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Site	Key Issues Raised	WFDC Officer Comments
	<p>green area.</p> <ul style="list-style-type: none"> • The land is Green Belt and should remain so. • Linear development along the A456 towards Blakedown and Hagley will negate one of the purposes of Green Belt policy. • Development will lead to increased traffic congestion and the inevitable increase in resulting accidents. • This site is the main entry to the town approaching from the north and east. The proposed building work would be an urbanised eyesore for anyone driving into the town this way. • Current infrastructure cannot support suggested numbers. • It will tower over houses on Baldwin Road. • Future generations will judge us by the decisions we have taken. • We consider a plan to develop this area for housing as inconsiderate, inappropriate, short sighted and piecemeal. • Noise and air pollution due to increased traffic on the roads around Greenhill and Broadwaters. • Pressure on local amenities (play areas, schools, shops, etc). • Pressure on public transport, since the proposed sites are too far from the town centre and secondary schools to access by walking. • Increase of pedestrians (in particular children accessing Offmore primary) - there would need to be provision of a suitable crossing. • Detrimental impact on our wellbeing and our house prices. • Road Safety/Road access – Problem for over 20 years - Baldwin Road used as a rat run, excessive traffic as the Birmingham Road and the Land Oak junction cannot cope. • GP surgeries are struggling to cope with existing patients • Loss of views and amenity / recreation space for local residents. • What benefits this proposed development would bring to the area? • Baldwin Road is already used as a rat run to avoid congestion at the Land Oak traffic lights. • Unsustainable. The only facilities on this side of town include a public house a 	

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Site	Key Issues Raised	WFDC Officer Comments
	<ul style="list-style-type: none">garage and a small convenience store.• Threats to public rights of way.• Would not support a new bus route.• Reduction in property value.• Interruption of rural outlook.• Removal of privacy.• Light reduction.• Additional noise.• Disruption throughout development.• Removal of leisure facilities.• Employment opportunities.• New services costs.• Access• Contrary to the wording used within the plan – extending the town will make Kidderminster a LESS desirable place to live.• Wyre Forest should not allow construction of housing if existing routes and a valued Nature Reserve are compromised and made increasingly unsafe.• Were told no new houses were to be built in the area.• Kidderminster’s boundary would be moving nearer to Blakedown.• Loss of amenity and loss of privacy.• The Greenhill district of Kidderminster was developed with no common land or park areas. The local populace have used the land at the rear of Baldwin Road for general recreational purposes including walking/dog walking, picnics and educational walks for children.• This Green Belt area also allows for some fantastic views of the Clent Hills.• Additional building will add to flood risk.• Would like an assessment of capacity of A456 through Blakedown.• Agrees with the Offmore Comberton Action Group.• Baldwin Road is one of the highest points in Kidderminster and housing development here will have a huge visual impact from a wide area.• Green Belt Site clearly makes positive contribution to openness of Green Belt.	

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Site	Key Issues Raised	WFDC Officer Comments
	<p>However, boundary to rear of gardens in Baldwin Road is not robust as some gardens have been 'extended'.</p> <ul style="list-style-type: none"> • Site is well located on edge of Kidderminster. • Considered to be sustainable location and most logical area to release from Green Belt. • Important that Hurcott Village retains its separate identity. Safe and suitable access can be designed and local support for stopping up of lane. 	
WFR/CB/7 - Land off Birmingham Road	<ul style="list-style-type: none"> • The A456 would require substantial capacity development to deal with the increase in traffic, if this was achieved Husum Way will not cope. • There is currently a high level of wildlife within this area including badgers, foxes, deer and a large variety of birds, including endangered species. • This proposal does not support a sustainable community, does not accommodate a neighbourhood centre and will put pressure on the current Offmore infrastructure and amenities. The Offmore primary school is currently at full capacity and cannot be developed as it is on a restricted site. • Development of this site would be a case of gross sprawl. • Transport links to the motorways involve trucks using the already overloaded A456 though Hagley. • The proposals at Hodge Hill are in conflict with Policy CB16 of the Neighbourhood Plan which provides for the use of existing rather than new buildings. • Hodge Hill Farm is locally listed and access to the site is dangerous. • Impact on highways. • Impact on wildlife. • Loss of good agricultural land. • Loss of and impact on Green Belt. • Loss of amenity. • Noise and air pollution • All industrial/trade units should be kept within the South Kidderminster 	This land is not proposed for allocation. It would extend development out into open countryside along the A456 towards Blakedown.

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Site	Key Issues Raised	WFDC Officer Comments
	<p>Enterprise Zone.</p> <ul style="list-style-type: none"> • We agree with all 10 "Disadvantages listed on the circular known as "OCAG-LP (Offmore Comberton Action Group-Local Plans). • It represents inappropriate ribbon development of the worse kind in one of the more attractive approaches to Kidderminster • support the sites OC/5 and WFR/CB/7 • The site is self-contained/self-governing • Employment uses proposed and its location on the outskirts would assist in keeping traffic off the more limited road network within Kidderminster itself. • Site already has sustainable transport links. 	
OC/ 5 – Husum Way	<ul style="list-style-type: none"> • If Kidderminster is to extend out to Hurcott Lane, it may be appropriate for it to extend out as far on the other side of A456. • Impact on highways. • Impact on wildlife. • Loss of good agricultural land. • Loss of and impact on Green Belt. • Loss of amenity. • Noise and air pollution. • This land is considerably higher than the surrounding so development would be very visible. • The views as you drive into Kidderminster currently help lift the appearance of the area. • The junction on the Birmingham Road onto Husum Way is already very dangerous and proposing to add to the traffic and congestion in that area would be catastrophic. • The houses could also prove difficult for a private developer to sell due to the traffic noise. • Before any building work commences the proposed Eastern By-Pass would need to be constructed. • The proposed Eastern By-Pass would need to extend from the A449 	<p>Part of this site will be required for junction improvements – a 3 arm roundabout is proposed. With planting of a significant landscape buffer along the A456 frontage, limited residential development of up to 30 dwellings is proposed on this site as part of a wider eastern urban extension. This site must be designed to limit the impact on the gateway to Kidderminster and soften the urban edge where it meets the historic Hodge Hill Farm complex.</p>

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	<p>Wolverhampton Road all the way to the A449 Worcester Road to be effectual,</p> <ul style="list-style-type: none"> • We would like an assessment of capacity of A456 through Blakedown. • Support the site OC/5. • The site is self-contained with little constraint. • Agricultural field which will have limited ecological value. 	
OC/6 - East of Offmore Farm	<ul style="list-style-type: none"> • It has been demonstrated that the release of the site from the Green Belt would not compromise the five purposes of Green Belt. • The value of our property will be significantly decreased. • The lower field encompasses the Blakeway stream which regularly floods. • Will cause flooding in Offmore and Borington • Badgers and bats which are active are in this area. • With this development we will have gridlock on the existing roads. • Hospital is not capable of covering the new population. • Insufficient GP's. • Insufficient Dental infrastructure. • Insufficient Schools. • There is no satisfactory access to the fields behind Offmore farm (Old People's Home). • At least two different species of woodpecker, frogs and toads, bats, foxes, pheasants and many other bird varieties in these fields as well as other wildlife. • Would be "ribbon development" with no "soul" or shops and school attached to it. • An eastwards extension of the town would be patchy, haphazard development at best and blight on the Green Belt. • Any further intrusion in to the Green Belt risks connecting Kidderminster to Blakedown to Hagley to Halesowen and eventually to the outer suburbs of Birmingham. • Traffic in these areas is already at unacceptable levels and any development would add to the already heavily used rat runs in these areas. • Loss of views and amenity / recreation space for local residents 	<p>This site together with OC/13N is proposed as an urban extension with at least 50% of the overall site given over to open space with significant woodland planting. Planned development will be in the form of a number of character areas with wide swathes of green infrastructure linking through the site. Areas prone to flooding will be kept free of development. Land for a new school will be provided on the site to the south together with a 'community building' which could potentially house a GP surgery and small convenience store. Pedestrian links to the existing Offmore Farm Estate will be provided at Offmore Farm Close. Development will follow the contour lines with extensive planted corridors to form a firm eastern boundary. The development will provide the opportunity for a series of circular walks where there is currently no public access. A community orchard is proposed near to Offmore Farm. This development will be served by a single carriageway estate road (20 mph) which will join Husum Way below the railway bridge and eventually come out onto the</p>

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	<ul style="list-style-type: none">• If you build hundreds of houses on Green Belt land it will only attract those who will not work in the area but simply commute out of the area.• Some of this is grade 2 agricultural land.• No benefit of putting a road through these fields and building houses.• No room at Offmore Primary and it has been extended to maximum.• Tennyson way and Husum way are already used rat runs• Does not believe that any meaningful communities will be created by developing to the east of Offmore.• Additional pressure on Offmore Primary School which is on a restricted site.• Noise and air pollution would increase substantially.• Traffic congestion.• Other sites more suitable.• We are expected to accept that one of these options is inevitable• The fact that councils are being given the green light to remove the protected status of such areas is wrong in principle.• This farmed land is a key aspect of the local environment. Changing the use of this land would be wrong on historical, political and environmental levels.• We do NOT want an Eastern relief road with the resulting disruption, noise, pollution, corrosion of local character and damage to the environment.• Developing the Eastern side of the town will adversely affect the lives of thousands.• Dispersal is preferable to extending an already busy town.• The Green Belt area to the east of Kidderminster plays a vital part in separating the town from the West Midlands Conurbation.• There are anti social behaviour issues that need sorting on Offmore. Adding more houses is likely to worsen the issue.• The local bus service doesn't properly serve the existing community.• There are many speeding cars on Tennyson Way during the evenings; this will only become busier with more housing and cars.• You are proposing to build more houses that we don't seem to need.	Comberton Road/Spennells Valley Road roundabout.

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	<ul style="list-style-type: none">• To centralise all the current development plans to one area of the town seems very unfair.• Far more suitable and sustainable options for future development in the area.• It is important for wildlife.• It would have no neighbourhood centre.• This land also has a habit of flooding and water run-off would be increased with building on these fields.• Will ruin the countryside.• Consideration should be given to the effect of flooding of the stream which flows from the eastern direction and along the edge of the Offmore estate towards Spennells.• If development here goes ahead we ask that the unique nature of the Offmore Court development is respected and an area of undeveloped land should be allowed to remain around the development.• This will affect many things i.e. doctors, more pressure on hospitals, dentists, schools too.• Object to OC/6.• There are many species of birds in this area and a number on the BTO/RSPB red list. There's also plenty of other wildlife around including great crested newts.• There is no immediate road access to the rear of Prior Close.• We do not wish to become the Wyre Forest District of Birmingham or the West Midlands.• A bypass would need to be developed before the land to the east of Offmore could be developed.• Question whether the linear development would create any degree of community and social cohesion.• Would like an assessment of capacity of A456 through Blakedown.• Proposed eastern relief road would add further pressure to A456 in village. If A448/A450 junction was improved it would divert traffic from centre of Kidderminster and relieve pressure on A456.	

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Site	Key Issues Raised	WFDC Officer Comments
	<ul style="list-style-type: none"> It is promoted as an infrastructure led residential development with significant green infrastructure, plus land for a primary school and other community facilities. It also provides opportunity for strategic relief road around eastern Kidderminster. Analysis of evidence base and technical information shows that urban extension is soundly based. 	
OC/12 - Comberton Lodge Nursery	<ul style="list-style-type: none"> Its got a high flood risk. Building here blocks off the wild life access into / out of the Spennells Valley nature reserves. 	It is proposed to allocate this site for up to 10 dwellings. Development will be kept to the centre of the site with the Hoo Brook and its flood plain buffered from built development by a substantial green buffer. The extensive tree belt will be kept along the A448 to maintain the rural feel of the entrance to Kidderminster.
OC/13(N) - Stone Hill North	<ul style="list-style-type: none"> Ridge between Stanklyn and Bell Brooks should be kept open as green wedge. Grade 2 areas should not be developed. Some of northern part is marsh. Irrigation system dating from 17th century. Area to south of Spennells is part of former Stone Common and Hoo Farm. This is grade 2 and should not be used for housing. Building on parts of the flood plain. Building here will disrupt the east west flow of wild life along Hoo Brook. The northern area is promoted as an infrastructure led residential development with significant green infrastructure, plus land for a primary school and other community facilities. Analysis of evidence base and technical information shows that urban extension is soundly based. 	This site is proposed for allocation as a sustainable urban extension for housing, new school, community facilities and extensive areas of open space including a new linear wetland nature reserve together with an extensive network of footpaths/cycle ways.
WFR/CB/7, OC/5/6/12/13N - East of Offmore	<ul style="list-style-type: none"> Agrees with the Offmore Comberton Action Group. Green Belt development should be the last resort. Look at potential for residential development in the town. We have no industry to attract extra people to need the housing. How will surrounding roads of Hurcott cope with double-triple the amount of 	Land at WFR/CB/7 is not being taken forward for employment development as development here would severely encroach into open countryside between Kidderminster and Blakedown. The other

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Site	Key Issues Raised	WFDC Officer Comments
	<p>cars to houses?</p> <ul style="list-style-type: none">• How will doctors and schools cope?• Lack of infrastructure - hard to exit estate due to volume of traffic on Birmingham Road; crossing is a death trap.• Local school is already full which cannot be extended.• Kidderminster has no A&E and Worcester is in special measures - these services will be overwhelmed by these proposals.• The eastern by-pass and railway bridges are unlikely to be built due to expense.• The Green Belt land is vital for separating Kidderminster from the West Midlands Conurbation.• Wildlife habitats are on this land.• Lea Castle site is a much better proposal.• Propose development on the north/west of Kidderminster and in Stourport/Bewdley as there are areas which could be developed here.• If development is to take place in Green Belt land in the east of Kidderminster a new park is needed.• There should be multiple off road parking spaces to the rear of the new properties to avoid the roads being crammed with cars.• Development on the east side of Kidderminster running from Cookley down to Offmore would not appear to address the core policies of the Local Plan Review (Sections 6 to 11) in encouraging the growth of Wyre Forest with Kidderminster at its centre.• Would not attract a younger population into the centre of the town but encourage the corridor of growth along the A456 and A451 for commuters to Birmingham and Stourbridge.• Bus services along Birmingham Road and Stourbridge Road are infrequent and unreliable.• Developing semi-rural sites would be detrimental for the district, destroying open spaces and ruining the approaches to the town from the east which are currently green and inviting.	<p>site are proposed for allocation for a development of around 1440 dwellings in total set within an extensive green space with less than 50% of the site developed. A linear wetland nature reserve will run along the boundary between the existing and proposed developments.</p>

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	<ul style="list-style-type: none">• It is not clear how some areas have been declared 'Core' and some as options (A and B).• Logical to include extra communal areas in development adjacent to existing areas with poor provision or areas that will increase in the number of residents.• Before any building work commences the proposed Eastern By-Pass would need to be constructed along with the required and very expensive railway crossing / bridge.• The proposed housing together with the By-Pass itself would be in an elevated position making them very visible and obtrusive.• This ribbon development is not sustainable or a community and an alternative proposal needs to be considered.• Masterplans will be required for each of these allocations.• High quality farmland.• Loss of about 2½ % of Green Belt.• Husum Way railway bridge is neither big nor strong enough to support the extra traffic from the proposed Offmore development.• There would be more air pollution and more flood water as a consequence of more housing.• Husum Way already floods regularly when there is a prolonged period of heavy rain.• The junction at the A456 Birmingham Road and Husum Way is a dangerous road crossing owing to the volume of traffic to and from Birmingham.• No comprehensive assessments have been undertaken of the entire allocation and the impact its release as a whole would have on the development of the Green Belt. The Green Belt assessment is flawed in this regard.• It is questionable whether such a large allocation could be built out in the Plan period.• The market could not sustain this number of sales in such a small area. The capacity during the plan period should be greatly reduced by at least 50%.• There should be a presumption that major future development should have the	

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	<p>aim of creating sustainable communities of a size capable of supporting, at least, its own Primary School, village centre with shops and community facilities, if possible some live work units and adequate recreational facilities, and not simply be an ‘add on’ to existing communities.</p> <ul style="list-style-type: none">• The land in question is Grade 2 Agricultural Land.• There are endangered bird species: Corn Buntings, Yellow Hammers, Skylarks and Lapwings are present in this land and along the route the “by pass “would have to take from the A456 to the A449.• Eastern bypass:<ul style="list-style-type: none">○ Would have to be built from the Wolverhampton Rd to the Worcester Rd to be of any use as anything shorter would cause roads around Hurcott Rd/ Birmingham Rd. to be used as rat runs.○ Would be needed <u>before</u> land to the east of Offmore could be developed.○ Would need at least one and probably two new Railway Bridges. These are incredibly expensive and no private developer would pay for them.○ The elevated position would need at least a 30m tree screen separating it from housing to buffer against traffic noise.• Drainage of the land to the rear of the existing Offmore estate is extremely poor.• Adverse Road traffic on already congested road junctions. We need to keep the Green Belt buffer zone at this side of Kidderminster.• Loss of wildlife.• Side roads would be used for rat runs.• Objects until extra infrastructure is sorted i.e. schools, road, and medical facilities.• Do not need industrial development.• The development would need shops/community facilities.• Will create environmental damage.• The development should include home for older couples and single people.• Where have the housing figures for the Kidderminster area been obtained? They	

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	<p>do not agree with the projections from the census etc.</p> <ul style="list-style-type: none">• Development would be a visual incursion and cause noise and pollution.• Heavy rain floods roads at Husum Way/Shakespeare Drive.• Distribute development to allow for natural expansion to reduce the environmental impact.• Industrial development at WFR/CB/7 Hodge Hill - site unattractive to business investment with limited access options, transport links are restricted.• Damage wildlife habitats and affect the air quality/noise levels• Once Green Belt is gone there is no going back.• When we need more land to grow food in the future it won't be there.• Wildlife habitats are under enough pressure -please leave them alone.• Something should be done about Husum Way/Birmingham Road junction before considering more houses being built in and around this immediate area.• If development happens, consideration should be given to existing properties – to be granted a little space rather than housing butting up to existing properties robbing any views that they have of the Clee and Malvern Hills and Worcestershire.• We need more facilities as well as houses.• Too many homes proposed for the eastern boundary; burden should be spread.• Housing on either option A or B will devalue our property.• Building in this area will result in loss of privacy for residents, high visibility, light and noise pollution.• The idea of industrial units between Hodge Hill Farm on the A456 and the farm house near corner of Husum Way simply goes right into the face of current road restrictions made a few years ago to keep traffic in single file and generally slow it down as it approaches Husum Way.• Any green space in or around towns adds great value. It keeps everyone in touch with nature and enhances lives. It should always be preserved.• Proposed development will totally destroy the natural and free outlook we and many others enjoy.	

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	<ul style="list-style-type: none">• The route of the relief road has not even been established.• The proposed buildings would impact greatly on sewage disposal and other services required.• The wellbeing and lifestyle of existing residents would be severely affected.• Would irrevocably destroy the appeal and beauty of the area and bring with it added health, pollution and social problems.• Development would further impact on air quality and is contrary to NPPF para. 109-124.• Do not bulldoze this asset as safeguarding the district's Green Belt preserves its attractiveness to both locals and visitors.• Its unlikely developers would provide sufficient open spaces or parks.• Large sprawling estates increase social isolation, antisocial behaviour and crime rates as acknowledged by the WFIDP.• Policy 6B states locating new development should wherever possible safeguard the open countryside and maintain the openness of the Green Belt.• May be drainage issues with this site, a proper investigation into this should have taken place before the area was allocated.• Can the NHS cope? Kidderminster & Redditch Hospitals have already had great cut backs and Worcester Hospital is regularly pilloried in the press for poor service as it just cannot cope with the demand.• Money is better spent being put into our local hospital and looking after the people who already live in Kidderminster. People will not want to move to the area if we do not first have the services.• It really would destroy this already established area and cause much upset to local residents.• A full survey should be done to identify all of the species which will be destroyed.• The land is used by local residents for health walks and other leisure activities.• There are no jobs for the local population how will the plan provide jobs for additional people?• When purchasing our property the local search did not reveal anything.	

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	<ul style="list-style-type: none">• Houses would tower over the current barns and would cause a reduction in property values.• Lives will be blighted by such a carbuncle in such a beautiful part of the Wyre Forest.• When/if the development of the fields adjoining Offmore Court takes place we ask that consideration is given to the effect of flooding of the stream which flows from the eastern direction and along the edge of the Offmore estate towards Spennells. When this land is developed there will be significant run-off as the land available for natural drainage will be greatly reduced.• Ask that the nature of the Offmore Court development is respected and an area of undeveloped land should be allowed to remain around the development to enable its unique character to be retained and not submerged.• The Core housing plan to the east of Kidderminster is on Green Belt, which includes grade 1 & 2 agricultural land, is also used for shooting sports.• There is important wooded wetland area, allowed to go to wild bog, adjacent to the stream between OC/13 & OC/6.• Why ruin something that is already a very attractive gateway to the town?• Husum Way already carries a large amount of school traffic to and from Offmore and Comberton schools and is used as a cut through. Speeding traffic already causes concerns for the children who walk to school.• I do not see how expansion to Offmore and surrounding areas is viable.• Objections to placing industrial land close to Hodge Hill nursery, right in the middle of countryside when so many alternatives.• Do we in Kidderminster really need such a large volume of new housing?• The gateway to Kidderminster from the Birmingham side would be totally spoiled.• There are endangered bird species along the bypass route.• Would not support a new bus route.• Must challenge the bulldozing of Green Belt in ill-conceived plans, when brown	

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	<p>sites continue to be allowed to lie dormant.</p> <ul style="list-style-type: none">• Need to find a solution to all the disused properties before embarking on new build.• Health will be compromised by the noise and traffic pollution.• The A456 is a single lane carriageway and would not be able to cope with the proposed industrial development near Hodge Hill Farm.• Will put pressure on the current Offmore infrastructure and amenities.• Have a lovely view of fields - don't want to look at new builds.• Lack of future employment prospects/overall congestion/Traffic emissions.• Many people and families live here and need the open spaces of the Green Belt.• Before embarking on any new development WFDC need to safe guard, improve the environment and social care of the people already living here.• A huge housing estate on the Green Belt which surrounds Offmore would be very detrimental for all.• How would traffic from the proposed development be diverted from Husum Way and what are the plans for Hurcott Lane and Baldwin Road in particular?• Concerned about the industrial development at Hodge Hill and the impact it will have on noise and pollution.• Would start a potential chain of development into Blakedown and other areas.• Development of industrial units by Hodge Hill also bring additional traffic to what is an already extremely busy road.• Loss of recreation space used for health and wellbeing/impact on landscape.• Impact on air quality/ noise.• It will be separate from the existing community because it will require totally separate access/egress, leaving its residents isolated from a community that is on their own doorstep.• Walkways might be incorporated into the design but the simple fact is that human nature will result in traffic movements rather than walking.	
WFR/ST/1 - Captains	<ul style="list-style-type: none">• Why was it selected over other proposed sites?	This site is not proposed for allocation in this

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& the Lodge	<ul style="list-style-type: none">• What will happen to the current right of way which runs from the A448 east to west?• Could you give an assurance that any planned development of the Captain's section of WFR/ST/1 would not give vehicular access onto Kittiwake Drive?• Kittiwake Drive is narrow with adverse cambers and I believe is unsuitable to higher vehicular use.• Adjacent to a children's park and increased traffic movements would increase risk to children crossing the road to get to the park.• The foul drainage system would not have been designed to accommodate outflow from an additional housing estate.• What would be the final disposition of Captain's Pool and its fishing rights?• It would also reduce the price and privacy of my house.• The area is quiet and full of nature and wildlife.• Lots of constant noise and traffic especially entering onto the Bromsgrove Road.• Will place more pressure on infrastructure• The sewers in Spennells can barely cope already.• There will be insufficient school places and doctors.• Traffic on Spennells is already a nightmare at peak times- this will make it even worse!• Noise, traffic fumes (increasing risk to health) and access.• Question the need for so many houses.• It would put huge pressure on existing roads, schools, shops, doctors and dentists, the police and hospitals. I do not think that the infrastructure is there to support such a huge growth in population.• Loss of wildlife.• Please amend status of WFR/ST/1 to greenfield not brownfield.• Effect on visual amenity that is Captain's Pool.• Area used by walkers.• Pollution to the pool by way of litter which is harmful to the wildlife.• Current public transport is very poor and needs substantial investment to serve	local plan. Limited development may still be possible based on existing footprint of development. Key issue is impact on ancient woodland and pools and streams complex which would severely limit the developable area.

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	<p>the current population levels let alone increased population.</p> <ul style="list-style-type: none"> • There is no evidence whatsoever that there is a need for this number of units. • Report incorrectly states site has no natural interest. • The fields are teeming with wildlife. • Open Space and PRoW's do not as such feature in our community facilities plans in the detail we would expect. • Major and significant loss of amenity to the residents of Spennells. • Damage the biodiversity of an area it seeks to enhance. • No evidence that the suggested enhanced employment opportunities will be delivered. • The rural nature of Stone Parish will be destroyed. • The Planning Inspectorate refused an appeal to develop the site of Captains on the grounds of Inappropriate Development, Openness, Visual Amenity, Highway Safety and a number of lesser considerations. • The ancient woodland to the south of Captains was badly damaged when there was an attempt to develop the area before any permission had been approved. The woodland should have been returned to its previous form. • Area of Captains site has been infilled and hard packed to provide for caravan storage. • The site has been compromised and should be returned to its previous state in order to preserve the linear landscape. • The massive environmental impact in the face of climate change needs to be considered. I urge you not to allow Wyre Forest Green Belt to be depleted for short term gain. • Poor quality, narrow and speed restricted A448 is already over loaded and congested. • It will destroy the approach into Kidderminster if you develop near Kittiwake Drive and Cardinal Drive and also the area close to Captains Pool. • How will the waters be maintained and who will be responsible for it? • Backs on to a peaceful cul-de-sac and residents are very concerned about access 	

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	<p>to the houses and the noise problems.</p> <ul style="list-style-type: none"> Concerned that plans do not specify the type of housing proposed on any of the sites. The council should take the lead in this, rather than be reactive to the developers' plans. Loss of use of fields & footpaths. How does the WFDC plan to offset the carbon footprint created by building these houses and the extra cars? Tree Protection Orders are in force over the Spennells and its surrounding areas. Development of this area would also be detrimental to the Spennells Nature Reserve. There is no footpath on the Captains and The Lodge side of the A448 for children to walk safely to Comberton or King Charles schools There is swamp land at the easterly corner of Captains Pool. Both Captains and The Lodge contain restrictive agriculture related covenants. Concern is that if developed without the adjacent area of OC/13 Stone Hill South the only feasible access to this area for construction traffic and residents would be through either Kittiwake Drive or on to the A448 Bromsgrove Road significantly increasing the hazards on either road. Access on to the A448 from the adjacent area of the existing Spennells estate is explicitly prohibited in the deeds of the Spennells properties precisely because of the hazardous nature of this stretch of road. Captains Pool is classified as brownfield despite in reality being a field full of plant life, trees, wildlife, etc. Might possibly be an appropriate extension to the existing developed area, but we would not like to see development further along Bromsgrove Road, so as to maintain a strategic gap between Kidderminster and Stone. I believe the site to be amongst the least worst, if not the least worst, of all the current Green Belt sites and would wholeheartedly support its reallocation for residential development. Support for Captains and The Lodge development 	

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FPH/27 - Adjacent Easter Park	<ul style="list-style-type: none"> • It offers only a limited contribution to the purposes of Green Belt. • Those already there have never been fully occupied and are an eye sore • Coupled with the empty VOSA building further creating the impression of a run down and economically poor town • Fully support the proposal and the land is available at short notice. Land is currently underutilised and is of low agricultural worth and has little attractive merit. 	This site will be allocated for employment use. Access will be taken from the neighbouring development at Easter Park.
OC/13(S), WFR/ST/2, AS/10 - Spennells fields	<ul style="list-style-type: none"> • Road infrastructure is struggling to support the current residents; more dwellings will have a huge impact on road congestion in these areas. • A through road will not change the roads that are already congested on a daily basis especially at rush hour. • Concerns for road safety, congestion, access to emergency services, air pollution. • Object to any proposed bypass that would increase traffic on the A456. • When will new road be built before or after the houses? • Kidderminster has higher obesity levels than the national average so need fields for exercise. • Extra buses and traffic will cause a safety issue for children in the area. • Will considerably increase the amount of commuters on the rail network to Birmingham and as such cause overcrowding and delays impacting along the train line. • Effect on infrastructure: Schools, doctors, roads, hospitals and bus service are already hugely under pressure. • How do you know that school provision will be delivered? • There is no spare space to extend the existing school. • Crossing the road for school is already hazardous at Captains Pool Road / Heronswood Road / Turnstone Close. More homes would result in more traffic and a worse situation. • Poor access at Turnstone Road - already has to accommodate road traffic from around 150 dwellings 	These sites are not proposed for release from the Green Belt. OC/13S and WFR/ST/2 have biodiversity issues which preclude the sites being released for development.

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	<ul style="list-style-type: none"> • More pressure on Stanklyn lane and its two major junctions. • Stanklyn Lane and the Spennells Est. roads are not fit to cope with the heavy building site traffic. These are already hazardous to turn left from and pose more danger with busier roads. • The new road has badly affected the main road from Worcester and also Wilden Lane. • Spennells Road, Mustow Green and the viaduct roundabout are already blocked solid at rush hour, 2000 plus extra people making their way onto Kidderminster and Birmingham would do nothing for the problem and create a lot of pollution. • Bridge at the top end of Stanklyn lane is very narrow and there has been accidents there, not be suitable for HGV vehicles and extra traffic adding more danger to the situation. Stanklyn lane is only 30 mph at the end, yet cars use it as a cut through to avoid gridlocked roads of the A449 Stone Hill. • Have never been convinced that a relief road would help the congestion in Kidderminster. • The vast majority of the trees on this estate have Tree Preservation Orders on them, they need to be protected. • Many red listed and other species of birds. • Diverse population of mammals. This stretch of land contains 2 pools, woods, a bridle path and public rights of way which in their own rights are protected. Sightings of European otters, 3 species of Bats and badgers setts with breeding pairs. • Fields are used for recreation by horse riders, cyclists, joggers, walkers etc who enjoy the benefits that this beautiful space provides. This interaction is vital for both building community spirit and offering a lifeline to those who do not normally see anyone to talk to. • The area is not wasted space but valuable open space enjoyed and used by not only residents on Spennells but residents from Offmore, Comberton and surrounding areas. • Footpaths that allow walking in the open countryside cannot be equated with 'Green Corridors' between housing developments. 	

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	<ul style="list-style-type: none"> The fields are a well used community asset with walkers, dog walkers and cyclists, an amenity which can only be a benefit for physical and mental health of all who use it. That includes families, people of all generations and people of varying physical ability. It would eventually more than double the size of Spennells. Spennells is already a big estate but it was built with many grassy areas and walkways and is surrounded by the nature reserve, Captains Pool and the fields. Consequently, Spennells has become a pleasant place to live. Replacing the rural aspect of the town with undesirable buildings and the increased pressure on services and infrastructure will not encourage people to want to live here. There would be development right up to the district boundary. Provides a rare opportunity for those that live in the area to enjoy the benefits that the outdoors has to offer. The footpaths are easily accessible to all involved. Are new businesses and enterprises <u>definitely</u> going to be set up in Kidderminster to provide jobs for the new residents? Spennells fields should not be built on. It should become a SSSI. Spennells Valley is a nature reserve. Development will have adverse impact on local global warming and pollution in general. More carbon dioxide will be produced with a loss of trees and green areas that produce oxygen. Development would join Spennells to Stanklyn Lane. These are two separate communities. Links between the parish of Stone and the edge of Kidderminster do not need to be made stronger. Infilling will ruin the character of Spennells and estate development will overwhelm an already large estate. The proposed site will NOT increase industry and jobs in the area. The Easter Park industrial site still has empty units and there are empty units on Hoo Farm industrial estate. There is evidence that large estates have increased crime/drug levels. 	

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	<ul style="list-style-type: none">• There are no big industries left in Kidderminster therefore jobs are hard to find. Has the M.O.D site at Summerfield been approached - surely there is an exclusion zone there?• Concerned about increase in the amount of light pollution.• Loss of buffer to Easter Park.• Spennells is a really nice place to live and that is because it is surrounded by fields and green spaces.• Massive impact on the environment and local habitats and nature destroyed.• Increase in noise and pollution.• With the future of fossil fuel uncertain I believe that there will come a time when importing food and travel abroad will become extremely expensive.• Residential and industrial development would have a severe detrimental impact on the habitat of the fauna and flora and deface the natural environment.• This area was originally supposed to have a church and a pub. Where are they?• The 'Guidelines for Landscape and Visual Assessment Report' published in 2013 emphasised the need to improve the quantity and quality of publicly accessible open spaces and yet this is something that this Local Plan removes.• Historical drainage ditches in this area of archaeological importance that should be protected and enhanced.• Only in exceptional circumstances may councils alter Green Belt boundaries after consulting local people and submitting the revised Local Plan for examination.• Worcestershire Green Infrastructure Strategy already acknowledges that Worcestershire has a higher than West Midlands average of CO2 emissions due to domestic and transport emissions. Worcestershire's Planning Policy to reduce CO2 emissions by reducing the need to travel is contrary to what is being proposed with this development and does not provide any evidence to show how such proposals contribute to the national objective of reduction in CO2 by 2050.• AS/10 is this within a 600 metre blast zone of the Roxel Summerfield site? The POD does not mention any constraints caused by the proximity to the Roxel site or National Grid electricity power lines.	

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	<ul style="list-style-type: none"> • It is common practice for planners to avoid urban development across ridges into valleys, in order to take account of visual intrusion into surrounding countryside. The existing Kidderminster boundary is so screened from Summerfield. Selection of Option A would extend the boundary into the valley occupied by Stanklyn Lane, with the next ridge being a further half mile, or so, away at Shenstone. That visual intrusion could be seen as unacceptable to Summerfield residents, who will quite reasonably wish to perpetuate separation of their village from the town, both physically and visually. • Spennells estate was built adjacent to a golf course and therefore did not impinge on existing housing. • Proposed housing development lies within an area of agricultural land graded as 'very good' by Natural England. Land within this classification represents just 16.6% of agricultural land in Worcestershire. The continuous loss of quality agricultural land will further reduce the ability of the country to become more self-sufficient and to decrease our import bill. • Flood Risk Management: The POD ignores Water Cycle and flooding issues raised by Consultants reports and identified by further research. Development in these areas would have significant impact on infrastructure and are flagged red in the RAG assessment. There are major constraints to provision of infrastructure and/or treatment to serve proposed growth. • These fields land are always been planted with either cereal or in the past sugar beet crops. England will need these fields to grow food for our population. • The field currently acts as a valuable soak away, concerns re new drainage for storm and sewerage. Fields are a good flood plain for soaking away surface water. In heavy rain drives and roads can flood and this would be made worse by the removal of the field. • Threat to existing public Rights of Way. • Green Belt land is in place to stop urban sprawl, what green space will we be left with. • No Green Belt land should be lost unless it can be shown beyond doubt that there's an imperative need which cannot be resolved in any other way. Sajid 	

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	<p>Javid, Secretary of State for Communities and Local Government, has rather controversially stated that up to 1% of Green Belt land may have to be taken to meet housing needs. It is not acceptable to plan to take up to 2.4%.</p> <ul style="list-style-type: none">• Plan A contradicts all of the points Green Belt serves five purposes:<ul style="list-style-type: none">○ to check the unrestricted sprawl of large built-up areas○ to prevent neighbouring towns merging into one another○ to assist in safeguarding the countryside from encroachment○ to preserve the setting and special character of historic towns○ to assist in urban regeneration, by encouraging the recycling of derelict and other urban land” (Government, 2012)• Should there be extra houses built we would need to see plans for green spaces being interspersed.• Stone is surrounded by beautiful green land.• Should take radical action to increase brownfield development and to bring life back to abandoned sites. That means high quality housing for families in town centres, breathing new life back into our high streets, turning abandoned shopping centres into new communities and increasing density of housing around transport hubs to build homes that people want to live in.• Residents are entitled to their share of green land.• Just 16% of houses built on Green Belt land since 2009 outside local plans were classed as ‘affordable’.• Build on brownfield sites, use brownfield sites in the town to provide homes.• We need to spend the money on regenerating the town first.• Smaller developments around the town of Kidderminster would share the load.• Logical to build houses on Brownfield Sites between Kidderminster, Bewdley and Stourport on an infill basis. This could contribute to the regeneration of these towns.• Blakedown, and Wolverley and a development of Lea Castle are better served by the existing infrastructure in terms of transport and schools. Why has no development been proposed in Wolverley?• With a modified Option B development (making greater use of Blakedown and	

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Site	Key Issues Raised	WFDC Officer Comments
	<p>Wolverley) across the Wyre Forest will maximise the use of current resources and as a consequence reduce demands on the infrastructure of one area.</p> <ul style="list-style-type: none">• Houses are being built to accommodate West Midlands overspill NOT extra housing needed for Wyre Forest residents.• Extra housing should be located nearer to industrial areas where jobs are available, better for the environment with a reduction in the pollution from commuting cars.• Land being 'banked' by developers should be used along with empty buildings.• A sprawling new housing development is going to do absolutely nothing for the quality of people's lives in this area.• A very low percentage are affordable homes for first time buyers.• We cannot just keep allowing development to keep eating into our precious British countryside. Our shared environment is worth a lot more than mere money when it has such a dramatic affect on the quality of people's lives.• The surrounding countryside is beautiful and should not be allowed to be built on. I don't believe there are enough jobs in the local area to require extra homes.• National trends show house demand to be flat lining therefore there is no justification to build more houses.• The planners have been misinformed by the Amion independent report.• There is a static population - the housing planned far outweighs the need.• The POD does not acknowledge the full input and importance of this AMEC report as it is clearly a major piece of work identifying the sites.• This huge development goes way beyond any health foot print we should be trying to make! More cars more fumes.• Do not see how Kidderminster can sustain any more housing• Could the development options be less concentrated and spread around the whole of Kidderminster, not just the south-east?• House values on Spennells will decline.• As a country, we need more houses.• The plan must include social housing, and a greater number of houses will help in a small way to keep a lid on local housing costs which is forever rising so	

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	<p>making it almost impossible for young couples to get their foot on the first rung of the housing ladder.</p> <ul style="list-style-type: none">• Build on housing estates like Comberton or Spennells as they have been designed for and could just be extended.• Many of the existing residents on Spennells bought a house that took up Green Belt land and farming land. They did not think about it too much as they wanted to have a bigger, better house.	
OC/13(S) - Stone Hill South	<ul style="list-style-type: none">• Ridge between Stanklyn and Bell Brooks should be kept open as green wedge. Grade 2 areas should not be developed. Some of northern part is marsh. Irrigation system dating from 17th century. Area to south of Spennells is part of former Stone Common and Hoo Farm. This is grade 2 and should not be used for housing.• Effect on the wild life habitat which is continually being eroded.• Loss of rights of way.• The benefits to mental health and physical well being are at serious risk.• Effect on the ability of local schools and medical centres.• Building here will disrupt the flow North / South of wild life into the Spennells Valley Nature Reserve.• Building on parts of the flood plain.• Encroaches on HSE consultation zones.	Biodiversity issues mean that this site will not be released for development
WFR/ST/2 - Land off Stanklyn Lane	<ul style="list-style-type: none">• This land is part of the former Stone Common.• High agricultural grading and should be retained for food production.• Development would cause Kidderminster to join up with ribbon development at Summerfield.• Stanklyn Lane is a relatively narrow road with no footpath along the whole length of it. It is used as a "rat run" by commuters which makes being a pedestrian dangerous.• Local schools are oversubscribed already.• Loss of wildlife.	This site is no longer being proposed for development.

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Site	Key Issues Raised	WFDC Officer Comments
	<ul style="list-style-type: none"> • Impact on views towards Stone. • Destruction of nesting areas for birds – corn buntings, skylarks etc. and destruction of habitat of butterflies and bees. • Loss of Green Belt. • We are already a vast expanse of houses with an <u>exceptionally poor road</u> transport system. • To consider adding further traffic volumes to this already inadequate system is madness. • This is a lane not a dual carriage-way and already has massive problems at the T-junction with the busy A449. • To consider building a second school so close to the existing one, will not only increase traffic and traffic noise, but ultimately lead to higher exhaust emissions and pose a risk to health. • Putting all of the proposed housing development in one area of the town would create an imbalance with too much pressure on the infrastructure. • If houses are built here then all this wildlife will be lost forever some of which is protected. • We will also have to put up with all the dirt, disruption and noise. • It cannot be guaranteed that any new houses built will help any local housing supply issues. • If access to the proposed new development is made from the existing Spennells estate, not only will there be a significant increase in traffic along the existing roads throughout the day but also at peak rush hour time traffic at the two Heronswood Road exits from Spennells Valley Road will become even more congested than they currently are. • If access onto Stanklyn Lane is provided then the two ends of Stanklyn Lane, at Stone and Summerfield, will see a huge increase in traffic congestion at currently awkward and hazardous junctions. • The Spennells estate should be a model for developers to follow, leave it alone; it works for the local residents! 	

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION KEY ISSUES TO SECTION 31: KIDDERMINSTER URBAN EXTENSIONS

Site	Key Issues Raised	WFDC Officer Comments
	<ul style="list-style-type: none"> • Will overwhelm local roads, permanently remove Green Belt land and withdraw a popular recreational leisure area. • These fields host a wide variety of plant and wildlife and all will be lost. • The fields are used by dog walkers, runners, and ramblers. • The removal of leisure and recreational space. • Question the source of the predicted rise in population. • The plan to build a road to connect the Bromsgrove and Worcester roads will deliberately increase through traffic. • Such a large increase in the number of households concentrated in a single area will put pressure on local essential services, especially health and education. • The negative impact on the biodiversity & wildlife in the area. • The impact on the existing residents from increased traffic. • The absorption of Summerfield & Stone into Kidderminster. • That there appears to be little consideration regarding infrastructure particularly access to medical treatment and schooling. • Lost forever. Stanklyn Lane is a haven for many local people to enjoy comparative safety walking, riding, cycling and enjoying the ancient public Rights of Way paths crossing fields and leading on our country lanes. • Noise and air pollution and the negative effect that this will have on the residents in the local area. • We are in full support of the proposal and the land owner's intentions towards this overall development and the inclusion of this land are positive. 	
AS/10 - Rear of Spennells & Easter Park	<ul style="list-style-type: none"> • Flood area-Take away the fields – would this cause flooding on the estate due to the natural water table. • The railway embankment acts like a dam. • Traffic congestion. • Destruction of nesting areas for birds – corn buntings, skylarks etc. and destruction of habitat of butterflies and bees. • Loss of Green Belt. • We are being encouraged to protect our wildlife and you want to take away their 	This land is not proposed for allocation in this Local Plan

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Site	Key Issues Raised	WFDC Officer Comments
	<ul style="list-style-type: none">natural homesSite should be released in its entirety to provide a comprehensive development with necessary infrastructure helping to contribute to the provision of housing needed to meet the needs of the Black Country and Birmingham	
WFR/WC/16 - Lea Castle Hospital extension (S)	<ul style="list-style-type: none">Important site for separating Kidderminster and Lea Castle Hospital.Prefer to see site left open.Site WFR/WC/16 should not be developed. The village of Cookley is entirely separate and clearly distinct from the outer suburban areas of Kidderminster.Development effectively joins the village of Cookley to Kidderminster.WFDC should be supporting Wolverley and Cookley Parish Council to meet its local needs in a sustainable way and not by destroying our Green Belt.Support a plan to develop the Lea Castle site (WFR/WC/15) and adjacent sites (WFR/WC/32) and (WFR/WC/16).This proposal links Lea Castle development to Kidderminster, and therefore links Cookley to Kidderminster. Your proposals do not support your vision.There is lack of local infrastructure to support.No provision made for additional demands on existing services such as schooling, GP surgery and shops. I also have concerns re increased traffic in the area and the exhaust emission and noise pollution associated with it.Contrary to retaining the local identity of Cookley. The Parish Council want to safeguard the setting and special character of the villages.Site identified as making a 'contribution' and 'significant contribution' to the Green Belt by the Green Belt assessment.No consideration given to infrastructure.Concerned about housing development areas without any employment or entertainment for young people.Access and highways infrastructure is insufficient to cope with proposed development. Additional visibility splays and traffic lights will not do anything to help this.	This site is not proposed for allocation as it would remove the strategic gap between Lea Castle and Kidderminster.

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Site	Key Issues Raised	WFDC Officer Comments
	<ul style="list-style-type: none"> • Will houses be taken by commuters and what would impact be on roads, services and carbon footprint? • The proposed extensions, in one area are unfair to local residents causing a new bottle neck to the entry of Kidderminster. • Cookley is a village and should remain so. • Who is the development aimed at clearly not the local population with only 18% affordable housing. • This kind of development will attract people from outside the area not people who already live and work here. • Lea Castle site is an area of natural beauty this should be preserved and enhanced. It is an asset that could be used for the benefit of local people in perpetuity. • Other local action groups are recommending development of Lea Castle to protect their own interests, which is understandable...but Cookley is a village. • To cater for increased housing that is not actually required is against the Development Needs Assessment 2015. • Creates a link to the Lea Castle site which cumulatively would result in an unacceptable linear extension of Kidderminster towards the north-east and encourage urban sprawl towards Cookley creating a corridor of continuous development between the two settlements. • It is a sloping site that is highly visible, particularly from the A449 Wolverhampton Road and from the Wolverley direction and as such any large-scale development would be highly visually intrusive. • Would create a significant and unacceptable narrowing of the designated Green Belt between Kidderminster and Stourbridge and the wider West Midlands conurbation. • When left fallow, this arable field becomes one of the distinctive poppy fields in this area of Worcestershire and one of the few on the east side of Kidderminster. • No submitted plans to describe where proposed facilities like doctors, shops, schools for us to consider. • Redevelopment of Kidderminster is needed prior to this development to support 	

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Site	Key Issues Raised	WFDC Officer Comments
	<p>jobs and infrastructure.</p> <ul style="list-style-type: none"> • How is a development of 1200 – 1400 homes joining Cookley at the northern end, to Broadwaters, Kidderminster at the southern, in any way a development that meets the needs of Cookley as a village? • Village envelope will be stretched to Kidderminster and our Green Belt will be decimated. • These homes will simply act as a commuter belt for Birmingham, Wolverhampton and others. • Does not agree with Green Belt land being swallowed up into urban development unless, as a very last resort! • It is Green Belt land currently being farmed. • It also will be the only countryside buffer. • I am shocked that our Council would build on land that has been preserved as Green Belt • This local plan does not promote sustainable development. • Public transport needs reviewing to ensure services are more reliable, accessible right across Wyre Forest, run frequently and economic to use. • Housing should be spread as equally as possible across Wyre Forest so that it does not negatively impact one side/area. • Development here is both unnecessary and morally wrong. Green Belt is not to be used in this fashion it is fit agricultural and recreational use only. • Will devalue our house if the plans go ahead. • Kidderminster will suddenly no longer feel rural, but completely over-crowded. • Cookley is referred to as <i>“Inset Green Belt”</i>. How will this be Inset when our southern Green Belt is completely removed? • The more Green Belt that is taken away and replaced with concrete will impact on the amount of water that goes into the drains. • An ill-thought out proposal and I disagree with such an aggressive development on Green Belt land. 	
WFR/WC/32 - Lea	<ul style="list-style-type: none"> • Prefer the larger Option B to be developed to achieve the required number of 	This site is proposed for allocation as part of

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Site	Key Issues Raised	WFDC Officer Comments
Castle Hospital extension (E)	<p>dwelling for an additional primary school. Cookley village primary school should remain a village primary school serving the needs of the immediate local village.</p> <ul style="list-style-type: none"> Potential for land allocated in your plan to encroach on HSE consultations zones. Supports the inclusion of the Lea Castle Hospital Extension site, Considered an appropriate location to deliver additional housing at Kidderminster. This area would provide a good number of dwellings (2000+) with local amenities to complement this size of development such as a primary school a good bus service etc. Lack of local infrastructure to support this. In terms of Schools, Doctors' Surgery, shops and transport Cookley is already at capacity. Highways infrastructure would also not cope with the additional traffic and some additional visibility splays and traffic lights will not do anything to help this. As a separate village Cookley should be allowed to expand in line with its own needs. Object to options A & B or any developments that effectively joins the village of Cookley to Kidderminster. Current infrastructure will not support this development. For this proposal to be successful extra schooling and medical facilities and great improvements in road safety would be needed This site is very open. Development would mean urbanisation of open countryside. Should be meeting local needs in a sustainable way and not destroying Green Belt. There are brown field sites not on plan. The access and highways infrastructure would also not cope with the additional traffic. 600 homes can never be supported by the facilities in the village which are near capacity already. The additional proposal of Option B would only compound the 	<p>the wider Lea Castle Village proposal. The allocation will include residential and open space, with up to 7ha for workshop units. Warehousing and general industry will not be permitted on this site. The site will be landscaped with development set back from the road frontage and kept below the ridgeline.</p>

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Site	Key Issues Raised	WFDC Officer Comments
	<p>problem. The village needs to expand according to its own needs and the development of this site should reflect this.</p> <ul style="list-style-type: none">• WFDC should be supporting Wolverley and Cookley Parish Council to meet its local needs in a sustainable way and not by destroying our Green Belt• Cookley is a Village INSET in Green Belt. It has its own strong identity and provides key local services.• Cookley is a village. It is not an extension of Kidderminster and it should not be sacrificed to support Kidderminster's needs.• Loss of Green Belt land not just at Lea Castle.• What plans are there for more facilities e.g. Doctors', shops, schools?• Redevelop Kidderminster first to support local jobs/infrastructure/transport.• Where link roads and what are is their impact?• No access should be permitted onto the A449 from Lea Castle.• No access should be permitted from Lea Castle via The Crescent.• Axborough Lane- although it is only proposed that a small amount of houses access this road, it will inevitably be a choice road to cut through to the Stourbridge Road.• Concerned that Cookley will become a 'rat run' to and from Kidderminster via Lea Lane.• Consider that the main road in and out of Lea Castle should run directly onto the Stourbridge Road A451 (between Axborough Lane and the Park Gate pub). A roundabout at this point or slip roads• Public transport needs reviewing to ensure services are more reliable, accessible right across Wyre Forest, run frequently and economic to use.• Any building on the Lea Castle site needs to be sympathetic to the area, I would be totally against removing/destroying the forest area as this creates a natural 'wall' and in effect hides the fact that a housing estate may exist there. Existing wildlife should be considered as we are aware of bats on this location and other precious wildlife.• This local plan does not promote sustainable development.	

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Site	Key Issues Raised	WFDC Officer Comments
	<ul style="list-style-type: none">• I see no reason for development to remove trees, woodlands or wild life habitats in the name of progress.• Site identified as making a ‘contribution’ and ‘significant contribution’ to the Green Belt by the Green Belt assessment. The site should not be allocated for development.• Impairing the quality of the rural environment visible and immediately accessible from Greenhill.• Noise and air pollution due to increased traffic on the roads around Greenhill and Broadwaters.• Pressure on local amenities (play areas, schools, shops, etc).• Pressure on public transport, since the proposed sites are too far from the town centre and secondary schools to access by walking.• Kidderminster will suddenly no longer feel rural, but completely over-crowded• Does not agree with Green Belt land being swallowed up into urban development unless, as a very last resort!• Cookley is a Green Belt village. The Council has a responsibility to ensure this continues.• Removal of Green Belt including established woodland will affect wild life in the area, Buzzards and Bats along with other species.• Cookley is referred to as “village Inset Green Belt” how can this be if our Green Belt is removed?• Access should be via the B4189 and the A451 in order not to over burden the already busy A449.• Before established Green Belt is destroyed for new housing all existing brown field sites within the councils jurisdiction should be fully developed.• I do not agree that the neighbouring fields bordering the A451 should be added on. This would be an eyesore for those approaching Kidderminster, as well as wanton destruction of productive farmland.• How is a development of 1200 – 1400 homes joining Cookley at the northern end, to Broadwaters, Kidderminster at the southern, in any way a development	

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	<p>that meets the needs of Cookley as a village? Our village envelope will be stretched to Kidderminster and our Green Belt will be decimated.</p> <ul style="list-style-type: none">• How will Cookley be Inset Green Belt when our southern Green Belt is completely removed?• These homes will simply act as a commuter belt for Birmingham, Wolverhampton and others.• Cookley is a village. It is not an extension of Kidderminster and it should not be sacrificed to support Kidderminster's needs.• Concerns re increased traffic in the area and the exhaust emission and noise pollution associated with it.• Will join Cookley Village a rural community to Kidderminster Town and therefore lose the village status.• Concerned about housing development areas without any employment or entertainment for young people.• Access and highways infrastructure is insufficient to cope with proposed development.• Consider other brown field sites in Wolverley to share the housing quota which is due to Wolverley and Cookley Parish.• The core development – is now far greater than originally proposed. This was just to be on the site of the Lea Castle hospital and it should not extend into neighbouring fields and woodland.• This is an ill-thought out proposal and I disagree with such an aggressive development on Green Belt land.• Children and parents walking to school in Cookley would need to cross the A449 safely. We think that Lea Castle site should be developed, but sympathetically in its own right and as a separate entity to Cookley and Kidderminster with its own infrastructure and surrounded by the woodland already established not surrounded by houses.• We should be doing all we can to protect and preserve these areas. They should be used only when all brownfield options have been exhausted.• What is the main force driving this development, population growth?	

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Site	Key Issues Raised	WFDC Officer Comments
	<ul style="list-style-type: none"> • Destruction of Green Belt land. • 1000 homes completely out of context with local environment. • This kind of development will attract people from outside the area not people who already live and work here, increasing pollution and traffic density. • Lea Castle site is an area of natural beauty this should be preserved and enhanced. • The area affected is home to wildlife including birds of prey and sometimes deer. I am shocked that our Council would build on land that has been preserved as Green Belt. • Plans will result in Cookley losing this sense of identity, history and community. • The more Green Belt that is taken away and replaced with concrete will impact on the amount of water that goes into the drains. • Do not consider it possible for east of Kidderminster to sustain completion rates needed to deliver these allocations during Plan period. • The roads, around this site already have many problems. • A451 Stourbridge Road, both this junction & the whole of the Stourbridge Road again is a fast road experiencing many accidents & fatalities. • A large number of dwellings could support a 2 form entry primary school, thus reducing the impact on the local facilities. • It would be within the catchment of Wolverly CE High School and would positively impact the schools long term viability. • It would be capable of sustaining a bus service. • It would support a village centre which would fall under Cookley Parish, but would not put any burden on that community as it would be large enough to support its own park, village hall, school and shop. • It would potentially be able to provide live-work units. • Impact on The Crescent would be small. • It makes sense to develop just a few areas of the district with large housing sites rather than lots of areas with smaller developments. 	
Eastern Relief Road	<ul style="list-style-type: none"> • Details of the so-called “Eastern Relief Road” are vague and not in a form that 	The proposal for an ‘eastern relief road’ has

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Comments	<p>can be fairly assessed in this consultation</p> <ul style="list-style-type: none"> • A road tunnel and rail bridge would be needed near the A449 and another expensive and intrusive bridge over the railway line would be needed at Offmore. This expenditure is totally unjustified, since the A450 already serves the purpose. • No definitive route or traffic model has been provided for this proposal. • Local residents are not being provided with sufficient details to make an informed judgement • Route must have been put forward to enable preliminary costings and this information should have been transparent in the local plan review. • If an improved means of road transport is needed, this could be provided by widening the existing A450. • The proposed new road (the Eastern Relief road) would impact environmentally sensitive areas with increased air pollution, more noise pollution, light pollution and the destruction of large amounts of natural habitats. • A new road would create a whole series of dangers, hazards and disadvantages to local residents and local wildlife • An Eastern Relief road would not help to regenerate Kidderminster • The construction of the Eastern Bypass is likely to encourage more car journeys • The claim that the Eastern Relief Road will facilitate an improvement in AQMA at Churchfields is bogus, • No rationale reasoning has been given for the need of an Eastern relief road • The additional cost of funding the provision of railway bridges for a dual carriageway could well be prohibitive. • There should be no development to the east of Offmore until after an Eastern By Pass has been constructed. • If this by-pass was, in fact, built can WFDC confirm that there would be no need to connect to Turnstone Road. • If extended as far as the A449, the Kidderminster Eastern Relief Road would cause congestion further up the A449 so affecting the villages of Cookley and Caunsall. 	<p>been removed from the Plan. Funding will be sought by Worcestershire County Council to upgrade existing roads in order to remove heavy lorries from the local network.</p>

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	<ul style="list-style-type: none">• There is no evidence in the report to show that a new access road, which would be essential to gain access to the sites.• WFDC have signed up to the Carbon Emissions Programme – yet the end goal based on the Local Plan Review is to get the Eastern Bypass/Relief Road funded from Central Government.• The LTP4 states that it is a misnomer to say just building a road alleviates a problem - the very building of that road leads to ‘that road’ becoming the next problem.• A <u>new road</u> would simply move traffic a little further away to existing congestion areas on the Worcester Road, Husum Way, Blakedown, Hagley and Mustow Green/Bromsgrove.• Previous plans to have a relief road twenty years ago were rejected.• I would question why this road is needed and what benefit it would provide.• The plan mentions creating cycling and walking paths for people, we will lose the public footpaths and routes currently available on the eastern side of town if you go ahead with option A.• Spennells already absorbs noise from the railway line, Worcester Road and factory units at Easter Park (which recently had a request for extended hours rejected on the grounds of noise) and further noise pollution would be unacceptable and would have an adverse effect on health and quality of life.• We fail to understand how this ribbon development can be contemplated without first considering an eastern bypass.• A relatively high speed road would lead to a reduction in air quality in what would be a residential area and make any existing rights of way unattractive for recreational activities, especially important in Kidderminster, with its relatively obese and elderly population.• Footbridges should be provided for both pedestrians and cyclists.• It has been suggested that this road will also serve as a “bypass”. However, it cannot serve as a route which will carry HGVs as well as run through a housing estate.• The rough map indicates that it would terminate at the A456, which makes no	

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Site	Key Issues Raised	WFDC Officer Comments
	<p>sense in terms of where bypass traffic is expected to go from there – clearly the A456 and the Land Oak junction would experience higher traffic flows.</p> <ul style="list-style-type: none">• I understand that a proposal to either raise the railway ‘Black Bridge’ over the A450 or to lower the road under the ‘Black Bridge’ has already been investigated, so that HGVs could use this route.• There is virtually no room for such a road to pass through the proposed development at OC/13 south which passes the water course incorporating Captains Pool and the green corridor to Stanklyn Pool in order to then link up to the A448 Bromsgrove Road.• A road link at Easter Park would have to cross the railway presumably with a bridge. This would have a significant visual and noise impact on the area.• A Kidderminster eastern relief road would attract more traffic, particularly HGVs, along any new development between Stanklyn Lane and Spennells. The aim should be to divert traffic away from Kidderminster entering from the south and east.• The majority of the A450 could be upgraded without major disruption to traffic flows whilst being built. This would greatly reduce traffic on the Chester Road North and South and remove pollution from Kidderminster.• It will serve no other purpose than to give access/egress to the new developments.• It will require significant investment from the public purse because it will have to cross an existing rail network at one or two points by going under or over.• Developers will only contribute toward the easier/cheaper engineering which crosses through virgin land, they will not expect to fund major engineering works.• It is factually incorrect to promote it as a relief road or by-pass, in fact it will be a local distributor road.• The so called relief road will not provide an alternative to the current congestion on A449 or A448.• No evidence of any traffic survey data to prove such a road is required.• Local authorities should not be spending public money on schemes that have no	

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Site	Key Issues Raised	WFDC Officer Comments
	<p>direct benefit to the community at large.</p> <ul style="list-style-type: none">• The proposed route would open up Green Belt to unnecessary development.• Any option that includes a relief road should not be followed without a guarantee that the relief road would be constructed.• No research has been done to show that carving up our Green Belt land for such a road would serve the purpose.• The A450 already accommodates the need for the majority of traffic going towards Birmingham,• Money would be better spent on amending the bridge to allow larger vehicles to pass under, rather than increase light, noise and exhaust pollution elsewhere.• The close proximity of the Roxel site should also be considered as there have been incidents that affected residents and safety should be considered.• Network Rail will also no doubt place strict guidelines on any building of roads, bridges and houses near their lines which will also increase costs considerably.• This appears to have been resurrected apparently again due to another 'useful contribution' from the Greater Birmingham and Solihull LEP.• Wyre Forest seems to have survived quite well for the last 21 years without the need for this bypass.• The sole reason for resurrecting this proposal must be to enable easier access to the motorway network for the proposed and any future Birmingham overspill.• I would be very open to further investigation into the Eastern relief road regardless of which option is taken as I feel this could be necessary in the future to reduce traffic flow through the town, Chester Road and Land Oak areas• Relief roads are not popular but neither is congestion and poor traffic flow and in the modern world this is an ever increasing problem• I trust any relief road would be built sympathetically to the surroundings taking nature and wildlife into consideration.• Would like to see the detailed work on traffic flows around Kidderminster that demonstrates that an Eastern Bypass is viable financially, practically and ethically.• How many homes would have already been built before construction of the road	

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Site	Key Issues Raised	WFDC Officer Comments
	<p>begins?</p> <ul style="list-style-type: none">• There is a further issue to the location of this Relief Road and that is the electricity pylons and cables that cross the land from Stanklyn Lane to Bromsgrove Road.• Within your local plan there is mention of trying to raise funds for this "Relief Road", what will you do if there funds are not available?• The present Local Plan should be significantly rewritten to include the full impact of road proposals to enable residents to give their verdict on the proposed urban extensions.• Land N of Comberton Road can deliver significant section of relief road with secondary links onto Husum Way and Spennells Valley Road/Comberton Road. A Transport Assessment will be undertaken to support a future planning application.• The budget (£17.5 million) seems grossly under-estimated, especially considering that the Worcester Road to Silverwoods Link Road cost in the region of £6.5 Million.• The Plan appears to have a strong bias towards the promotion of Option A, seemingly to facilitate the building of an Eastern Relief Road.• Traffic wishing to avoid Kidderminster can already do this without the expense and environmental damage which would be caused by constructing yet another road through the Green Belt.• Any new road should run the whole eastern side of Kidderminster from A449 North to A449 South, possibly to A451.• The elevated position of the new road linking the Wolverhampton Road and Worcester Road would mean it would require at least a 30m tree screen separating it from housing to buffer against traffic noise.• Mention was made of a Southern (?) Relief Road but no effective information has been available. If this is indeed a substantive suggestion it must be much clearer in the final document.• There is no meaningful information about the proposed new road in the Local	

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Site	Key Issues Raised	WFDC Officer Comments
	Plan.	
General Comments	<ul style="list-style-type: none"> LTP4 identifies the need for WFDC to address public transport issues and support the use of cycle lanes. Serious thought needs to be given to finding another entrance/exit to Crossley Park as congestion here will only get worse with an expanding town. WWT does not consider that these biodiversity constraints have been considered properly in the evidence base for the plan and we do not accept the findings of the SA. Would it not be safer and more environmentally friendly to develop one large new housing estate that would include the necessary facilities for the families who move there - e.g. shops and a primary school? The Core sites will take out a considerable chunk of Green Belt land and there appears to be no alternative within the plan. To consult without alternatives is not consultation. Land banking needs to be stopped. The plan seems to pursue urban sprawl and needs to be more imaginative, without building on farmland. New sports provision will be required with the east of Kidderminster sites and this should be addressed in a strategic manner (e.g. perhaps a multi pitch sports hub). Allocation of sites east of Kidderminster will encourage commuting to Birmingham. Against removing Lea Castle and the east of Kidderminster from the Green Belt, this needs to be preserved at all costs. The woodlands should be protected and no dwellings should be seen from the roads. Cannot understand the concept of an eastern by-pass without description/visual aid to show how such a road would be built/its impact on the area, people and the environment. The financial aspect also sounds prohibitive. Surrounding Green Belt fields used for walking and new development will erode this Support for growth in Kidderminster. Agree that this is likely to require carefully 	<p>New strategic development proposals include provision for cycle paths which will link through to the existing network and provide easy access to key facilities</p> <p>Crossley – 2nd exit was explored as part of Churchfields Masterplan. It would be difficult to implement and the business case is unlikely to stack up.</p> <p>Meetings have been held between officers and the WWT to discuss their concerns. Ecological site appraisals have been undertaken for a number of key sites and detailed Green Infrastructure Concept Plans have been drawn up by the Worcestershire Green Infrastructure Group.</p> <p>There are 2 strategic allocations proposed which would also provide land for a primary school plus community facilities. Further sports provision is planned at Lea Castle.</p> <p>The proposed allocations will require substantial buffering with additional woodland planting to minimise the visual impact.</p> <p>Urban extension will provide access to the countryside where there is currently no</p>

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION KEY ISSUES TO SECTION 31: KIDDERMINSTER URBAN EXTENSIONS

Site	Key Issues Raised	WFDC Officer Comments
	<p>considered GB release.</p> <ul style="list-style-type: none"> • Support proposed intention to review Green Belt. • The population of Kidderminster over the last few years as remained fairly static and this proposal will unnecessarily attract more people into the area. • We would like to strongly object to this ridiculous plan. • The Council has commitment and planning policy to protect the open countryside. They should therefore follow its own policies in this regard. • Some proposed development areas are on good agricultural land. • There would be a loss of trees and hedgerows, community leisure spaces and public rights of way. • Some proposed development sites have steep gradients which could cause flooding issues from run-off. • Some proposed sites are very near SSSIs. Development could result in loss of wildlife habitat and permanent urbanisation of important landscapes • Development and the associated increase in vehicular movement would have a further detrimental impact upon air quality and would be contrary to the NPPF. • There is a shortage of primary school places – many primary schools in WFDC area are already full to capacity. • Commence work on the 3000 homes on brownfield sites. Use the income you receive from Crown House to pay the salary of an officer to effect the regeneration of the town centre, alongside any grants you may receive. • Kidderminster currently has a very poor town centre which is in desperate need of improvement. Building residential properties instead of more shops would give the place more vitality and attractiveness. • The Green Belt to the east will be attractive to the house builders for the provision of luxury detached houses where the housing need does not appear to lie. • There is no clear indication of how the development to the south and east of the town would be accessed. • Large numbers of additional housing on one side of Kidderminster will put strain 	<p>public access. An extensive network of signposted walking routes is proposed as part of the development.</p> <p>The population of Wyre Forest is projected to increase by 4.9% over the plan period.</p> <p>Kidderminster is surrounded by high quality agricultural land with poorer quality land mostly found either west of the River Severn or where the topography would make development difficult. As there is insufficient brownfield land which is viable to bring forward, the release of high quality agricultural land for development is unavoidable in order to allocate enough land to cater for the housing requirement.</p> <p>It is hoped that the brownfield sites which are currently allocated for redevelopment can be brought forward in advance of any release of Green Belt land through the Local Plan process.</p> <p>The Local Plan proposals include a number of additional brownfield sites within Kidderminster with housing the most likely use for the former Magistrate's building.</p>

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION KEY ISSUES TO SECTION 31: KIDDERMINSTER URBAN EXTENSIONS

Site	Key Issues Raised	WFDC Officer Comments
	<p>on the inadequate infrastructure, increase congestion, pollution and change the character of independent communities, particularly Cookley, Hurcott and Stone.</p> <ul style="list-style-type: none"> • Development will encroach onto pasture land, green field and Green Belt areas. This will affect wildlife and remove amenity areas enjoyed by the communities. • There should be more development in Stourport, there would be scope for another High School which would give people more choice. • Green Belt land is essential to maintain wildlife. • Please ensure that the Husum Way Junction on the A459 Birmingham Rd junction is made safe. • Develop Lea Castle so as to be "self-contained". • Include sustainable transport provision such as cycle lanes/bus services, esp. between the new settlement/Broadwaters and Kidderminster. • The council owns a great deal of properties in and around the town centre which are currently unused and create an eyesore and derelict look to the town. • It is imperative that diversion of traffic away from main population areas is considered using a link road to avoid the villages of Blakedown and Hagley. • The proposed expansion can only result in Kidderminster becoming a satellite town for Birmingham • Historically the town has always been unable to compete, in terms of introducing new businesses, with the facilities of Birmingham to the north or the attractiveness of Worcester to the south. • The continuous loss of quality agricultural land will further reduce the ability of the country to become more self-sufficient and to decrease our import bill. • Would like to see more imaginative solutions provided for housing than just big blocks of new development. • Minimal impact on the Green Belt would be better achieved by removing a larger volume of smaller sites across the district rather than a smaller number of large sites which will have greater impact. • Please do not assume that green land doesn't matter to us, as it really does • Both proposals A and B propose to build houses on green land behind 	<p>There is currently only one public footpath on the east of Comberton/Offmore near Heathy Mill Farm. There is no other access to the countryside serving these residential estates. The proposed extension will provide an extensive network of circular paths through wetland and woodland areas. The Husum Way junction will be upgraded to a roundabout as part of these proposals. Sustainable transport links from the new development back into Kidderminster and on to Blakedown will be considered as part of these proposals.</p>

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION KEY ISSUES TO SECTION 31: KIDDERMINSTER URBAN EXTENSIONS

Site	Key Issues Raised	WFDC Officer Comments
	<p>established housing estates. This will destroy beautiful nature and land and make the houses less desirable for incoming residents. These developments would have no heart.</p> <ul style="list-style-type: none"> • Concerned with proposed Kidderminster Urban Extensions. • Kidderminster town itself needs a lot of work, the green spaces around Kidderminster and its many pleasant areas and attractions are what keep us here. • Will WFDC also consider transforming and investing in the town centre itself, within the ring road? When we were renting we struggled to find good quality flats, and there appears to be a lack of these near to town centre facilities. • The town centre is a depressing place to visit and too many people are happy to destroy and ruin anything nice. Make the area residential and bring life back into this area. Don't destroy our Green Belt. • We question whether the provision of the Kidderminster Eastern Relief Road would be at the mercy of central government funding? If so, what happens if option A is adopted and the relief road doesn't materialize? • Whilst we understand the need for more housing and the difficult decisions that have to be made, we ask that it could be more proportionate around the area. • Our town is lucky to be surrounded by Green Belt because it lets you know you have arrived and are travelling into a town that is proud to stand on its own • Loss of this Green Belt land, in combination with development of the Lea Castle hospital site, would create a significant and unacceptable narrowing of the designated Green Belt between Kidderminster and Stourbridge and the wider West Midlands conurbation. • The proposed development on the East side of Kidderminster would not appear to address the core policies of the Local Plan Review (Sections 6 to 11) in encouraging the growth of Wyre Forest with Kidderminster at its centre. It would encourage the corridor of growth along the A456 and A451 for commuters to Birmingham and Stourbridge and areas served by Bromsgrove District and Dudley Metropolitan Borough Councils. • Wyre Forest's ageing and static population (Table 2.0.1) would not be served by 	

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION KEY ISSUES TO SECTION 31: KIDDERMINSTER URBAN EXTENSIONS

Site	Key Issues Raised	WFDC Officer Comments
	<p>housing that would require greater mobility to access the amenities provided by Kidderminster town centre.</p> <ul style="list-style-type: none">• Developing semi-rural sites would be detrimental for the district, destroying open spaces and ruining the approaches to the town from the East which are currently green and inviting.• Concerned about the new road and the amount of traffic that will be generated in and around Kidderminster and the air quality with the additional fumes and noise.• Realises extra housing is necessary but doesn't think it is a good idea to focus developing just one side of Kidderminster - especially on Green Belt land.• There is no guarantee that building more housing on the eastern side of Kidderminster will make the development of an Eastern Relief Road more likely• The 'necessary housing' has been falsely derived by a flawed OAHN report.• It is unnecessary to pave over Green Belt when other forms of buildings can be considered within the curtilage of the existing town boundary• Justification 31.1 states "there is insufficient readily available Brownfield or non-Green Belt land...etc " However there are brownfield sites not on the plan,• 540 unit development for elderly persons would be more suitable and safer on the Lea Castle site.• The proposed relief road will simply attract more vehicles along the A449/A456 route decreasing safety and isolating the town centre from custom.• Justification 31.2 fails to mention that the outline planning permission for the core proposal (for 600+ homes) involves the removal of woodland – Green Belt land – on the site• you really need to have a robust plan for traffic management• Document is too long, too technical and too prescriptive.	

Further details on site selection can be found in the Site Selection Paper and the Sustainability Appraisal.

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION KEY ISSUES TO SECTION 32: STOURPORT ON SEVERN

Site	Key Issues Raised	WFDC Officer Comments
LI/2 – Wyre Forest Golf Club	<p>Objections/Comments:</p> <ul style="list-style-type: none"> Existing infrastructure is totally inadequate for the present volume of traffic. This in an important and widely used public open space currently acts as a “buffer” between a large residential area and the local nature reserve and SSSI. Local schools, doctors and dentists are already struggling to cope with existing numbers of occupants in these areas, and a significant increase in the number of houses would lead to an influx in students and patients. The lie of this land has previously been the cause of severe flooding to properties in Elan Avenue, my own property included. New areas of employment would be needed for house buyers. Access to the site is very limited via the Kingsway this is not a main road and was not designed to take a substantial increase to traffic flow. The area is poorly serviced by the current road infrastructure. At peak traffic times there are often traffic queues from the sharp bend in Kingsway to the traffic lights at Burlish crossroads. No evidence base to support the release of the entire site shown from the Green Belt Bewdley has a bypass, Kidderminster has a ring road, Stourport has nothing to alleviate or deviate traffic. There is a spring feeding an Aquifer for Blackwell Abstraction point on the site. We are being asked to lodge our concerns before we actually know exactly what is being planned i.e. the type of houses, the spacing/road layout and the entrance from the Kingsway. Loss of Green Belt/public rights of way/ good agricultural land. With the Burlish Top Nature reserve having homes, right up to its border. Will these defeat the object of a nature reserve? Increase in traffic noise and pollution Surface water flooding. The land has been contaminated by recent waste tipping. The Kingsway road will require widening to a standard carriageway so that 	This site is no longer proposed for allocation in this Local Plan

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Site	Key Issues Raised	WFDC Officer Comments
	<p>residents can access the A451 safely rather than use Burlish Crossing or Windermere Way.</p> <ul style="list-style-type: none"> • The Burlish Crossing lights will need to be reconfigured to avoid even worse traffic delays if all the developments closest to this junction are approved. • The proposal to develop the golf course does not take into consideration that for building of properties the site will be cut into two by the Strategic Main and its service access zone. This will not only limit the number of dwellings but effectively create two separate sites. • The site borders an SSSI. • Public transport is not seen as viable as bus service is 'extremely poor.' • Severn Trent has put a major pipeline through the site surely this cannot be compromised. • Loss of wildlife. It is home to badgers, sky larks and many other animals. Any development would be destructive and have a massive impact on the environment. There would be light and noise intrusion to the nature reserve and would remove a valuable public amenity. • Concerns related to potential impacts on biodiversity at Wyre forest golf club. Due to the presence of acidic habitat. • The increased traffic Burlish Top to the main Kidderminster - Stourport road represents a real safety hazard particularly to children at Stourport High School and users of the sports facilities. The road is very narrow and would not support increased traffic. • Wouldn't this land be better used for recreational purposes giving its proximity to the nature reserve, taking into account National obesity levels rising, the lack of local leisure facilities in both Bewdley and Stourport (and an under-equipped Leisure Centre for the Wyre Forest as a whole) and also the fact that the land is currently utilised by dog walkers and children for leisure? • Given that the plan now only suggests housing on this site, am I right to assume that the 'recreational' plans for this land have been quashed? • There is already a problem with illegal use of motorcycles and at night with youths drinking/drugs. Any major development will probably exacerbate these problems. 	

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Site	Key Issues Raised	WFDC Officer Comments
	<ul style="list-style-type: none"> • Impact of pollution on health. • I am concerned that any development will increase the risk of flooding properties. • The development is another step towards joining the towns of Kidderminster and Stourport via Birchen Coppice. Development towards the joining of the two towns must not be allowed to take place. • Would be better used as allotments. • This currently acts as a “buffer” between a large residential area and the local nature reserve and SSSI. • It is used by many walkers (ref. obesity figures for Wyre Forest District). • An area with no direct public transport into the nearest town, increasing car traffic and air pollution. • Green Belt land must be protected at all costs. • Doctors and Dentists will find it difficult to cope with extra people. • More schools will be needed and that will mean more transport on our roads. • Traffic is very noisy already on our roads so the increase will make it worse. • The impact of building houses on Kingsway field would have significant impact on plant and wildlife on Burlish Top Nature Reserve. • There is no need to use Green Belt land when there are enough brownfield sites around Wyre Forest District. • This site should not be developed as it is essential to maintain green space between the three towns. <p>Support:</p> <ul style="list-style-type: none"> • If the golf course cannot be reopened then the site could be used for building more homes having good accessibility to both Kidderminster and Stourport. • Site suitable for mixed housing and green space. • I support the release of land at site LI/2, subject to significant landscape considerations. • The whole of the western edge of Stourport lacks any landscaping, so enhance the views across to Burlish Top. • A policy of the plan should set out at this stage that only the lower-Lying areas of 	

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Site	Key Issues Raised	WFDC Officer Comments
	<p>the site, say to the south of where the pipeline has been laid, should be considered for housing purposes. The visually prominent northern half of the site should be set aside for landscaping and habitat restoration, so as to enhance Burlish Top.</p> <ul style="list-style-type: none"> • Part of the northern most land could be used to provide a car park for the Wildlife reserve at Burlish Top. • LI/2 could also be designated for use by self-build applicants 	
LI/6/7 – Lickhill Road, North	<p>Objections/Comments:</p> <ul style="list-style-type: none"> • Roads around Burlish Crossing are already heavily congested and additional traffic would cause further congestion at the Swan Hotel/High street junction. • Traffic an issue at Burlish Crossing. • Negative impact on wildlife. • Loss of agricultural land. • Lack of facilities in Stourport already, increasing population will stretch the existing services i.e. GPS, dentists and schools. • Building houses here would increase commuter traffic through the known congestion points in Kidderminster or Stourport in order to access the main arterial route. The sites are too far away from town centres. • Increase in traffic will lead to more road noise, pollution & congestion. • Schools already full with lack of places for children. Where will the new house residents' children go? • Increase in traffic will cause more gridlock and affect response times of emergency services as it will take longer to reach their destinations. • Loss of Local wildlife habitats and productive agricultural land. • Green Belt land should remain undeveloped and unpopulated. • Pipeline running across the middle of the field that was put in 30 years. • Doctors, schools and hospital services not available to cater for this growth. • Shouldn't use Green Belt land when brownfield sites are available. • Building on Green Belt will affect wildlife and lead to more flooding. • Need land for food production post Brexit. • Build affordable housing near shops/services for people without own transport. 	These sites are no longer proposed for allocation in this Local Plan mainly due to highway issues at Burlish Crossing.

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Site	Key Issues Raised	WFDC Officer Comments
	<ul style="list-style-type: none"> • Stourport has nothing to alleviate or divert traffic. • The bus service is already abysmal, so using the car will be a necessity. • Site not big enough for 90 houses, there are only 16 or so on the opposite side of the road, so it must be a very dense development with small houses and close together. • Sites L1/6/7 Lickhill Road North represent an unacceptable use of Green Belt land, some would be better used as allotments. • The increased traffic Burlish Top to the main Kidderminster - Stourport road represents a real safety hazard particularly to children at Stourport High School and users of the sports facilities. The road is very narrow and would not support increased traffic. • Concerns about retaining Stourport's character and identity, • Threatening existing public rights of way. • There is no evidence that this amount of new housing is required in the Wyre Forest area, where the population growth is below the national average. • Surely there should be a review of need for housing in the area and also the provision of schools, health centres and local hospitals before detailed plans for housing. <p>Support:</p> <ul style="list-style-type: none"> • Use garden centre site for mixed housing with green space. • I support the release of land at site L1/6/7, subject to significant landscape considerations. The whole of the western edge of Stourport lacks any landscaping, so enhance the views across to Burlish Top. • This site is one which represents a sustainable location for development. • The site has a choice of routes out to Kidderminster, Bewdley and two routes to Stourport Town assisting and there are bus links within a few hundred meters walking distance from the site. 	
AKR/1 – Bridge Street Basins	<p>Comments:</p> <ul style="list-style-type: none"> • AKR/1 – site set aside to access to the canal basins - claw back cost if not? • Stourport must remain a well maintained historical town with accommodation over shops. 	A proposal for the site is being drawn up which will be mostly residential.

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Site	Key Issues Raised	WFDC Officer Comments
	<ul style="list-style-type: none"> Provide coach parking, public transport and more public toilets to encourage visitors to visit day/night for food & entertainment. <p>Support:</p> <ul style="list-style-type: none"> Should be developed for mixed use - residential with retail. The retail units would complement and enhance the existing retail units within the town. 	
AKR/2 – Cheapside	<p>Objections/Comments:</p> <ul style="list-style-type: none"> Part of site at risk of flooding. Development should be directed to sites of lower flood risk first. Site should be removed. Part of site also occupied and thus not currently available. There needs to be clear evidence that the site should not be protected for employment purposes before a mixed use allocation is pursued. 	Site falls within Conservation Area and is important for its industrial history as a vinegar works. Detailed heritage study has been undertaken. Much of site should be retained for conversion as large part of site falls within floodzone 3 and redevelopment would not be an option. Allocation to be retained.
AKR/7 – Swan Hotel / Working Men's Club	<p>Objections/Comments:</p> <ul style="list-style-type: none"> Sport England: this site appears to include a bowling green. The Workmen's Club and adjacent Bowling Club are important social centres for the town and host a range of activities which require provision of adequate car parking. Some local business people have contract parking on this site. The whole of the Swan/Workman's Club site is indicated, I was told that this represents land ownership and the whole site is not affected. This needs significant clarification to indicate the areas involved. The Swan Hotel has been developed as a thriving and much needed social resource. It would be detrimental to the community if this leisure resource were to be closed down. Housing would worsen already congested traffic in town centre No walking access to rail links or reliable bus service at present. Why consider this site when the site at the "Bond Worths" former factory has been lying idle for so many years? To pursue a compulsory purchase on this site would not only deprive the people of Stourport with an important place of relaxation, but would also put several 	This site is currently allocated and includes social clubs / bowling greens and extensive car parking. The area to the rear of the Swan Hotel on Lickhill Road requires redevelopment to improve the streetscene. No other parts of the site would be affected.

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Site	Key Issues Raised	WFDC Officer Comments
	people out of work and should therefore be removed by WFDC from any compulsory purchase or future residential development plans	
AKR/20 – Carpets of Worth	<p>Objections/Comments:</p> <ul style="list-style-type: none"> • Site had planning permission for 159 units which lapsed. Is site suitable and deliverable? The allocation should be removed from the plan. • The access road, off Severn Road/Discovery Road is only very narrow and struggles to cope with traffic at the present time. Will this be widened for the redevelopment? • There will be a large increase in footfall of people wanting to get from Cheapside into the High Street area of town. Waters Edge is a private development – not a Public Right of Way. The adjacent Public Right of Way should be highlighted by signs and the Water’s Edge development should have a gate erected on its entrance off Mart Lane, to stop the “traffic”. • The roadway that comes from Tesco on to Severn Road gets very congested. • What provisions are there going to be made for the occupants of the new housing all over Stourport for schools and Doctors Surgeries? • There is reference to building an Eastern By-pass for Kidderminster, but what about a by-pass for Stourport? The whole town grinds to a standstill on good weekends, holiday times and peak times. • There are unrealistic assumptions of development value by the landowners. The Council might wish to consider Planning or Regeneration CPO powers. <p>Support:</p> <ul style="list-style-type: none"> • Should be developed with houses to attract people who choose to live in the Wyre Forest but their employment is within the surrounding towns and cities as they offer easy access to the main arterial roads without going through the known congestion points. • This brownfield site should be used before other proposed sites are utilised. Can pressure be put upon the developers to either proceed with building or relinquish the land to another developer? • Use site for mixed housing. 	This site is currently being marketed for housing development with a number of national house builders showing interest. Once sold to a developer, a fresh planning application will be submitted for determination.

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Site	Key Issues Raised	WFDC Officer Comments
	<ul style="list-style-type: none"> I do feel these offer sufficient provision for new homes within the Stourport area. These utilise suitable land around the Carpets of Worth and Parsons Chain area without encroaching on green belt or 'open land'. 	
MI/1 – County Buildings	<p>Objections/Comments:</p> <ul style="list-style-type: none"> Rebuild health centre with better facilities on site. Ongoing review to relocate to emergency hub, no certainty site will be available for development. The allocation should be removed. <p>Support:</p> <ul style="list-style-type: none"> Should be developed for mixed use - residential with retail. The retail units would complement and enhance the existing retail units within the town. Place Partnership: WP, WMP and HWFRS support the allocation of the County Buildings site for 40 dwellings. The delivery of the new Wyre Forest Emergency Service Hub means there is certainty that the HWFRS element of the site will come forward for development. Similarly, the Place Review being undertaken jointly by the Council and PPL means that there is confidence that the site as a whole will be available for redevelopment. 	<p>Most of the occupants of this site have already relocated or will be relocating in the next few years. Only the health centre remains with no firm plans for relocation. The site is able to come forward on a phased basis whilst funding and a site is secured for the health centre relocation. The site will be allocated in the Local Plan for up to 40 dwellings.</p>
MI/3 – Parsons Chain	<p>Objections/Comments:</p> <ul style="list-style-type: none"> Parsons Chain - deliverability is questionable. Depends on need to remove former railway embankment as part of Stourport Relief Road. Site should be removed. Traffic – Worcester and Hartlebury roads are already heavily congested. Woodland – concerned about any suggested removal of the woodland on the old Railway Line behind The Birches. Schools – What provision is there for school places? Whilst applauding the use of brownfield rather than greenfield sites this particular proposal removes an edge of town employment opportunity in Parsons Chain site. The town has little employment with the exception of retail outlets. Should be developed with houses to attract people who choose to live in the Wyre Forest but their employment is within the surrounding towns and cities as they offer easy access to the main arterial roads without going through the 	<p>The railway embankment is no longer proposed for removal. Plans are being drawn up to redesign the Hartlebury/Worcester Roads junction which suffers from severe congestion. It is proposed to allocate the site for a mix of uses including employment/ care home / housing</p>

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Site	Key Issues Raised	WFDC Officer Comments
	<p>known congestion points.</p> <p>Support:</p> <ul style="list-style-type: none"> • Should be developed with houses. • Use Parsons Chain for mixed housing and green space. • I do feel these offer sufficient provision for new homes within the Stourport area. These utilise suitable land around the Carpets of Worth and Parsons Chain area without encroaching on Green Belt or 'open land'. 	
MI/6 – Steatite Way	<p>Objections/Comments:</p> <ul style="list-style-type: none"> • Fears that it will increase traffic causing bottlenecks at areas in Burlish Park. More traffic means more noise and pollution - hazardous to people's health. Stourport doesn't have a good enough road infrastructure to cope with more vehicles. • Insufficient schools to cope with more children. • Insufficient GP surgeries in the town to cope with more people. • Loss of Green Belt land - good agricultural land. • Loss of wildlife - horrendous for future generations. • Bewdley has a bypass, Kidderminster has a ring road Stourport has nothing to alleviate traffic. <p>Support:</p> <ul style="list-style-type: none"> • Agree that MIP site should be developed for housing but not high density. • Use MIP site for mixed housing plus green space. • Support the allocation of Site Ref MI/6 (Steatite Way) for housing use. Insufficient sites within Stourport on Severn's settlement boundary to accommodate the housing needs of the town. Site is located within a sustainable location, within walking distance of a number of bus stops and approximately 10 minutes' walk from the town centre of Stourport. There are no physical constraints that prevent the site from being released for development. • Supports Steatite Way proposals with the provision that the exit onto Bewdley Road is improved due to several traffic accidents. 	<p>There is an outline application for 106 dwellings on this site which has not been determined. The site is understood to have recently been sold to a national house builder. It is a brownfield site and will be allocated in the local plan.</p>
MI/18 and MI/33 – Wilden Industrial	<p>Objections/Comments:</p> <ul style="list-style-type: none"> • Loss of wildlife and negative impact on Wilden Marsh. 	<p>MI/18 is already in use for storage. The site will be zoned for employment and removed</p>

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Site	Key Issues Raised	WFDC Officer Comments
Estate	<ul style="list-style-type: none"> Opposed to any more industrial units on Wilden Lane. Surrounded by industrial units in this area, many of which are empty. The Worcester Road has had units empty for years, why build more? There is also the Hoo Farm industrial estate and the Worcester Road premises. A majority of the residents of Wilden Lane live very close to road and already suffer fast traffic speeding HGV's (over the weight limit) that are hurtling down the road at all times of the day and night and more industrial units would add to this. Any industrial units will add to noise, air and road pollution and be detrimental to the road and residents. <p>Support:</p> <ul style="list-style-type: none"> Support for the zoning of the two sites for employment purposes. 	from the Green Belt to regularise the situation. M1/33 is a vacant plot within the industrial estate which may be required for expansion for the neighbouring unit.
LI/5 – Burlish Crossing	<p>Objections/Comments:</p> <ul style="list-style-type: none"> This area is an attractive band of farmland forming a natural barrier between Stourport and Bewdley. The roads around Burlish Crossroads area is currently already subject to traffic congestion at many times of day, and the development would only exasperate this. An area with no direct public transport into the nearest town, increasing car traffic and air pollution, leaving residents with no alternative means of transport. The road can scarcely handle the volume of traffic currently using it, and speeding is a big problem on the run from Burlish Top to the Burlish traffic lights. Stourport has no bypass, or ring road to deal with increased traffic. Congestion in the area at school times is already a significant problem. Loss of Green Belt land. The traffic congestion at Burlish Crossing traffic lights with long queues in all directions at rush hour. Further development will make the situation worse, without major road improvements. Loss of good quality, productive agricultural land. This field and the adjacent fields are an important habitat for birds, particularly in winter when lapwings gather in the area. 	It is not proposed to allocate this site for development in this Local Plan. The adjacent Burlish Crossing has no capacity for further expansion without widening which would require loss of existing dwellings.

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Site	Key Issues Raised	WFDC Officer Comments
	<ul style="list-style-type: none"> • Loss of an area of natural beauty and wildlife habitats. • Longer waiting times at doctors/dentists etc • Extra noise and pollution to what is a quiet neighbourhood. • Negative visual impact over adjacent properties. Loss of views from homes overlooking the field. • The need for additional housing in this area can be met from the use of existing brownfield sites. • Bewdley Road North is heavily congested, especially at peak times. • Development at Burlish field threatens nesting birds and rights of way. • Major traffic congestion at crossroads. • Lack of capacity in schools, doctors, dentists. • No exceptional circumstances that would justify removal of site from Green Belt. Non-Green Belt sites are available in Stourport. • A loss of Green Belt and precious open land which will affect wildlife populations. • The introduction of more traffic on already congested roads (peak periods) i.e. Kingsway, Bewdley Road, Windermere Way. More junctions causing even more traffic chaos. • Stourport has already catered for more people i.e. Tan Lane, Manor Road, Vale Road, which will impact on local facilities such as GPs, dentists, schools etc. • More traffic noise and emissions will risk the health of local residents. • This increase in traffic will also inevitably affect the time taken for emergency services to reach their destinations. • Traffic noise and higher emissions of exhaust fumes with resulting increased risk to the health of local residents. • Loss of wildlife habitat; there are skylarks, linnets and other red-listed birds nesting in these fields. • Significant impact upon the vast variety of plant and wildlife on Burlish Top Nature Reserve. • This area is an attractive band of farmland forming a natural barrier between Stourport and Bewdley. 	

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Site	Key Issues Raised	WFDC Officer Comments
	<ul style="list-style-type: none"> • The highly used Burlish Top Nature Reserve will be severely affected. • The bus service is already abysmal, so using the car will be a necessity. • No exceptional circumstances that would justify removal of site from Green Belt. • Stourport has no bypass, or ring road to deal with increased traffic. • Radical impact on property values • Some of this land would be better used as allotments. • There is no evident that there is a shortfall of housing in WFDC area which cannot be met by the using brownfield sites, • Concerned about retaining Stourport's character and identity • Crime and anti-social behaviour quite low in this area at present, extra influx of people put this at risk. • New areas of employment would be needed for house buyers. • The Council refused to allow a car boot sale on these fields a couple of years ago on the grounds that it would create too much traffic. How is it now acceptable to build so many houses without any plans to improve the road system? <p>Support:</p> <ul style="list-style-type: none"> • The development of this site is less unacceptable than sites to the north, in that the town would extend out to the boundary of the former Burlish Common, of which the field is part. The next parcel to the northeast has already been developed (including Elan Avenue). • Instead of LI/2, the Option B site LI/5 Burlish Crossing should be used, where it would be in closer proximity to the main road and to keep development more compact. • Seems to be a sensible option. Access to the town, Kidderminster and Bewdley is simple because it is on the right side of the town. • The whole of the western edge of Stourport, lacks any landscaping, so enhance the views across to Burlish Top. • Various facilities are within easy walking distance • Site is sustainably located. Site is suitable, developable and available. It scores well in GB Review and SA. 	

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Site	Key Issues Raised	WFDC Officer Comments
MI/17 – Stourport Manor	<p>Objections/Comments:</p> <ul style="list-style-type: none"> • Sport England: this site appears to have 2 x tennis courts and perhaps some playing field. Any losses would need to be justified under NPPF Par 74 and SE policy. • Exceptional circumstances need to be demonstrated to remove site from Green Belt. Non-Green Belt sites should be favoured first. • This is a Greenfield site with mature trees and a valuable open space which is not farmland but a rare area of grass and hedges. • The proposed number of houses would be too dense to be sustainable and would be inappropriate so close to Hartlebury Common. • There are few amenities; no shop, only a small school with limited room for expansion, no bus stop, narrow road with no pavement (Wilden Top Road is basically single track). • Dangerous road junction at Wilden Top Road and Hartlebury Road. Heavy lorries (Talbot Landfill) frequently use Wilden Top Road. • Area characterised by steep scarp above Stour valley. This site is above top of scarp. Hotel should remain as isolated building in Green Belt. • The current local transport infrastructure cannot support this development. • At peak times traffic often queues on the Hartlebury Road as far as Wilden Top Lane, also backs up along Wilden Lane from the Stourport end. • The junction of Wilden Top Lane and Hartlebury Road is close to a summit in the road. That would make that junction unsuitable for access to any new development On Wilden Top. • Bigbury Lane, (which is the main pedestrian access from existing housing at Wilden Top to Wilden Lane) has a narrow section with no footpath. This would be the primary road access to Wilden All Saints CofE Primary School, resulting in increased traffic volumes. 	This site is not being taken forward into the Local Plan.
AKR/14 – Pearl Lane	<p>Objections/Comments:</p> <ul style="list-style-type: none"> • Concerns about significant levels of growth at Areley Kings. This area is adjacent to the Malvern Hills District boundary and has already seen growth come forward within Malvern Hills District. The infrastructure implications of any site 	It is proposed to allocate this Greenfield (non Green Belt) site for approximately 200 dwellings. This is the maximum amount of housing that the local schools could

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Site	Key Issues Raised	WFDC Officer Comments
	<p>allocations within this area need to be carefully considered in the context of recent and planned development on the Malvern Hills side of the administrative boundary to ensure that sufficient capacity exists.</p> <ul style="list-style-type: none"> • The impact of growth on the current river Severn crossing within Stourport should be considered, particularly as there is no longer an intention to deliver the Stourport Relief Road in Local Transport Plan 4. • A number of issues have been raised about this site including: drainage, encroachment in the countryside, extra traffic which would lead to a new Air Quality Management Area to be implemented. • There is no supporting infrastructure for the development of this site and there are limited local facilities in Areley Kings. • Housing development here will increase the traffic crossing Stourport Bridge and using the one-way system through Stourport. • Development of this land would be out of keeping with the local character and detrimental to wildlife particularly in the adjacent woodland habitat. • Proposed development on Pearl Lane will have an adverse impact on the neighbourhood, the bridge in Stourport already struggles to cope with the amount of traffic crossing into the town centre, can take 30 minutes to get from Arley Kings into Stourport. • Another 420 houses will increase gridlock to an unsustainable level. • No pavements on Pearl Lane or Ribbesford Road so unsuitable for pedestrians. • Option B has no plans for added infrastructure, where are extra school places, doctors, etc needed to sustain all these extra families coming from? • Stourport infrastructure is not sustainable in its current state, the addition of any housing to the West of the river bridge would produce more stress to those who need to cross the river, there are no doctors surgeries on the West bank and there is only one primary school, very limited employment opportunities and only convenience shopping facilities. • The public transport provision is constrained along with domestic traffic by the limitations of the congested bridge and high street, which has been compounded by the addition of traffic lights to the North of the high street. It is not unusual for the queue for the bridge to reach half a mile long on holiday week end and 	<p>accommodate taking into consideration extant permissions. Flooding issues on the adjacent site can be addressed as part of this proposal and a large area of open space will be provided that will also serve the existing housing estate residents. Traffic modelling has shown that this number of dwellings will have minimal impact on peak traffic flows.</p>

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Site	Key Issues Raised	WFDC Officer Comments
	<p>Fridays. Any new domestic building would result in major pressure on the existing very fragile infrastructure.</p> <ul style="list-style-type: none"> Increased pressure to the A451 / B4194 junction is inevitable if building work is undertaken on the proposed Pearl Lane side. Drainage issues with site. Infrastructure cannot meet the increased traffic flow over one access (the Stourport bridge). This area is already congested and air pollution will increase causing health problems to the people living in this area and tourists visiting our small town. The schools, GP surgeries and local hospital could not meet the needs of hundreds of new residents if they were to live in the small community. Concerns about the loss of flora and fauna. The site is too far away from town centre. Not a sustainable location. The proposed housing site is not viable due to transport issues, financial issues and lack of services. Infrastructure improvements are urgently required North of the bridge without any further development. Local roads are primarily country lanes. Very limited employment opportunities in the area. Options of creating new job opportunities are minimal even with funding which option B does not offer. Any housing developments across the bridge into Areley Kings will have an effect on the environment and the quality of life of residents. The view along the valley from Areley Kings Church towards the Abberley Hills is one of middle England's finest and would be destroyed forever should building be allowed to the west of Dunley Road. Another facet is the lack of public transport evenings and Sundays. New residents would need to travel through Stourport and over Stourport Bridge to get to their jobs as no large employment opportunities will be created to the west of the river. There is no scope to widen Stourport bridge and we are told that there is no 	

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Site	Key Issues Raised	WFDC Officer Comments
	<p>possibility of an additional river crossing, so adding houses to the west of the river can only be detrimental to traffic flow through the town.</p> <ul style="list-style-type: none"> • Development would be invasive to existing green field sites and expand the footprint of Stourport. • Unless and until money is allocated for a new bridge and relief road around Stourport, I really don't think building any more houses in Areley Kings is a viable option. • the LPR makes no mention of the remains of the Roman villa which lie under the Pearl Lane site. Any development would need to ensure that these remains are preserved for research and development by archaeologists in the future. • Part of the proposed development is upon highly productive farmland. • These proposals all encroach on either Green Belt or open land which we should look to retain wherever possible. <p>Support:</p> <ul style="list-style-type: none"> • Suitable and sustainable site for housing development. • Site is less sensitive than Green Belt sites to the north of town. 	
AKR/15 – Rectory Lane	<p>Objections/Comments:</p> <ul style="list-style-type: none"> • The fields around the area flood frequently. • Traffic congestion is a problem in the area. • The cross roads that encompasses Dunley Road is a danger spot for car accidents and there have been many traffic accidents. • There is not enough provision for schools, doctors, dentist on this side of the bridge as the current facilities would not handle any more residents. • One main concern is that the Stourport bridge is not capable of such large amounts of traffic and any further major capacity would bring the area to gridlock. • As building a bypass with a second bridge is so costly there must be better locations to build houses which will be financially cheaper. • Rectory Lane is not Green Belt but is visually sensitive as adjoins Conservation Area. 	This site is not being taken forward owing to adverse landscape impact.

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Site	Key Issues Raised	WFDC Officer Comments
	<ul style="list-style-type: none"> • This is not a brownfield site and is in agricultural use which could be very important after Brexit. • There is insufficient capacity within local schools. Local hospitals are already struggling to cope with demand. • The impact on congestion within Stourport and Bewdley would be unacceptable. • The effect on the B4194 switchback Road, already the scene of fatalities, and Areley Lane would lead to extra traffic. Areley Lane has already become dangerous due to its narrow width. • Pedestrian crossing on Stourport bridge is already, at times, dangerous due to there only being one pathway and its use by cyclists, mobility scooters, dog walkers, etc means that at times one has to walk in the roadway. • Traffic jams already stretch along the Dunley Road past Pearl Lane crossroads at peak times and the access to the Dunley Road could be difficult at times. • Whatever drainage is used the effect of development would lead to extra water flowing into Burnthorne Brook which would lead to additional flooding over the bridge in Areley Lane. • Lack of infrastructure, roads, water, schools, doctors. • If the construction of another bridge was feasible the main objection to the proposed sites would be removed. • Rectory/Pearl Lane would require extra roads even another river bridge! • the proposed housing sites shown are not viable due to transport issues, financial issues and lack of services. • Development of this land would be out of keeping with the local character and detrimental to wildlife particularly in the adjacent woodland habitat. • This area is adjacent to the Malvern Hills District boundary and has already seen growth come forward within Malvern Hills District. • no large employment opportunities will be created to the west of the river. • The area is also home to a large amount of wildlife including birds whose habitat would be ruined • would be invasive to existing green field sites and expand the footprint of Stourport. 	

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Site	Key Issues Raised	WFDC Officer Comments
	<ul style="list-style-type: none"> believe that the proposed housing sites shown are not viable due to transport issues, financial issues and lack of services. Part of the proposed development is upon highly productive farmland. Development along Rectory Lane would spoil a quiet country walk and the unspoilt scenery. lack of public transport evenings and Sundays Local roads are primarily country lanes. Any development to the west of the river Severn would carry such massive infrastructure costs. <p>Support:</p> <ul style="list-style-type: none"> Site is suitable, deliverable and developable. Site has good access to local services and Stourport town centre via number of routes. Access can be provided by upgrading existing service road off Dunley Road. Connections along Ribbesford Road and Rectory Lane could be provided to link into existing rights of way. Regular bus services run along Dunley Road into Stourport and Kidderminster. Nearby facilities are within walking distance from site. 	
General Comments	<ul style="list-style-type: none"> The Wyre Forest is an attractive place to live and it is in danger of losing its character and charm if it is extended beyond recognition. None of the options indicates improvement to the road structure in and around Stourport. There was no indication of the type of housing that will be built. Infrastructure cannot cope with the volume of traffic and congestion. Schools and Doctor surgeries are already struggling. Stourport could only cope with the extra volume if a second bridge were to be built over the River Severn. Until the council can come up with a plan and the funds to improve the roads and facilities in the Burlish, Lickhill and Kingsway area of Stourport, the idea of building houses as should be scrapped. Ask people on beforehand where THEY think more houses (especially social 	All allocations have been carefully assessed in terms of impact on highways and available capacity in schools. A review of replacement GP surgeries is being investigated independent of this Local Plan process.

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Site	Key Issues Raised	WFDC Officer Comments
	<p>housing) could be built.</p> <ul style="list-style-type: none"> • Object to all these sites as in Green Belt, plenty of brown sites still available. • There are sufficient brownfield sites everywhere in Wyre Forest area to accommodate housing needs. • The plan mentions the traffic issues relating to land to the West of Stourport and then proposes to allocate land there - this doesn't seem logical. • It is important that the strategic gap between Stourport and Kidderminster should not be eroded • Stourport has also lost valuable facilities in recent times. It is ludicrous that a town with a river has no swimming facilities for teaching children. • Some sites are close to designated sites and will require particular care in delivery. • Need to determine any ecological constraints that may exist using up to date survey information. • Do not think any homes should be built in Stourport until the ring road that has been talked about for years is put in place. • Appreciate the necessity to provide sites for the Districts housing allocation. However, it is concerning that it is felt this can only be achieved at the expense of the Green Belt. • Further development on the edges of the town would cause deterioration of a valuable landscape. • The document does not seem to appreciate the role of Stourport in the District's economy. • Frequent mention is made of promoting heritage tourism in Stourport but there is no mention of encouraging the facilities to support this, e.g. toilets, parking and provision of facilities for visiting coaches. • There is little mention of sustainable transport proposals in the document, the assumption being made that travel from Stourport area both within and beyond the district will be primarily road based. • Pleased to see, in Stourport on Severn, that there is a wide range of generally smaller sites being considered for allocation and this will assist house builders of all shapes and sizes to be able to access land for development. 	

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Site	Key Issues Raised	WFDC Officer Comments
	<ul style="list-style-type: none">• hugely opposed to any more industrial units on Wilden lane• Through traffic needs to be diverted away from the one way system and back to the A449.	

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Site	Key Issues Raised	WFDC Officer Comments
WA/BE/1 – Stourport Road Triangle	<p>Objections/Comments:</p> <ul style="list-style-type: none"> • Impact it will have on the already chaotic traffic congestion and parking problems generated by nearby school and sports centre. • Concern about the addition to chaos and danger to school children on the Stourport Road. • Current parking and congestion has not been solved in this area. • An addition of 100 dwellings would add to the danger and risk that is currently faced by parents and school children. • The land should be retained for community use. • The Green Belt should not change in this location. • 100 new homes is far too many for this part of Bewdley. • The area is prone to flooding. • There is lots of wildlife around the area including bats, owls, skylarks. • The local schools are already full to capacity. • The local medical centre and hospital is already overworked. • Loss of open visual aspect from neighbouring properties. • The Public Footpath along Riddings Way should be preserved. • A comprehensive assessment of community need is required before land in this area is committed for housing and mitigating measures should be included to offset the current and potentially worsening traffic and parking issues. • Where is the Green Belt going to end? Are we just going to join with Stourport and Kidderminster? • I hope that the old redbrick wall that runs alongside the proposed site and next to the public footpath be preserved. • Site is currently actively farmed/used land and so developing housing on this land is not safeguarding this Green Belt, in contradiction of policy 6B. • Disruption to the eco system/wildlife, may affect Riddings Brook footpath. • Unfair allocation and there must be other options the other side of the river. • A significant intrusion into the green gap between Bewdley and Stourport. <p>Support:</p> <ul style="list-style-type: none"> • There are insufficient sites within Bewdley's settlement boundary to 	<p>This site is proposed for removal from the Green Belt and allocation for up to 100 dwellings. The public footpath will be retained and the Riddings Brook opened up and naturalised. The remaining wall from the walled garden to Sandbourne House will be retained and this end of the site will form a large area of open space with pedestrian access through the 'gate' in the wall. The site has good flat access to local facilities.</p>

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Site	Key Issues Raised	WFDC Officer Comments
	<p>accommodate the housing needs of the town.</p> <ul style="list-style-type: none"> • The site is a kilometre from the town centre and access to the town centre is easily achieved along well-lit pavements on a flat plain. • The site is opposite the town's leisure centre and is one hundred metres' from the nearest secondary and primary schools. • The site is readily accessible to local services and facilities by foot and local bus services. As such, it is a highly sustainable location for housing development. • There are no physical constraints that prevent the site being released for development. • The site represents one of the best opportunities to release a discreet parcel of land which will not intrude upon the wider landscape and which is also able to achieve a high degree of sustainability in terms of its connectivity to the town centre and other important local services, notably schools and the leisure centre. • The housing should be a mix of affordable homes, homes for the elderly and private housing. 	
WA/BE/5 – Land south of Habberley Road	<p>Objections/Comments:</p> <ul style="list-style-type: none"> • Already too much traffic along this end of Habberley Road to permit building of 45 dwellings on this land. A smaller number would be more reasonable. • The site would need a road through to meet the round about of the by pass taking traffic away from the houses at this end of Habberley Road. This would also relieve build up of traffic at the no right turn at Catchems End, and the volume of traffic along Bewdley Road because of the enforced left turn. • Traffic flow along Habberley Road has increased greatly. Further development will lead to more traffic on a road that is not wide enough to take it. • The proposed development will be on a road that is already very busy and often dangerous road that gets congested that causes problems for the residents and other road users. • The poorly thought out junction at Catchems End causes many traffic hold ups. • Drainage issues on site. • Impact on openness of Green Belt. The importance of preventing the coalescence and maintaining a Green Belt gap between Bewdley and 	<p>This site is proposed for removal from the Green Belt and allocation for up to 35 dwellings. Access will be in the form of a cul-de-sac from Habberley Road. Further investigation into drainage issues is underway. A wide green buffer will mark the new Green Belt boundary.</p>

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Site	Key Issues Raised	WFDC Officer Comments
	<p>Kidderminster.</p> <ul style="list-style-type: none"> • The site is near to the Mercure Hotel and would not enhance the area to prospective clients. • Plans for the Safari Park hotel will increase traffic in this area. • Schools/GPs will not cope. • Concerns that consent for development of the site would pave the way for future developments on adjoining land. • The road system barely copes as it stands and will no longer be a small country town. • This is a low lying piece of land which is frequently waterlogged, and it may not be possible to naturally drain surface water into any local watercourse and to pump could be an expensive option. • Damage to the local environment/wildlife. • Planning history shows a potential bronze age burial mound. • Site is currently actively farmed/used land and so developing housing on this land is not safeguarding this Green Belt, in contradiction of policy 6b. <p>Support:</p> <ul style="list-style-type: none"> • This site encroaches into the Green Belt in a relatively narrow gap between Bewdley and Kidderminster. If a developer provided a link road between Habberley Road and Kidderminster Road then release of site from Green Belt would be acceptable. 	
BR/BE/6 – Land off Highclere	<p>Objections/Comments:</p> <ul style="list-style-type: none"> • Development of this site would increase traffic through Welch Gate. Development should be avoided West of the River Severn in Bewdley to avoid adding to the increasing congestion and air quality problems already faced by the town. • Main access from the town to the site will be Park Lane. This is already a very busy road (particularly at peak school times) and poses serious threat to pedestrians utilising the route. An increase in traffic flow will therefore increase this risk. • Ecological Importance of the site. Ancient Woodland is present to the south of 	This site is no longer proposed for allocations owing to biodiversity and drainage issues. See Site selection paper and Sustainability Appraisal

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Site	Key Issues Raised	WFDC Officer Comments
	<p>the proposed area for development. Housing and increased 'hard landscaping' will produce run off which will ultimately produce pollution and undue pressure on Snuff Mill Brook.</p> <ul style="list-style-type: none"> • To walk into Bewdley is dangerous down Park Lane with no footpath and the climb back up Park Lane or Wyre Hill is daunting and many would be unable to tackle it. To catch a bus they would have to walk up and down from Hales Park, which again is not practical for many, especially with heavy shopping. • Development in the Highclere area would inevitably add more traffic passing through the Welchgate / top of Load Street area which is an Air Quality Management location. Any additional air pollution in this area should be avoided and additional traffic would only make the air quality worse. • Development off Highclere would lead to serious accidents on roads - narrow and twisty, no pavements. Unsuitable proposal. • Loss of amenity land. Site is well used for recreational pursuits – dog walking, informal play. • Impact on traffic flow through Bewdley. It's on top of the hill, so although within 0.5 mile of Load street, not easily accessible. Very unlikely that new residents (especially elderly) would walk down and back up after visiting the shops. • The land is a habitat for wildlife and should be preserved. • The site has high landscape value the water run off into Snuff Mill Brook would have a detrimental effect. • Access in / out of the site is unsuitable for any increase in traffic. • Additional traffic generated by development in Highclere would cause gridlock in this area. • Both Park Lane and Wyre Hill roads are dangerous and narrow and cannot do with increased traffic of any kind. • Loss of land of recreational and amenity use, including environmental and nature aspects. • For every property built there will be a minimum of two vehicles and no bus service as the access is unsuitable for large vehicles. • Develop the area as a nature reserve, as an asset to Bewdley. 	

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Site	Key Issues Raised	WFDC Officer Comments
	<ul style="list-style-type: none"> • It is foolish to extend the urban sprawl further west into open countryside. • There is no road link between Hernes Nest/Highclere; there is no through road. • This particular site can be seen right across the valley and any development would impinge greatly on the views. • These green fields are a buffer to heavy traffic on the bypass and consequent air pollution, provide a pleasing appearance to the entrance to Bewdley town as well as provide an important green space for wildlife. 	
WA/BE/3 – Catchems End	<p>Objections/Comments:</p> <ul style="list-style-type: none"> • The site is within Green Belt and makes significant contribution. Development would reduce openness and urbanise land. • It will seriously diminish the openness of this narrow and highly sensitive part of the Green Belt between Kidderminster and Bewdley. • This proposal is seen to compromise the established Green Belt principles of preventing coalescence, sprawl and encroachment and the preservation of the setting and special character of the historic town Bewdley. • Western section of site adjoins church (listed building) and is partly in flood zone 3. • This proposal would bring a huge amount of extra traffic to the area at the Kidderminster Rd end of the Bewdley by-pass. This will be exacerbated by the proposals for future development at West Midlands Safari Park. • The field next to All Saints Church is a 'green' landmark in Wribbenhall and needs to be protected as should be the wall bordering it. Both are part of the local heritage. • The addition of so many dwellings will put immense pressures on local resources causing crowded schools and crippling the transport network. The town would have its tourist industry affected by not being able to visit when roads are gridlocked. • The section of Kidderminster Road from Catchems End Chip Shop to the by-pass island is very congested most of the day and any additional traffic would only make matters worse especially when you add the traffic from the new WMSP Hotel. 	<p>This land is proposed for removal from the Green Belt and allocation for 76 dwellings. Much of the development will be kept to the rear of existing dwellings on Kidderminster Road so that the entrance to Bewdley still has a rural feel. The western parcel will be retained as public open space with the Riddings Brook opened up into a more natural corridor with a footpath/cycle link alongside connecting through to the proposed development.</p>

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Site	Key Issues Raised	WFDC Officer Comments
	<ul style="list-style-type: none"> • The A456 and B4129 in Wribbenhall are already very busy, and to build new homes in this area would cause even more congestion. • To build more houses in this area at a time when services are stretched makes no sense. We are seeing cuts to Fire Services, Health Service and Schools. • Would schools in our area be able to accommodate the new families new houses would bring? • Loss of open aspect from neighbouring properties. • Would like space adjacent to Wribbenhall Church to remain as open space. • Hill at Maypole Piece should be retained as undeveloped land. Any floodable land should only be used as open space. • This site would make a significant contribution to the housing need, would not have a significant detrimental effect on the landscape and have easy and safe access to main roads and pavement access to schools. • Impact on tourism in Bewdley. Concerned that Bewdley needs to be careful not to morph into a community suburb. Impact on sense of community if more people commute from Bewdley. • Impact on local infrastructure - schools and local transport. • The area to the rear of Lodge Close historically floods. The gardens of some properties in Lodge Close are consistently under a considerable amount of water for most of the winter. • Site is currently actively farmed/used land and so developing housing on this land is not safeguarding this Green Belt, in contradiction of policy 6B. • Affect on approach to town/sprawl effect of built up environments. • Whilst there is no "right to a view" in legal terms, is loss is not necessarily irrelevant when it comes to planning permission. <p>Support:</p> <ul style="list-style-type: none"> • Southern End adjoining All Saints Church. Support for a very modest number of houses on the southern end of this site but any development should provide housing, a cemetery extension, car parking for the church/town, and an area of public open space to mitigate its loss of openness and take account of 	

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Site	Key Issues Raised	WFDC Officer Comments
	<p>drainage issues.</p> <ul style="list-style-type: none"> • Would prefer site WA/BE/3 Catchems End to be designated for housing instead of site BR/BE/6 Land off Highclere. • Catchems end development would be more suitable than Highclere, as Catchems End gives direct access to the road network. • The site is in close walking distance to a number of local facilities including three public bus routes which run regular services. • The site at Catchems End would be able to provide appropriate contribution to support improvements to the local highways improvements, associated with the impacts of the development. • The site can contribute 3.48 hectares of public open space to the community 	
General Comments	<ul style="list-style-type: none"> • The Bewdley Fire Station site should be carried forward into Policy 33. • There is a need for housing but Bewdley is full up so not possible. • Welch Gate is the most polluted spot in the Wyre Forest because of emissions. What is being done to solve the issue of poor air quality in the town centre and the traffic congestion in Welch Gate? • Object to any large-scale housing west of the river • Suggest a policy for the redevelopment and/or enhancement of: <ul style="list-style-type: none"> ○ The riverside buildings from Bridge House to the Rowing Club, perhaps to provide additional housing and car parking. ○ The Workhouse site in High Street • It is surely more sensible to have a plan that would not disrupt an area that already has a traffic problem particularly at holiday times. • Areas that have better links to major roads and good public transport would be more sensible than those shown for the Bewdley area. • Would it not be more viable to create say a new town with new infrastructure that would then be viable rather than overloading existing? • How would the Medical Centre and the schools cope? • With young families moving into the area we need to ensure that there is ample green space for them • We wish to support the development of Bewdley, as outlined in policy 33 and the core sites identified. 	<p>Fire Station site and land to the rear is proposed for allocation</p> <p>If access could be improved, this area may be suitable for formal car park provision. Some of this area is prone to flooding and so would not be suitable for further residential development.</p>

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION KEY ISSUES TO SECTION 33: BEWDLEY

Site	Key Issues Raised	WFDC Officer Comments
	<ul style="list-style-type: none"> • Wribbenhall will have to bear the development – they may assist with road costs i.e. Safari Park. • Area between town and Forest is very sensitive. • It would make sense, therefore to favour sites for future housing development which are as near as possible to Kidderminster to help minimize miles travelled. • It would seem sensible to confine Bewdley's future housing development to sites east of the river until those sites are fully saturated. • Bewdley already has substantial traffic and air pollution problems due in substantial part to the amount of housing east of the town centre, • Bewdley must take on a supportive role to Kidderminster in the provision of housing, • object to the limited scale of growth that is currently proposed from housing allocations in Bewdley and consider it necessary to plan for further development in order to fully support the economic and housing needs of the area. • Plan only proposes 4.6% of dwellings in Bewdley. Core Strategy proposed 10%. • Bewdley centre has lots of empty commercial buildings that should be changed into high quality living accommodation. • If development of any green field land is considered essential, then the identified spaces on the Kidderminster side of Bewdley seem to be the least bad option. • Will the old wall Sandbourne drive be kept intact, or will this also be knocked down and lose more of Bewdley's character. • The whole of Wribbenhall will be a block of houses from Catchems End right down to The Great Western, and from Old Styles' Mill right up to the now Stourport Triangle. No greenery, no fields, no hedges, no trees, just houses. 	<p>Any proposals for conversion of upper floors of commercial buildings can come forward under current planning policy.</p> <p>Policy is for all developments >2 Ha to provide 40% as green infrastructure. This will help to ensure any existing hedgerows and trees are not only retained but that additional planting is carried out to enhance developments for the benefit of both residents and wildlife.</p>

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION KEY ISSUES TO SECTION 35: RURAL WYRE FOREST

Site	Key Issues Raised	WFDC Officer Comments
WA/UA/4 – Allotments, Upper Arley	<p>Support:</p> <ul style="list-style-type: none"> Development of this site would be acceptable if the allotments are genuinely redundant. All the houses (not just some of them) should be affordable houses, of a smaller design, and for the people of the Parish. 	This site will be brought forward in consultation with the Parish Council to ensure that the provision meets local requirements.
BR/RO/1 – Land at Clows Top	<p>Objections/Comments:</p> <ul style="list-style-type: none"> The housing allocation at Clows Top for 30 dwellings needs to be considered in the context of the SWDP which allocates land adjacent to Highbrae for 17 dwellings and any proposals coming forward from Shropshire Council in order to ensure that adequate infrastructure is provided and to avoid an over concentration of development within the village. Strong objections to use of site for Travelling Showpeople. Would prefer something for the community or low cost housing for locals. No main drainage to site. Dangerous crossroad next to site. Limited visibility on exit of proposed site. A456 is already dangerous due to speeding. Lack of schools, doctors etc. Difficult access to and from the site, turning in and out would be difficult. The land on the site is unstable and is falling away. There is movement around the perimeter of the site, this before any heavy vehicles and trailers are using the area. There is a lack of adequate access to services and utility infrastructure The cumulative impacts of the site would harm the character and appearance of the area. I think it is affordable housing we need at Clows Top. There are four other sites identified in the plan for Travelling Showpeople all of which are more suited to this purpose. Land would be better served to the community as it is i.e. a garage or similar which would offer a service which would benefit residents. Little public transport. 	A decision has been taken to remove this site from the Local Plan as it is not considered viable to bring forward owing to the cost of connecting the site to mains drainage. The site is currently in commercial use.

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION KEY ISSUES TO SECTION 35: RURAL WYRE FOREST

Site	Key Issues Raised	WFDC Officer Comments
	<ul style="list-style-type: none"> No local police or hospital. Should be kept as a core housing site and not used for Travelling Showpeople. Would like to see something for the community. <p>Support:</p> <ul style="list-style-type: none"> Support residential development on this site because it will help to sustain the village and local community. Support for affordable housing on site to encourage young people to stay in the village and help sustain local businesses and services. Would like to see houses built here for local families. This housing development is indeed supported by the majority of all within the village parish. 	
BR/RO/4/6 – Land adjacent Tolland, Far Forest	<p>Objections/Comments:</p> <ul style="list-style-type: none"> Local amenities cannot cope with existing housing Plough Lane would need to be widened. Increased traffic congestion Negative impact on countryside. Current sewerage systems would not be able to cope with new development. Site is landlocked with narrow entrance. Development of Orchard House land would have to be accessed off Plough Lane. Road is heavily used by lorries (especially from quarries) and residents of Cleobury Mortimer plus school traffic. Bus service is unreliable and infrequent. Countryside and natural habitats will be lost. Habitat of rare species. Beautiful ancient orchards will be replaced by houses. The damage to wildlife and natural habitats will be incalculable. It would not be inappropriate to also develop land to the east of Plough Lane. Detrimental impact on character and landscape of this area. Egress from Plough Lane onto Cleobury Road (A4117) is dangerous and at a steep incline with limited views in either direction. Risk of flooding to proposed properties and existing properties. Loss of Dark skies. These are very much part of our village, important to its 	<p>The decision has been taken not to allocate these sites through this Local Plan. Further ecological assessment has been undertaken and the final report is awaited. If when the housing needs survey for Rock Parish is updated a requirement is found that cannot be accommodated elsewhere, these sites may need to be reconsidered. Only very limited development would be allowed with the potential to develop the orchard further for the benefit of the wider community.</p>

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION KEY ISSUES TO SECTION 35: RURAL WYRE FOREST

Site	Key Issues Raised	WFDC Officer Comments
	<p>character. Dark skies are also of great importance to wildlife.</p> <ul style="list-style-type: none"> • Very little local employment. People to go further afield, again increase of carbon footprint. • Increase in noise, light and air pollution that would have a negative effect on the health of local residents. • Storm water currently a problem and would be heightened due to any development. • Do not need any more houses in Far Forest – there are plenty for sale. • School is full. • Proposed development at Far Forest is approximately six acres which is huge compared with the rest of the village and contrary to Policy 6F. • The village has no public "green space" despite being out in the country. • Building out at Far Forest will create car commuter traffic to Kidderminster and the West Midlands. • The Council should consider redefining the boundary of the village. • The infrastructure at present cannot cope with more residents. GP surgeries, Fire and Ambulance services are all stretched. • Sewerage and water has been a problem in the village for a long time; electricity can also be a problem with innumerable power cuts. • There is no indication of need for this level of housing locally. • Wyre Forest rural development is disproportionately centred on Far Forest with 60 of 105 (57%) of properties proposed here. • A full independent wildlife study and a Habitats Regulations Assessment (HRA) needs to be carried out on these sites. There may be endangered species local to this area. • Negative impact on the character of the village and its ecology: <p>Support:</p> <ul style="list-style-type: none"> • Land at Tolland Bungalow and Orchard House - Plough Lane is more of a track. Site is appropriate infill site but may need to be limited to about 5 dwellings. Orchard House site - acceptable for infill but not to be accessed off A4117. 	

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION KEY ISSUES TO SECTION 35: RURAL WYRE FOREST

Site	Key Issues Raised	WFDC Officer Comments
BR/RO/7 – New Road, Far Forest (S) (N)	<p>Objections/Comments:</p> <ul style="list-style-type: none"> • Traffic is already horrendous and will be made worse with more dwellings. • Dangerous junction on to main road. • Congestion along New Road at school times and too many parked cars. • Children at risk due to traffic increase. • Lack of services locally (doctors etc.) - leading to pollution as people would have to travel to appointments by car. • Bus service is unreliable and route is awful; takes over an hour to get to Kidderminster. • No jobs locally - again causing more pollution as they will have to travel. • Countryside and natural habitats will be lost. • Village too small - not enough facilities. • Views will be spoilt. • Brownfield sites in Kidderminster could be used. • Sewage system is inadequate at the moment and would not be able to cope with the additional dwellings. • Loss of agricultural land and wildlife. • Facilities in Far Forest are not suitable for an increase in population as it will cause more traffic and pollution. • Stress on utilities, localised flooding and poor sewerage system, no mains gas currently in village. • Low water pressure. • Insufficient broadband. • Doctors already over subscribed. • Negative impact on the village, currently a small rural village, will become a housing estate. • Village has no public green space. • Negative impact on tourism. • Housing not needed in Far Forest. • People enjoy the current countryside - local people would not have any benefit from the proposals. 	<p>This site has been ruled out for future development on highways and biodiversity grounds.</p>

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION KEY ISSUES TO SECTION 35: RURAL WYRE FOREST

Site	Key Issues Raised	WFDC Officer Comments
	<ul style="list-style-type: none"> 50 additional houses would simply overwhelm the village and the character of the village would be lost to the detriment of the current residents. Loss of Dark skies and detrimental impact on flora and fauna. School is full. Bungalows rather than houses could be built elsewhere in the village. Far Forest is an open and widespread rural settlement. The proposed developments would urbanize the village. No local Police, Fire or Ambulance service. 	
General Comments	<ul style="list-style-type: none"> The majority of sites proposed under this policy have likely biodiversity implications and so we reiterate the need to determine any ecological constraints that may exist on any of the sites listed under this policy using up to date survey information. The plan does not provide sufficiently for windfall housing sites in areas in the west of Kidderminster, beyond Bewdley. The plan should review all the local settlement boundaries to establish the extent to which small additional sites might contribute to the significant housing problem. PDL within the Green Belt at Cursley Distribution Park could be made available through site rationalisation. This would require the land to be released from the Green Belt and allocated under Policy 35. Potential loss of wildlife and harm to the landscape. Various protected species are located on the proposed development land. Harm to the Landscape Protection & Hedgerows. Concern at the increase of traffic. Sewerage System in Far Forest is still a major ongoing issue. All sustainable settlements should be allowed to play their part in meeting their own housing and employment needs. support the redevelopment of Alton Nurseries. New estates are not needed. Local employment ideas are to be commended. However, WFDC must be careful not to negate agricultural/rural opportunities by removing arable/other 	<p>The decision has been taken to amend settlement boundaries in the west of the district (outside of the Green Belt) to allow for limited infill development of up to 6 dwellings.</p> <p>Cursley Distribution Park is to be allocated as a Previously Developed Site in the Green Belt for employment.</p> <p>Alton Nurseries will be redeveloped with 4 dwellings along the front of the site with the remainder of the site allocated for employment uses as an extension to Bewdley Business Park.</p>

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION KEY ISSUES TO SECTION 35: RURAL WYRE FOREST

Site	Key Issues Raised	WFDC Officer Comments
	agricultural land.	

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Appendix 4 - Summary of Consultation Responses to the Local Plan Review
Preferred Options (Reg 18) Consultation (June 2017)

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LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO POLICY 30 – KIDDERMINSTER TOWN ALLOCATIONS

Company / Organisation	Response No	Site Ref	Type of Response	Summary of Response
AS/1 – Comberton Place				
Campaign to Protect Rural England	LPP0957	AS/1	Comment	This includes what should be an opportunity site for a Park and Ride car park related to the station. Additional P+R capacity is very much needed on the line to Birmingham, as the car parks at Hagley and Stourbridge fill up quite early in the morning.
AS/5 – Victoria Carpets Sports Ground				
Kidderminster Golf Club	LPP01774	AS/5	Object	<p>Kidderminster Golf Club wishes to record a very strong objection to develop the Victoria Sports Ground (VSG) for housing. The reasons for the objection are set out below.</p> <ul style="list-style-type: none"> • Flooding. The site floods significantly and often and is within Flood Zone 2. The significance and impact of this has not been appreciated in the site's HELAA Assessment. It is bounded by and drains to the Hoo Brook which accepts the majority of the surface water run-off from the 2000 house Spennells Estates. Previous schemes to develop the site have all sought the raising of its ground levels to ensure a flood free development. The seriousness and impact of this has been underplayed. • There is a very special case to retain the Golf Club, not only for the economic benefits and visual attractiveness it brings to the area and the town in general, but for the property values and rateable values that roll from it. <u>A housing development on this site could have serious implications on the viability and playing of golf at KGC.</u> • Loss of Sport facility/Playing field. The proposal is in conflict with the plan which seeks to protect and safeguard community facilities (See paras 20.5 and 20.6). Sport England objected to previous non-sporting developments on this site. • There are potential issues with proximity of certain holes to roads and housing. New housing would add to this and also prevent the Golf Club from being able to re-plan the golf course should legal/HS issues restrict its present playing area. • The site is a prominent and important open space on a major throughway of the town. Its loss to bricks and mortar will deplete its green, open value. • Ecology. The adjoining Golf Course has a habitat for wide ranging flora and fauna, some

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO POLICY 30 – KIDDERMINSTER TOWN ALLOCATIONS

Company / Organisation	Response No	Site Ref	Type of Response	Summary of Response
				<p>of which could include protected. Two pools are in close proximity to the site. The site should be surveyed before rezoning this land in the Plan-making process.</p> <ul style="list-style-type: none"> • Traffic. There is an issue with traffic both vehicular and pedestrian. Access to the site is difficult given the high volume of traffic in the area both on the A449 Trunk Road and the Spennells Valley Road and the proximity to the traffic island. Concerned about the probable use of Barnetts Lane by children going to the Comberton Schools. Barnetts Lane is narrow, with no footpaths and a danger to all users. There is no realistic alternative for pedestrians. This housing site development is lacking in forethought and is very ill considered.
Sport England	LPP0218	AS/5	Object	A number of sites listed will impact on open space, sport and recreation facilities and sites could be lost if allocated PRIOR TO being informed by the built and playing field strategies. Loss of playing field. Is it surplus, how is the loss to be mitigated and how does it accord with the PPS? If there is a fresh application it will be considered in the light of NPPF par 74 and SE Policy to protect playing field.
Barratt Homes West Midlands	LPP0778	AS/5	Object	Victoria Carpets Sports Ground - currently allocated as open space - not used since 2003. Para.74 of NPPF still applies - has assessment been done to show it is surplus to requirements? Also in Flood Zone 2 - in accordance with para.100-104 of NPPF, allocation for development is inappropriate if alternatives available with lower flood risk.
Persimmon Homes Limited	LPP01437	AS/5	Object	Victoria Carpets Sports Ground - currently allocated as open space - not used since 2003. Para.74 of NPPF still applies - has assessment been done to show it is surplus to requirements? Also in Flood Zone 2 - in accordance with para.100-104 of NPPF, allocation for development is inappropriate if alternatives available with lower flood risk.
Victoria Carpets	LPP01497	AS/5	Support	We are supportive of the proposed allocation and welcome the opportunity to engage with the plan-making process. The site is allocated for an indicative 45 residential units. The site is deliverable and a planning application will be submitted shortly. The emerging plan

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO POLICY 30 – KIDDERMINSTER TOWN ALLOCATIONS

Company / Organisation	Response No	Site Ref	Type of Response	Summary of Response
				acknowledges that appropriate flooding mitigation would need to be provided as part of the site's development. A Flood Risk Assessment will be submitted in support of the planning application and this is attached. A sequential test has also been undertaken as part of the planning application (also attached).
AS/6 – Lea Street School				
Stourport High School	LPP04342	AS/6	Object	AS/6 – Lea Street School – Part of site is in use as school education offices, this may be temporary, allocation not Framework compliant on this basis. No indication of when this use will cease. For the site to be allocated for development there must be a “reasonable prospect” that the site is available. There is a period of uncertainty about when site could be delivered and as such this test is not met.
Barratt Homes West Midlands	LPP0779	AS/6	Object	Lea Street School - SHLAA states part of site still in use and thus allocation is not NPPF compliant. Must be reasonable prospect that site is available for it to be allocated.
Persimmon Homes Limited	LPP01449	AS/6	Object	Lea Street School - SHLAA states part of site still in use and thus allocation is not NPPF compliant. Must be reasonable prospect that site is available for it to be allocated.
BHS/2 – Bromsgrove Street				
	LPP04381	BHS/2	Comment	Mixed use development on 'Bromsgrove St' (excluding the Glades site).
Wyre Forest Green Party	LPP01489	BHS/2	Comment	Many other attractive old and empty buildings are ideal for conversion to attractive town centre living. We support the regeneration of the area around the former Glades and Magistrates Courts, principally for apartments. We feel the proposal for a multiplex cinema is out of proportion with the demand in the District, which is already met by a regional company. We feel that additional shops and restaurants in this area are not desirable or economically sustainable.
	LPP02212	BHS/2	Object	Having viewed the plan and attended one of the drop in sessions, we wish to make the following

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO POLICY 30 – KIDDERMINSTER TOWN ALLOCATIONS

Company / Organisation	Response No	Site Ref	Type of Response	Summary of Response
				<p>observations. As none of the proposed developments directly affect us we feel our comments are objective.</p> <ul style="list-style-type: none"> We are disappointed that there is no consideration given in these plans to the dire needs of Kidderminster town centre. However we would mention that the erstwhile Forest Glades site and other parts of Bromsgrove Street is an unsuitable area for a commercial retail island, but should be considered as an area for housing development only. Development to date has got away with insufficient affordable and social housing. The need for the later in Kidderminster is very apparent and should be addressed more strenuously.
	LPPO3352	BHS/2	Object	Mixed use development on 'Bromsgrove St' (excluding the Glades site).
	LPPO2211	BHS/2	Object	<p>Having viewed the structure plan and attended one of the drop in sessions, we wish to make the following observations. As none of the proposed developments directly affect us we feel our comments are objective.</p> <ul style="list-style-type: none"> We are disappointed that there is no consideration given in these plans to the dire needs of Kidderminster town centre. However we would mention that the erstwhile Forest Glades site and other parts of Bromsgrove Street is an unsuitable area for a commercial retail island, but should be considered as an area for housing development only. Development to date has got away with insufficient affordable and social housing. The need for the later in Kidderminster is very apparent and should be addressed more strenuously.

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO POLICY 30 – KIDDERMINSTER TOWN ALLOCATIONS

Company / Organisation	Response No	Site Ref	Type of Response	Summary of Response
BHS/16 – Timber Yard Park Lane				
Gemini Properties	LPP01195	BHS/16	Object	The land in Gemini Property's control is identified as a mixed use development opportunity. We support this. However policy and supporting text is very limited and narrow on what form development should take on this gateway site. KCAAP provides detailed guidance and this should be replicated in the Local Plan Review. KCAAP lists site as being suitable for range of uses including C3, A3-5, B1(a), D1 and D2. Could also be suitable for C2. Adjoins Weavers Wharf and could potentially expand this area with bridge over canal and additional parking. On going discussions are being held with WFDC. A planning application is likely to be submitted in advance of the Local Plan reaching examination. Local Plan policy will thus be informed by the emerging planning application and discussions.
Sport England	LPP04368	BHS/16	Object	A number of sites listed will impact on open space, sport and recreation facilities and sites could be lost if allocated prior to being informed by the built and playing field strategies. BHS/16 Timber Yard, Park Lane: appears to include a DW sport and fitness centre. How does this fit with the Built Sports Facility Strategy? Is it surplus? How does the proposal meet NPPF Par 74?
BHS/18 – Blakebrook School				
	LPP02	BHS/18	Comment	This paragraph speaks of the potential for a cycle path/pedestrian path in relation to St John's Close (and Church View). It is difficult to understand how this may be achieved; currently, St John's Close is sealed off from the Blakebrook school site and is accessed via St John's Street. The dwellings on St John's Close are served by a private drive
	LPP030	BHS/18	Comment	The residents of St Johns Close, own St Johns Close, it is private land and therefore not applicable to a pedestrian/cycle link.
Barratt Homes West Midlands	LPP0781	BHS/18	Object	County Buildings and Blakebrook School - includes listed chapel and TPOs. Question whether capacity is too high at 35dph.
Stourport High School	LPP04341	BHS/18	Object	BHS/18 – County Buildings and Blakebrook School – Site includes a listed Chapel that needs to be retained. TPOs on site. Quantum of development is inappropriate. Unlikely to develop 47

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO POLICY 30 – KIDDERMINSTER TOWN ALLOCATIONS

Company / Organisation	Response No	Site Ref	Type of Response	Summary of Response
				dwelling as would require gross density of 35 dph. Capacity should be reduced.
Persimmon Homes Limited	LPP01450	BHS/18	Object	County Buildings and Blakebrook School - includes listed chapel and TPOs. Question whether capacity is too high at 35dph.
BW/1 - Churchfields				
Persimmon Homes Limited	LPP01451	BW/1	Object	Churchfields - mixed use site proposed for 230 dwellings. Current application for 95 dwellings/offices on part of site. Question deliverability of rest of site as subject to tenancies. Suggest capacity is reduced significantly.
Stourport High School	LPP04343	BW/1	Object	BW/1 – Churchfields – Mixed use site expected to deliver 230 dwellings. Question the deliverability of the the site, capacity of the site should be reduced.
Barratt Homes West Midlands	LPP0782	BW/1	Object	Churchfields - mixed use site proposed for 230 dwellings. Current application for 95 dwellings/offices on part of site. Question deliverability of rest of site as subject to tenancies. Suggest capacity is reduced significantly.
BW/2 – Limekiln Bridge				
	LPP04376	BW/2	Comment	Protect Limekiln Park (existing basket ball court).
Higgins Bailers	LPP0309	BW/2	Support	Supports zoning of BW/2 for residential.
Sport England	LPP04369	BW/2	Object	A number of sites listed will impact on open space, sport and recreation facilities and sites could be lost if allocated prior to being informed by the built and playing field strategies. BW/2 Limekiln Bridge: the site includes a MUGA. Is this to be protected, relocated or is it surplus? How does it meet with NPPF Par 74?
Stourport High School	LPP04344	BW/2	Object	BW/2 – Limekiln Bridge – Deliverability of site is questionable. No evidence to show site is viable. Site consists of a series of industrial premises and a former ball court and open space. The open space elements of this site would be subject to the policy test Paragraph 74 of the Framework. In accordance with the adopted and emerging Plans the employment element

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO POLICY 30 – KIDDERMINSTER TOWN ALLOCATIONS

Company / Organisation	Response No	Site Ref	Type of Response	Summary of Response
				of this site must be clearly shown to be surplus to requirements through robust evidence. As no such evidence reallocation cannot be supported.
	LPP03353	BW/2	Object	'Limekiln Bridge': Protect Limekiln Park (existing basket ball court).
Barratt Homes West Midlands	LPP0783	BW/2	Object	Limekiln Bridge - question deliverability of site as new link road required to bring site forward. Former ball court subject to para. 74 of NPPF. Employment part of site - need to show it is surplus to requirements. No evidence exists so cannot support reallocation.
Persimmon Homes Limited	LPP01452	BW/2	Object	Limekiln Bridge - question deliverability of site as new link road required to bring site forward. Former ball court subject to para. 74 of NPPF. Employment part of site - need to show it is surplus to requirements. No evidence exists so cannot support reallocation.
BW/3 – Sladen School				
Wyre Forest Green Party	LPP01490	BW/3	Comment	There is waste land where Sladen School on Hurcott Road once stood as this was demolished in 2009. This is also the case for Sion Hill School where planning permission has been granted on this site but progress has not been made.
	LPP029	BW/3	Object	The Sladen school land was provided by the Church for the specific purpose as an educational facility. What is the status of the covenant that forbade other uses? Does it lapse a period of time after the land was last used (presumably when the school closed), if so when does it lapse?
Persimmon Homes Limited	LPP01453	BW/3	Object	Sladen School - school already demolished. However, Sport England may require large area of sports field to be retained. Capacity of 72 should be reduced.
Sport England	LPP04370	BW/3	Object	A number of sites listed will impact on open space, sport and recreation facilities and sites could be lost if allocated prior to being informed by the built and playing field strategies. BW/3 Sladen School: this will give rise to the loss of playing field. Is this in compliance with NPPF Par 74 and SE Policy? Is the loss supported by the PPS - is the playing field surplus?
Stourport High	LPP04345	BW/3	Object	BW/3 – Sladen School – Sport England may require a large area of sports field to be

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Company / Organisation	Response No	Site Ref	Type of Response	Summary of Response
School				retained, may not be possible for site to deliver 72 dwellings. Capacity of site should be reduced accordingly.
Barratt Homes West Midlands	LPP0784	BW/3	Object	Sladen School - school already demolished. However, Sport England may require large area of sports field to be retained. Capacity of 72 should be reduced.
	LPP02644	BW/3	Support	It is about time the old school of Sladen was used for building houses but please improve the road access at the Horsefair first.
FPH/6 – Oasis, Goldthorn Road				
Barratt Homes West Midlands	LPP0785	FPH/6	Object	Oasis, Goldthorn Road - Although currently allocated, site has not come forward. Delivery is questionable and it should be removed from plan.
Stourport High School	LPP04346	FPH/6	Object	FPH6 – Oasis, Goldthorn Road. Site was allocated for development in the Site Allocations and Policies Plan of July 2013. It has not come forward for development. Its delivery is highly questionable, should to be removed from the plan.
Persimmon Homes Limited	LPP01454	FPH/6	Object	Oasis, Goldthorn Road - Although currently allocated, site has not come forward. Delivery is questionable and it should be removed from plan.
FPH/18 – Naylor's Field				
Barratt Homes West Midlands	LPP0786	FPH/18	Object	Naylors Field - maintained as open space - subject to para.74 of NPPF- should be protected unless assessment has shown it to be surplus to requirements or it would be replaced elsewhere. If no assessment, should not be allocated.
	LPP03445	FPH/18	Object	Naylors field as I am aware has always been used for sporting activities. Today it is still used by children playing football etc. The proposed development of 35 dwellings would be totally out of character with the area.
Stourport High School	LPP04347	FPH/18	Object	FEH/18 – Naylors Field. Identified as area of open space, therefore, subject to requirements of Paragraph 74 of the Framework. It is protected for open space purposes unless an assessment

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Company / Organisation	Response No	Site Ref	Type of Response	Summary of Response
				has been undertaken which has shown the site to be surplus to requirements or the open space would be replaced elsewhere. Not aware of evidence demonstrating how the requirements of Paragraph 74 of the Framework have been met. As a consequence the allocation should be removed.
Sport England	LPP04372	FPH/18	Object	A number of sites listed will impact on open space, sport and recreation facilities and sites could be lost if allocated prior to being informed by the built and playing field strategies. FPH/18 Naylor's Field: If this site is playing field the loss needs to be justified under NPPF Par 74, SE Policy and in line with the PPS.
	LPP03214	FPH/18	Object	<p>Please find below a number of objections to the inclusion of Naylor's Field</p> <ul style="list-style-type: none"> Residents access to fields will be restricted Community event held on fields Spoil the view from the house <p>Have made numerous requests to purchase all or part of Naylor's field for gardens, Worcestershire County Council and More recently Wyre Forest District Council have made no final decision however stated in writing that "they do not support any housing scheme" and that historically the land had "educational use" as playing fields.</p> <ul style="list-style-type: none"> Used as a community asset The loss of habitat for wildlife. Sutton Park Road itself is already busy and congested. Use brown field sites not green field
Persimmon Homes Limited	LPP01455	FPH/18	Object	Naylor's Field - maintained as open space - subject to para.74 of NPPF- should be protected unless assessment has shown it to be surplus to requirements or it would be replaced

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Company / Organisation	Response No	Site Ref	Type of Response	Summary of Response
				elsewhere. If no assessment, should not be allocated.
FPH/24 - Romwire				
Place Partnership Ltd	LPP01097	FPH/24	Support	<p>The three emergency services welcome and support the recognition within paragraph 30.8 that it is proposed to construct the Wyre Forest Emergency Services Hub on part of the former Romwire site (FPH/24). HWFRS own the freehold of the site, as shown on the plan enclosed as Appendix 1, and have the funding to enable delivery of the project. We request that the proposed use for FPH/24 shown in Table 30.0.1 is amended from 'E' (employment) to 'M' (mixed use), to reflect the fact that the new hub will be a <i>Sui Generis</i> use. A supportive policy supporting delivery of the new hub is important, as it will provide the following advantages to Wyre Forest District upon completion:</p> <ul style="list-style-type: none"> • Provide a large 'pool' of on-call fire fighters from a bigger catchment area – thus improving their availability and the resilience of emergency cover in the District; • With the Hub Station, the whole of the District will receive an immediate, full-time, 24/7 response service rather than the current on-call provision (which can be affected by staff unavailability) in Bewdley and Stourport-on-Severn; • Improved day-to-day communications and joint working at emergency incidents; • Joint emergency services training for serious incidents; • The exchange of local intelligence about vulnerable people and risks to the community; • Co-operation in tackling anti-social behaviour and other problems; • Facilities and space for specialised and joint training programmes; • Coordination with voluntary sector partners; • Community facilities (meeting rooms and demonstration units) for crime and fire prevention campaigns; • Enable the delivery of more targeted home fire safety checks across the District; • Facilities and space for voluntary sector partners to use;

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Company / Organisation	Response No	Site Ref	Type of Response	Summary of Response
				<ul style="list-style-type: none"> • Avoid necessary and expensive refurbishment costs for Bewdley and Stourport, and replacement costs for Kidderminster, in the post 2020 period. While the Fire Authority would receive no special assistance towards these costs, the full £2.38million of the cost of the Hub Station would come from the Government's grant (which cannot be used for any other purpose); • Fire cover will be provided in a more sustainable way than at present; • Running costs of the new station would be considerably lower than for the three existing stations; and they may be shared with the police as a partner in the Hub Station; and • The vacated fire station sites in Kidderminster, Stourport-on-Severn and Bewdley provide opportunities for regeneration. <p>The existing HWFRS station in Kidderminster is not currently allocated by Policy 30. However, it is a site that will now come forward for redevelopment and therefore could be covered by the policy. Our view is that the site is suitable for housing (Use Class C3) or a mixed-use scheme. However, as there is currently a Place Review of the District being undertaken by the Council and PPL jointly, we suggest that the precise allocation should be agreed via discussions through that process and then confirmed by Policy 30 in a future draft of the Local Plan.</p>
FPH/25 – Rear of Vale Industrial Estate				
Campaign to Protect Rural England	LPP0968	FPH/25	Comment	FPH/25 Rear of Vale Industrial Estate. We agree the conclusions of the assessment sheet, but there is some adjacent vacant land at the north end of the sewage works whose inclusion in the development should be encouraged.
North Worcestershire Water Management	LPP0916	FPH/25	Comment	Re site FPH/25 Rear of Vale Industrial Estate. It needs to be bear in mind that this site did not form part of the outline approval of the British Sugar site and as such the wider surface water drainage strategy agreed for this site has not taken this site into account. This means that there is no provision made in the overall scheme to accept any discharge from this site and alternative routes will need to be explored. This could be discharge into the canal (unable to reach

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Company / Organisation	Response No	Site Ref	Type of Response	Summary of Response
				agreement for British sugar on this) or discharge underneath the canal into the Stour (expensive).
OC/11 – Stourminster School				
Persimmon Homes Limited	LPP01456	OC/11	Object	Stourminster School - playing fields on site will be subject to para.74 of NPPF. Need to have evidence of how this has been met if allocate.
Stourport High School	LPP04348	OC/11	Object	OC/11 - Stourminster School Site – Part of this site consists of an area of playing fields. The playing fields are subject to the policy test put in place by Paragraph 74 of the Framework. Clear evidence needs to be provided on how the requirements of Paragraph 74 of the Framework have been met in order for this site to be allocated for development.
	LPP04364	OC/11	Object	We do not have the amenities to support development on such a large scale Kidderminster general hospital is almost reduced to cottage status .increased pressure on other services i.e. Doctors dentists etc. not to mention schools which are at full capacity due to closures of many local schools. Kidderminster has not the capacity to employ the extra volume of people unless companies are willing to move to the area we would need possibly two thousand five hundred jobs. The pollution with a development on this scale this will be quite an issue. There will be a constant problem with dust because of the nature of the ground. Noise would be a problem during the construction. Light pollution would be a more permanent problem. We then have the issue of public rights of way and wildlife habitats, these fields have been used by walkers dog walkers horse riders cyclists. Transport link problems will not be solved by the construction of a link road which will serve only to move traffic problems a little further up the road.
Sport England	LPP04371	OC/11	Object	A number of sites listed will impact on open space, sport and recreation facilities and sites could be lost if allocated prior to being informed by the built and playing field strategies. OC/11 Stourminster School: some playing field loss appears to be an impact. Is this in compliance with NPPF Par 74, SE Policy and is it supported by the PPS?
Stourport High	LPP04340	OC/11	Object	OC/11 - Stourminster School Site – Part of this site consists of an area of playing fields. The

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Company / Organisation	Response No	Site Ref	Type of Response	Summary of Response
School				playing fields are subject to the policy test put in place by Paragraph 74 of the Framework. Clear evidence needs to be provided on how the requirements of Paragraph 74 of the Framework have been met in order for this site to be allocated for development.
Barratt Homes West Midlands	LPP0787	OC/11	Object	Stourminster School - playing fields on site will be subject to para.74 of NPPF. Need to have evidence of how this has been met if allocate.
WFR/WC/18 – Sion Hill School				
	LPP03096	WFR/WC/18	Comment	Sion Hill School Building. A point of major disquiet, it has become a focus for anti-social behaviour and thus there is a danger of serious injury. It should be demolished immediately.
Wyre Forest Green Party	LPP04353	WFR/WC/18	Comment	There is waste land where Sladen School on Hurcott Road once stood as this was demolished in 2009. This is also the case for Sion Hill School where planning permission has been granted on this site but progress has not been made.
Persimmon Homes Limited	LPP01457	WFR/WC/18	Object	Sion Hill School - allocated for 60 dwellings but has permission for 46. Capacity should be reduced to reflect this as already counted as commitment.
	LPP03531	WFR/WC/18	Object	We do not have the amenities to support development on such a large scale Kidderminster general hospital is almost reduced to cottage status .increased pressure on other services i.e. Doctors dentists etc. not to mention schools which are at full capacity due to closures of many local schools. Kidderminster has not the capacity to employ the extra volume of people unless companies are willing to move to the area we would need possibly two thousand five hundred jobs. The pollution with a development on this scale this will be quite an issue. There will be a constant problem with dust because of the nature of the ground. Noise would be a problem during the construction. Light pollution would be a more permanent problem. We then have the issue of public rights of way and wildlife habitats, these fields have been used by walkers dog walkers horse riders cyclists. Transport link problems will not be solved by the construction of a link road which will serve only to move traffic problems a little further up the road.
Sport England	LPP04373	WFR/WC/	Object	A number of sites listed will impact on open space, sport and recreation facilities and sites could

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Company / Organisation	Response No	Site Ref	Type of Response	Summary of Response
		18		be lost if allocated prior to being informed by the built and playing field strategies. WFR/WC/18 Sion Hill School Site: Whilst development appears to be limited to the brownfield element of the school site it will be important to ensure there are no indirect impacts on the playing field and positive measures put in place to ensure the playing field is accessible to the community and maintained/managed. Input is required from the PPS.
	LPP04994	WFR/WC/18	Object	<p>I write mainly in connection to the potential for housing on Lea Castle site, Stourbridge Road (by the Park Gate Pub) and Sion Hill site as these are the areas that will affect me most. I am not opposed to building houses and light business units on the site but I am are very concerned with the impact over 600+ houses will have added to this the number of proposed houses on the other sites (bold above) and the effect all this will have on the surrounding road links, schools, doctors and people. The A449 is already a fast and busy road, notorious for accidents with a significant number of fatalities and does not need increased pressure. I am very concerned that too many houses in one area converging onto the same busy roads/areas of Cookley, Wolverley, Broadwaters, Horsefair, Land Oak, Birmingham Road and on the town ring road will have massive impact on traffic flow and safety. Exiting via The Crescent will make it very difficult for people exiting Castle Road safely onto main A449. The bend leading up to the Cookley turn is a bad bend where there are frequently accidents/near misses. At peak times it is very difficult to exit onto the A449 towards Kidderminster.</p> <p>Axborough Lane will inevitably be a choice road to cut through to the Stourbridge Road if people exit via The Crescent. This road is narrow with a blind summit and very poor visibility for exiting at both ends.</p> <p>I am concerned that Cookley will become a 'rat run' to and from Kidderminster via Lea Lane. Increased traffic on this road would be dangerous, the road is very unsafe, very narrow and runs past a Primary School and doctors with a tight turning T-junction at the village end and busy T junction at the Lock Pub end. Perhaps it should be considered <u>that Lea Lane be made one way only?</u></p>

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	LPPO5003	WFR/WC/18	Object	<p>LEA CASTLE SITE The roads, around this site already have many problems. The site which was Sion Hill School is planned for 100 – 150 houses both this road & the Wolverley road converge on to the crossroads of the A449 which is a very fast road. You have the Cookley turning which goes into the village, another accident BLACKSPOT. From there you have the Crescent, then onto Axborough Lane & the Island Pool & crossroads. All of this area has experienced many accidents & fatalities.</p> <p>THE PARK GATE PUBLIC HOUSE A451 Stourbridge Road, both this junction & the whole of the Stourbridge Road again is a fast road experiencing many accidents & fatalities. When considering the large number of houses in this area consideration should be whether it is a safe environment for the increased traffic. & the fact each household has a least 2 cars to each family.</p> <p>LEA CASTLE SITE footprint The avenue of trees & woodland & wildlife, i.e. bats, owls etc. The fact is builders don't take this into consideration when building on these sites. If it is necessary to build on this site, serious consideration should be given to building low density housing i.e. one or two bedroom bungalows of which there is a serious shortage for the older generation in the Wyre Forest area. Providing a regular bus service from the site, alleviating the use of vehicles leaving the area.</p> <p>HOSPITALS KIDDERMINSTER hospital has downgraded & is still being considered for further reductions, as is REDDITCH Hospital and they can't help as they are over subscribed! WORCESTER cannot cope with the number of people attending the hospital, A FACT, yet still Worcester is experiencing extensive housing in its areas. Where are all the additional people to go when they need medical help! DOCTORS surgeries are full in Wyre Forest putting further pressure on the medical profession. The District Nurses are in the same position.</p>

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Company / Organisation	Response No	Site Ref	Type of Response	Summary of Response
				SCHOOLS are at full capacity. With all the redundancies that have taken place recently. Wyre Forest is no longer a hive of production.
Stourport High School	LPP04349	WFR/WC/18	Object	WFR/WC/18 – Sion Hill School – Site is allocated for development of 60 dwellings. It has planning permission for 46 dwellings (application reference 15/0305). Allocation should have capacity reduced to reflect this permission. In any event, as the site has the benefit of planning permission is already counted as a commitment and its inclusion in Policy 30 will result in double counting.
Barratt Homes West Midlands	LPP0788	WFR/WC/18	Object	Sion Hill School - allocated for 60 dwellings but has permission for 46. Capacity should be reduced to reflect this as already counted as commitment.
FPH/1 – Settling Ponds				
	LPP04503	FPH/1	Comment	Wilden Marsh between Wilden Lane and River Stour is a SSSI site being a wet nature reserve, primarily used for wet grazing.
	LPP03292	FPH/1	Comment	Wilden Marsh (FPH/1) The proposed mixed use for this site is totally inappropriate to this area, lying adjacent to the nationally important SSSI and nature reserve. This area should again be retained as a buffer between development and the relatively rare and protected marshland habitat.
Wyre Forest District Council	LPP04337	FPH/1	Comment	Proposed development areas immediately adjacent to some of our Districts most valuable wildlife areas. There is a real risk of increasing disturbance pressure on these sensitive areas. <ul style="list-style-type: none"> FPH/1 Settling ponds due to the sites immediate proximity to Wilden SSSI. <p>Sites will be subject to current planning regulation and biodiversity concerns will make development more complicated and may even restrict the nature available developable area.</p>
Campaign to Protect Rural England	LPP04338	FPH/1	Comment	Northern part of site has already has development opposite. Need to maintain buffer between development and SSSI but should be possible to make some land available.

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Company / Organisation	Response No	Site Ref	Type of Response	Summary of Response
	LPP048	FPH/1	Object	I am against development of the former Lagoon Field on the basis of the land being an important and valuable local urban wildlife asset, home to many toads, frogs, polecats and protected species such as otter and great crested newt use the lagoons. More than 1000 common toads walk through the field each year to mate in North Pond. The field borders an improving SSSI, is a buffer between protected ground and a main road and other developments, is essentially a floodplain, and a valuable urban nature oasis. The north end development would cut off part of the SSSI, making it very poor. There would be an increase in light and noise pollution, and disturbance from cats, dogs, and people. Both the vibrancy and vitality of Wilden Marsh will be greatly negatively affected if such a development goes ahead. The Wilden Lane traffic would be horrendous – it is already horrendous.
	LPP02440	FPH/1	Object	I also note that there are proposals to build on the site of the settling lagoons along Wilden Lane. This would be environmentally destructive to this green corridor which is abundant with wildlife and would create further traffic chaos in Wilden Lane, especially at Hoobrook island, where severe congestion exacerbated by the new traffic lights on Worcester Road, and other very poor traffic management is causing high levels of pollution in the immediate area. The loss of amenity to local residents caused by constant traffic queues is already real and apparent, and further development in this area can only make an already bad situation much worse.
	LPP02844	FPH/1	Object	Objects to any use of the Green Belt, especially the Lagoon field on Wilden Marsh, a Site of Special Scientific Interest: <ul style="list-style-type: none"> • Loss of wildlife parks • Land unsuitable for human habitation • Domestic/industrial activity would destroy the Marsh, which is also a flood plain. • Already traffic congestion in area; further housing could bring the whole of North/South traffic to a standstill.
	LPP03375	FPH/1	Object	Object - Too close to marsh and wetland.

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Company / Organisation	Response No	Site Ref	Type of Response	Summary of Response
Barratt Homes West Midlands	LPP04339	FPH/1	Object	Settling Ponds - Green Belt - need to demonstrate exceptional circumstances. Green Belt assessment advises there is an absence of defensible boundaries at this location. Need evidence before it can be allocated.
Stourport High School	LPP04351	FPH/1	Object	FPH/1 – Settling Ponds – Site currently within Green Belt, “exceptional circumstances” need to be demonstrated for the site to be removed from the Green Belt and allocated for development. The Council’s Green Belt assessment advises that this site has an absence of clear defensible boundaries, a key consideration for releasing land from the Green Belt identified by the Framework. No evidence on how the “exceptional circumstances” test can be passed justifying the release of the site from Green Belt. As such, its allocation is highly questionable and should be removed.
	LPP04354	FPH/1	Object	Settling Ponds. Too close to marsh and wetland.
Persimmon Homes Limited	LPP04334	FPH/1	Object	FPH/1 – Settling Ponds – This site is currently within Green Belt. As a consequence “exceptional circumstances” need to be demonstrated for the site to be removed from the Green Belt and allocated for development. The Council’s Green Belt assessment advises that this site has an absence of clear defensible boundaries, a key consideration for releasing land from the Green Belt identified by the Framework. There is no evidence on how the “exceptional circumstances” test can be passed justifying the release of the site from Green Belt. As such, its allocation is highly questionable and should be removed.
	LPP04357	FPH/1	Object	There are many alternative brown field sites in the area , please do not let any development on Wilden Marsh to go ahead
	LPP04358	FPH/1	Object	I strongly believe this area should remain for the use of nature. There are countless brownfield sites in Kidderminster which should be developed first. Massive mistake to do this.
Worcestershire Wildlife Trust	LPP04335	FPH/1	Object	We wish to object specifically to the allocation of site FPH1 as we consider development here will lead to unacceptable adverse impacts on the adjacent SSSI and the Wilden Marsh Nature Reserve. This is a particularly significant issue because the site has been included as a Core Site

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				<p>in the Local Plan with Option A proposing employment and Option B proposing housing. Both options are likely to have impacts that we do not believe can be effectively mitigated because of the limited space available and the very close proximity of development to the SSSI and reserve. In light of this we are extremely surprised to note that the Sustainability Appraisal scored Option A as a minor negative and Option B as neutral in terms of the impact on the designated site and we seriously question the underlying assumptions made to reach this conclusion, especially given the commentary in the consultation document regarding the need for further hydrological study. Whilst additional hydrological information will be welcome it is important to note that impacts are likely to include, but may not be limited to: probable alterations in hydrology, adverse effects arising from noise and light disturbance (including with respect to protected and priority species including bats and birds), the potential for increased access (including unauthorised access) and pressure from domestic pets, fragmentation and isolation of the northern end of the marsh from the rest of the ecological corridor in which it sits with associated reductions in ecological connectivity that may lead from this. Further information demonstrating how all of these issues can be reconciled with the allocation proposed must form part of the evidence base prior to finalising the Plan. In connection with this it is essential to recognise that the council has a statutory duty to take steps to protect and where possible enhance the SSSI under the Wildlife and Countryside Act 1981 (as amended) and we cannot see how this duty can be discharged in light of the significant effects anticipated. Taken together the comments above suggest that the site should be removed from the plan and that its allocation on present evidence would be unsound.</p>
	LPP03551	FPH/1	Object	<p>FPH/1 Settling ponds /lagoon field redevelopment. (A and B)</p> <p>I am shocked and saddened that this is even being proposed. It would be devastating to the local area to allow all natural land to be consumed by housing or industry. The suggestion that it would be used for more industrial units would also ruin the area with traffic, noise and light pollution and ultimately reduce the desirability of the village and road which is a thriving residential area not a main road to be developed into industrial units. We are small community on the outskirts of Kidderminster and Stourport and should be kept separate and valued as a</p>

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				<p>more desirable countryside location to live.</p> <p>Wilden lane has small pockets of houses starting with the smart estate at the North end then leading on to original housing, some dating back 150 years interspersed by the nature reserve, the old miners' cottages, some larger family homes, the village, school, Church, pub and farms. Any mass development or industrial development detracts from the look of the lane and would destroy prettiness of the road and future success of the village.</p> <p>The road itself cannot possibly support any more traffic at either end as well as the fact that cars race down Wilden lane in parts and more traffic would likely cause more accidents and danger to pedestrians, cyclists and residents. If the Wyre Forrester council want to make a positive impact on the road reduce the speed limit to 40 between the village and the McDonalds island, manage proper footpaths along the road, Forbid access for HGV's and install traffic lights at the island.</p> <p>Also, I am personally against any development of the former Lagoon Field on the basis of the land being an important and valuable local urban wildlife asset, and home to many toads, frogs and polecats, and protected species such as otter and great crested newt. Thousands of common toads walk through the Lagoon Field each year to mate in North Pond. Also, the Lagoon Field borders an improving SSSI, is a buffer between protected ground and a main road and other developments, is essentially a floodplain, and a valuable urban nature oasis.</p> <p>I would welcome any opportunities to protect the road I live on, the nature that inhabits it and the residents of Wilden lane from any negative developments that do not 100% support the community and our quality of life.</p>
	LPP03645	FPH/1	Object	<p>The current problem posed to residents in the Wilden Lane area is traffic surrounding the Hoobrook Island. The introduction of more housing will only exacerbate this issue further, leaving residents more unhappy with the congestion they face when leaving their homes.</p>

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				The area is a site of specific scientific interest and is home to many protected species such as otters, essentially destroying a part of our local area that makes Worcestershire the natural and beautiful place it currently is. The marsh is also home to a family of cows which help to both improve the environment and enrich the soil. This is a valuable asset to the local area which will be seriously disrupted in the event of erection of housing or light industrial areas.
	LPP03658	FPH/1	Object	<ol style="list-style-type: none"> 1. The lagoon field provides many animals a safe haven to feed and nest, otters and great crested newts are regular visitors as well Muntjac deer. 2. As the name suggests the lagoon field is a floodplain and Mother Nature has a nasty habit of biting back when interfered with. 3. The Lagoon field is a buffer zone between the new Silverwoods development and Wilden Lane. 4. The traffic is already horrendous most days especially Fridays leaving local residents unable to travel towards Kidderminster due to the traffic queue from the Hoobrook island. Local residents have to plan their journeys with military precision. We have not got the infrastructure to cope now so why build more houses /factories! 5. There are also rare orchids growing on Wilden Marsh and Cattle grazing, how will this new development interfere with their status? 6. I feel this pocket of land should be gifted to the Worcestershire Wildlife Trust where it can be cared for properly with the help of the Wilden Marsh Warden and be grazed by the Wilden Marsh cattle which are loaned from the council. 7. Being so close to a Site of Specific Scientific Interest, these plans are far too close for a positive impact on the local area.
	LPP01979	FPH/1	Object	As a resident along Wilden Lane we totally object to these lagoons being built on. Not at least for the many species of protected birds and wildlife but over the years of being here Wilden has turned into a living hell as the traffic has slowly got worse and worse due to the lack of thought and planning of the road structure. We are all virtually prisoners in our own homes and can't venture out of our homes at certain times of the day; the roads around here just can't take

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Company / Organisation	Response No	Site Ref	Type of Response	Summary of Response
				anymore traffic. You have wrecked Hartlebury Common tried to take the Green Belt at Spennells and now trying to spoil the wildlife and lagoons here!! There are plenty of other sites like Lea Castle Hospital site, the site where the pub was on Barnes Hill, the site where Sion Hill School was, the list is endless! Spend the money revamping all the derelict properties that you have boarded up and gone to rack and ruin!! SO WE SAY : NO to the building on Wilden for the sake of the wild life and our sanity NO NO NO!!!!!!
	LPP02025	FPH/1	Object	<p>If projected need for the number of houses up to 2034 is correct, I accept that some Green Belt is needed for development but there doesn't appear to be any priority given to sites with obvious wildlife value. Looking at Kidderminster two sites come to mind which stand out compared to most of the sites highlighted which are under grain crops at the moment</p> <p>Settling Ponds FPH/1. The area around this former lagoon site is either owned or managed by the Worcestershire Wildlife Trust, and the actual lagoons have become willow and alder wetland. The land is an important and valuable local wildlife asset, and home to many creatures some of which have protection in their own right. The development of the site can only add pressure to a location which currently acts as a buffer between a busy road and a SSSI.</p>
	LPP050	FPH/1	Object	<p>I am against any development of the former Lagoon Field, the land is an important valuable local wildlife asset. I help with conservation work in this area I know that it is home to rare and protected plants and animals such as otters and great crested newts. The field borders an improving SSSI, acts as a buffer between protected ground and a main road and other developments, is essentially a flood plain, and a valuable urban nature oasis.</p> <p>The north end development would cut off part of the SSSI, making it very poor.</p> <p>An increase in light and noise pollution from the proposed work and the new development, and then disturbance from cats, dogs, and people which could affect the wildlife in this area.</p> <p>Concerned that the traffic on Wilden Lane, which is already very bad would worsen making</p>

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				commuting even more difficult.
	LPP0526	FPH/1	Object	I object on the grounds that it will be detrimental to the general area and the SSSI site bordering this area in particular. This site "feeds" the SSSI site and use for industrial housing will have a long term effect on flora and fauna. Additionally the infrastructure and access to the site is insufficient to support any increase in traffic flow along Wilden Lane towards Kidderminster. This road is always congested at peak times and the relief road has not alleviated this.
Campaign to Protect Rural England	LPP0960	FPH/1	Comment	Northern part of site has already has development opposite. Need to maintain buffer between development and SSSI but should be possible to make some land available.
	LPP03743	FPH/1	Comment	Do you really consider this a worthy contender for housing? There are many alternative brown field sites in the area, please do not let any development on Wilden Marsh to go ahead.
Wyre Forest District Council	LPP01255	FPH/1	Comment	<p>Proposed development areas immediately adjacent to some of our Districts most valuable wildlife areas. There is a real risk of increasing disturbance pressure on these sensitive areas.</p> <ul style="list-style-type: none"> FPH28 Settling ponds due to the sites immediate proximity to Wilden SSSI. <p>Sites will be subject to current planning regulation and biodiversity concerns will make development more complicated and may even restrict the nature available developable area.</p>
	LPP059	FPH/1	Object	<p>I am against any development of the former Lagoon Field on the basis of the land being an important and valuable local urban wildlife asset, home to many toads, frogs and polecats, and protected species such as otter and great crested newt. Thousands of common toads walk through the field each year to mate in North Pond, borders an improving SSSI, is a buffer between protected ground and a main road and other developments, is essentially a floodplain, and a valuable urban nature oasis.</p> <p>The north end development would cut off part of the SSSI, making it very poor.</p>

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				There would be an increase in light and noise pollution, and disturbance from cats, dogs, and people. Both the vibrancy and vitality of Wilden Marsh will be greatly negatively affected if development goes ahead. The Wilden Lane traffic would be horrendous – it is already horrendous.
Land Research & Planning Associates Ltd	LPP0561	FPH/1	Object	No constructive evidence why the "settling ponds" need to be developed for housing. This land was used by the BSC for cleaning purposes after or before manufacturing the Sugar Beet. Not sure but this area thought to be possibly contaminated. Surely drainage issues exist as well.
	LPP049	FPH/1	Object	<p>I am against any development of the former Lagoon Field, the land is an important valuable local wildlife asset. I help with conservation work in this area it is home to rare and protected plants and animals such as otters and great crested newts. The field borders an improving SSSI, acts as a buffer between protected ground and a main road and other developments, is essentially a flood plain, and a valuable urban nature oasis.</p> <p>The north end development would cut off part of the SSSI, making it very poor.</p> <p>An increase in light and noise pollution from the proposed work and the new development, and then disturbance from cats, dogs, and people which could affect the wildlife in this area.</p> <p>Concerned that the traffic on Wilden Lane, which is already very bad would worsen making commuting even more difficult.</p>
Persimmon Homes Limited	LPP01458	FPH/1	Object	Settling Ponds - Green Belt - need to demonstrate exceptional circumstances. Green Belt assessment advises there is an absence of defensible boundaries at this location. Need evidence before it can be allocated.
	LPP04056	FPH/1	Object	I wish to object to the proposal to allow development upon the former Settling Lagoons site at Wilden Lane, FPH/1. The adjacent SSSI has been protected and nurtured by a dedicated group of volunteers working with the Worcestershire Wildlife Trust to provide a Nature Reserve for the

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				<p>protection of the flora and fauna alongside the River Stour and the Staffordshire and Worcestershire Canal. It is a site of great importance to local wildlife, including protected species such as otters and the greater crested newt as well as a whole array of other animals such as deer, toads, frogs, foxes, badgers, polecats and a large heronry. The measure of any civilised society is how it looks after the less privileged in its community and those unable to speak for themselves. The wildlife of Wilden Marsh Nature Reserve currently moves freely from and to the marsh across Wilden Lane to the woodlands on the eastern side through the site of the former settling pools. This would become almost impossible with any development upon the settling lagoons and would inevitably impoverish the SSSI site.</p> <p>There has already been a major development on the western side of the SSSI, with the large Silverwoods residential and industrial estate. A development to the east of the SSSI would squeeze the green corridor to an impossible degree, inevitably causing the existing wildlife occupying the site to be disturbed and frightened away.</p> <p>The settling lagoons site is used by the wildlife in the SSSI as a valuable buffer zone between the protected grounds of the SSSI and the busy roads of Wilden Lane (B4193) and the nearby A449. The resident frog and toad populations cross this site regularly each year as they move to breed in North Pond. I believe that the Settling Lagoons should be added to the existing SSSI in order to provide a more realistic nature reserve that Kidderminster could and should be proud of - a 'gem' in its local area.</p> <p>If this development was to take place, there would be increased noise, light and air pollution which would have a massive negative effect upon the wildlife of the SSSI. The inadvertent disturbance and damage caused by people with their cats and dogs living upon or using the settling lagoons site would drive the natural wildlife away, impoverishing this natural gem.</p> <p>Surely the pre-eminent principle is supposed to be that any development should not adversely affect a SSSI and this would inevitably be the case if any development was to take place upon</p>

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				<p>this site.</p> <p>The SSSI and the Settling Lagoons is far too important as a nature reserve to allow any development to take place here. There are already a number of industrial buildings within Wyre Forest that have been standing empty for years, with no-one interested in occupying them, so why is the Council insisting upon building more? The carpet industry in Kidderminster has been in decline for the past 40 years and recent announcements by Brintons and Victoria Carpets show that this decline is likely to continue. This is very likely to create further large scale industrial sites to become available for development in the near future.</p> <p>As far as needing more residential housing, the projected figures for population growth in the Wyre Forest are very speculative and appear to grossly exaggerate the likely changes. The population of Wyre Forest has only grown by a net 1000 or 2.7% in the last 15 years, so why has it been necessary to project a figure of 6000 residences needed in the Wyre Forest region in the next 16 years? This is far in excess even of the inflated 8.1% figure in the Amion Report and even more so than projections from the 2011 census.</p> <p>I urge the WFDC to reverse the decision to include this site in its Local Plan for development and instead negotiate with the existing owners to add this site to the existing SSSI as an enlarged Nature Reserve. This would be for the benefit of the existing wildlife and as a site for the local community to be proud of and to leave to future generations as a sign of our civilised values.</p>
	LPP02426	FPH/1	Object	I strongly believe this area should remain for the use of nature. There are countless brownfield sites in Kidderminster which should be developed first. Massive mistake to do this.
	LPP04359	FPH/1	Object	<p>I strongly object to the plans to either build housing or light industrial sites on Wilden Marsh due to a plethora of reasons.</p> <p>I appreciate the need to build more housing to accommodate Worcestershire's growth in population, however the current problem posed to residents in the Wilden Lane area is traffic</p>

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				<p>surrounding the Hoobrook Island. The introduction of more housing will only exacerbate this issue further, leaving residents more unhappy with the congestion they face when leaving their homes. Also, this will extremely disrupt wetland restoration methods and monitoring as the marsh is part of Worcestershire's Flagship Reserves.</p> <p>Additionally, the area is a site of specific scientific interest and is home to many protected species such as otters, essentially destroying a part of our local area that makes Worcestershire the natural and beautiful place it currently is. The marsh is also home to a family of cows which help to both improve the environment and enrich the soil. This is a valuable asset to the local area which will be seriously disrupted in the event of erection of housing or light industrial areas.</p>
	LPP04352	FPH/1	Object	<p>As a resident along Wilden Lane we totally object to these lagoons being built on. Not at least for the many species of protected birds and wildlife but over the years of being here Wilden has turned into a living hell as the traffic has slowly got worse and worse due to the lack of thought and planning of the road structure. We are all virtually prisoners in our own homes and can't venture out of our homes at certain times of the day; the roads around here just can't take anymore traffic. You have wrecked Hartlebury Common tried to take the Green Belt at Spennells and now trying to spoil the wildlife and lagoons here!! There are plenty of other sites like Lea Castle Hospital site, the site where the pub was on Barnes Hill, the site where Sion Hill School was, the list is endless! Spend the money revamping all the derelict properties that you have boarded up and gone to rack and ruin!! SO WE SAY : NO to the building on Wilden for the sake of the wild life and our sanity NO NO NO!!!!!!</p>
Worcestershire Wildlife Trust	LPP04336	FPH/1	Object	<p>We wish to object specifically to the allocation of site FPH1 as we consider development here will lead to unacceptable adverse impacts on the adjacent SSSI and the Wilden Marsh Nature Reserve. This is a particularly significant issue because the site has been included as a Core Site in the Local Plan with Option A proposing employment and Option B proposing housing. Both options are likely to have impacts that we do not believe can be effectively mitigated because of the limited space available and the very close proximity of development to the SSSI and reserve.</p>

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				In light of this we are extremely surprised to note that the Sustainability Appraisal scored Option A as a minor negative and Option B as neutral in terms of the impact on the designated site and we seriously question the underlying assumptions made to reach this conclusion, especially given the commentary in the consultation document regarding the need for further hydrological study. Whilst additional hydrological information will be welcome it is important to note that impacts are likely to include, but may not be limited to: probable alterations in hydrology, adverse effects arising from noise and light disturbance (including with respect to protected and priority species including bats and birds), the potential for increased access (including unauthorised access) and pressure from domestic pets, fragmentation and isolation of the northern end of the marsh from the rest of the ecological corridor in which it sits with associated reductions in ecological connectivity that may lead from this. Further information demonstrating how all of these issues can be reconciled with the allocation proposed must form part of the evidence base prior to finalising the Plan. In connection with this it is essential to recognise that the council has a statutory duty to take steps to protect and where possible enhance the SSSI under the Wildlife and Countryside Act 1981 (as amended) and we cannot see how this duty can be discharged in light of the significant effects anticipated. Taken together the comments above suggest that the site should be removed from the plan and that its allocation on present evidence would be unsound.
	LPP04366	FPH/1	Object	<p>Objects to any use of the Green Belt, especially the Lagoon field on Wilden Marsh, a Site of Special Scientific Interest:</p> <ul style="list-style-type: none"> • Loss of wildlife parks • Land unsuitable for human habitation • Domestic/industrial activity would destroy the Marsh, which is also a flood plain. • Already traffic congestion in area; further housing could bring the whole of North/South traffic to a standstill.
	LPP04379	FPH/1	Object	I am strongly opposed to the Options suggested. Settling Ponds. Too close to marsh and wetland.

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	LPP04355	FPH/1	Object	<p>With regard to the proposed development on the Lagoon field off Wilden Lane. There are many reasons this development should not go ahead:</p> <ol style="list-style-type: none">1. The lagoon field provides many animals a safe haven to feed and nest, otters and great crested newts are regular visitors as well Muntjac deer.2. As the name suggests the lagoon field is a floodplain and Mother Nature has a nasty habit of biting back when interfered with.3. The Lagoon field is a buffer zone between the new Silverwoods development and Wilden Lane.4. The traffic is already horrendous most days especially Fridays leaving local residents unable to travel towards Kidderminster due to the traffic queue from the Hoobrook island. Local residents have to plan their journeys with military precision. We have not got the infrastructure to cope now so why build more houses /factories!5. There are also rare orchids growing on Wilden Marsh and Cattle grazing, how will this new development interfere with their status?6. I feel this pocket of land should be gifted to the Worcestershire Wildlife Trust where it can be cared for properly with the help of the Wilden Marsh Warden and be grazed by the Wilden Marsh cattle which are loaned from the council.7. Being so close to a Site of Specific Scientific Interest, these plans are far too close for a positive impact on the local area.
	LPP04356	FPH/1	Object	<p>FPH/1 Settling ponds/lagoon field redevelopment. (A and B)</p> <p>I am shocked and saddened that this is even being proposed, hundreds of houses have just been built on the Sugar beet site, it does not need to extend to Wilden lane and block off the natural oasis that is there between Wilden other developments. It would be devastating to the local area to allow all natural land to be consumed by housing or industry, I can only image that the 100 houses would be another Kidderminster estate, people need to think bigger to help</p>

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				<p>Kidderminster be a more desirable place to live, not build soulless housing by the hundreds.</p> <p>We are small community on the outskirts of Kidderminster and Stourport and should be kept separate and valued as a more desirable countryside location to live.</p> <p>Wilden lane has small pockets of houses starting with the smart estate at the North end then leading on to original housing, some dating back 150 years interspersed by the nature reserve, the old miners' cottages, some larger family homes, the village, school, Church, pub and farms. Any mass development or industrial development detracts from the look of the lane and would destroy prettiness of the road and future success of the village.</p> <p>The road itself cannot possibly support any more traffic at either end as well as the fact that cars race down Wilden lane in parts and more traffic would likely cause more accidents and danger to pedestrians, cyclists and residents. If the Wyre Forrest council want to make a positive impact on the road reduce the speed limit to 40 between the village and the McDonalds island, manage proper footpaths along the road, Forbid access for HGV's and install traffic lights at the island.</p> <p>Also, I am personally against any development of the former Lagoon Field on the basis of the land being an important and valuable local urban wildlife asset, and home to many toads, frogs and polecats, and protected species such as otter and great crested newt. Thousands of common toads walk through the Lagoon Field each year to mate in North Pond. Also, the Lagoon Field borders an improving SSSI, is a buffer between protected ground and a main road and other developments, is essentially a floodplain, and a valuable urban nature oasis.</p> <p>I would welcome any opportunities to protect the road I live on, the nature that inhabits it and the residents of Wilden lane from any negative developments that do not 100% support the community and our quality of life.</p>
	LPP04360	FPH/1	Object	I also note that there are proposals to build on the site of the settling lagoons along Wilden

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				Lane. This would be environmentally destructive to this green corridor which is abundant with wildlife and would create further traffic chaos in Wilden Lane, especially at Hoobrook island, where severe congestion exacerbated by the new traffic lights on Worcester Road, and other very poor traffic management is causing high levels of pollution in the immediate area. The loss of amenity to local residents caused by constant traffic queues is already real and apparent, and further development in this area can only make an already bad situation much worse.
Stourport High School	LPP04350	FPH/1	Object	FPH/1 – Settling Ponds – Site currently within Green Belt, “exceptional circumstances” need to be demonstrated for the site to be removed from the Green Belt and allocated for development. The Council’s Green Belt assessment advises that this site has an absence of clear defensible boundaries, a key consideration for releasing land from the Green Belt identified by the Framework. No evidence on how the “exceptional circumstances” test can be passed justifying the release of the site from Green Belt. As such, its allocation is highly questionable and should be removed.
	LPP04042	FPH/1	Object	The proposed mixed use for this site is totally inappropriate to this area, lying adjacent to the nationally important SSSI and nature reserve. This area should again be retained as a buffer between development and the relatively rare and protected marshland habitat.
	LPP03351	FPH/1	Object	Settling Ponds. Too close to marsh and wetland.
	LPP0527	FPH/1	Object	I object on the grounds that it will be detrimental to the general area and the SSSI site bordering this area in particular. This site "feeds" the SSSI site and use for industrial housing will have a long term effect on flora and fauna. Additionally the infrastructure and access to the site is insufficient to support any increase in traffic flow along Wilden Lane towards Kidderminster. This road is always congested at peak times and the relief road has not alleviated this.
	LPP02027	FPH/1	Object	If projected need for the number of houses up to 2034 is correct, I accept that some Green Belt is needed for development but there doesn’t appear to be any priority given to sites with obvious wildlife value. Looking at Kidderminster two sites come to mind which stand out

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				<p>compared to most of the sites highlighted which are under grain crops at the moment</p> <p>Settling Ponds FPH/1. The area around this former lagoon site is either owned or managed by the Worcestershire Wildlife Trust, and the actual lagoons have become willow and alder wetland. The land is an important and valuable local wildlife asset, and home to many creatures some of which have protection in their own right. The development of the site can only add pressure to a location which currently acts as a buffer between a busy road and a SSSI.</p>
Barratt Homes West Midlands	LPP0789	FPH/1	Object	Settling Ponds - Green Belt - need to demonstrate exceptional circumstances. Green Belt assessment advises there is an absence of defensible boundaries at this location. Need evidence before it can be allocated.
Associated British Foods Plc	LPP0753	FPH/1	Support	<p>Support removal of FPH/1 Settling Ponds from Green Belt and allocation for development. The release of the developable part of this site for housing will not threaten permanence of Green Belt boundary as adjoining land is SSSI or FZ2/3.</p> <p>Site is in suitable and sustainable location especially for housing.(option B) as adjoins existing settlement, is located in largely residential area with associated facilities, is close to employment areas (Hoobrook Link Road has improved access), is easily accessible to town centre and has strong links to main road network and rail network.</p> <p>Site is available - in single ownership (ABF) and surplus to requirements. Only northern 4 Ha promoted for development. Remaining 10.4 Ha has potential ecological interest - recreation/amenity potential.</p> <p>ABF also owns 21 Ha of Wilden Marsh SSSI which borders the site. Other SSSI land is owned by Worcestershire Wildlife Trust. The SSSI is in unfavourable but recovering condition due to recent water level management. All of the SSSI is managed by WWT.</p>

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				<p>Site is deliverable as demonstrated by evidence base documents -</p> <ul style="list-style-type: none"> development prospectus (Feb 2015) - principle site characteristics, relevant ecological considerations, analysis of site constraints and opportunities transport appraisal (Apr 2017) - considers potential for both residential and industrial development - concludes that site is easily accessible and there are no constraints to development at this location Phase 1 hydro-geological and geo-environmental assessment (Apr 2017) - site is near River Stour and located over permeable aquifers. Concerns that development could potentially change properties of groundwater entering SSSI (Natural England). Initial findings are that risks range from very low to moderate. Phase 2 study commissioned by ABF to involve bore holes and trial pits. Expect to complete autumn 2017. Landscape & ecological management plan (June 2017) - describes issues, site potential, management objectives and delivery over 25 years. Bio-diversity accounting report (June 2017) - enhancements proposed by above management plan to wider site would result in significant net biodiversity gain for priority grasslands, wet woodlands and scrub mosaic and open water. <p>Housing development of the site would enable wider benefits in terms of ecological and recreational enhancements of the remainder of the site. However, allocation for employment would only give marginal gains. Employment Land Review refers to strategic locations such as on A roads and the South Kidderminster Enterprise Park LDO. This site does not meet such criteria. It is close to housing so would be less attractive to industrial and warehouse operators. In terms of viability, residential development would enable the desired ecological and recreational planning benefits as well as potentially financing long term management of SSSI. An employment allocation would require substantial grant funding to do this.</p>

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Respondent	Response No	Type of Response	Summary of Response
Homes England	LPP0819	Comment	HCA supports the inclusion of the Lea Castle Hospital site as a proposed allocation for 600 dwellings as part of a mixed use development, and its removal from the Green Belt. However, it is noted that the policy refers to the provision of 1.96ha or employment land on the site. This should be re-worded to be around 1.2ha to be consistent with the area of proposed employment land included within the outline planning application for the site. The HCA also supports the inclusion of the Lea Castle Hospital Extension site, which is proposed as an allocation under Option B for a residential development of 360 dwellings, and removal from the Green Belt. It is considered that this is a sustainable location for further development to support the 600 dwellings at the former Lea Castle Hospital. Although within the Green Belt, it is evident that some sites will need to be removed from the Green Belt to deliver the overall housing needs of the District. The site is has clear robust boundaries, being bounded by the A451 to the west, and Axborough Lane to the north, as well as proposed development to the west. This representation should be read in parallel with the accompanying Supporting Document, which includes high-level technical work in relation that has been undertaken for the Lea Castle Hospital Extension site to support its proposed allocation and emphasise its suitability for development. The report also includes a Concept Masterplan which demonstrates how the site could be developed and demonstrates that at a net density of around 27 dwellings per hectare, the site could support around 360 dwellings. The HCA requests that the wording under Option B is changed to state that the indicative number of dwellings (subject to detailed masterplanning is 360) .
Campaign to Protect Rural England	LPP01004	Comment	<u>Lea Castle Hospital</u> . A major brownfield site in the Green Belt. Is inappropriate for it to remain derelict but its boundaries re too widely drawn. Talbots Hill Coppice should be retained. Shelter belts which screen site should be retained and adjacent land should be planted up. Undeveloped land in centre should be retained as a park. Sports field should be retained and field to south should be excluded to retain gap between Kidderminster and Lea Castle. Village centre facilities should be at centre of site not southern gateway. Road junctions need amending on A451.
Wyre Forest District Council	LPP01253	Comment	Concerns related to potential impacts on biodiversity at Lea Castle site as it has a large amount of rare and protected biodiversity on site.
	LPP01934	Comment	Do not object to Lea Castle being developed for housing we believe the Chestnut Coppice area should be left undeveloped to preserve the current visual appearance from the road and act as a natural visual screen for the housing development behind. This will help to maintain the impression that the village of Cookley remains separate

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Respondent	Response No	Type of Response	Summary of Response
			from the expanding suburban areas of Kidderminster.
	LPPO1943	Comment	Infrastructure doesn't exist to support 600 dwellings at Lea Castle e.g. school places, doctors etc. Traffic issues arise and the proposed access points lead out onto busy roads that have high incidents of accidents. Cookley is a village and should remain as such. It is not an extension of Kidderminster and it should not be developed as such. A mixed development at Lea Castle where up to 300 care home places could be accommodated would make sense. It would still need sensible road layout works for access but removes the need for school places. Add to the care home/sheltered housing a shop, a doctors, a recreational park and a bus service, up to 200 homes could be added. The care home would provide employment for local residents which would alleviate some of the problems people have getting to and from work.
	LPPO2821	Comment	I agree that a development of the Lea Castle site is needed but must be done sensitively to support local infrastructure/need unlike current plans. Support residential development at Lea Castle on the brownfield and save woodland.
	LPPO2822	Comment	I agree that a development of the Lea Castle site is needed but must be done sensitively to support local infrastructure/need unlike current plans. Support residential development at Lea Castle on the brownfield and save woodland.
	LPPO3034	Comment	The current large scale development at Silverwoods and the forthcoming Core developments at Lea Castle etc. will satisfy the housing needs for some years to come. Also, the 1404 vacant dwellings will act as a buffer to give time to react to any new housing requirements.
	LPPO3100	Comment	This brownfield site is appropriate for development. However, the access onto two very busy main roads will need careful consideration.
	LPPO3230	Comment	While I agree that a development of the Lea Castle site is needed this needs to be done more sensitively with a view to supporting local infrastructure and need. The current plans do not do this. I am happy to see a residential development on the Lea Castle Hospital site on the brown field part of the site and without the destruction of the woodland.
	LPPO3640	Comment	I agree to development on Lea Castle on the blue print only. Our infrastructure is already stretched to full capacity,

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Respondent	Response No	Type of Response	Summary of Response
			with the A449 already an accident hot spot with no provisions in place from yourselves to solve this, so adding more onto this would mean catastrophic consequences. I see no reason for development to remove trees, woodlands or wild life habitats in the name of progress.
	LPP04247	Comment	I agree that a development of the Lea Castle site is needed but must be done sensitively to support local infrastructure/need unlike current plans. Support residential development at Lea Castle on the brownfield and save woodland.
	LPP04467	Comment	Support re-use of Lea Castle but only if a sustainable settlement is created. Otherwise this will impact adversely on neighbouring areas.
	LPP04636	Comment	While I agree that a development of the Lea Castle site is needed this needs to be done more sensitively with a view to supporting local infrastructure and need. The current plans do not do this. I am happy to see a residential development on the Lea Castle Hospital site on the brownfield part of the site and without the destruction of the woodland and wildlife habitat.
	LPP05103	Comment	<u>Proposal.</u> Having studied the Wyre Forest District Local Plan Review we propose and support a plan to develop the Lea Castle site (WFR/WC/15) and adjacent sites (WFR/WC/32) and (WFR/WC/16) bounded by Wolverhampton Road, Stourbridge Road and Axborough Lane being the only real option. This area would provide a good number of dwellings (2000+) with local amenities to compliment this size of development such as a primary school a good bus service etc., all served by existing good roads with a minimum of major infrastructure provisions. If the town council adopts this proposal it would be vital to improve/widen Hurcott Lane to improve traffic flow from the Lea Castle site to the Birmingham Road. This would also provide a very useful relief road for those travelling from the Northeast of Kidderminster wishing to connect with the A456 Birmingham Road to then travel in the direction of Birmingham.
	LPP0408	Object	<p>The current infrastructure will not support another 600 houses at Lea Castle. Using ONS average figures we are talking approximately:</p> <ul style="list-style-type: none"> • 800 vehicles on to already very busy roads. • 1400+ new residents.

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Respondent	Response No	Type of Response	Summary of Response
			<ul style="list-style-type: none"> Over 200 schoolchildren <p>Cookley school has already been extended and is at capacity. Medical facilities are stretched. The A449 is a very busy road, at certain times of day it is already very difficult coming out of Cookley. For this proposal to be successful extra schooling and medical facilities and great improvements in road safety would be needed.</p>
	LPP0442	Object	Why is the whole of Lea Castle Hospital site proposed for removal from the Green Belt? Planning approval has ALREADY BEEN GIVEN (so this isn't a consultation) on the core site. There is a band of trees that have been left as screening as part of the planning permission - why aren't these left as Green Belt to protect them into the future?
	LPP0624	Object	Building 600 dwellings (or more) on Lea Castle is not sustainable - the current plans allow for no additional facilities such as doctors surgeries or schools and would place a huge burden on Cookley's resources. Such a development would be equivalent to doubling the size of Cookley and effectively annex the village to Kidderminster. This appears to be completely opposite to the organic growth mentioned in Vision & Objectives - Table 3.0.1 part I. Development at Lea Castle has already been approved but document states that the site still needs to be removed from the Green Belt.
	LPP0660	Object	I strongly object to the development of the orange, purple and blue zones in and around Lea Castle, as this will join Cookley Village a rural community to Kidderminster Town and therefore lose the village status. It is not necessary to build on as there is a variety of brown belt land still to be redeveloped nearer to the town centre which would meet the school, doctor, roads needed for the extra people.
Barratt Homes West Midlands	LPP0791	Object	Lea Castle Hospital - Site Allocations Plan identifies site as suitable location for business (B1), health and sports facilities, residential institutions (C2) and residential (C3) uses. Emerging plan now suggests that sites should be mostly residential. Where is evidence that site has been marketed as mixed use led scheme? It is inappropriate for site status to be changed. Sports pitch and open space on site will be subject to para.74 of NPPF. SHLAA advises that site is considered achievable subject to viability. We are not aware of any viability evidence for residential development of the site. Our view is that this allocation is inappropriate.
Churchill and Blakedown	LPP01025	Object	Independent traffic study commission for Leas Castle application suggests increased traffic on A456 and at Blakedown Station. Only routes from site to station are single track lanes. This makes site unsustainable since it

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Parish Council			lacks viable access for all people. Oppose any threat to SSSI at Hurcott/Podmore - hope to see Hurcott Lane made village access only. Also concerned about increased traffic on Waggon Lane leading into Churchill. Lea Castle would be in catchment for Blakedown School which is already oversubscribed. All of these matters need to be resolved prior to development being approved.
Persimmon Homes Limited	LPP01441	Object	Concerns with sites: Lea Castle Hospital - Site Allocations Plan identifies site as suitable location for business (B1), health and sports facilities, residential institutions (C2) and residential (C3) uses. Emerging plan now suggests that sites should be mostly residential. Where is evidence that site has been marketed as mixed use led scheme? It is inappropriate for site status to be changed. Sports pitch and open space on site will be subject to para.74 of NPPF. SHLAA advises that site is considered achievable subject to viability. We are not aware of any viability evidence for residential development of the site. Our view is that this allocation is inappropriate.
	LPP01891	Object	Objects to the proposed development of the Lea Castle site and adjacent areas. For Cookley it will wipe out its status as a village, inns, GP surgery, school and church plus its playing fields and village hall. These will all be overstrained by the huge population growth implied. The value of Cookley's properties will undoubtedly suffer a loss. The proposal will blight the villages attractiveness – e.g. p.178, justification 31.2 will involve the destruction of Talbot Wood through which runs a beautiful public footpath. Cookley amenity natural surroundings accessed by such paths must not be blocked or turned into sub-urban alleyways benefit of the natural richness that enhances our well-being. The Anglo-Saxon castle contains a definitive description of the parishes' bounds under King Aethelbald Lea Castle land is in this anciently established parish and not a district of Kidderminster. The Lea Castle land in question was designated to function as a sanatorium. Any future development should continue with a role of the same nature or a senior person's village.
	LPP01951	Object	I would like to object strongly to the proposed development of Lea Castle site and surrounding areas. I object to Options A & B on the grounds that there is no local infrastructure to support this scale of development. In terms of doctors, schools, shops and transport Cookley is already up to capacity. 600+ houses in the Lea Castle area would need an additional school and doctor's surgery. Cookley Sebright is full and has no room for expansion having recently been modernized at great cost. It already has no usable playing field and to expect it to take more children is unbelievable. Additionally the Doctors surgery is so busy it is hard to get appointments at the moment. In addition I would like to object to Option A in that it would effectively link Cookley to Kidderminster making it an

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Respondent	Response No	Type of Response	Summary of Response
			extension of Kidderminster. I note that in the local plan Cookley is referred to as an extension of Kidderminster, it is not, it is a village. As a separate village it should be allowed to expand in line with its own needs. The population of our village has hardly changed over the last 5 years. In being asked to accommodate 600+ houses it is expanding to Kidderminster's needs and being expected to carry this burden on its already stretched infrastructure. Also this new development would be larger than the whole of Cookley. While I agree that a development of the Lea Castle site is needed this needs to be done more sensitively with a view to supporting local infrastructure and need. The current suggested plan does not do this. Where is the proposed development in nearby Wolverley which has 2 primary schools and a high school. Other local action groups are recommending development of Lea Castle to protect their own interests, which is understandable...but Cookley is a village. It is not an extension of Kidderminster and it should not be sacrificed to support Kidderminster's needs.
	LPPO1958	Object	Concerns regarding the housing development of the Lea Castle site. I understand the plans have gone ahead for housing but many of the residents are concerned it is aggressive and will have an impact on all the nearby villages. I live in Cookley and want to maintain the feel of a village that is separate from Kidderminster. I therefore hope that a large majority of the Green Belt land can be saved to maintain our beautiful landscapes and our village. Otherwise we will lose our village which will become nothing more than an estate that is driven through to get to Kidderminster. It will also have a massive impact on the local primary school and on traffic into and out of the village. Currently a high proportion live within the village and therefore walk to school. I also feel that Kidderminster needs centralised high density housing rather than low density housing on greenfield land. Half of the tower blocks were (rightly) demolished in the Horsefair under a previous plan that involved the development at the bottom behind Sainsbury's. The majority of housing plans since have been low density out of town estates moving the population out of the town centre, increasing traffic into the centre and requiring the construction of additional link roads. A key point should be that in order to meet lower Co2 targets the plan should be promoting centralised housing development that reduces the dependency on car traffic.
	LPPO2003	Object	I object to 600 plus houses being built on the Lea Castle area with no schools/doctors/activities for children. Cookley school and doctors are both full already. I agree that building does need to be done on the Lea Castle area brown sites only. Save our Green Belt. There are plenty of brown sites that could be used prior to damaging our green. This plan has not been thought out as to how these new housing areas will be used and lived in. This is being rushed through due to invested interest by the council.

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Respondent	Response No	Type of Response	Summary of Response
	LPP02150	Object	If there is a need for more housing, there are plenty of brownfield sites around the area. School is full to capacity, as is the medical centre. The Lea Castle site is home to a lot of wildlife. The Crescent cannot support the amount of extra traffic for the development and I fear that it will be unsafe for the residents. Cookley is a lovely village in its own right, it is not an extension of Kidderminster.
	LPP02333	Object	Comment on Options A and B. I object to Option B due to lack of local infrastructure, schools, Doctors surgery, shops and transport. Access/highways infrastructure would not cope with more traffic. As a brownfield site some development necessary but 600 homes too much; Option B would compound the problem. Need affordable housing/sheltered facilities for the elderly; development should be proportionate. I object to Option A as it would link Cookley to Kidderminster. Not a development that meets the needs of Cookley as a village; Green Belt will be lost. How will Cookley be Inset Green Belt when southern Green Belt is removed? If Option A is large enough will extra infrastructure, roads, doctors, schools be provided. No evidence of any extra employment provision so are we just creating a commuter belt. There are brown field sites not on plan, e.g. Brown Westhead Park/site of the old quarry on the B4189. Why is Wolverley washed over?
	LPP02385	Object	<p>Comment on policy section 31 regarding the proposed development of Lea Castle Hospital site (WFR/WC/15), and southern extension (WFR/WC/16) between the A 449 and A451, and south of the A4521 (BW/4). I object to Options A & B on the grounds that</p> <ul style="list-style-type: none"> - There is a lack of local infrastructure to support this. - The access and highways infrastructure would not cope with the additional traffic and some cosmetic changes, additional visibility splays and traffic lights, will not do anything to help this. The junction of the A449 and Castle Road, Cookley is extremely busy and a well know local accident blackspot. It is also very close to one of the entrances to the Core Site via The Crescent, Cookley. - In terms of Schools, Doctors Surgery, shops and transport Cookley is already at capacity. 600 houses in the Lea Castle area would need an additional School and doctor's surgery. Cookley Sebright Primary School is full and has no room for expansion. It already has no usable playing field and to expect it to take more children is ludicrous. The existing doctor's surgery would be overloaded. - I note that in the local plan Cookley is referred to as an urban extension of Kidderminster, it is not, it is a village. As a separate village it should be allowed to expand in line with its own needs. In being asked to

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			<p>accommodate 600 houses it is expanding to Kidderminster's needs and being expected to carry this burden on its already stretched infrastructure.</p> <p>While I agree that a development of the Lea Castle site is needed this needs to be done more sensitively with a view to supporting Cookley's infrastructure and needs. The current plans do not do this. I am happy to see a residential development on the Lea Castle Hospital site on the brown field part of the site without the destruction of the woodland.</p>
	LPPO2472	Object	<p>The council have taken the easy option and chosen to look at greenfield sites offered by landowners wishing to sell this land rather than looking at compulsory designation of brownfield sites owned by commercial interests. They have built new council facilities on the Stourport Road, swimming pool, council offices and services etc, on the West side of town & then want to put 6000 homes on the Eastern side. I would also like to see detailed justification of where the figure of 6000 homes needed comes from. Are the council interested in Kidderminster and the villages of Cookley, Hurcott and Stone, becoming prime commuter belt to entice new residents and increase the council tax revenue? The amount of housing proposed on the Lea Castle site will only add to existing issues on the roads and the community. The A449 will become even more dangerous than it already is. A lack of thought to the schooling of the large amount of children, the lack of medical and local services that will be required to sustain a viable community plus the added traffic into and out of Kidderminster</p>
	LPPO2488	Object	<p>Objects to the proposed development of Lea Castle and the surrounding area and development on the Green Belt. The core development – is now far greater than originally proposed. This was just to be on the site of the Lea Castle hospital and it should not extend into neighbouring fields and woodland.</p> <ul style="list-style-type: none"> • Cookley should not end up as part of Kidderminster. • The local infrastructure would not be able to sustain such a large development. The A449 outside Cookley is already dangerous to cross, and there is not enough space in the school in Cookley or at the doctor's surgery. <p>This is an ill-thought out proposal and I disagree with such an aggressive development on Green Belt land.</p>

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Respondent	Response No	Type of Response	Summary of Response
	LPPO2499	Object	<p>Objects to the proposed development of Lea Castle and the surrounding area and development on the Green Belt. The core development – is now far greater than originally proposed. This was just to be on the site of the Lea Castle hospital and it should not extend into neighbouring fields and woodland.</p> <ul style="list-style-type: none"> • Cookley should not end up as part of Kidderminster. • The local infrastructure would not be able to sustain such a large development. The A449 outside Cookley is already dangerous to cross, and there is not enough space in the school in Cookley or at the doctor's surgery. <p>This is an ill-thought out proposal and I disagree with such an aggressive development on Green Belt land.</p>
	LPPO2503	Object	<p>Objects to the proposed development of Lea Castle and the surrounding area and development on the Green Belt. The core development – is now far greater than originally proposed. This was just to be on the site of the Lea Castle hospital and it should not extend into neighbouring fields and woodland.</p> <ul style="list-style-type: none"> • Cookley should not end up as part of Kidderminster. • The local infrastructure would not be able to sustain such a large development. The A449 outside Cookley is already dangerous to cross, and there is not enough space in the school in Cookley or at the doctor's surgery. <p>This is an ill-thought out proposal and I disagree with such an aggressive development on Green Belt land.</p>
	LPPO2624	Object	<p>I object to both A and B on the planned proposal for the following reasons.</p> <ol style="list-style-type: none"> 1. The development takes over Green Belt land and is not just limited to the Lea Castle development. 2. There are no submitted plans to describe where proposed facilities like doctors shops, schools for us to consider. Although stated in the options that the development will have its own amenities nothing is explaining on plans. 3. I believe that the redevelopment of Kidderminster is needed prior to the development of either site A&B to support jobs and infrastructure, rather than expecting people to commute. This will only increase carbon

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			<p>footprint, and not a sufficient transport infrastructure in Kidderminster to support this.</p> <p>4. No clear explanation on the plans to identify the link roads and what impact this will have on local routes and villages.</p> <p>Under no circumstances should Green Belt land ever be surrendered and this is My main reason for My objection to both plans. So much more needs to be done in Kidderminster in the creation of jobs, transport and infrastructure first.</p>
	LPPO2785	Object	<p>I would like to comment on the proposed development of Lea Castle. I object to Options A & B on the grounds that there is a lack of local infrastructure to support this. In terms of Schools, Doctors Surgery, shops and transport Cookley is already at capacity. The access and highways infrastructure would also not cope with the additional traffic and some additional visibility splays and traffic lights will not do anything to help this. The junction of the A449 and Castle Road, Cookley is extremely busy and a well know local accident blackspot. It is also less than 50 metres from the proposed entrance to the Core Site via The Crescent, Cookley. 600 houses in the Lea Castle area would need an additional School and a doctor's surgery. Cookley Sebright Primary School is full and has no room for expansion. It already has no usable playing field and unable to take more children. Additionally the doctor's surgery is so busy it is hard to get an appointment. I note that in the local plan Cookley is referred to as an urban extension of Kidderminster, it is not, it is a village. As a separate village it should be allowed to expand in line with its own needs. In being asked to accommodate 600 houses it is expanding to Kidderminster's needs and being expected to carry this burden on its already stretched infrastructure. While I agree that a development of the Lea Castle site is needed this needs to be done more sensitively with a view to supporting local infrastructure and need. The current plans do not do this. Policy 7 states "The current approach to "insetting" and "washed over" status of specific villages will be retained although village envelopes will be revisited to allow for development to meet local needs." How is a development of 1200 – 1400 homes joining Cookley at the northern end, to Broadwaters, Kidderminster at the southern, in any way a development that meets the needs of Cookley as a village? Our village envelope will be stretched to Kidderminster and our Green Belt will be decimated. Cookley is referred to as Inset Green Belt. How will Cookley be Inset Green Belt when our southern Breen Belt is completely removed? I would infer from this that your intention is to join Cookley to Kidderminster, therefore negating your obligation to protect Cookley as a village Inset Green Belt. I see no evidence in the review of any employment provision or any</p>

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			commercial activity for the 2800+ people that will move in to the homes on the Green Belt “based around the redundant Lea Castle Hospital site near Cookley”. By near the document should say joined to The Crescent, Cookley, of course. One convenience store next to the Park Gate Inn & a small office building is insufficient. To summarise: Cookley is a Village INSET in Green Belt. It has its own strong identity and provides key local services. As a council WFDC should be supporting Wolverley and Cookley Parish Council to meet it’s local needs in a sustainable way and not by destroying our Green Belt and putting a development larger than our village, joining our village and forming a development large enough to join Cookley to Kidderminster. I am happy to see a residential development on the Lea Castle Hospital site on the brownfield part of the site and without the destruction of the woodland. We should build on brownfield sites first before any Green Belt land is used. I want to keep Cookley as a village and not lose it’s identify and become part of Kidderminster. Kidderminster gets gridlocked at the best of times so how can building this amount of homes at Lea Castle and other areas around the town centre cope with the extra traffic not to mention accommodating additional children at schools in the area.
	LPP02879	Object	Object as lack of infrastructure - Schools, Doctors Surgery, shops and transport Cookley is already at capacity. 600 houses would need an additional School and Dr's surgery. Access and highways infrastructure would not cope with additional traffic, visibility splays and traffic lights will not help, also pollution. Agree that a development of Lea Castle site is needed but done more sensitively supporting local infrastructure and need. The current plans do not do this. If relief road built will cause congestion and pollution for Cookley and Caunsall. Do not destroy our Green Belt. No objection to building homes on the brownfield
	LPP03530	Object	I strongly object to the proposals to build over 1700 houses on Green Belt adjacent to Spennells as you well know this is prime agricultural land which will be quite easy to develop thus making quite a killing for the selling land owner and construction company's.
	LPP03537	Object	Whilst we do not object to the Lea Castle hospital site being developed for housing we believe the Chestnut Coppice area should be left undeveloped to preserve the current visual appearance from the road and act as a natural visual screen for the housing development behind. Again this will help to maintain the impression that the village of Cookley remains separate from the expanding suburban areas of Kidderminster.
	LPP03576	Object	<u>Threat to Green Belt land.</u> The scale of the suggested development of both options A and B reach far beyond the footprint of the former Lea Castle hospital site. This would lead to the felling of a large area of woodland, the loss

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			<p>of farmland and threats to the natural habitat (for example bats). In addition to the devastating environmental impact of this loss, the potential detriment to the health and wellbeing of the residents of Cookley should not be underestimated.</p> <p><u>Loss of village identity/infrastructure concerns.</u> A large scale housing estate would effectively make Cookley an outlying area of Kidderminster. This would mean the loss of identity of the village and the close knit community ties may weaken. Within the current economic climate, it is difficult to feel reassured that additional infrastructure would be provided to accommodate a significantly increased local population. The same concerns are associated with the capacity of Cookley Surgery. The additional volume of traffic to already busy main roads is also worrying, particularly if there are no pedestrian crossings factored in to the development. The A449 is also an accident black spot.</p> <p><u>Housing provision.</u> I am a strong advocate of prioritising affordable housing in new developments and am concerned that this aspect seems to have been minimised in favour of 'executive homes' by a large scale developer. I would urge you to prioritise the expansion of social housing, including part-rent/part-buy options. Any new housing development should be incorporated in to the environment as sensitively as possible and that shared green spaces form a part of this. I believe that Wyre Forest District Council has the opportunity to approach housing development with social and environmental responsibility and innovative design as core principles. The district's population is not growing at a rate that would necessitate immediate large scale development. By providing desirable accommodation in manageable numbers across the region (including Cookley), housing needs could be met without fundamentally changing the identity of a particular area.</p>
	LPP03864	Object	<p>I object to the plans for Lea Castle. The Infrastructure in, and surrounding, Cookley is inadequate for such a large scale development. The area is surrounded by Green Belt which should not be replaced by concrete due to flooding risks and disturbance to nature. An increase in population will lead to more unemployment and crime. People will be forced to commute, which does not create communities. I do not object to some development on Lea Castle but it needs to be done sympathetically will good infrastructure.</p>
	LPP04067	Object	<p>LEA CASTLE SITE. The roads, around this site already have many problems. The site which was Sion Hill School is planned for 100 – 150 houses both this road & the Wolverley road converge on to the crossroads of the A449 which is a very fast road. You have the Cookley turning which goes into the village, another accident BLACKSPOT. From there you have the Crescent, then onto Axborough Lane & the Island Pool & crossroads. All of this area has</p>

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			<p>experienced many accidents & fatalities.</p> <p>THE PARK GATE PUBLIC HOUSE. A451 Stourbridge Road, both this junction & the whole of the Stourbridge Road again is a fast road experiencing many accidents & fatalities. When considering the large number of houses in this area consideration should be whether it is a safe environment for the increased traffic. & the fact each household has a least 2 cars to each family.</p> <p>LEA CASTLE SITE footprint. The avenue of trees & woodland & wildlife, i.e. bats, owls etc. The fact is builders don't take this into consideration when building on these sites. If it is necessary to build on this site, serious consideration should be given to building low density housing i.e. one or two bedroom bungalows of which there is a serious shortage for the older generation in the Wyre Forest area. Providing a regular bus service from the site, alleviating the use of vehicles leaving the area.</p> <p>HOSPITALS. KIDDERMINSTER hospital has downgraded & is still being considered for further reductions, as is REDDITCH Hospital and they can't help as they are over subscribed! WORCESTER cannot cope with the number of people attending the hospital, A FACT, yet still Worcester is experiencing extensive housing in its areas. Where are all the additional people to go when they need medical help!</p> <p>DOCTORS. Surgeries are full in Wyre Forest putting further pressure on the medical profession. The District Nurses are in the same position.</p> <p>SCHOOLS are at full capacity.</p> <p>With all the redundancies that have taken place recently, Wyre Forest is no longer a hive of production.</p>
	LPP04160	Object	<p>I object to the plans at Lea Castle on the following grounds:</p> <ul style="list-style-type: none"> • Infrastructure • Green Belt • Employment • Community <p>I believe the road network, schools, doctors and local amenities of Cookley and surrounding areas are hugely inadequate. The more Green Belt that is taken away and replaced with concrete will impact on the amount of water that goes into the drains.</p>

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	LPP04962	Object	<p>Employment element. Object to development of this land is due to the fact that Cookley will lose its village identity and end up as a Kidderminster extension. This will not be feasible due to:</p> <ul style="list-style-type: none"> - Recent modernisation of school will not accommodate more than 600 houses in the area. - This area is Green Belt and priority should be redevelopment of brown belt of which there are several around Kidderminster. - Increase in traffic in and around our quiet village - I do not have any objection to development of red Lea Castle site as this is brown field.
	LPP04965	Object	The Lea Castle sites does need developing, the red area on the plan is in my opinion enough taking into account the closeness of the village and the impact it will have. The options of blue and sandy area are not necessary at this time. I do feel that the brownfield sites have not been given enough consideration.
	LPP0100	Support	Other Alternatives. The most suitable alternative is Lea Castle, the area does not suffer same traffic problems as the Spennells area. Having travelled to Wolverhampton area from Kidderminster for over 40 years I can absolutely confirm this. The site is best suited for access to all areas, i.e. Wolverhampton, Stourbridge, Birmingham, Bromsgrove and Bridgnorth. Access to all major roads is simple.
	LPP0494	Support	I agree that a development of the Lea Castle site is needed, this needs to be done more sensitively with a view to supporting local infrastructure and need. The current plans do not do this. I suggest 540 Elderly persons development on Lea Castle Hospital site and no development at Hurcott.
Wolverley & Cookley Parish Council	LPP01150	Support	Wolverley and Cookley Parish Council are fully supportive of development on the Lea Castle Core Housing Site (WFR/WC/15) providing a full infrastructure is in place to support this level of development on the site.
Wyre Forest Green Party	LPP01493	Support	We support development of a new community on the Lea Castle Hospital and School brownfield site, provided

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Respondent	Response No	Type of Response	Summary of Response
			<p>that:</p> <ul style="list-style-type: none"> • Consideration is given to the local environment and ecosystems; • The development is built with good housing principles (as described in section 14, below); • The local community is fully engaged with planning the development; • Infrastructure, such as transport, schools and GPs are provided.
	LPP02388	Support	<p>We would like to voice our concern to the proposed building developments adjacent to Hurcott Lane and on the Lea Castle site. We support the need to build more affordable housing, particularly on brownfield sites, but feel that without improving the local infrastructure traffic, school and NHS chaos will follow. Despite the tunnel problem at the Lea Castle site, this would be a preferred option, as the infrastructure for schools, health provision, shops and community facilities could be established with 1000+ houses constructed. The issue of Hurcott Lane needs to be addressed. Access to the Hurcott Nature Reserve and preservation of the SSI site needs to be protected. The reality of no pavement and safe pedestrian access along Hurcott Lane to the Nature Reserve needs to be a priority and the volume of traffic restricted. Motorists will inevitably select the Hurcott Lane route to access the Birmingham Road. I'm sorry if developers' profit will be affected by constructing a suitable Eastern by-pass, but Wyre Forest should not allow construction of housing if existing routes and a valued Nature Reserve are compromised and made increasingly unsafe.</p>
	LPP03076	Support	<p>I am in favour of the Lea Castle site and land next to Lea Castle being developed as long as it does not result in additional pressure being put onto Cookley school. Lea Lane which the school is situated on gets dangerously busy in term time when the school starts and ends each day, so with additional people would only put more pressure onto a lane which is already too busy. People also attend the doctors which is opposite the school this just adds extra pressure on the lane. I can see the merit of developing road infrastructure around the Spennells area to provide relief to the centre of Kidderminster. It makes sense to me to develop just a few areas of the district with large housing sites rather than lots of areas with smaller developments.</p>
	LPP04424	Support	<p>I support the build on Lea Castle site as this is not a visual impact that will be observed everyday by local people & commuters and therefore will not have a negative impact upon the landscape character.</p>

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Respondent	Response No	Type of Response	Summary of Response
	LPP0669	Comment	Broadwaters Heath area - accept that we need more family-sized semis but also need to provide for ageing population who wish to downsize and remain in same area. Suggest extra-care housing should be provided (as at Silverwoods) with shop within walking distance
Wyre Forest District Council	LPP01256	Comment	<p>Proposed development areas immediately adjacent to some of our Districts most valuable wildlife areas. .There is a real risk of increasing disturbance pressure on these sensitive areas.</p> <ul style="list-style-type: none"> • BW/4 South Stourbridge rd which is also immediately adjacent to the SSSI's of Hurcott pools and pastures <p>Sites will be subject to current planning regulation and biodiversity concerns will make development more complicated and may even restrict the nature available developable area.</p>
Stanmore Properties Ltd	LPP01513	Comment	Policy 8A states it is anticipated that new greenfield developments will have an average density of 35 dwellings per hectare. BW/4 is proposed for 200 dwellings. The site as proposed to be allocated is 13.80 ha gross. Even allowing for a generous reduction of 35% for Green Infrastructure, 314 dwellings could be provided at 35 dwellings per hectare ($13.80 - 35\% = 8.97 \times 35dph$).
Stanmore Properties Ltd	LPP01522	Comment	Objection is made to the number of 200 dwellings which is too low and the site should be allocated for at least 300 dwellings. The reasoned justification states there is currently a planning application on the northern section of the site for 82 dwellings (Application Ref 16/0003/OUTL is for up to 100 dwellings with an indicative layout for 82), leaving 100-118 dwellings for the balance of the site. The balance of the site allocated amounts to 10.2 ha and none of this land is within Hurcott Pastures SSSI or Hurcott Woods Local Nature Reserve. There is a dry valley running through the site, some of which could contribute to green infrastructure in accordance with other policies of the Local Plan Review, but even if 35% of the site was discounted, there remains about 6.6 ha net for development. This alone could accommodate 231 dwellings at 35 dwellings per hectare, which is well above the 100 or so dwellings that that area is allocated for. Overall, the whole site BW/4 should be master planned as one complete site and this would allow for the most efficient layout to be achieved with shared infrastructure, particularly open space. This will lead to the most efficient use of the land and is likely to deliver the greatest number of houses on the site.

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Respondent	Response No	Type of Response	Summary of Response
Hurcott Village Management Committee	LPP01626	Comment	<p>Observations in relation to the area to the north-east of Kidderminster extending between Hurcott ADR Hurcott Village and the rear of Baldwin Road:</p> <p>BW/4 – Hurcott ADR</p> <ul style="list-style-type: none"> If development is extended past the current Miller Homes application site a further 300+ homes could be built. This would have a devastating effect on the traffic using Hurcott Lane which is currently a rat-run between the Birmingham and Stourbridge roads. <p>OC/4 – Rear of Baldwin Road (Green Hill)</p> <ul style="list-style-type: none"> This site is currently designated Green Belt. Building on it would be contrary to County Green Belt policy. The removal of Green Belt should only occur in <u>exceptional</u> circumstances when all other sites (ADR and brownfield) have been built upon. 450 dwellings on this site would also have a devastating effect on the traffic using Hurcott Lane. This rat-run currently has 12 man-made pull-ins between Hurcott Village and the A456 which indicates its misuse. Hurcott Lane is used by many pedestrians for recreational purposes including access to the Nature Reserve. Increasing vehicular access with further reduce pedestrian safety. Development would be a serious visual incursion into the Green Belt and would impact on wildlife habitats on the buffer zones for the Hurcott and Podmore SSSI. Green Hill has a considerable elevation when viewed from the Birmingham Road. Any development here would have a visual impact on the landscape resulting in an urban rather than rural approach to Kidderminster. <p>Both sites BW/4 and OC/4</p> <ul style="list-style-type: none"> Housing developments on either of these two sites will increase traffic in both Hurcott Lane and Hurcott Road. Both areas are clearly visible from both the Stourbridge and Birmingham roads, and form a vital part of

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Respondent	Response No	Type of Response	Summary of Response
			<p>the visual landscape. Development would be detrimental to visual landscape.</p> <ul style="list-style-type: none"> • Both areas which were good quality (Grade 3a) agricultural land, are currently being left uncultivated. The Ministry of Agriculture and Fisheries do not allow building on 3a land, unless excellent reasons are given. • Sites are too close to Podmore Pool and Hurcott Pool SSSI. Building anywhere <u>too near</u> will bring human pollution to it – noise, rubbish, people disturbance, car and lorry use etc. which will threaten its continued existence. • Bird-life flourishes in the area. A new survey should be carried out to determine the present diversity of bird life. • An up-to-date survey of flora, fauna and insect life should be carried out to determine the biodiversity in the SSSI, the Nature Reserve and surroundings. • If the land is built on, it will cause urban drift in the merging of Kidderminster with Hurcott Village – against county Green Belt policy. Clearly defined buffer zones for the SSSI will be required to prevent this. • If the land is built on it will cause urban drift as Kidderminster extends along the Stourbridge Road towards Stourbridge and along the Birmingham Road towards Blakedown - against county Green Belt policy.
	LPPO3099	Comment	<p>Hurcott Lane. This has become a rat-run for which it is unsuitable. Traffic here should be limited by a one way system to enable walkers and cyclists to travel safely to the local nature reserve. Kendlewood Road. Any development behind Kendlewood Road should be conducted sympathetically with regard to the two very old oak trees which already have protection orders on them.</p>
	LPPO3121	Comment	<p>Concern to the integrity of Hurcott Village and the lanes to and from the village.</p> <p>That no access be permitted to or from the new estates onto Hurcott Road or Hurcott Lane, any access should be limited to Birmingham Road and Stourbridge Road.</p> <p>Hurcott Lane is a Rat Run between Birmingham Road and Stourbridge Road, any access here would make the problem worse.</p> <p>Lanes should remain within the green corridor without alteration. The border of the green corridor should extent from the bank on the right hand side of Hurcott Road just above the bridle path, to beyond the tree line</p>

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Respondent	Response No	Type of Response	Summary of Response
			<p>on right of the brook that exits Hurcott Pool.</p> <p>The bridle path between Hurcott Road and Hurcott Lane must be preserved.</p> <p>No buildings backing onto Hurcott Road or Hurcott Village and the area between the bank, the bridle path and Hurcott Village would remain within the green corridor.</p> <p>Area between Podmore Pool and Hurcott Pool is an important wildlife corridor that extends through Hurcott Woods to Blakedown and beyond and should be guarded as an important natural area. All trees within the proposed site should be preserved.</p>
	LPPO3373	Comment	<p>Hurcott Village is a fairly unique area and no major development should be considered as the character of this little village will be destroyed.</p> <p>The two core housing sites that are either side of Hurcott Village. 'South of Stourbridge Rd': this site should be limited to the proposal by Miller Homes. 'Rear of Baldwin Rd': this site should be limited to the top two fields that face the Birmingham Rd. Hurcott Village will lose its identity and sense of place if development is too close.</p>
	LPPO3466	Comment	<p>The provision of a link i.e. footpath or cycleway will because of the isolated position of existing properties create an increased security and unwanted intrusion risk. At present access has been restricted by the present landowner who has discouraged local residents from using the land. With the growth in development the whole area will be under a much greater invasion than it has been in the past.</p> <p>The proposed pathway will leave the SSSI more vulnerable to unwanted visitors who could harm the ecology and do untold damage to wildlife. It must be remembered that any damage or disturbance intentional or not by anyone is a criminal act. In short the greater the access the more unwanted criminal activity will arise.</p> <p>It perhaps would good to remind ourselves why this area is of vital importance. This is part of the original notification made 11th July 1986. Description and Reasons for Notification:</p> <p>Hurcott and Podmore Pools are situated in the valley of the Spennells Brook near Kidderminster. The site consists of two pools with adjoining woodland and has been selected as an important wetland complex, containing the largest area of wet valley alder carr in the County.</p> <p>Both Pools were constructed in medieval times to provide power for mills. They have rich riparian vegetation zones at their upstream ends consisting of extensive beds of lesser bulrush <i>Typha angustifolia</i> and bulrush <i>T. latifolia</i> with branched bur-reed <i>Sparganium erectum</i>, water plantain <i>Alisma plantago-aquatica</i> and greater and lesser pond-sedges <i>Carex riparia</i> and <i>C. acutiformis</i>.</p>

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Respondent	Response No	Type of Response	Summary of Response
			<p>Extensive patches of yellow water-lily <i>Nuphar lutea</i> occur in Hurcott Pool.</p> <p>The woodlands are dominated by stands of alder <i>Alnus glutinosa</i>. A number of other associated tree and shrub species also occur including ash <i>Fraxinus excelsior</i>, silver birch <i>Betula pendula</i>, crack and goat willows <i>Salix fragilis</i> and <i>S. caprea</i> and guelder rose <i>Viburnum opulus</i>. The ground flora includes characteristic wetland species such as marsh marigold <i>Caltha palustris</i>, marsh thistle <i>Cirsium palustre</i>, marsh bedstraw <i>Galium palustre</i> and a number of sedge species including cyperus sedge <i>Carex pseudocyperus</i>. Plants uncommon in this part of the West Midlands also occur including greater tussock-sedge <i>Carex paniculata</i>, alternate-leaved golden-saxifrage.</p> <p><i>Chrysosplenium alternifolium</i>, large bitter-cress <i>Cardamine amara</i> and the nationally rare touch-menot balsam <i>Impatiens nolitangere</i> here at its only county location.</p> <p>The open water and woodland form an important habitat for bird life. More than 30 species of birds breed here including great crested grebe <i>Podiceps cristatus</i>, little grebe <i>Tachybaptus ruficollis</i>, kingfisher <i>Alcedo atthis</i> and reed warbler <i>Acrocephalus scirpaceus</i>.</p>
	LPPO3484	Comment	<p>No further developments should take place on the land fronting the Stourbridge Road, north of Hurcott Village, 82 dwellings and the extended site near Hurcott Village, which will make it 200 new dwellings until the junction by the Park Gate is sorted. The junction will not cope with the extra traffic, particularly if more dwellings are built on the Lea Castle site and the Sion Hill site. It is a very dangerous junction where a lot of accidents and fatalities have occurred. An island or islands will not solve the problems.</p> <p>The SSSI site at Podmore is notified under Section 28 of the Wildlife and Countryside Act 1981 and was reviewed again in 1986. Interfering with a site of such scientific interest can result in prosecution. The extra dwellings by Hurcott Village will affect the SSSI site at Podmore. This area has been left to mature over the last decade and the intrusion of more people and a pathway/cycle path from the housing estate to Broadwaters Park will destroy the SSSI site and once gone can never be regained. The cycle path and walkway will also provide a big security risk for houses backing onto the land at the rear of the Kendlewood Road houses. The area has been kept safe now for many years by the current land owner erecting very high gates to keep vandals out.</p>
	LPPO3532	Comment	<p>I understand and accept that more housing needs to be built in the Wyre Forest area but I feel it is essential to upgrade, develop and extend road ways/links which are already very busy in order to keep traffic flowing.</p> <p>Also, infrastructure needs to be upsized to cope with the extra population particularly:</p> <p>Schools – In our area I believe Cookley Primary cannot cope with any more capacity and both Cookley and</p>

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Respondent	Response No	Type of Response	Summary of Response
			<p>Wolverley Secondary school have very restrictive vehicle access and parking capacity.</p> <p>Hospital – Kidderminster Hospital already desperately needs upgrading to serve the people of Wyre Forest and surrounding areas so obviously with more population that would become even more important.</p>
	LPPO3741	Comment	<p>Whatever development is proposed for Kidderminster (whether at Lea Castle, Baldwin Road or Stourbridge Road/Hurcott Lane, it needs to address the dangerous junction between Hurcott Lane and the A456 and the weak road bridge at Hurcott Pool Reservoir.</p> <p>The junction of the A456 and Hurcott Lane is already a dangerous blackspot. The Highways Authority has already acknowledged the danger in part by reducing the dual carriageway to single carriageway access on the approach to and exit from Kidderminster. Hurcott Lane is also used as a rat run between Birmingham Road and the Stourbridge Road, during the morning and evening commutes. This starts in the morning with constant traffic from as early as 5.30am, and that would only massively increase with development either on the Baldwin Road site or at Lea Castle. There is also the issue of whether the road bridge on Hurcott Lane could support any material increase in traffic.</p> <p>One way to address both concerns about Hurcott Lane would be to put bollards across the road adjacent to the access to the Hurcott Nature Reserve, thereby allowing vehicle access to the Nature Reserve from both the Stourbridge Road and the Birmingham Road, but preventing through traffic to anyone other than the emergency services with key access to the bollards. The bollards would need to go across the car park, to prevent people driving into the car park one way and out the other side to maintain through road access. This solution would also reduce traffic from additional development, in a way, which would protect the road bridge and alleviate the need for strengthening works.</p> <p>The Council might also want to consider cutting off Hurcott Road at the point where it narrows to a single track road, maybe putting an additional car park to the side, thereby improving the amenity access to Hurcott Nature Reserve for pedestrians, cyclists and horses. That would make that stretch of road much safer for people who today struggle with oncoming traffic if they try to negotiate that road on foot. Hurcott Nature Reserve is the most beautiful park/reserve on the eastern edge of Kidderminster, within walking distance of the town centre, and has SSSI protection. I would like more people to visit it, see it promoted more in local literature about the town, and make it easier for them to get there without the use of a car.</p>
	LPPO3790	Comment	<p>The band of proposed development on the East side of Kidderminster running from Cookley down to Offmore would not appear to address the core policies of the Local Plan Review (Sections 6 to 11) in encouraging</p>

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Respondent	Response No	Type of Response	Summary of Response
			<p>the growth of Wyre Forest with Kidderminster at its centre. It would not attract a younger population into the centre of the town but encourage the corridor of growth along the A456 and A451 for commuters to Birmingham and Stourbridge and areas served by Bromsgrove District and Dudley Metropolitan Borough Councils.</p> <p>Wyre Forest's ageing and static population (Table 2.0.1) would not be served by housing that would require greater mobility to access the amenities provided by Kidderminster town centre. The bus services along Birmingham Road and Stourbridge Road (25 & 192 run by Diamond) are infrequent and unreliable and any train travel would require a long journey to Blakedown which is almost outside of the WFDC area and in the opposite direction to the town centre.</p> <p>The development of the central business district would seem to be a better way of encouraging growth and making the centre a desirable area to live. Recent coffee shops near Castle Road are a welcome addition and the River Stour and canals could become features rather than inconveniences, similar to Brindley Place in Birmingham. The 'gentrification' of awful eyesores like Crown House and empty carpet factories would improve and encourage investment, while celebrating and preserving the town's heritage.</p> <p>Amenities could be concentrated and developed as part of the town regeneration - like Kidderminster Medical Centre - rather than the band of proposed housing placing extra burden on existing schools and surgeries that are already over-stretched. e.g. St. Mary's, St. George's and Offmore Primary schools or Stanmore House Surgery.</p> <p>Developing semi-rural sites would be detrimental for the district, destroying open spaces and ruining the approaches to the town from the East which are currently green and inviting. The government pledged to protect Green Belt (Theresa May, February 2017) and the Plan Objectives (Table 3.0.2) also aim to "protect and support the role of the Green Belt". The government has reiterated that Green Belt should only be built on in "exceptional circumstances" and "absolutely sacrosanct" (Sajid Javid, Communities Secretary, 2016).</p> <p>Hurcott Woods and Village</p> <p>One area that the proposed core development would engulf is Hurcott Village, with core housing proposed either side of the village and Hurcott Woods. The village is of historic and scientific interest, being developed on a site that is regarded as one of the oldest sites in British papermaking dating back to the middle ages. The woods is a Site of Special Scientific Interest (SSSI) and developing the land around it would destroy much of the</p>

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Respondent	Response No	Type of Response	Summary of Response
			<p>wildlife it supports. Buzzards, kingfishers, muntjac deer, otters, grebes, herons, woodpeckers, bats and newts are some of the wonderful wildlife regularly seen in the area and the delicate balance of nature needs to be surrounded by Green Belt to preserve it. It should be seen as an amenity and asset by WFDC and a jewel in Kidderminster's crown.</p> <p>The village and woods are served by a single track road, Hurcott Lane, from the North and South ends and an even narrower road, Hurcott Road from the West. Pedestrian access is only via these roads that have no pavements and a national speed limit of 60mph. There are regular incidents and accidents as a consequence of increased traffic from drivers using it as a cut-through from Stourbridge Road to Birmingham Road. Van drivers in particular hurtle through at dangerous speeds and despite the "not suitable for HGV" signs, lorries and coaches are directed by their satnavs through the village. Any housing developments in the area would put unbearable pressure on Hurcott Lane and the bridge and dam that are already showing signs of stress.</p> <p>The village is wholly residential; there are no shops and no pub and the road should only serve residents and those visiting the woods. That is clearly not the case and at least 95% of traffic dangerously speeds through, using it as a short-cut. Any surrounding residential development would put unbearable strain on Hurcott Lane and it is not clear from the Local Plan Review whether an Eastern Relief road would stop this cut-through traffic and could be a very expensive construction given the extra railway bridges that would be needed.</p> <p>The village is currently crime-free and - with no street lighting - free of light pollution. These would inevitably increase if surrounding Green Belt is built on and the area would soon be swallowed up by the contiguous conurbation.</p>
	LPPO3851	Comment	<p>The area of the Stourbridge Road and the north of Hurcott village has always been quiet area, why change it? you may not of know there was accident caused on the Stourbridge Road out side the Park Gate, meaning the road was closed which claims that the road is dangerous and busy enough as it is.</p> <p>The Hurcott Road is small, busy and dangerous as it is and would not be able to cope with that amount of travellers coming up and down.</p> <p>The footpath/cycle link which could be provided as a way into Kidderminster town centre by going through the woodland behind the houses of the people of Kendlewood Road will be more of a security risk most definitely at night, also it's been on the news more than once about the danger of animals. It will also cause more rubbish and waste.</p> <p>There is no reason why the people can not use the pavement on the Stourbridge Road as it is there so people</p>

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Respondent	Response No	Type of Response	Summary of Response
			can walk on it, you could easily make a cycle link down the Stourbridge Road.
	LPP04326	Comment	It is not clear how some areas have been declared 'Core' and some as options (A and B). There should be more options at this stage, and less 'Core'. Lea Castle Hospital is an exception, but BW/4, OC/4, OC/5, OC/6 are all deemed core for no obvious or strong reason. Specific concerns about Hurcott ADR (BW/4). The southern border of this development comes right up against the northern border of the Hurcott Pasture SSSI. This too close. The current plan for the strip next to the Stourbridge Road is far enough.
	LPP04382	Comment	Concern proposed developments either side of Hurcott village would completely change this hamlet. Potential impact of many more vehicles and people accessing Hurcott Wood and how sustainable this would be especially if they use cars to get there.
	LPP04739	Comment	Document References at: 7.1 Is my understanding right from the wording of Policy 7 Green Belt Review that the ADR land from the Stourbridge Road to Hurcott Village has already been designated for development without, as it seems, any consultation? I can see from the planning documents on the WFDC website that Miller Homes has a planning application in for 100 dwellings. If there are only 250 houses on the Silverwoods site then the impact on this area with this amount of housing will be significant. Are any further consultations arranged? We were only invited to consultation about the land behind Baldwin Road. 7.4 There is reference in this document to land being taken out of Green Belt in Hurcott and made into ADR back in 1989. I have lived in the area for almost 40 years so I suspect that the designation for the land was changed when there was a proposal to build the Southern Relief Road (I think that is what it was called) running across from the M5 to Wolverhampton. It never happened and I doubt if the designation was ever reversed. It could be now.
	LPP0192	Object	I would like to express my concern to the proposed expansion north of Kidderminster through Hurcott will destroy the Green Belt and conservation area impacting on residents and wildlife habitats. I do not believe the infrastructure of roads, amenities, schools and is enough to support such a development and would suffer causing major disruption and disadvantage to the existing residents
	LPP0507	Object	I don't believe we need to use the land at Hurcott

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Respondent	Response No	Type of Response	Summary of Response
	LPP0679	Object	I strongly disagree with both options. Lack of facilities in Kidderminster such as local shops and poor transport links, will not be able to cope with the volume of new homes. Beautiful Green Belt will disappear if plans are granted. Concern for the local wildlife, they will have no where to go if their natural habitat is destroyed, this includes bats which are protected species. The rural feel of the outskirts of Kidderminster will go, but be completely over-crowded with no local amenities to cope with the volume of people. Why are developments proposed on beautiful Green Belt and not derelict industrial sites.
Barratt Homes West Midlands	LPP0793	Object	Hurcott ADR - Green Belt assessment states that this site prevents urban sprawl and encroachment and is visually sensitive. Development would also reduce openness. These factors must be weighed up in exceptional circumstances test.
Persimmon Homes Limited	LPP01442	Object	Hurcott ADR - Green Belt assessment states that this site prevents urban sprawl and encroachment and is visually sensitive. Development would also reduce openness. These factors must be weighed up in exceptional circumstances test. This process has not been undertaken, as such the allocation should be removed.
	LPP02152	Object	The extra traffic, these new houses will bring will make this road even busier, at times it is really bad now. The loss of hedgerows will make a big impact on our wildlife.
	LPP02588	Object	<ul style="list-style-type: none"> Hurcott Village is an ancient settlement, mentioned in the Domesday Book. The proposals in both Option A and Option B, allowing for development on Green Belt land and ADR land either side of the village, would result in it being totally engulfed and overwhelmed by new houses, thus destroying its unique character. In addition, the SSSI at the heart of the village would be under threat with so much development surrounding it. This is a fragile and sensitive location, where water levels are critical to its nature as wet woodland. Further development along the Lane would impact on this site, which is of national importance. There is no mention in the plan of infrastructure to support the developments either side of the village. Hurcott Lane is a single track road with passing places, already under enormous pressure from the volume of traffic using it as a cut through between Stourbridge Road and Birmingham Road. These

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Respondent	Response No	Type of Response	Summary of Response
			<p>proposed developments, along with the proposed development at Lea Castle, would inevitably result in a significant increase over the current average of 100 cars per hour using this lane between 8am and 7pm. With no mention of new schools the most likely for those on the proposed site for Miller Homes would be along Hurcott Lane to St. George's, Offmore, Holy Trinity and King Charles, yet more volume of traffic on a rural single track lane, with a SSSI at its centre. Not to mention the increase in use by commuters driving into Birmingham or to the motorway.</p> <ul style="list-style-type: none"> • Policy 25 Safeguarding the Green Belt – hollow words if the preferred options were to go ahead. The proposals would not protect the Green Belt • Policy 26 A and B - The proposals would not protect the historic environment with regard to Hurcott Village. • The Local Plan review scoping report mentions the hornet robberfly, on Hurcott pastures, being the only siting in the country. As the field has ceased to be grazed (it was a requirement of the landowner to have cattle on the site until 3 or 4 years ago) the fly has probably ceased to exist here. Shame that cutbacks mean that the diversity of creatures in our environment is diminishing and that rare insects are likely to disappear as a result. • One of the reports states: 'The eastern areas of the District fall within the West Midlands Green Belt and are therefore subject to Green Belt policy which restricts development except for very special circumstances. There are also a number of Sites of Special Scientific Interest which could be adversely impacted by new development. These constraints will all be very important factors in considering where new development should be located.' It doesn't appear that these constraints have been given much consideration in preparing the preferred options document. • The Hurcott ADR will be allocated for development. This sounds like a done deal, residents have submitted their responses to the application by Miller Homes in 2015, but will we have the opportunity to voice our concerns at the appropriate planning meeting. Will we be advised as to when this will take place? <p>Recent applications in the area have been refused on the grounds that they are inappropriate development in a Green Belt location. Fairly ironic when you consider the proposals in this Local Plan.</p>
	LPP02628	Object	Whilst we understand the need for a local plan and continued housing development in the Wyre Forest, we

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Respondent	Response No	Type of Response	Summary of Response
			<p>must object in the strongest terms to any proposal to use Green Belt land at the rear of Baldwin Road and down into Hurcott Village. There are a large number of brownfield sites in the Wyre Forest, particularly Kidderminster, which either do not appear in the plan or show absolutely no signs of development. These sites, e.g. the former Sladen School, former Sion Hill School, former Stourminster School, the Yew Tree Public House and run down factory and similar sites in and around Kidderminster show no signs of or intention to develop. These sites would significantly contribute to housing development land before any incursion into significantly larger areas of Green Belt land.</p> <p>The Green Belt land at the rear of Baldwin Rd is well developed agricultural land and contributes to environmental and agricultural sustainability for this area. The Green Belt land provides vital separation from Blakedown, Hagley and from the wider Bromsgrove and West Midlands area. Land here is also significantly higher than the surrounding land and would cause significant visual and environmental impact. This Green Belt land provides numerous wildlife habitats and development would seriously impact on ecological sustainability, biodiversity and the designated SSI areas.</p> <p>Any development behind Baldwin Rd, beyond Offmore and into Hurcott village would be smaller linear developments with no possibility of a community heart, community facilities and ongoing socio-cultural sustainability. These areas would not support the building of a primary school and local schools are already very full, Offmore Primary school which serves this area is full and cannot be extended. Roads in this area are already busy and dangerous with frequent accidents, Hurcott Lane and Baldwin Rd are used daily as 'rat runs/cut through' and increased development would bring this to intolerably dangerous levels. Developments such as behind Baldwin Rd would not generate a large enough financial contribution to roads and infrastructure to manage safety and increased capacity, indeed the development promoter for the rear of Baldwin Rd stated categorically that they would only 'contribute' to a new roundabout at the top of Husum way (a roundabout which would only serve to increase traffic and safety problems)! The promoter also stated that they would not bear any of the expense of roads or infrastructure, let alone a full scale eastern by-pass.</p>
	LPP02645	Object	A further comment on the potential New House builds near Hurcott surely the road structure is ridiculously inadequate for this type of development without totally destroying the nature area which exists between the two planned Housing developments shown on your plans.
	LPP02835	Object	I object building on Green Belt sites, especially Offmore/Hurcott, and extending Spennells as follows:

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Respondent	Response No	Type of Response	Summary of Response
			<ul style="list-style-type: none"> • Lack of future employment prospects/overall congestion/Traffic emissions • Pressure on our already busy hospitals, doctors, schools. • Affect tourism/wildlife/possible flooding. • Build on brownfield land/convert unoccupied buildings before Green Belt.
	LPPO2865	Object	<p>Concerned on the impact of the proposed building of 100 homes on land at the junction of Hurcott Lane and the Stourbridge Road (A451), and the effects this would have on Hurcott Lane and the Hurcott Village community. Since this application things have moved on considerably and in fact are quite astounding, not the 100 homes planned but possibly in excess of 2000 home plus industrial units. All this surrounding Hurcott Village.</p> <p>As I have commented before I have no objection to new homes being built, but nowhere on the Local Plan Review 2017 have I seen mentioned the impact this plan would have on local existing communities and the local environment butting up to these proposals, and what will be done to ease the considerably increased traffic flows in these areas and how to protect wildlife and fauna as well as the well being of the people affected. Hurcott Lane is already a traffic nightmare for residents living in the village. The high volumes of traffic have ruined the lane, destroyed the grass verges and the ancient hedgerows. The vehicle pollution emissions and noise levels are already unbearable, with excessive speeds and the increase of HGV's which have caused unsightly passing places and in turn are dumping grounds for fly tippers. It is unsafe for pedestrians and cyclists to venture into the village. This lane needs protecting and preserving now. The development plans will only exacerbate the traffic volumes and will completely destroy the Hurcott community. Hurcott Lane should be closed as a through road and be made accessible for residents and visitors to the Nature Reserve and SSSI site only, then we might see the return of pedestrians and cyclists. There is another lane on the A456 (see enclosed map) that could be utilised for traffic between the A456 and the A451.</p> <p>It is all well and good for the council to take these options to fulfil its obligations, and for the developers to make a healthy profit. They don't have to suffer the consequences. As the saying goes. You have the duty as a council to protect the well being of all. So please think twice about communities such as Hurcott Village that will bear the brunt of future developments. Stop traffic flows in Hurcott before it's too late.</p>
	LPPO2898	Object	<p>Not happy with the proposed pathway/cycleway to run past Stourbridge Road. This is a security risk. The area is very open and quiet and there is easy access to his property.</p>

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Respondent	Response No	Type of Response	Summary of Response
	LPPO2910	Object	I would like to object to the plans to build more housing near Hurcott village. The strategy I would prefer is to better utilise unoccupied commercial buildings and existing brown fields sites firstly, rather than destroying areas of outstanding beauty.
	LPPO3020	Object	Development to rear of Baldwin Road/Hurcott Village would worsen traffic access around Hurcott Village (change from top that being a through road?) and affect the nature reserves.
	LPPO3058	Object	This path would be routed through an area that is currently beautiful woodland, and which is home to a great variety of wildlife. It is inevitable that construction of said pathway will adversely affect this area. I am very concerned that, with this proposed path running along the bottom of the gardens connected to the properties on Kendlewood road, that this will create a security risk along the proposed route, particularly at night. There should be no reason to disrupt this beautiful woodland area, nor introduce additional security concerns for the residents living on Kendlewood Road.
	LPPO3117	Object	I agree that a development of the Lea Castle site is needed, this needs to be done more sensitively with a view to supporting local infrastructure and need. The current plans do not do this. I suggest 540 Elderly persons development on Lea Castle Hospital site and no development at Hurcott.
	LPPO3315	Object	Hurcott Road cannot cope with more traffic. The area designated is a wildlife haven. There are many sites more suitable within Kidderminster town for housing purposes. There are so many buildings going to waste that could be made better use of. How will schools, hospitals, doctors, fire service be able to cope if more people come to the town. I have lived here all my life and I feel that Kidderminster is a total disaster at present. Something should be done to improve things not make them worse. The affect on pollution with more cars etc. from his planned building of more houses is totally unacceptable in this area.
	LPPO3347	Object	'South of Stourbridge Rd': this site should be limited to the proposal by Miller Homes. 'Rear of Baldwin Rd': this site should be limited to the top two fields that face the Birmingham Rd. Hurcott Village will lose its identity and sense of place if development is too close.

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Respondent	Response No	Type of Response	Summary of Response
			- Employment on 'Land off Birmingham Rd'. All industrial/trade units should be kept within the South Kidderminster Enterprise Zone.
	LPP03355	Object	The area this would run through is, firstly on a site of scientific interest, and secondly in the past, was subject to lot of criminal activity. There is a jetty that runs from Broadwaters heath, across down to Wolverhampton Road, and I have encountered anti social behaviour here. Building on the corner of the very busy Hurcott Lane and an already busy A456, which is already an area for known heavy and speeding traffic, seems absolutely thoughtless and totally badly positioned.
	LPP03438	Object	The proposed development concerns me as many of the sites are important wildlife conservation areas, also access to these sites would be severely compromised and lead to increased volume of traffic on what is already a very congested route. Both the A449 and A451 head to the bottle neck that is the Horsefair.
	LPP03455	Object	Any developments of this traditional land with hedgerows and fields is found to impact negatively in the wildlife habitats. Hurcott Road/Baldwin Road would become very busy to traffic.
	LPP03777	Object	<p>I would like to comment on policy section 31 of the Local Plan Review, regarding the proposed development of Lea Castle Hospital site (WFR/WC/15), and southern extension (WFR/WC/16) between the A 449 and A451, and south of the A4521 (BW/4). I object to Options A & B on the grounds that there is a lack of local infrastructure to support this.</p> <p>- The access and highways infrastructure would not cope with the additional traffic and some cosmetic changes, additional visibility splays and traffic lights, will not do anything to help this. The junction of the A449 and Castle Road, Cookley is extremely busy and a well know local accident blackspot. It is also very close to one of the entrances to the Core Site via the Crescent, Cookley.</p> <p>- In terms of Schools, Doctors Surgery, shops and transport Cookley is already at capacity. 600 houses in the Lea Castle area would need an additional School and doctor's surgery. Cookley Sebright Primary School is full and has no room for expansion. It already has no usable playing field and to expect it to take more children is ludicrous. The existing doctor's surgery would be overloaded.</p> <p>I note that in the local plan Cookley is referred to as an urban extension of Kidderminster, it is not, it is a village. As a separate village it should be allowed to expand in line with its own needs. In being asked to accommodate 600 houses it is expanding to Kidderminster's needs and being expected to carry this burden on its already</p>

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Respondent	Response No	Type of Response	Summary of Response
			<p>stretched infrastructure.</p> <p>While I agree that a development of the Lea Castle site is needed this needs to be done more sensitively with a view to supporting Cookley's infrastructure and needs. The current plans do not do this.</p> <p>I am happy to see a residential development on the Lea Castle Hospital site on the brown field part of the site without the destruction of the woodland.</p>
	LPPO3779	Object	<p>We would like to voice our concern to the proposed building developments adjacent to Hurcott Lane and on the Lea Castle site. We support the need to build more affordable housing, particularly on brownfield sites, but feel that without improving the local infrastructure traffic, school and NHS chaos will follow.</p> <p>Any development for Baldwin Road or land off the Stourbridge Road would cause impossible traffic situations for Hurcott Lane and Hurcott Road. No traffic count or accident details can illustrate the reality of the dangers for motorists or pedestrians on these routes. The issue of Hurcott Lane needs to be addressed. Access to the Hurcott Nature Reserve and preservation of the SSSI site needs to be protected. The reality of no pavement and safe pedestrian access along Hurcott Lane to the Nature Reserve needs to be a priority and the volume of traffic restricted. Motorists will inevitably select the Hurcott Lane route to access the Birmingham Road. I'm sorry if developers' profit will be affected by constructing a suitable Eastern by-pass, but Wyre Forest should not allow construction of housing if existing routes and a valued Nature Reserve are compromised and made increasingly unsafe.</p>
	LPPO3782	Object	<p>We object to the use of Green Belt land for housing development to the rear of Baldwin Road and Spennells fields etc. This would irrevocably destroy the appeal and beauty of the area and bring with it added health, pollution and social problems.</p> <p>Alternative brown field sites are available along with pockets of derelict land ripe for redevelopment. The amount of development required has also been vastly overestimated and the actual amount needed could be sustained on alternative brown sites (Lea Castle, disused pubs, disused factories such as those in Park Lane, Sladen/Sion Hill schools).</p> <p>Pollution: Any development of these areas would substantially increase the already heavy traffic pollution. We have monitored the traffic in the Hurcott area. Much is from non residents travelling to the West Midlands. Also the speed of this traffic is seriously dangerous, especially to children, the vulnerable and animals. This development would further impact on air quality and is contrary to NPPF para. 109-124. Add to this an increase in the already incessant traffic noise levels.</p>

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Respondent	Response No	Type of Response	Summary of Response
			<p>I would not wish to see a further increase in traffic using Hurcott Road.</p> <p>The proposed development to the rear of Baldwin Road infers that Hurcott Lane will require the road to be blocked for vehicle access at either the Birmingham Road or Stourbridge Road ends but this will not prevent traffic flow just divert more traffic into Hurcott Road increasing pollution and volumes of traffic on roads only designed for local residential traffic which have inadequate flow characteristics.</p> <p>In conclusion, this is not a healthy and community spirited decision to develop the area. Baldwin Road is similarly treated like a rat run and as for the Horsefair how much more can this bottle neck sustain? We are trying to improve the look of this run down area not destroy it and end all hope of engendering a happy community spirit. Extra housing would require a by-pass to be built as the aforementioned roads just cannot sustain more traffic and the pollution it brings.</p> <p>Wildlife: The area is known and loved for its beauty and wildlife. This Green Belt plays an aesthetic role in separating the town from the West Midlands conurbation and these green fields are the first glorious introduction to Kidderminster on the A451 and A456. Do not bulldoze this asset as safeguarding the district's Green Belt preserves its attractiveness to both locals and visitors. Consider the importance of recreational activities in terms of health, wellbeing and tourism. People need space to thrive. Its unlikely developers would provide sufficient open spaces or parks. Compared with neighbouring towns like Stourbridge we are lucky to have such big green spaces. Don't destroy it for future generations when alternative brown or derelict sites are available. Endangered species, indeed wildlife in general would be threatened. Development would seriously impact and cause irrecoverable change to wildlife habitats especially on buffer zones for Hurcott and Podmore SSSIs.</p> <p>Some proposed development sites have steep gradients which could raise the risk of potential flooding. The proposed development behind Baldwin Road has the potential to flood, on one side with run off towards the Birmingham Road with a natural hollow in the main road and on the other side run off towards the lower end of Hurcott Road where it is a narrow lane which in turn would run off into the outfall from Hurcott Pool and transfer to Broadwaters with the potential for flooding the adjacent main road.</p> <p>Land to the rear of Offmore and Baldwin Road is generally much higher than the rest of the area so any development would be very visible and not blend in spoiling the beauty of the area. The field height to the rear of Baldwin Road means that the proposed properties would adversely overlook the existing properties & their gardens at the lower end of Baldwin Road.</p> <p>The Government's own policy regarding planning decisions is to prevent harm to biodiversity and geological</p>

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Respondent	Response No	Type of Response	Summary of Response
			<p>interests. In brief all planning decisions must consider location on alternative sites to green fields.</p> <p>Amenities and Community Spirit: We already suffer from a lack of amenities in this area. One shop in which our post office was taken off us. A smattering of shops in Spennells and Offmore. Can local schools accommodate extra housing on this level? Offmore is already full and can't be developed. We no longer have an acute hospital so all this extra population would place more pressure on Worcester Royal already facing special measures. This also raises questions with regards the existing level of doctors, dentists and opticians in the area. Public transport is poor and infrequent.</p> <p>Big developments generally have no community spirit. Building on smaller pockets of land fosters integration. Large sprawling estates increase social isolation, antisocial behaviour and crime rates as acknowledged by the WFIDP. Doubling the size of Spennells would not be a wise move.</p> <p>Conclusion: We need smaller numbers of houses proposed which can be sustained by brown sites like Lea Castle. Smaller pockets of once used land should be considered like factories on Park Lane, closed pubs (The Broadwaters?) closed schools like Sladen and Sion Hill.</p> <p>We need to reinvigorate existing eyesores such as disused schools & factories which are frequently vandalised and this will improve some of the more rundown areas rather than permanently erode Green Belt sites, which once gone they are gone forever.</p> <p>Don't bulldoze green field sites prior to using up every brown field or derelict site in the locality.</p>
	LPP03808	Object	<p>It is understood that there is a lack of enough brownfield sites for the Wyre Forest planning department to take advantage of, in consideration of building nearly 6000 more new homes by 2034.</p> <p>However, the proposed options A and B have some serious disadvantages. A major one in our opinion is the likely impact on the two SSSI sites in the Hurcott area. With reference to the National Biodiversity Network data there are species in this area which have been verified that are on the red endangered list and frequent Hurcott Woods and the surrounding fields. We urge you visit the NBN web site and seriously consider the data that has been collected for area around the woods.</p> <p>The proposed linear add-on development to the west of Baldwin Road and Offmore Estate doesn't really seem to encourage the feeling of community, and the facilities on Offmore, e.g. the school wouldn't be able to expand or cope with extra demands on the infrastructure.</p> <p>Traffic congestion and the cost of road and railway bridge improvements would also be a serious financial disadvantage, to development in this area.</p>

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Respondent	Response No	Type of Response	Summary of Response
	LPPO3833	Object	<ul style="list-style-type: none"> • Objects to the Hurcott/Baldwin Road development. • Do we need another 20,000 residents? • Where will they come from and where will they work? • Our current infrastructure is totally inadequate to support the influx. • Our town centre is pathetic and has nothing to boost economy. • Planners need to concentrate on today's problems.
	LPPO3906	Object	<ul style="list-style-type: none"> • Objects to Hurcott development. • Loss of countryside and wildlife. • Dangerous and needs blocking off as access is not needed via Hurcott Road - this would protect wildlife and will be safer for pedestrians.
	LPPO3947	Object	Kidderminster East, rear of Baldwin Road and Kidderminster North, south of Stourbridge Road. Building on either side of Hurcott would destroy the attractiveness of this natural environment and considerably reduce the appeal of the district to both residents & visitors. The development rear of Baldwin road is elevated and would be a very visible intrusion on the landscape. The houses will be close enough to the village for it to lose its identity & become a district of Kidderminster. These proposed areas of development would lead to an increase of vehicular movement and the inevitable impact upon air quality very close to a site of SSI. The traffic noise and air pollution would be detrimental to its wildlife. It is government policy "to conserve, enhance and restore the diversity of England's wildlife and geology by sustaining and where possible, improving the quality and extent of natural habitat...". It is a Key Principle (1 para vi) for planning decisions to "prevent harm to biodiversity and geological conservation interests ". The developments either side of Hurcott go against these policies and principles. There would also be an increase of traffic along the already busy Hurcott Road and adjoining roads leading to Birmingham Road and into the Horsefair. The Kidderminster North developments would also increase the traffic into the Horsefair. This would have an impact on the air quality and therefore residents' health.
	LPPO4109	Object	Objections to the above proposed planning. Hurcott Village is of great historic importance - Character of the village will be lost. There are many sites available better suited to this purpose, i.e. Ferndale 2/300 houses, Lea Castle several hundred houses or Kidderminster town centre which would be ideal for conversion to

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			<p>apartments. , bringing homes, trade and a more convivial social atmosphere to the centre. The old factory building to the rear of Matalan, Tower Buildings in Blackwell Street, and The Old Law Courts. These buildings also have historical value and should be retained. More accommodation could be attained by using the space above all the shops in Worcester Street. As town centre accommodation, perhaps residents would not need cars and our public transport infrastructure could be improved by better usage. It is felt that Lea Castle would be better utilised as a site to develop a ‘new village’. I understand that several hundred houses of all types (social, 1,2,3 bedrooms etc) could be constructed here and also have its own social amenities and work sites, thus becoming a sustainable community benefiting employment prospects and hopefully new businesses in Kidderminster. I’m, sure it would be more cost-effective to build there because the access roads are already there and alterations to them would be minimal. Compare this to the devastation caused to Hurcott and surrounds (we do not want our surrounds to become a commuter belt, we want residents to live and work here). Hurcott needs to be made into a cul-de-sac anyway to stop the erosion, dangerous speeds, accidents, volume of traffic and air pollution. RCA short-sightedly and unwisely recommend funnelling traffic into Hurcott Road, through the village. Has anyone from RCA actually been to Hurcott? Heavy traffic flow through Hurcott Lane would increase and although the lane is frequently referred to as a ‘rat run’ Hurcott Road is similarly affected with the approaches from the Stourbridge and Birmingham sides of the lane ‘funnelling’ into Hurcott Road. We frequently have to park on the pavement as it is and even then this only just makes it a single track road. The fumes from all these vehicles is bad due to the village being in almost the lowest dip of the valley, therefore not dispersing. Many front doors are just a few feet from the road itself and the speed of the traffic is frightening, never mind the noise - at all times of the day and night. All horse riding has now ceased due to the attitude of drivers so now they don’t even slow down as they know there will ‘only be pedestrians’. These ‘pedestrians’ include parents with children - walking and in pushchairs, dog walkers, people trying to enjoy one of the few walks locally i.e. getting to the nature reserve via a very pretty lane and road. It should be safe enough for little children to learn to cycle. Cyclists should be able to enjoy this once quiet area but is has become too dangerous. We wholly welcome everyone to enjoy this beautiful area and appreciate the roads leading to the nature reserve. I ask that Hurcott Village be turned into a cul-de-sac by bollards being installed near to the unofficial car park in Hurcott Road at the entry to the village from the Chester Road side, and bollards in the bridge area in Hurcott Lane. The bridge was not built to take all the HGvs (not allowed I know) and quantity of other vehicles that speed over it every day. There is good access to Hurcott Nature Reserve in Perryford Lane (just off the A456 and A451), which seems to be under-utilised. As you must be aware, accidents</p>

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Respondent	Response No	Type of Response	Summary of Response
			frequently occur at either end of Hurcott Lane and any proposed housing development in this area would be extremely detrimental to all residents of Hurcott and users of the road and lane. The effect of all the building and continuing activity would be destructive on the wildlife living here, and visiting migratory birds. Making a 'wildlife corridor' is almost laughable. Where are the current birds and animals supposed to live - RCA haven't mentioned this. Animals don't understand they are supposed to use a 'corridor'. We are very fortunate to have seen a slight increase in Skylarks, which are ground nesting birds. Where are they supposed to nest? It is simplistic to say they will 'find somewhere else'. They don't - they become endangered. Many of these creatures are shy by nature and all the ensuing human activity will destroy their habitat and their world. Please have a conscience - they are unable to speak up! We heartily welcome visitors be it cycling, horse riding, walkers, children and older people walking to keep fit to our village. Please keep it as such and do not consider land around Hurcott for building, either now or in the future.
	LPPO4113	Object	Objections - Hurcott Village is of great historic importance. The character of the village will be totally lost if surrounded by new build housing. There are many sites available better suited to this purpose, i.e. Ferndale 2/300 houses, Lea Castle several hundred houses or Kidderminster town centre. It is felt that Lea Castle would be better utilised as a site to develop a 'new village', more cost-effective to build there because the access roads are already there and alterations to them would be minimal. Don't want Hurcott to become a commuter belt. Traffic problems in Hurcott with additional cars, horse riding has stopped, accidents have happened. Make Hurcott Village a cup-de-sac by bollards being installed near to the unofficial car park in Hurcott Road at the entry to the village from the Chester Road side, and bollards in the bridge area in Hurcott Lane. The bridge was not built to take all the HGvs (not allowed I know) and quantity of other vehicles that speed over it every day. There is good access to Hurcott Nature Reserve in Perryford Lane (just off the A456 and A451), which seems to be under-utilised. Destructive on the wildlife living here, and visiting migratory birds.
	LPPO4122	Object	<ul style="list-style-type: none"> • Objects to proposal. • Kidderminster town centre could be made into affordable housing as it's a dying down for employment. • The infrastructure needed would be huge – schools, roads, shops, amenities. • Hurcott would have more pollution - air pollution is high. • Lorries already whizz past making houses shake - this will get worse. • Hurcott Road is already used as a rat run. • The land below the area designated along the Almer Lodge Road runs into lakes and ponds - home to

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			many species.
	LPP04181	Object	I am also concerned that a number of the sites proposed for housing are so close to special areas of countryside that may be damaged by the development – e.g. BW/4 Hurcott ADR.
	LPP04240	Object	<p>We object to the development at Hurcott ADR/BW4 and the development at Lea Castle WFR/WC/15/16.</p> <ul style="list-style-type: none"> • The lane going through Hurcott from the Stourbridge Road to the Birmingham Road will not handle the increased level of traffic and would become a fast, quick entry to the Birmingham Road. The junction at the Park Gate is already an accident spot. • With regard to the Miller Homes application there were proposals for a path/cycle route from this site running along the back of the houses on Kendlewood Road. This is private property and the owner will not give permission for such. • Local schools will not handle the increase in numbers if you allow both proposals. Nor the hospitals which already are not able to cope as mentioned on national news. Worcester Royal is under considerable strain as is Russell Halls hospital. • This area should be left alone for natural wildlife. • The proposed extensions, in one area are unfair to local residents causing a new bottle neck to the entry of Kidderminster. This kind of development is unnecessary in a town with poor employment, hospital provision and over prescribed schools. <p>There are empty buildings in the Kidderminster area that could be developed into homes/apartments so there should be no need to build new homes on these areas of natural beauty/wildlife.</p>
	LPP04293	Object	Concern at development on east side of Kidderminster. Lea Castle is big enough to include services, i.e. shops, schools, surgery and would negate need to develop other sites. Issues of traffic/pedestrian safety/impact on local infrastructure, schools and Hurcott nature reserve, a SSSI. Preserve Green Belt as a buffer zone between Kidderminster/Blakedown.
	LPP04294	Object	The proposed sites either side of Hurcott Village is home to several species of animals and birds (skylarks,

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			linnets, corn buntings etc.) and should be protected. Hurcott Road is already heavily polluted by traffic fumes and several hundred more cars will make it worse for the Horsefair and Hurcott Road residents. There is also a lack of infrastructure and any new development in the Hurcott Road, Baldwin Road and Spennells area would result in children having no primary school places.
	LPPO4310	Object	<p>I am opposed to the plans to develop the land rear to Baldwin Road and the Hurcott village area. I have not been reassured by information that the plans consider the local infrastructure nor the current residents for the following reasons:</p> <ul style="list-style-type: none"> • current road layouts are not suited for the extra traffic and would need significant alteration to safely incorporate another estate • With an increase of pedestrians (in particular children accessing Offmore primary) there would need to be provision of a suitable crossing. There is a crossing patrol (which I feel is inadequate for the road due to its traffic volume and width) further down the Birmingham road, but I fear people from the new estate would chance crossing the main road, rather than walk the extra distance to the patrol, if no other method is provided. The Birmingham road is a busy arterial route into Kidderminster: increasing traffic here will only increase the risk of injury to crossing pedestrians. • Without a suitable link road, Baldwin road and Hurcott lane would continue to and increasingly be used as rat runs. There is little room to expand these roads. Additionally, Hurcott lane is the primary access to Hurcott woods. More traffic flow here will inevitably increase the risk of pedestrian injury to those using the woods and lane as the road is narrow. • Any bypass linking the Wolverhampton road and Worcester road would require a bridge over the railway line. Creation of such a bridge seems an unlikely prospect due to its expense, requirements for sound buffering and also impact on natural habitats. • The land to the rear of Baldwin road is much higher than Baldwin road itself. Without proper landscaping the new estate would dominate the current houses and have a detrimental impact on our wellbeing and our house prices. Additionally, new build properties tend to have small gardens and I am concerned that the new houses will seem even closer to my boundary because of this and the elevation difference. Any development here needs to be considerably and sympathetically planned. I have not been reassured that this is the case.

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			<ul style="list-style-type: none"> I am unsure of the necessity for new housing in Kidderminster - unless it is affordable starter homes - though I am concerned that the new development will mainly, if not entirely consist of larger, more expensive properties - which defeats the object I think the government are aiming for. It is also disappointing that Green Belt land is being used and that such use will impact local wildlife, and encroach on the SSSI at Hurcott. <p>Overall I do not feel that sufficient thought has been applied to the proposed development to ensure that it integrates within the local area with as little interference and intrusion as possible.</p>
	LPP04517	Object	<p>I object to all of the Core Sites in the Green Belt to the north and east of Kidderminster on the basis of:</p> <ol style="list-style-type: none"> 1) impairing the quality of the rural environment visible from and immediately accessible from Greenhill; 2) noise and air pollution due to increasing the traffic on the roads surrounding (and possibly through) Greenhill and Broadwaters; 3) pressure on local amenities (play areas, schools, shops, etc); 4) pressure on public transport, since the proposed sites are too far from the town centre and secondary schools to access on foot. <p>I'd expect a large proportion of the existing retail zone in the centre of Kidderminster, in which the properties are currently vacant, to be reallocated to housing before building on Green Belt. This would have the benefit of regenerating the town centre and putting housing close to local amenities.</p>
	LPP04648	Object	<p>The core site of South of Stourbridge Road (BW/4) incorporating the dry valley has the potential to significantly modify the drainage characteristics of the area and thus any development of this area has the potential to have a significant harm upon the Hurcott Pasture SSSI and the adjacent Hurcott and Podmore Pools SSSI, adversely affecting their unique setting. Hurcott Pasture is a semi-natural grassland sward of a type which is nationally scarce and declining through agricultural improvement, so development of site BW/4 would make the appropriate management of the SSSI to maintain its ecological interest difficult. The dry valley, as it links into the SSSIs would not be suitable for utilisation as a defined route user to link to Broadwaters. It would have been appropriate to show these designated sites on the proposals map – at present there is no evidence of an applied</p>

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			buffer zone to the SSSI's as the site assessment report indicated would be required. Therefore to maintain an appropriate buffer to the designated sites including the Hurcott Woods LNR the core area should be removed.
	LPP04741	Object	<p>I have confined my comments mainly to the effect of the proposals on the Hurcott area. I leave it up to other members of the public to comment on their own areas of interest.</p> <p>6.16 makes reference to the Green Belt boundary separating towns and relates it to the A456 corridor. This does not reflect in any way on the reason why the Hurcott area is being considered for building when the words say that 'it will be particularly important to ensure that the land remains open'.</p> <p>6.21 mentions the value of tourism to the Wyre Forest and the SVR and Safari Park are mentioned. Having lived with the huge amount of traffic during weekends and holidays using the A456 to reach these tourist areas I struggle to see the point of considering adding more traffic through additional housing in the Hurcott area with a roundabout on the A456 to slow the traffic even more. Tourists won't come if they can only reach a destination through constant heavy traffic.</p> <p>Section 11 A Unique Place -If we are taking this section to look at the character and distinctiveness of an area then I would make the case that there is little sense in proposing building large areas of housing around the SSSI in the Hurcott area which is included in both Options A and B of this plan. The nature reserve of Hurcott Wood and the SSSI areas that feed in and out of the reserve would be severely compromised by building what I have heard is 400 dwellings down Hurcott Lane from the Stourbridge Road to the Birmingham Road. The area proposed in Plan A off the Spennells site has little of interest as far as character is concerned although I know that people who walk their dogs in this area are fond of it.</p> <p>Policy 11D - on page 80/81 under section 3 relates to the biodiversity of a site. Certainly when I went to the meeting about the proposals for the land behind Baldwin Road and presumably that up to the Stourbridge Road focused on visual aspects and the transport problems within Hurcott Lane and Hurcott Road but paid little heed to biodiversity of the site. I suspect that developers have little interest in biodiversity.</p> <p>Section 15 Water Management - I didn't notice much about drainage or water management in the proposals</p>

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Respondent	Response No	Type of Response	Summary of Response
			<p>from RCA Regeneration and Barberry for the Baldwin Road site.</p> <p>Section 16 Pollution - What effect would the volume of dwellings proposed along the Hurcott corridor have on the SSSI areas being surrounded by this core option to follow Policy 16A?</p>
	LPP04875	Object	<ul style="list-style-type: none"> In a study on behalf of Barberry, proposed developers of Baldwin Road site, the weekday traffic flow along Hurcott Lane between 0700 and 0800 was 103 vehicles, a mean average of 1 vehicle per 3.5 seconds increasing in the following hour to 187 vehicles i.e. 1 vehicle in less than 2 seconds. At any one time there will be a queue of vehicles awaiting exit on to Stourbridge or Birmingham Roads and entry into Hurcott Lane. The traffic continues through the day and increases again after 1500 to a mean average of 1 vehicle every 2/3 seconds for the next 3 hours. There have recently been 4 serious and one fatal accidents at these junctions. Hurcott Lane is a single carriageway with vehicle forced passing places over steep grass verge with in part restricted visibility. Hurcott Road suffers similar problems with less visibility. Before any consideration is given to approval of building on either Baldwin Road site or Stourbridge Road, the WFDC and WCC need to resolve these traffic issues which could easily be done by a traffic stop along Hurcott Road by the bridleway 514(B) and the entrance to the nature reserve at Hurcott Lane, thus allowing dual access from Stourbridge and Birmingham Roads but preventing a rat run. It needs to be remembered that Hurcott Pools and Wood is a designated Nature Reserve. It is home to over 30 species of breeding birds and has noted wetland plants and trees. It is a SSSI containing the largest area of wet valley and Alder Carr in the County. A buffer zone will offer insufficient protection for such with the proposed development in such small area. As to proposals for the Birmingham Road and possible by pass, these would only lead to additional vehicle congestion in the area and any possible benefit would merely transfer the problem. In any event, although it may be possible to persuade a developer to contribute to a road island and to build 2 railway bridges and a by pass is going to cost many millions with limited, if any, benefit and certainly not viable for any developer to contemplate. I do not believe development of either Hurcott site would offer any benefit to the people of Kidderminster. It would most likely comprise of expensive housing which the majority within the area could not afford and a token amount of so called affordable housing on sites which in traffic terms, are

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Respondent	Response No	Type of Response	Summary of Response
			wholly unsuitable.
	LPP04924	Object	<p>I wish to add my comments.</p> <p>We live in Baldwin Road, Kidderminster and enjoy its location within Kidderminster as its easy to commute to work(Dudley/Wolverhampton/Cannock/Solihull)</p> <p>We appreciate that with increasing population and Government policy that there is a requirement for development in Wyre Forest as in most of the UK. However we also feel the right and appropriate sites should be used and all options should be considered and not the easier option chosen!</p> <ul style="list-style-type: none"> Proposals to use Green Belt to the East of Kidderminster which involves behind Baldwin Road , Offmore and Comberton is a very extensive area and would be a large development project have a huge impact on the residents of this area both during the development and afterwards. We are extremely concerned over the impact on the nature reserve at Hurcott Woods which would be cocooned by development around it which would be bad for the wildlife this reserve sustains at present. Not only this but this is a beautiful natural part of Kidderminster which we should be proud to have with its pool and village, but this would be changed dramatically with this development ,as well as endangered species having their natural habitat altered. Air quality in this area would be affected due to development so close causing pollution. The proposed Eastern By pass to overcome back log of traffic appeared in the meeting and from plans to only connect partly between Worcester side to Birmingham Road so would probably not be as useful as stated as traffic around Birmingham road, Baldwin road, Hurcott Road and Chester Road during peak times is awful, there is no mention of how this would be alleviated with all those new houses which would impact onto the local roads in this part of Kidderminster? Lots of residents do work in Wolverhampton and Dudley side also, this side of town is also highly used not just Birmingham and Worcester side! Would also mean a bridge would be required to cross the railway line another expense? There was no mention of the Husum Way/Birmingham Road junction with its two give ways and high accident spot, this junction should never have been put in, no one can use it correctly and it causes a lot

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Respondent	Response No	Type of Response	Summary of Response
			<p>of confusion to drivers. There should be a Roundabout there no matter what development happens. Heaven knows what greater confusion would be caused with traffic volume?</p> <ul style="list-style-type: none"> • The fields behind Baldwin road and Offmore are higher than existing residential area so would be visible. • Local schools do not have enough space to expand to allow higher pupil intakes without impacting on the quality of outdoor space these schools have now. Offmore was proposed to increase its intake a few years ago within months of the new school opening and that suggestion was going to take a huge area of outside space away from the school! Education to our children is important and to keep happy children in good schools which are not crammed works better. Beneficial to the children and those working in that environment. Building of new schools is expensive, so to find funds for this in an already strained local budget would be difficult? <p>This number of houses puts a huge demand on the areas where they are planned especially local services as well as school and Health care (we have a struggling Worcestershire NHS Trust already, can it cope with higher demand from a larger population size which it was not built for?) Roads for the town are already well used and struggle with congestion a lot of the time? Concentrating development in one main area like the East of Kidderminster would centralise the traffic problems where as using many smaller sites would disperse it across a bigger area.</p>
	LPP04933	Object	<p>I would like to make the following observations and comments on the proposed Wyre Forest Local Plan. In particular with reference to the area to the north-east of Kidderminster extending between Hurcott Village and the Stourbridge Road in the north, and Hurcott Village and the Birmingham Road to the south.</p> <p>Concerns and Disadvantages:</p> <ul style="list-style-type: none"> • The areas of Green Belt to the east of Kidderminster play a key role in separating the town from the West Midlands Conurbation. • The Local Plan predominantly concentrates proposed development along a wide eastern corridor. Is this

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Respondent	Response No	Type of Response	Summary of Response
			<p>not disproportionate?</p> <ul style="list-style-type: none"> The removal of Green Belt should only occur in <u>exceptional</u> circumstances when all other sites (ADR and brownfield) have been built upon. Large areas, currently owned by developers who have designated planning permission, are not being developed due to a lack of financial viability. While these areas remain undeveloped Wyre Forest is being forced to consider other sites. Surely the structure and details of the Local Plan should be in the hands of WFDC and not potential developers. The area between the Stourbridge Road and Hurcott Lane – known as the Hurcott ADR – is under application by Miller Homes for a development of some 150 houses just off the Stourbridge Road. Clearly a development of this nature could easily be extended further towards Hurcott Village up to the Buffer Zone of the SSSI and in doing so encroach onto the habitat of creatures living in and near to the nature reserve e.g. badgers, bats and bird-life. There needs to be some assurance that appropriate care will be taken so as not to not undermine the ecological value of the area. Once destroyed it is gone forever. Hurcott Lane is currently a “rat-run” between the Stourbridge and Birmingham roads. At peak periods this road turns from a ‘country lane to a very dangerous road as indicated by the vehicular accident rates at either end of Hurcott Lane. There are now 12 man-made pull-ins in the half mile stretch between Hurcott Village and the A456. Further development to the north or south of Hurcott Village will only exacerbate this situation. This issue with Hurcott Lane needs to be dealt with as a matter of urgency before further fatalities occur
Miller Homes	LPP0999	Support	Support Site BW/4, Hurcott Area of Development Restraint (ADR) as a Core Site proposed for allocation in the Kidderminster Urban Extension for housing, with an indicative capacity of 200 dwellings. Site BW/4 is a non Green Belt site which has been endorsed by Wyre Forest District Council (WFDC) through successive Development Plan Documents as suitable for meeting longer term development requirements. It is therefore

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Respondent	Response No	Type of Response	Summary of Response
			<p>considered to provide the most logical and most sequentially preferable first option for accommodating residential development as a direct extension to the most sustainable settlement in the District to meet the longer term housing need being planned for through this new Development Plan Document in the recognition that there is a significant shortfall of non-previously developed land in the District. It is therefore entirely appropriate for this site to be allocated as a Core Site. Site BW/4 has previously been assessed in the 2009 Strategic Housing Land Availability Assessment (SHLAA), which reports that the SHLAA panel considered that this ADR may be suitable for housing (up to 250 dwellings) if greenfield land releases are required at the end of the Plan period. Whilst the Housing and Employment Land Availability Assessment (HELAA) identifies in principle that the site is suitable, available achievable and potentially developable after 5 years, it should be noted that this is predicated on the assumption that there is a need to remove the site from the Green Belt and our client wishes to highlight that the site is not in the Green Belt and is actually therefore deliverable within the next 5 years. The Sustainability Appraisal (SA) for the Preferred Options consultation document highlights the positive implications of housing coming forward on Site BW/4, including with respect to affordable housing provision. Whilst the SA identifies potential issues relating to the impact of development on biodiversity and the Kidderminster road network, it is considered that these potential concerns can be alleviated or mitigated, as is already being demonstrated through the planning application submitted in outline for up to 100 dwellings (not up to 82 dwellings as stated in paragraph 31.3 of the consultation document and within the evidence base documentation) on the northern part of Site BW/4, which is pending determination. This planning application, submitted by a national housebuilder (our client), provides further demonstration of market confidence in this location, the confirmed availability of the land, and the deliverability of housing development on this site. The National Planning Policy Framework (NPPF) recognises the need to take 'market signals' into account in drawing up new development Plans. In terms of the location of Site BW/4, it should be noted that the site is adjacent to the north eastern edge of Kidderminster, with existing residential development along the site's western boundary. The site benefits from extensive frontage to the A451 Stourbridge Road, which is an existing bus route and has an existing pavement that can be extended up to this site. The nearby Broadwaters area contains a collection of local services and facilities. Residential development is therefore considered to be a suitable and compatible use for this site. In addition, extensive technical assessment has been undertaken with respect of the northern area of Site BW/4 in relation to ecology, drainage, transport, noise, landscape, agricultural land quality, ground quality, sustainability, archaeology and trees. The site is of limited ecological value and limited archaeological interest. The ecological features of most interest are located around the boundaries of the site,</p>

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Respondent	Response No	Type of Response	Summary of Response
			<p>which can be retained and enhanced through residential development proposals (with the exception of the creation of access points). The site is within flood zone 1 and development can take place on the site without increasing the potential runoff from the site. There are limited views into this site and the impact of development on the landscape can be further reduced through enhanced boundary planting. Sufficient noise mitigation measures can be incorporated into the development to provide appropriate amenity and it is considered that development on this site would not cause an adverse impact on the operation of the highway network and would only have a permanent minor adverse impact on the supply of best and most versatile agricultural land. If the northern area of Site BW/4 is developed first, it can be developed in a way that would not compromise the ability for the rest of this site to be developed at a later date. The wider area of Site BW/4 also offers potential for green infrastructure connectivity through to Broadwaters Park / Podmore Pool and the facilities and amenities in Broadwaters. If housing need requires further land release then there is an opportunity for additional land to come out of the Green Belt in the vicinity of this location. The allocation of Site BW/4 for development would not be dependent on, or prejudice, a wider area being allocated, but the allocation of a wider area would provide further opportunity for creation of a critical mass and provision of additional facilities to further enhance the sustainability of this location.</p>
Stanmore Properties Ltd	LPPO1518	Support	<p>Support is given to allocation Core Site BW/4 Hurcott ADR. There are many reasons to support an allocation on site BW/4. It is a sustainable location and designated in the adopted Local Plan as Area of Development Restraint (ADR) removed from Green Belt to meet long term housing needs. As such, it should take priority over other sites presently in Green Belt.</p> <p>It amounts to about 14 hectares of poor quality agricultural land. It has extensive road frontage to both Stourbridge Road (A451) and Hurcott Lane. Overall, its development would not significantly harm the purposes of the Green Belt.</p> <ul style="list-style-type: none"> Assessed in the original SHLAA 2009 KO94 as suitable for 250 dwellings (Appendix 2 SHLAA 2009 KO94 Site Assessment Sheet). Assessed in the recent HELAA (2016) suitable for 320 dwellings. The site is available now and has no known constraints it is considered to be developable in the 1-5 year period (Appendix 3 HELAA 2016 Site Assessment Sheet BW/4). Physical constraints – none are identified and access is stated as ‘good’

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Respondent	Response No	Type of Response	Summary of Response
			<ul style="list-style-type: none"> • Natural heritage – beyond the southern boundary is Hurcott Pastures SSSI; beyond Hurcott Lane on the eastern boundary is Hurcott Woods Local Nature Reserve. • Access to local facilities – a local shop is within reasonable walking distance • Public Transport hourly bus service Monday to Saturday to/from Stourbridge into Kidderminster and beyond to Bewdley and finally Bridgnorth. There is a railway station in Kidderminster providing access further afield. • Timescale - The site is available immediately. <p>The site was originally allocated as ADR in the Wyre Forest Urban Area Local Plan. It was reconsidered in the Wyre Forest Local Plan 1996 and the Wyre Forest District Local Plan Review 2004. The credentials of the allocation have been continually reassessed at each review of the plan where it has been concluded it is a sustainable option for meeting long term needs. The Core Strategy/Site Allocations and Policies Plan allocated brownfield not Greenfield sites and the site remains as ADR. Therefore, to date the site has not been needed as needs have been met elsewhere, latterly on brownfield sites with no Greenfield allocations. The evidence base to the District Local Plan Review included a Sustainability Appraisal that assessed the site as being in a sustainable location. The Inspectors Report 2003 considered whether there were any exceptional circumstances to return the land to Green Belt or whether it should be allocated for development. No exceptional circumstances were justified and the site was not needed for development at that time such that it remained as ADR. The Inspector states:</p> <p><i>“I am satisfied that the site would represent a potentially sustainable location for longer term development, if needed. It is well contained by Hurcott Lane and woodland, and development would not result in urban sprawl.”</i> (Appendix 4 Inspector’s Report 2003 Extract pages 7.22-7.24)</p> <p>The Inspector was mindful of the impact that the future development of the land may have on nature conservation interest in this locality and recognised that this would need to be assessed as part of a review of the Plan or at planning application stage and that development proposals would need to be informed by a detailed ecological appraisal, along with any mitigation measures. No objections were raised by English Nature or Worcestershire Wildlife Trust. This assessment is yet to take place but at this stage there is no reason to assume that such ecological interests cannot be dealt with through mitigation. Indeed, my client owns land</p>

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Respondent	Response No	Type of Response	Summary of Response
			within the Hurcott Pastures SSSI which could be made available for mitigation measures. The site has previously been assessed as sustainable and it is available for development immediately.

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Respondent	Response No	Type of Response	Summary of Response
	LPP0568	Comment	Concern to the integrity of Hurcott Village and the lanes to and from the village. That no access be permitted to or from the new estates onto Hurcott Road or Hurcott Lane, any access should be limited to Birmingham Road and Stourbridge Road. Hurcott Lane is a Rat Run between Birmingham Road and Stourbridge Road, any access here would make the problem worse. Lanes should remain within the green corridor without alteration. The border of the green corridor should extend from the bank on the right hand side of Hurcott Road just above the bridle path, to beyond the tree line on right of the brook that exits Hurcott Pool. The bridle path between Hurcott Road and Hurcott Lane must be preserved. No buildings backing onto Hurcott Road or Hurcott Village and the area between the bank, the bridle path and Hurcott Village would remain within the green corridor. Area between Podmore Pool and Hurcott Pool is an important wildlife corridor that extends through Hurcott Woods to Blakedown and beyond and should be guarded as an important natural area. All trees within the proposed site should be preserved.
	LPP02642	Comment	A further comment on the potential New House builds near Hurcott surely the road structure is ridiculously inadequate for this type of development without totally destroying the nature area which exists between the two planned Housing developments shown on your plans.
	LPP03242	Comment	It is not clear how some areas have been declared 'Core' and some as options (A and B). There should be more options at this stage, and less 'Core'. Lea Castle Hospital is an exception, but BW/4, OC/4, OC/5, OC/6 are all deemed core for no obvious or strong reason. Rear of Baldwin Road (OC/4). The development here concerns me for same reason as (BW/4). The Northern third of this development (where it crosses the public footpath) is too close to the SSSI. Development (if this site used) should not go beyond the public footpath. The whole OC/4 concerns me as the height of this land will make the western approach (A456) to the WF very unattractive indeed – for visitors, business and house buyers.
	LPP03770	Comment	Whatever development is proposed for Kidderminster (whether at Lea Castle, Baldwin Road or Stourbridge Road/Hurcott Lane, it needs to address the dangerous junction between Hurcott Lane and the A456 and the weak road bridge at Hurcott Pool Reservoir. The junction of the A456 and Hurcott Lane is already a dangerous blackspot. There was another serious accident there only last week. The Highways Authority has already acknowledged the danger in part by reducing the dual carriageway to single carriageway access on the approach to and exit from Kidderminster. Hurcott Lane is also used as a rat run between Birmingham Road and

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Respondent	Response No	Type of Response	Summary of Response
			the Stourbridge Road, during the morning and evening commutes. This starts in the morning with constant traffic from as early as 5.30am, and that would only massively increase with development either on the Baldwin Road site or at Lea Castle. There is also the issue of whether the road bridge on Hurcott Lane could support any material increase in traffic. One way to address both concerns about Hurcott Lane would be to put bollards across the road adjacent to the access to the Hurcott Nature Reserve, thereby allowing vehicle access to the Nature Reserve from both the Stourbridge Road and the Birmingham Road, but preventing through traffic to anyone other than the emergency services with key access to the bollards. The bollards would need to go across the car park, to prevent people driving into the car park one way and out the other side to maintain through road access. This solution would also reduce traffic from additional development, in a way, which would protect the road bridge and alleviate the need for strengthening works. The Council might also want to consider cutting off Hurcott Road at the point where it narrows to a single track road, maybe putting an additional car park to the side, thereby improving the amenity access to Hurcott Nature Reserve for pedestrians, cyclists and horses. That would make that stretch of road much safer for people who today struggle with oncoming traffic if they try to negotiate that road on foot. Hurcott Nature Reserve is the most beautiful park/reserve on the eastern edge of Kidderminster, within walking distance of the town centre, and has SSSI protection. I would like more people to visit it, see it promoted more in local literature about the town, and make it easier for them to get there without the use of a car.
	LPP03857	Comment	I understand that the council has quotas and needs to fulfil their obligation to build homes and wherever you ultimately choose you'll be faced with some form of opposition, I just don't understand why the planning department aren't making these big developers develop all the small plots of land that has already had buildings on previously. Development would spoil our main approach along the A456 completely. Endangered species in this area, the skylarks, owl, hedgehogs, bats and the plethora of beautiful small birds from Bullfinches to Corn Buntings. Not forgetting to mention the squirrels. All of these creatures and many many more inhabit these fields and are enjoyed and observed by those that take the time to watch them I also believe we owe it to the future generations to retain and preserve as much nature, flora and fawner as we possibly can whilst also retaining the green and pleasant land that makes Kidderminster so appealing and the popular town that it has become.
Hurcott Village	LPP04085	Comment	Observations in relation to the area to the north-east of Kidderminster extending between Hurcott ADR Hurcott Village and the rear of Baldwin Road:

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Respondent	Response No	Type of Response	Summary of Response
Management Committee			<p>BW/4 – Hurcott ADR</p> <ul style="list-style-type: none">• If development is extended past the current Miller Homes application site a further 300+ homes could be built. This would have a devastating effect on the traffic using Hurcott Lane which is currently a rat-run between the Birmingham and Stourbridge roads. <p>OC/4 – Rear of Baldwin Road (Green Hill)</p> <ul style="list-style-type: none">• This site is currently designated Green Belt. Building on it would be contrary to County Green Belt policy. The removal of Green Belt should only occur in exceptional circumstances when all other sites (ADR and brownfield) have been built upon.• 450 dwellings on this site would also have a devastating effect on the traffic using Hurcott Lane. This rat-run currently has 12 man-made pull-ins between Hurcott Village and the A456 which indicates its misuse.• Hurcott Lane is used by many pedestrians for recreational purposes including access to the Nature Reserve. Increasing vehicular access with further reduce pedestrian safety.• Development would be a serious visual incursion into the Green Belt and would impact on wildlife habitats on the buffer zones for the Hurcott and Podmore SSSI.• Green Hill has a considerable elevation when viewed from the Birmingham Road. Any development here would have a visual impact on the landscape resulting in an urban rather than rural approach to Kidderminster. <p>Both sites BW/4 and OC/4</p> <ul style="list-style-type: none">• Housing developments on either of these two sites will increase traffic in both Hurcott Lane and Hurcott Road.• Both areas are clearly visible from both the Stourbridge and Birmingham roads, and form a vital part of the visual landscape. Development would be detrimental to visual landscape.• Both areas which were good quality (Grade 3a) agricultural land are currently being left uncultivated. The Ministry of Agriculture and Fisheries do not allow building on 3a land, unless excellent reasons are given.• Sites are too close to Podmore Pool and Hurcott Pool SSSI. Building anywhere too near will bring human pollution to it – noise, rubbish, people disturbance, car and lorry use etc. which will threaten its continued

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Respondent	Response No	Type of Response	Summary of Response
			<p>existence.</p> <ul style="list-style-type: none"> • Bird-life flourishes in the area. A new survey should be carried out to determine the present diversity of bird life. • An up-to-date survey of flora, fauna and insect life should be carried out to determine the biodiversity in the SSSI, the Nature Reserve and surroundings. • If the land is built on, it will cause urban drift in the merging of Kidderminster with Hurcott Village – against county Green Belt policy. Clearly defined buffer zones for the SSSI will be required to prevent this. • If the land is built on it will cause urban drift as Kidderminster extends along the Stourbridge Road towards Stourbridge and along the Birmingham Road towards Blakedown - against county Green Belt policy.
	LPP04383	Comment	Concern proposed developments either side of Hurcott village would completely change this hamlet. Potential impact of many more vehicles and people accessing Hurcott Wood and how sustainable this would be especially if they use cars to get there.
	LPP05122	Comment	Hurcott Village is a fairly unique area and no major development should be considered as the character of this little village will be destroyed. The two core housing sites that are either side of Hurcott Village. 'South of Stourbridge Rd': this site should be limited to the proposal by Miller Homes. 'Rear of Baldwin Rd': this site should be limited to the top two fields that face the Birmingham Rd. Hurcott Village will lose its identity and sense of place if development is too close.
	LPP0351	Object	I object to the proposals as per the disadvantages provided by Offmore & Comberton Action Group. I currently reside on Baldwin Road and believe the proposals will have an impact on the area in which we live.
	LPP0389	Object	I am concerned about the potential increase in traffic from development at Hurcott behind Baldwin Road. Baldwin Road is already used as a shortcut for traffic avoiding the lights at the crossroads for Chester Road and the Birmingham Road. Traffic is heavy for this residential Road at certain times of day and the junction off the Birmingham road towards Husum Way is a very difficult junction to cross at peak times especially with the odd right of way. This would have to be thought about very carefully so as not to increase traffic congestion in these areas.
	LPP0430	Object	I object to the local plan proposal for land rear of Baldwin Rd and the land East of Offmore/Comberton area.

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Respondent	Response No	Type of Response	Summary of Response
			<ul style="list-style-type: none"> • The Green Belt to the east of Kidderminster is vital in separating the town from the West Midlands conurbation. • The proposed eastern by-pass would cause additional traffic to the area and the A456 is already an extremely busy road. • The development would have a serious visual impact on the area and impact the eco system of Hurcott village and Hodge hill area. • The development would not be a sustainable community • Offmore primary school is ready full • The school cannot be developed further and in addition King Charles School is also full. • The area at the end of Shakespeare Drive/Husum Way is prone to heavy flooding and additional housing will only exacerbate the problem. <p>My preferred option would be an extension to Option A & B for the land at Lea Castle. This area could easily accommodate the required development and could be made into a sustainable village. A 2 form entry Primary school could be built and then feed the under subscribed Wolverley high school. It would be capable of sustaining a bus service which could also benefit Cookley residents. The transport links are already in place for such a development.</p>
	LPP0454	Object	Proposed development at the rear of Baldwin Road would not be a sustainable community. It would have no 'heart'. Limited facilities we have now include a pub, a garage and a small convenience store. The fields are regularly used - and have been for 30 years or more - with residents (including those from Offmore Estate) walking around the perimeters for exercise and dog walking too. If Green Space were to be provided for children's play, pollution would have to be taken into account especially from Hurcott Lane and the A456. The nearest doctors' practice in Linden Avenue has very limited parking so patients are forced to park on the road, causing a nuisance to the residents. The local Primary schools are full, the nearest one being on a restricted site.
	LPP0580	Object	The Green Belt to the east of Kidderminster plays a vital part in separating the town from the West Midlands conurbation. If this is built on it will reduce the separation between dwellings from Kidderminster, Hurcott and Blakedown. Development of land behind Baldwin Road would be a serious incursion into Green Belt and would

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Respondent	Response No	Type of Response	Summary of Response
			<p>impact on wildlife habitats on the buffer zones for the Hurcott and Podmore SSI's. There are no parks or recreational areas in the Green Hill area. If the development were to go ahead in this area the only likely venue for recreation would be Hurcott woods. Due to the proximity there to the proposed development OC/4 people would more likely favour walking. Neither road leading to Hurcott is safe for pedestrians as it is narrow with a lot blind hills and corners. With the increased traffic of both pedestrian and vehicles there would not doubt be an increase in accidents. The habitat for many flora and fauna in Hurcott woods and wool would be over used and would not doubt suffer from an increase in pollution (noise, dog fouls and litter) This would ruin the natural habitat. A Linear development to the east of Kidderminster would not be a sustainable community. It would have no heart and would not accommodate a neighbourhood centre. Offmore Primary school is full, on a restricted site and can no be extended. The extra dwellings would not have local schools to use so would need to drive to nearby schools. This will increase pollution and worsen the already bad traffic in the surround roads during rush house. The topography to the rear of Baldwin Road is considerably higher that the surrounding area. This would mean the visual impact of a development here would be an eye sore.</p>
	LPP0664	Object	<p>Proposed development of land behind Baldwin Road has number of disadvantages:</p> <ul style="list-style-type: none"> • loss of productive land • impact on wildlife in area • would not be sustainable community - not enough school places • Lea Castle site would allow proper community and require new primary school • Baldwin Road used a rat run - proposed closure of Hurcott Lane will make this worse. • Birmingham Road already accident blackspot
	LPP0719	Object	Strongly object to use of this land for development for housing. Brownfield sites should be used as they are more appropriate and are available
	LPP0739	Object	Concerned re increased traffic if site is developed. Hurcott Road already used as rat run at peak times. Bus service unreliable. Brownfield sites must always be used in preference to Green Field.
	LPP01860	Object	Objects to new development on the land east of Offmore Farm and Comberton. Reasons are:

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Respondent	Response No	Type of Response	Summary of Response
			<ul style="list-style-type: none"> - increase in volume of traffic - a bridge will be required - the impact of A2 very good agricultural land that is valuable land - schooling - the present is at full capacity - concerned about the industrial development at Hodge Hill and the impact it will have on noise and pollution. <p>Supports development of the Lea Castle site and the ADR site between Hurcott Village and Stourbridge Rd. Overall supports 'B' sites as more sustainable with minimum impact on the community and road structure, doctors, schools, shops and welfare.</p>
	LPP01862	Object	Object to OC/4.
	LPP01866	Object	I support Offmore Comberton Action Group (OCAG) and object to proposed housing behind Baldwin Road, Utilise land for development near Lea Castle, better alternatives exist to the North and West of Kidderminster. As stated by OCAG, this Green Belt has an important connection with the SSI's of Hurcott and Podmore and is itself a habitat for thriving wildlife and plants, containing at the moment, a badger sett. This countryside is invaluable and beautiful, used by walkers, dog walkers and people wanting to run/exercise in an unspoilt green area.
	LPP01875	Object	<p>Objects to development of the Green Belt around Offmore / Husum Way because: it separates Kidderminster from West Midlands.</p> <p>Roads already congested – by-pass would cause roads around Hurcott to be used as rat runs.</p> <p>More houses – more schools!! (Offmore already full). A new railway bridge would be needed (very expensive).</p> <p>Shakespeare Drive and Husum Way already flood (more housing less drainage).</p> <p>Wildlife and endangered bird species would suffer.</p> <p>Suggest that Lea Castle would be much more appropriate for development – maybe linking with the Sion Hill Middle School site.</p>
	LPP01916	Object	<ul style="list-style-type: none"> - Objects to new development next to Baldwin Rd. - Suggest Lea Castle as a more appropriate site.

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Respondent	Response No	Type of Response	Summary of Response
			<ul style="list-style-type: none"> - Suggests Safari park and ring road traffic can be alleviated if it is re-routed via Wribbenhall from the Wolverhampton and Stourbridge roads. - Concerned about Brexit and questions what will happen to all the farming subsidies when it is introduced. - Raises concern that Hagley is part of the West Midlands conurbation and how long it will be until Kidderminster goes the same way.
	LPP01997	Object	<p>Objects to new development Baldwin Rd East of Offmore / Comberton due to the following reasons:</p> <ul style="list-style-type: none"> - Too much traffic on the Birmingham Rd - No school to put the extra children - No to industrial development - Suggests considering the extension of the Lea Castle site.
	LPP01999	Object	<ul style="list-style-type: none"> • Objects to the Hurcott/Baldwin Road development. • Do we need another 20,000 residents? • Where will they come from and where will they work? • Our current infrastructure is totally inadequate to support the influx. • Our town centre is pathetic and has nothing to boost economy. • Planners need to concentrate on today's problems.
	LPP02029	Object	<p>If the projected need for the number of houses up to 2034 is correct, some Green Belt will be needed for development but there doesn't appear to be any priority given to sites with obvious wildlife value. Looking at Kidderminster two sites come to mind which stand out compared to most of the sites highlighted which are under grain crops at the moment</p> <p>Part of OC/4 Land at the back of Baldwin Road. Object to the northern two meadows part of OC/4. The other part of this area has been brought under cultivation the northern two meadows bordering Hurcott Road and straddling a public footpath has considerable wildlife and amenity value. These fields are lowland dry acid</p>

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			<p>grassland and having only been used for pony grazing for many years, have developed to be very good for wildlife from invertebrates to plants and birds. There are numerous records in the Biological, Records Centre for this site but I draw your attention to the Hornet Robber Fly, a Biodiversity Action Plan species which has specialised in these fields, to name just one. Much of the one meadow appears to be scrub but that very mixture of Bramble, Blackthorn, Hawthorn and grassland provides opportunities for insect pollinators. At the moment the Rosebay Willow herb in full flower is an impressive sight with fine standard Oaks as a backdrop. Birds are attracted to the secure nesting opportunities as well as to the numerous seed sources. If the WFDC Ranger Service could acquire this site then it would provide a fine addition to its holding as well as provide somewhere for the new neighbouring communities to use as a breathing space. These two fields are partly on steep sandstone scarps and have always provided recreational use to walkers and sledgers in the winter. Most people in Greenhill and Hurcott will have grown up using the fields, later taking their children to enjoy the open spaces and the views available there.</p> <p>I am not going to say where the alternatives to these sites should be, that is the role of the planners all I ask is that they give the rightful priority to sites like these which have clear wildlife value.</p>
	LPPO2030	Object	<p>I object to the local plan proposals for the land to the rear of Baldwin Road and the Offmore/Comberton area because:</p> <ol style="list-style-type: none"> 1. The land is Green Belt and should remain so. 2. As a bypass road would be necessary for the development of land to the east of Offmore it should NOT be developed. 3. A by-pass would need to be linked to the Birmingham Road over the railway. Bridges are very expensive and private developers would not build one which means that Husum Way road bridge would be used more resulting in more traffic/accidents at the Birmingham Road/Husum Way junction. 4. Offmore primary school is full and has no room for expansion.
	LPPO2069	Object	<p>Baldwin Road is a small part of the proposed overall Green Belt development, too close to Hurcott Woods nature reserve which will affect wildlife. I object to development here. Do not build in and Green Belt land until all brownfield sites are exhausted first.</p>

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	LPPO2074	Object	<ul style="list-style-type: none">• Not suitable for the development proposed.• Green Belt will be destroyed - most of it agricultural land.• Would need to build a by-pass and rail bridge - costly (time and money).• Other sites are better.
	LPPO2087	Object	We object to Baldwin Road etc. Baldwin Road is a rat run to Hurcott lights now. It would be even worse if this went through.
	LPPO2103	Object	I object to development to the land the rear of Baldwin Road and the Offmore/Comberton area and I agree with the disadvantages given by the OCAQ-PL.
	LPPO2145	Object	Object to OC/4.
	LPPO2155	Object	Why does this side of town have to lose its Green Belt? We have perfectly good other sites such as the old Blakebrook school, Sladen school or Stourminster school. Kidderminster is a town of very high unemployment, our Doctor's surgeries can not cope, long waiting lists for hospital appointments, full to capacity schools. What about all the empty shops in town and the accommodation above them
	LPPO2179	Object	<ul style="list-style-type: none">• Objects to Hurcott development.• Loss of countryside and wildlife.• Dangerous and needs blocking off as access is not needed via Hurcott Road - this would protect wildlife and will be safer for pedestrians.
	LPPO2156	Object	I wish to object to the proposed building of houses on the Green Belt land. Kidderminster has a large proportion of unemployment and these proposals will put a huge strain on our already stretched doctors' surgeries, hospital and over crowded schools. Our roads (Land Oak, B'ham Road) are so heavy with traffic
	LPPO2242	Object	Proposed development to rear of Baldwin Rd objections and proposals relating to the provisional development plans.

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			<p>Summary: Objections</p> <ul style="list-style-type: none"> - The A456 is dangerous and has already been reduced from a dual-carriageway to a single lane highway complete with road narrowing, speed restrictors around Baldwin Road so to permit additional traffic into and from this estate would be imprudent. Hurcott Lane and Hurcott Road are dangerous and occasionally gridlocked so any additional traffic would be ill-advisable. - Incursion into the Green Belt should not be permitted until ALL brown field development is completed. Linear development along the A456 towards Blakedown and Hagley will negate one of the purposes of Green Belt policy. <p>General response:</p> <p>My primary objection to this proposed development is increased traffic congestion and the inevitable increase in resulting accidents. The A456, which was a dual- carriageway, was deemed as sufficiently dangerous to be modified to a single lane highway complete with traffic calming obstructions around the proposed development area from the Land Oak to Hurcott Lane. To permit the development of several hundred homes and thereby, allow daily ingress and egress of several hundred additional vehicles onto the A456 would be reckless if not criminally negligent. Furthermore the routes to and from Hurcott Village ,which are already perilous, narrow and, occasionally, gridlocked, will, ineluctably, be further congested by this additional local traffic. Visitors walking to the Hurcott lake and woodland area are already risking their safety.</p> <p>My secondary objection is to UNNECESSARILY appropriate Green Belt land for housing. Green Belt was specifically designated to inhibit linear development which, in this case, would inexorably lead to a merging of Kidderminster with Blakedown and, in turn, with Halesowen and Birmingham. This remorseless “creep” should be vigorously resisted except, in extremis, where no alternatives exist. Fortunately, they do!</p> <p>Finally, a development of about 400 homes would not support its own schools, shops etc., and the residents would be compelled to travel to Kidderminster, Stourbridge, Worcester and Birmingham in search of these services thereby exacerbating the traffic problems.</p> <p>I understand that the Council has already identified Brownfield sites for 3000 dwellings. It should be imperative that these sites should be developed BEFORE Green Belt land is requisitioned and developed. The Hurcott hamlet, itself incubated from an historic paper mill and adjacent to SSSI nature reserve, should be preserved along with the lake and woodland as an attractive and valuable leisure amenity for the citizens of Kidderminster and district so that it’s attractions may remain available to all.</p>

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	LPPO2243	Object	<p>Proposed development to rear of Baldwin Rd objections and proposals relating to the provisional development plans.</p> <p>Summary: Objections</p> <ul style="list-style-type: none">- The A456 is dangerous and has already been reduced from a dual-carriageway to a single lane highway complete with road narrowing, speed restrictors around Baldwin Road so to permit additional traffic into and from this estate would be imprudent. Hurcott Lane and Hurcott Road are dangerous and occasionally gridlocked so any additional traffic would be ill-advisable.- Incursion into the Green Belt should not be permitted until ALL brown field development is completed. Linear development along the A456 towards Blakedown and Hagley will negate one of the purposes of Green Belt policy. <p>General response:</p> <p>My primary objection to this proposed development is increased traffic congestion and the inevitable increase in resulting accidents. The A456, which was a dual- carriageway, was deemed as sufficiently dangerous to be modified to a single lane highway complete with traffic calming obstructions around the proposed development area from the Land Oak to Hurcott Lane. To permit the development of several hundred homes and thereby, allow daily ingress and egress of several hundred additional vehicles onto the A456 would be reckless if not criminally negligent. Furthermore the routes to and from Hurcott Village which are already perilous, narrow and, occasionally, gridlocked, will, ineluctably, be further congested by this additional local traffic. Visitors walking to the Hurcott lake and woodland area are already risking their safety.</p> <p>My secondary objection is to UNNECESSARILY appropriate Green Belt land for housing. Green Belt was specifically designated to inhibit linear development which, in this case, would inexorably lead to a merging of Kidderminster with Blakedown and, in turn, with Halesowen and Birmingham. This remorseless “creep” should be vigorously resisted except, in extremis, where no alternatives exist. Fortunately, they do!</p> <p>Finally, a development of about 400 homes would not support its own schools, shops etc., and the residents would be compelled to travel to Kidderminster, Stourbridge, Worcester and Birmingham in search of these services thereby exacerbating the traffic problems.</p> <p>I understand that the Council has already identified Brownfield sites for 3000 dwellings. It should be imperative</p>

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			that these sites should be developed BEFORE Green Belt land is requisitioned and developed. The Hurcott hamlet, itself incubated from an historic paper mill and adjacent to SSSI nature reserve, should be preserved along with the lake and woodland as an attractive and valuable leisure amenity for the citizens of Kidderminster and district so that it's attractions may remain available to all.
	LPP02278	Object	I am writing to you in response to the suggested planning proposal behind Baldwin Road. Two years ago I enquired about this land and was told that planning is not allowed on Green Belt land. I feel quite aggrieved that the Council is going back on its word.
	LPP02358	Object	<p>Baldwin Road:</p> <ul style="list-style-type: none"> - Current infrastructure cannot support suggested numbers. - Already bad traffic would be made worse. - Lack of primary school places. - Negative effect on wildlife
	LPP02374	Object	I wish to raise my objection to the proposed development for Offmore/ Comberton area and Baldwin Road. There are frequent accidents at Husum Way/ Birmingham Road junction as well as traffic jams in and out of Kidderminster through the Land Oak. So many additional houses is going to increase the amount of traffic dramatically and pollution will increase. Bank holidays will be horrendous, particularly with the development of the Safari Park and the people this will bring to the area. This in turn could actually put people off visiting the area rather than increase tourism in the area. Access to any houses behind Baldwin Road would have to be from the Birmingham Road and where this is positioned is on a blind bend which would be highly dangerous. In addition, the amount of houses will put pressure on the local primary schools which are already at capacity and for King Charles High School which is near capacity and unable to extend further. There are endangered species living in the land which has been put forward to be removed from the Green Belt which must be protected. I question why all proposals for development are to the east side of Kidderminster and nothing proposed for the other parts of town. Development of industrial units by Hodgehill also brings additional traffic to what is an already extremely busy road. The cost of a new bypass which requires two railway bridges would be extortionate and while so many existing roads are desperately in need of resurfacing, is not justifiable.

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	LPP02398	Object	<p>Object Greenhill:</p> <ul style="list-style-type: none">- Green Belt important for wildlife- already heavy traffic would worsen <p>A small development would not bring additional support to area unlike a large one e.g. at Lea Castle, which would inc new school, transport services, community facilities.</p>
	LPP02563	Object	<p>I would like to object and comment on the proposed building rear of Baldwin Road and Offmore Comberton area. The land you propose to build on is much higher than the existing Offmore Estate, overlooking nearby properties. The extra traffic would mean more noise and congestion. I appreciate that more houses are needed but more consideration should be given to Lea Castle being the better choice over the land to the rear of Baldwin Road and Offmore Comberton area.</p>
	LPP02603	Object	<ol style="list-style-type: none">1. This is a pristine piece of land. Why tear it up? Other sites have already been built upon in the past.2. This site is the main entry to the town approaching from the north and east. The proposed building work would be an urbanised eyesore for anyone driving into the town this way3. This site is raised on a hill - it will tower over houses on Baldwin Road. Other sites aren't on a raised site like this and more easily blend into the landscape.4. Houses on this site will add to existing traffic into the town and will create extra demand upon existing doctors, schools and other provisions. Other sites, such as Lea Castle would be large enough to warrant their own, new amenities and therefore not add pressure to other locations or require constant trips into the town.5. Other sites already have existing plumbing and sewerage - Lea Castle, Sladen School site, Sion Hill school site, industrial units off Stourport Road and other disused factory sites within central Kidderminster.6. These other sites are an eyesore that attract vandalism and metal theft, and should be used first, before fresh green sites are even considered. Why haven't they been built upon if housing is so urgently needed? Please ask the building firm why?7. The majority of employment is based nearer other parts of Kidderminster.8. The proposals for an 'Eastern Bypass'. Exactly what is this bypassing? I regularly travel across that section

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			<p>of the town - from Birmingham Road over to Bromsgrove at all times of day. There is almost never any congestion at all.</p> <p>9. Birmingham Road at Husum Way is already an accident prone junction which is confusing for some. Any entry or exit onto land to the rear of Baldwin Road will add to the danger considerably. Traffic lights will cause delays and add to the unsightly urbanised approach to the town.</p> <p>10. Finally, it is worth remembering that future generations will judge us by the decisions we have taken and the reasons why they were taken. Ripping up fields, creating a permanent blot on the horizon, just because it pleased building firms, will not be judged favourably.</p>
	LPP02658	Object	<p>Objection to the use of Green Belt land for housing development to the Rear (East) of Baldwin Road, Appendix A (OC/4) refers. We consider a plan to develop this area for housing as inconsiderate, inappropriate, short sighted and piecemeal.</p> <p>Inconsiderate - because it will not address the needs of our well established community, we are already starved of local amenities which other areas enjoy.</p> <p>Inappropriate - we are very surprised and disappointed that the council is proposing to allow such erosion of our precious Green Belt land. Development on current Green Belt land will seriously impact on wildlife habitats.</p> <p>Short sighted - because there are many more suitable areas available, with far more development potential to provide a sustainable community.</p> <p>Piecemeal - by adding bits and pieces of development communities are being created with no heart!</p> <p>The residential area bounded by the Birmingham Road and Chester Road North, known locally as the Greenhill Estate has very few amenities - a pub at the Land Oak traffic lights, a fuel station on Birmingham Road and a small shop on Hurcott Road. There are currently approximately 1000 dwellings in this area of Greenhill with a possible 400 or more proposed by a would-be developer. If the land to the rear of Baldwin Road is to be developed for housing, amenities to serve this area and Hurcott village should be provided. For example, a park (shared open space), a village hall/community centre (to facilitate the promotion of community activities) a small group of shops, a good regular/dependable bus service etc., to put a heart into the community! "Twenty is plenty" speed restriction on traffic is needed, because the local roads in this area have become a rat run for drivers avoiding the congestion at the Land Oak Junction. Hurcott Road, Baldwin</p>

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			<p>Road and Bruce Road are particularly affected. Also note the sooty deposits on roof tiles in the area, could this be due to air pollution by fumes from increased volume of traffic? Please see the brief below. * A history of “Traffic Calming” in the Greenhill Area.</p> <p>In Conclusion\; This Objection and Proposal is sent in good faith and without prejudice and will hopefully be received in a similar manner. We all have the interests of our local and neighbouring communities at heart. We hope that the council will appreciate some of the local issues raised before making final decision on any development on Green Belt land. * In Brief: A history of “Traffic Calming” in the Greenhill Area.</p> <p>1994 May I remind you that, as early as 1994 traffic in the Greenhill area was a problem. Back in May 1994 a petition bearing over 200 signatures from residents of Baldwin Road, Bruce Road and Coates Road regarding traffic calming was submitted.</p> <p>1995 In March 1995 a letter from special projects stated “I write now to confirm the inclusion of the area on to the County Councils ranked list of future schemes I envisage work will not commence until 1996/97 assuming the current fundings are maintained....”</p> <p>2000/1 Five years later, after the installation of traffic lights at the Hurcott Road/Chester Road junction created a massive increase in the volume of traffic using Baldwin Road and Hurcott Road to avoid the Birmingham Road congestion, a campaign was started. This was by residents of Hurcott Road who organized their own traffic survey, resulting in speed platforms being installed near to Sladen School. The local councillor stated she would be “ pressing for more traffic calming at the Birmingham Road end of Hurcott Road and in Baldwin Road in the next financial year “.</p> <p>2005 Following yet another accident on the bend in Baldwin Road all of the above information was sent to local councillors. No action to date.</p> <p>2017 Since the problem was originally acknowledged in 1995 traffic has become increasingly heavy in the area, Baldwin Road and Hurcott Road are unsuitable for bearing even more traffic that the proposed development will bring.</p>
	LPP02671	Object	<ol style="list-style-type: none"> 1. This is Green Belt land and plays a vital part in our community for us and wildlife. We have endangered birds in this area and buzzards, hawks etc. 2. The schools are already full to the max and there is no room to expand. 3. Husum way is already a rat run for the A449. It will cause chaos to the rail as they cannot build another bridge it's too expensive.

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			<ol style="list-style-type: none">4. There are far too many deaths and accidents on the A449 Husum way/Hurcott road area due to planning of the junction.5. There is always extreme flooding by Husum Way Bridge and in Shakespeare Drive.
	LPP02677	Object	<p>I object to building on land to the rear of Baldwin Road under option A because:</p> <ul style="list-style-type: none">• The plans do not include provision of new schools. The development falls in the catchment areas of Offmore Primary and King Charles 1 Schools, both of which are full and have no scope for expansion on existing sites.• The development is on high ground above the town and would be visible for some distance around. To replace the green fields at the edge of the town with a development would significantly affect the visual impact of that side of town.• The need for railway bridge provision makes it very unlikely that an Eastern bypass would ever be built. This development is reliant on such a bypass.• This is a serious incursion into Green Belt and takes away open land that separates us from the West Midlands Conurbation. These fields must not be built on.• The proposal would not create a sustainable community with schooling and village centre facilities.• Proposals to close Hurcott Lane would lead to increased traffic on Baldwin Road.
	LPP02731	Object	<ol style="list-style-type: none">1. impairing the quality of the rural environment visible and immediately accessible from Greenhill;2. noise and air pollution due to increased traffic on the roads around Greenhill and Broadwaters;3. pressure on local amenities (play areas, schools, shops, etc)4. Pressure on public transport, since the proposed sites are too far from the town centre and secondary schools to access by walking.
	LPP02744	Object	<p>It is understood that there is a lack of enough brown field sites for the Wyre Forest planning department to take advantage of, in consideration of building nearly 6000 more new homes by 2034.</p>

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			<p>However, the proposed options A and B have some serious disadvantages. A major one in our opinion is the likely impact on the two SSSI sites in the Hurcott area. With reference to the National Biodiversity Network data there are species in this area which have been verified that are on the red endangered list and frequent Hurcott Woods and the surrounding fields. We urge you visit the NBN web site and seriously consider the data that has been collected for area around the woods. The proposed linear add-on development to the west of Baldwin Road and Offmore Estate doesn't really seem to encourage the feeling of community, and the facilities on Offmore, e.g. the school wouldn't be able to expand or cope with extra demands on the infrastructure. Traffic congestion and the cost of road and railway bridge improvements would also be a serious financial disadvantage, to development in this area.</p>
	LPP02755	Object	<p>I am opposed to the plans to develop the land rear to Baldwin Road and the Hurcott village area. I have not been reassured by information that the plans consider the local infrastructure nor the current residents for the following reasons:</p> <ul style="list-style-type: none"> • current road layouts are not suited for the extra traffic and would need significant alteration to safely incorporate another estate • With an increase of pedestrians (in particular children accessing Offmore primary) there would need to be provision of a suitable crossing. There is a crossing patrol (which I feel is inadequate for the road due to its traffic volume and width) further down the Birmingham road, but I fear people from the new estate would chance crossing the main road, rather than walk the extra distance to the patrol, if no other method is provided. The Birmingham road is a busy arterial route into Kidderminster: increasing traffic here will only increase the risk of injury to crossing pedestrians. • Without a suitable link road, Baldwin road and Hurcott lane would continue to and increasingly be used as rat runs. There is little room to expand these roads. Additionally, Hurcott lane is the primary access to Hurcott woods. More traffic flow here will inevitably increase the risk of pedestrian injury to those using the woods and lane as the road is narrow. • Any bypass linking the Wolverhampton road and Worcester road would require a bridge over the railway line. Creation of such a bridge seems an unlikely prospect due to its expense, requirements for sound buffering and also impact on natural habitats. • The land to the rear of Baldwin road is much higher than Baldwin road itself. Without proper landscaping

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			<p>the new estate would dominate the current houses and have a detrimental impact on our wellbeing and our house prices. Additionally, new build properties tend to have small gardens and I am concerned that the new houses will seem even closer to my boundary because of this and the elevation difference. Any development here needs to be considerably and sympathetically planned. I have not been reassured that this is the case.</p> <ul style="list-style-type: none"> • I am unsure of the necessity for new housing in Kidderminster - unless it is affordable starter homes - though I am concerned that the new development will mainly, if not entirely consist of larger, more expensive properties - which defeats the object I think the government are aiming for. • It is also disappointing that Green Belt land is being used and that such use will impact local wildlife, and encroach on the SSSI at Hurcott. <p>Overall I do not feel that sufficient thought has been applied to the proposed development to ensure that it integrates within the local area with as little interference and intrusion as possible.</p>
	LPP02852	Object	Concern at development on east side of Kidderminster. Lea Castle is big enough to include services, ie shops, schools, surgery and would negate need to develop other sites. Issues of traffic/pedestrian safety/impact on local infrastructure, schools and Hurcott nature reserve, a SSSI. Preserve Green Belt as a buffer zone between Kidderminster/Blakedown.
	LPP02868	Object	<p>Ref: Development behind Baldwin Road and Offmore proposals</p> <p>‘The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open’.....</p> <p>I strongly oppose this particular proposed development on our Green Belt for several reasons. Offmore and Comberton is already a ‘large’ housing estate, with many residents who need the open spaces of the Green Belt. Schools are already over subscribed and small estate roads used as main commuter routes to highlight just two ... any further development around this area will only compound these major concerns. I believe that WFDC have an obligation before embarking on any new development to safe guard and improve the environment/social care of the people already living there and a huge housing estate on the Green Belt which surrounds Offmore would be detrimental for all. I fully understand the need for housing and the compromises which will be needed ... I urge the Council to look for smaller sustainable sites and make certain that the basic NEW infrastructure is in place before the development starts, it is not acceptable for the Council just to accept that the present facilities are adequate.</p>

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	LPPO2884	Object	<p>Object to proposal to develop Green Belt land to the rear of Baldwin Road for following reasons:</p> <ul style="list-style-type: none"> • Road Safety/Road access – Problem for over 20 years - Baldwin Road used as a rat run, excessive traffic as the Birmingham Road and the Land Oak junction cannot cope. • Without a proper bypass that bridges the railway line and joins the Birmingham Road to the Stourbridge and Worcester Roads will get worse. • Do not have the traffic infrastructure to cope with hundreds more residents. • Loss of amenity and privacy - land higher than the houses so any development would be highly visible and impossible to screen. An adverse impact on residential amenity on both sides of Baldwin Road. This field also provides the open space for the people of Greenhill, who have no other open space and suffer from pollution from the heavy traffic. • Development of Green Belt land behind Baldwin Road would have a very detrimental effect Hurcott Nature Reserve and pools and incorporates the largest area of SSSI woodland in Worcestershire and the field behind Baldwin Road is a very important green space that adjoins this nature reserve, providing routes and habitats for wildlife species that are of conservation concern, including woodpeckers, sparrows, starling, owls, kestrels, house martins, frogs, toads, grass snakes, bats, hedgehogs and numerous species of bee, all of which I have seen in or from my back garden. <p>I understand development is necessary but ensure that any development has good road access and facilities.</p>
	LPPO2911	Object	<p>I would like to object to the plans to build more housing near Hurcott village. The strategy I would prefer is to better utilise unoccupied commercial buildings and existing brown fields sites firstly, rather than destroying areas of outstanding beauty.</p>
	LPPO2945	Object	<p>We would also like to comment on the specific development proposed on Green Belt land behind Baldwin Road. This encroaches on the buffer zone needed to protect the SSSI Hurcott Nature Reserve. It will also have a detrimental impact on the landscape, open countryside and character of the area.</p> <ul style="list-style-type: none"> • Hurcott Lane and Hurcott Road leading to the Village are already rat runs for motorists cutting through from the Birmingham Road and Stourbridge Road. Further development of approximately 200 houses

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			<p>proposed by Barberry will increase traffic and add to congestion on these narrow roads. Motorists often drive at speed through the Village and there have been a number of accidents and these will increase. It is also becoming increasingly dangerous for pedestrians walking their dogs or pushing young children in pushchairs along the narrow Hurcott Road to get to the pool and woods. Any diverted traffic proposed by the developers would increase traffic diverting along Hurcott Road from the Village. This road is narrower and has 2 blind bends resulting in motorists using the horn twice to warn on-coming traffic. This contributes to noise pollution in an otherwise quiet area.</p> <ul style="list-style-type: none"> • This is Green Belt land which plays a vital role in separating Kidderminster from the West Midlands conurbation. The land to the rear of Baldwin Road is considerably higher than the rest of the area so any development would be very visible and an intrusion on the landscape. This proposed development also includes 2 fields going down to Hurcott Village and intrudes on the buffer zones for Hurcott and Podmore SSSI. This will impact on the varied wildlife frequently seen in these fields including Roebuck deer, foxes, rabbits, and hedgehogs. The mature trees and various areas of shrub land/hedgerows are also home to a variety of birds including bats as well as in Hurcott Woods themselves. • The current proposal for development of Baldwin Road and Offmore would result in housing without any supporting infrastructure which is not sustainable. <p>We have lived in Kidderminster all our lives and contribute to the economy of Wyre Forest. Please do not include the Baldwin Road site in the WFDC local plan.</p>
	LPP02951	Object	<p>I object to the above proposed development for many reasons:</p> <p>Lack of infrastructure — Birmingham Road and Husum Way crossing is a death trap and we cannot exit the estate at holiday times due to the volume of traffic.</p> <p>Since the opening of the Stourport link road the traffic on Husum Way has increased considerably and has become a rat run. How would traffic from the proposed development be diverted from Husurn Way and what are the plans for Hurcott Lane and Baldwin Road in particular.</p> <p>Offmore School is full and cannot be extended.</p> <p>GP surgeries are struggling to cope with existing patients due to a lack of GPs, Kidderminster Treatment Centre has no blue light A&E and Worcestershire Royal Hospital is in special measures — where are the proposals to ensure that theses services will not be overwhelmed by these proposals.</p>

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Respondent	Response No	Type of Response	Summary of Response
			<p>The promised Eastern by Pass — which has been promised for the last 40 years to my knowledge — is unlikely to be built, as will any railway bridges which are incredibly expensive to build. No developer would provide this funding, which should in any case be built before any development is allowed to go ahead. The Green Belt plays a vital part in separating the town from the West Midlands Conurbation, and is also home to many endangered bird species and wildlife habitat.</p> <p>The land at Baldwin Road and behind Offmore and Comberton is arable land which will be needed more so when we leave the EU.</p>
	LPP02983	Object	<p>The challenges we currently face every morning getting onto Birmingham Road is significant. The traffic is heavy and at times dangerous. Baldwin Road is already used as a cut through, if more houses are built this will only increase. Local infra-structure i.e. GPs and dentists I believe are already struggling with local demand. The junction where Hurcutt Road meets Birmingham Road has had numerous accidents. It is a fatality waiting to happen. I am extremely concerned about wellbeing - we would not be able to move to a similar house that allows us to access outdoor space that is not substantially overlooked. We do not need large detached properties, we need 2/3 bedroomed affordable houses for people like me who are saving for their first property. There are sites around Kidderminster where I believe this can happen. It may not be where the large housing companies want due to not making the profit they are very use too.</p>
	LPP03002	Object	<p>Kidderminster East, rear of Baldwin Road and Kidderminster North, south of Stourbridge Road</p> <p>Building on either side of Hurcott would destroy the attractiveness of this natural environment and considerably reduce the appeal of the district to both residents & visitors. The development rear of Baldwin road is elevated and would be a very visible intrusion on the landscape. The houses will be close enough to the village for it to lose its identity & become a district of Kidderminster. These proposed areas of development would lead to an increase of vehicular movement and the inevitable impact upon air quality very close to a site of SSSI. The traffic noise and air pollution would be detrimental to its wildlife. It is government policy “to conserve, enhance and restore the diversity of England's wildlife and geology by sustaining and where possible, improving the quality and extent of natural habitat...”. It is a Key Principle (1 para vi) for planning decisions to “prevent harm to biodiversity and geological conservation interests “. The developments either side of Hurcott go against these policies and principles. There would also be an increase of traffic along the already busy Hurcott Road and adjoining roads leading to Birmingham Road and into the Horsefair. The Kidderminster North developments would also increase the traffic into the Horsefair. This</p>

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			would have an impact on the air quality and therefore residents' health.
	LPP03067	Object	Object to proposed development in the Offmore Baldwin Road area. Significant road alterations would be needed with a new railway bridge. Eastern By Pass will be expensive, increased volume of traffic will mean Baldwin Road being used even more. An increase in traffic volume on the Birmingham Road /Offmore junctions will increase accident risk. Land behind Baldwin Road is elevated, development will be very visible. This area of Green Belt land is home to a number of endangered bird species which should be protected. Why is all the development being proposed for the east side of town and nothing for other areas? Schools cannot cater for an increased number. Offmore Primary is full and King Charles nearly full. The proposals will not lead to a sustainable community, no community centre, shopping facilities etc,
	LPP03070	Object	Loss of wildlife.
	LPP03080	Object	The Green Belt on the Birmingham Road is the gateway to Kidderminster and is enjoyed by visitors from Birmingham. I support the proposed Lea Castle "Sustainable Village". Please do not spoil the Green Belt to the rear of Baldwin road.
	LPP03105	Object	The proposed land behind Baldwin Road is elevated and any development would overshadow the remaining Green Belt and the existing housing community. Any houses built on this site would put extra pressure on the existing primary schools that, at the moment, have no spare classroom spaces. The number of houses being built on this site would not sustain a school, doctor's surgery, shop or community centre thus no community atmosphere.
	LPP03112	Object	<p>Object for the following reasons:</p> <ul style="list-style-type: none"> • Traffic in these areas is already at unacceptable levels and any development would add to the already heavily used rat runs in these areas. • Loss of views and amenity / recreation space for local residents • Any bypass/link road to the east of Offmore would take away current breathing spaces and take up a nature resource and visual beauty • Visual impact of residential development at Baldwin Road (the land is much higher at the rear of Baldwin

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			<p>Road)</p> <p>What benefits this proposed development would bring to the area? Surely what is required is employment opportunities. If you build hundreds of houses on Green Belt land it will only attract those who will not work in the area but simply commute out of the area.</p>
	LPPO3139	Object	<p>Green Belt: The Green Belt to the east of Kidderminster plays a vital part in separating the town from the West Midlands Conurbation. Development of land behind Baldwin Road would be a serious visual incursion into the Green Belt and would impact on wildlife habitats on the buffer zones for the Hurcott and Podmore SSSI's.</p> <p>Transport and Accessibility: The Horsefair is an Air Quality Management Area. There will be an increase in traffic from the development at the rear of Baldwin Road. Traffic would use Hurcott Road and the Horsefair to access the town centre. Roads around Hurcott Road would be used as rat runs to access the A456 unless another road was built. Baldwin Road is already used as a rat run to avoid congestion at the Land Oak traffic lights. The A456 is a busy road particularly during rush hours and when the additional traffic is queuing to get to the West Midland Safari Park at weekends and holiday times. This has an impact on the air quality and the local roads.</p> <p>Policy 15D: The land is considerably higher than the rest of the area. When this is covered with concrete and tarmac there is a worry that the excess surface water will drain down into Baldwin Road especially in the event of a flash flood.</p> <p>16.3: I agree with the fact that pollution such as dust, noise, fumes and smell will have a detrimental impact on the environment and our quality of life.</p> <p>20: The proposed development at the rear of Baldwin Road would not be a sustainable community. It would have no community 'heart'. The only facilities on this side of town include a public house a garage and a small convenience store. The fields are regularly used by residents (including those from Offmore estate) for exercise and walking dogs. The fields have been used in this way for more than 25 years. There is a Doctors' Surgery located in Linden Avenue which has very limited parking so patients are forced to park on the road causing congestion and annoying the residents. The school in the catchment area is Offmore Primary which is full and on a restricted site. St. George's and St. Mary's are also full so a new school is needed.</p> <p>Policy 27A: iii) Neighbouring Amenity vii) Scale, Height and Massing "Development should provide an</p>

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			<p>adequate level of privacy, outlookand should not be overbearing" - At the rear of Baldwin Road the development would be overbearing because of the closeness of the new housing and the fact that the land is higher than the houses in Baldwin Road. The loss of existing views from neighbouring properties would adversely affect the residential amenity of neighbouring owners. viii) See previous comments on rat run, access to A456 and air quality.</p> <p>Policy 28D 28.14: The agricultural land at the rear of Baldwin Road is Grade 2 (very good). At present the fields are productive with barley being grown. I am concerned about the detrimental effect any development would have on the wildlife of the area, as well as the destruction of hedges and mature trees. The Hornet Robberfly has been in the fields for many years along with rabbits, foxes pheasants and a number of different species of birds including skylarks. Skylines, hill features and prominent views of such features e.g. Clent Hills, contribute to local landscape character and as such should be protected from development.</p> <p>To summarise - I strongly object to the land at the rear of Baldwin Road being used for development when there are more suitable sites available.</p>
	LPPO3140	Object	<ul style="list-style-type: none"> • We object to the proposed development to the east of Offmore/Comberton and Baldwin Road area. • Development would be a visual incursion and cause noise and pollution
	LPPO3147	Object	<p>I want object to the proposed building at the rear of Baldwin Road. We cannot understand why you need to build on this land rather than using Lea Castle site. We have lived in Baldwin Road for a long time and we specifically brought the house due to its location and wonderful view. Our family enjoys the peaceful and beautiful area for walking, cycling and exercise. Lea Castle has all the necessary infrastructure to support a large estate.</p>
	LPPO3149	Object	<p>I object to planned building to the rear of Baldwin Road and Offmore. I believe this would have a negative impact on wildlife and pose increased pressure on local schools (Offmore is already full). As a local resident I have seen many road traffic collisions on the Birmingham / Offmore turn, therefore with increased traffic this could see more collisions. I believe that the site at Lea Castle would prove a more viable option and have less negative impact on local services and wildlife. The site is on an easily accessible main road and is ready to be developed. There are also 3 local schools within that catchment.</p>

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	LPPO3184	Object	Hurcott Lane often becomes 'rat runs' when traffic problems occur on either the Stourbridge or Birmingham Roads, causing congestion problems and danger to pedestrians walking to/from the Village and Nature Reserve. To fill the area behind Baldwin Road with housing will only exacerbate the problems.
	LPPO3191	Object	<p>Against proposal:</p> <ul style="list-style-type: none"> • The Green Belt to the east of Kidderminster separates Worcestershire from the West Midlands. • The Eastern By Pass would have to be built from the Wolverhampton Road to the Worcester Road to be of any use as anything shorter would cause roads around the Hurcott area to become heavily congested/rat runs/dangerous. • There are endangered bird species along the bypass route. • As a bypass road would be needed before land to the east of offmore could be developed this means this development should not go ahead • the eastern bypass would need an expensive railway bridge which no developer sound be willing to fund • The elevated position of the western bypass would need at least a 30m tree screen to buffer against traffic noise. • development of Green Belt site will lead to increase in localised flooding as the water course will be disrupted • Development of the land behind Baldwin Road would be a serious visual incursion into the Green Belt and would impact on protected wildlife habitats and incursion onto the buffer zones SSSIs. • A linear development impact on community spirit and would not include local amenities/increase in anti-social behaviour and crime. • Offmore Primary School already full. • Would not support a new bus route.
	LPPO3247	Object	I'm particularly concerned with the amount of extra traffic that plans to build would create as there is already a long queue of traffic down the Birmingham Road each day in the rush hour am & pm traffic, surely the roads will be gridlocked with considerably more traffic from the proposed amount of homes.
	LPPO3253	Object	1. The local schools are already full to capacity and have no room to expand.

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			<p>2. The development behind Baldwin Road would have a huge impact on wild life habitats.</p> <p>3. Access to the new houses would be a big concern - if around 350 houses have been proposed, most households would have 2 cars. The volume of traffic would be ridiculous and very dangerous in that area.</p>
	LPPO3304	Object	<p>Regarding the proposed building of houses to the rear of Baldwin Road, have you considered the impact this would have?</p> <ul style="list-style-type: none"> • The number of cars coming onto the main Birmingham/Kidderminster Road. Remember most families have at least one car, some have two or more, a very dangerous place to join to busy flow of traffic. • What about wildlife? • There are other sites suited to this proposal, what about the site of Sion Hill School, or the Sladen School site which has stood empty for 10 years, plus the boarded up properties across the Wyre Forest. • Will any of these houses be offered to people in the council house waiting list, or for those able to buy, probably outsiders. • Then there is the extra strain on other services. Hospitals, schools, public transport etc. <p>I am not in favour of this scheme. This area has always been known as Greenhill. Please let's keep it that way. GREEN.</p>
	LPPO3311	Object	<p>Infrastructure to areas WFR/CB/7, OC/4/5/6/12/13N does not have sufficient capacity to accommodate any substantial increase in housing. The A456 would require substantial capacity development to deal with the increase in traffic, if this was achieved Husum Way will not cope. An additional road and a bridge over the railway would be required. This is unlikely to happen due to the high development costs and therefore the affordability of the housing scheme. There is currently a high level of wildlife within this area including badgers, foxes, deer and a large variety of birds, including endangered species. This development would have a significant impact on them and should not go ahead. Currently the A456 is a single lane carriageway and would not be able to cope with the proposed industrial development near Hodge Hill Farm. This proposal does not support a sustainable community, does not accommodate a neighbourhood centre and will put pressure on the current Offmore infrastructure and amenities. The Offmore primary school is currently at</p>

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			full capacity and cannot be developed as it is on a restricted site.
	LPPO3314	Object	<p>Against plans for housing at back of Baldwin Road, Kidderminster for the following reasons:</p> <ul style="list-style-type: none"> - Traffic problems - Green Belt land - Wildlife - Threats to public rights of way - GP surgeries already overcrowded - Primary school already overcrowded in WFDC - Air quality
	LPPO3317	Object	<p>Green Belt to the east of Kidderminster plays a vital part in separating the town from the West Midlands conurbation. If this is built on it will reduce the separation between dwellings from Kidderminster, Hurcott and Blakedown. An Eastern Bypass would need to be built to accommodate the extra traffic caused by the increase in dwellings. This would need to be built from the Worcester Road to the Wolverhampton Road. There are endangered species along this route so it must not be developed. Any eastern bypass would need to cross the railway as the Husum Road bridge is inadequate. If this is not done the excess traffic would bring the area to halt as it would not cope. The expense of building a railway crossing would be extortionate and I doubt the council or developers can afford this. The elevated position of the new road linking the Wolverhampton Road and Worcester Road would mean it'd require at least a 30m tree screen separating it from housing to buffer against traffic noise. Development of land behind Baldwin Road would be a serious incursion into Green Belt and would impact on wildlife habitats on the buffer zones for the Hurcott and Podmore SSI's. There are no parks or recreational areas in the Green Hill area. If the development were to go ahead in this area the only likely venue for recreation would be Hurcott woods. Due to the proximity there to the proposed development OC/4 people would more likely favour walking. Neither road leading to Hurcott is safe for pedestrians as it is narrow with a lot blind hills and corners. With the increased traffic of both pedestrians and vehicles there would not doubt be an increase in accidents. The habitat for many flora and fauna in Hurcott woods would be over used and would suffer from an increase in pollution (noise, dog fouls</p>

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			and litter) This would ruin the natural habitat. A Linear development to the east of Kidderminster would not be a sustainable community. It would have no heart and would not accommodate a neighbourhood centre. Offmore Primary school is full, on a restricted site and cannot be extended. The extra dwellings would not have local schools to use so would need to drive to nearby schools. This will increase pollution and worsen the already bad traffic in the surround roads during rush house. The topography to the rear of Baldwin Road is considerably higher that the surrounding area. This would mean the visual impact of a development here would be an eye sore.
Offmore Comberton Action Group - Local Plans	LPPO3321	Object	<p>It is inevitable that some land will have to be removed from the Green Belt for future development. However we believe that there should be a presumption that major future development should have the aim of creating sustainable communities of a size capable of supporting, at least, its own Primary School, village centre with shops and community facilities, if possible some live work units and adequate recreational facilities, and not simply be an ‘add on’ to existing communities. We object to the “Core Sites” around the east of Kidderminster in both Options A and B:</p> <ul style="list-style-type: none"> • The Green Belt to the east of Kidderminster plays a vital part in separating the town from the West Midlands Conurbation. • The land in question is Grade 2 Agricultural Land. • There are endangered bird species: Corn Buntings, Yellow Hammers, Skylarks and Lapwings are present in this land and along the route the “by pass “would have to take from the A456 to the A449. As well as the birdlife there are foxes, badgers, rabbits, muntjac and roe deer present across the area. • Development of land behind Baldwin Rd would be a serious visual incursion into the Green Belt and would impact on wildlife habitats on the buffer zones for the Hurcott and Podmore SSSI. • Land to the rear of Offmore and Baldwin Rd. is considerably higher than the rest of the area so development would be very visible. • Hurcott Lane and the narrow extension of Hurcott Rd. into Hurcott Village are extremely dangerous roads with far too frequent serious road traffic accidents. Any development of land to the rear of Baldwin Rd. would have to somehow incorporate the existing Hurcott Lane/Birmingham Rd. Junction. • Eastern bypass: <ul style="list-style-type: none"> ○ Would have to be built from the Wolverhampton Rd to the Worcester Rd to be of any use as

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			<p>anything shorter would cause roads around Hurcott Rd/ Birmingham Rd. to be used as rat runs.</p> <ul style="list-style-type: none"> ○ Would be needed before land to the east of Offmore could be developed. ○ Would need at least one and probably two new Railway Bridges. These are incredibly expensive and no private developer would pay for them. ○ The elevated position would need at least a 30m tree screen separating it from housing to buffer against traffic noise. • Industrial development at Hodge Hill would also need a by pass to avoid congestion • Drainage of the land to the rear of the existing Offmore estate is extremely poor. In recent years heavy rain has led to serious flooding into gardens in Prior Close, Chaucer Cres., Offmore Farm Close, Ruskin Close and Munro Close. Even at times of severe drought, the high water table on the Offmore Estate means that if a two foot deep hole is dug in a garden on the lower part of the estate, it rapidly fills with water. • A linear development to the east of Kidderminster would not be a sustainable community. It would have no community “heart” and would not accommodate a neighbourhood centre. The Cavalier PH, Offmore Evangelical Church and Offmore Primary School are the only “community facilities” on the existing Offmore estate. The proposed extension of the estate would not be able to provide any extra facilities which would be accessible to existing residents. • Offmore Primary School is full, is on a restricted site and can’t be extended.
	LPP03365	Object	Objects to plans for the Green Belt land to the rear of Baldwin Road and Offmore/Comberton area.
	LPP03368	Object	Opposes development at Baldwin Road because the area forms a natural separation between Green Belt and Kidderminster Borough and separates the town from the adjacent West Midlands towns. Concerned at lack of employment opportunities in Kidderminster and the impact of a growing population as they have to travel to work and add to road congestion, pressure on schools and Worcester hospital.
	LPP03417	Object	<ul style="list-style-type: none"> • Developing here would remove all the habitats which wildlife that have been identified as at risk depend on. • This land is considerably higher than the surrounding so development would be very visible. The views as you drive into Kidderminster currently help lift the appearance of the area. Building vast amounts of property here is likely to have a further detrimental effect on Kidderminster’s reputation and appeal as a

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			<p>place to visit.</p> <ul style="list-style-type: none"> • The junction on the Birmingham Road onto Husum Way is already very dangerous and proposing to add to the traffic and congestion in that area would be catastrophic. • People would use the Hurcott Road as a 'rat run' even more than they do now, it is already a dangerous road which has seen many an accident. • To overcome the congestion issue a by pass would need to be built and no development should take place until this has been done. The by pass would need at least one railway bridge, which would be incredibly expensive and no private developer would pay for it. • The houses could also prove difficult for a private developer to sell due to the traffic noise from the Birmingham Road and the traffic congestion your proposals will cause. • The community would have no heart and could not accommodate a neighbourhood centre. There would also be no local schools children could walk to as Offmore is already full and cannot be extended. • I appreciate houses needs to be built but they should not all be piled on one area which is what you are proposing.
	LPP03418	Object	<p>We object to the proposed local plan for rear of Baldwin Road and the Offmore/Comberton area.</p> <ol style="list-style-type: none"> 1. The Green Belt plays a vital role in separating the town from the West Midlands conurbation. 2. Without a by pass, all the roads around Hurcott Road will be used as rat runs to an even greater extent than they already are. 3. Development of land behind Baldwin Road would be a serious incursion into the Green Belt; additionally, this would impact on wildlife habitats in the buffer zones for Hurcott & Podmore SSIs. 4. Birmingham Road is often already congested; this would be much worse. 5. The proposed linear development would have no community heart. 6. Offmore primary school is already full and cannot be extended. 7. Additional building at a higher level will add to flood risk around Husum way & Hurcott Road.
	LPP03437	Object	<p>The proposed sites either side of Hurcott Village is home to several species of animals and birds (skylarks,</p>

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			linnets, corn buntings etc.) and should be protected. Hurcott Road is already heavily polluted by traffic fumes and several hundred more cars will make it worse for the Horsefair and Hurcott Road residents. There is also a lack of infrastructure and any new development in the Hurcott Road, Baldwin Road and Spennells area would result in children having no primary school places.
	LPP03448	Object	Families have used the rights of way for children to run free, and see the animals and birds. There are so many other sites where there have already been buildings. There is also the amount of extra traffic on Hurcott Road.
	LPP03453	Object	Building behind Baldwin Road and the Offmore and Comberton areas would start a potential chain of development into Blakedown and other areas. Leave Green Belt alone.
	LPP03583	Object	<p>The challenges we currently face every morning exiting Baldwin road onto Birmingham Road is significant. The traffic is heavy and at times just dangerous. It is dangerous the speed some drivers come through and a number of cats have been killed on this road. Local infra-structure i.e. GPs and dentists I believe are only struggling with local demand. The junction where Hurcutt Road meets Birmingham Road has had numerous accidents. It is a fatality waiting to happen. The field at the Back of Baldwin Road is on a hill, it would mean we are completely overlooked.</p> <p>We do not need large detached properties, we need 2/3 bedroomed affordable houses for people like my daughter who is saving for her first property.</p>
	LPP03597	Object	<p>Reasons for Objection of Proposed Core Housing Site behind Baldwin Road</p> <p>As a resident of Baldwin Road who would be affected if this scheme is approved, my reasons for rejection of this proposed scheme are as follows:</p> <ul style="list-style-type: none">• Reduction in property value• Interruption of rural outlook• Removal of privacy• Light reduction• Additional noise• Disruption throughout development

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			<ul style="list-style-type: none"> • Increase in traffic flow • Capacity of local schools • Capacity of health care provision • Removal of leisure facilities • Employment opportunities • Environmental effects • New services costs • Access • Traffic volumes <p>Alternative Development Options for Consideration: The space opposite Homebase on Chester Road South (old sports ground?) The site of the former Sladen Middle School on Hurcott Road The site of the former Sion Hill Middle School on Sion Hill The site of the former Wyre Forest Glades Leisure Centre Unused space within Crown House in the town centre Use of the many empty redundant retail and industrial units around Kidderminster The creation of a “Lea Castle village” on the whole site area of the former hospital</p>
	LPP03649	Object	<p>I would like to make the following observations and comments on the proposed Wyre Forest Local Plan. In particular with reference to the area to the north-east of Kidderminster extending between Hurcott Village and the Stourbridge Road in the north, and Hurcott Village and the Birmingham Road to the south. Concerns and Disadvantages:</p> <ul style="list-style-type: none"> • The areas of Green Belt to the east of Kidderminster play a key role in separating the town from the West Midlands Conurbation. • The Local Plan predominantly concentrates proposed development along a wide eastern corridor. Is this not disproportionate? • The removal of Green Belt should only occur in exceptional circumstances when all other sites (ADR and brownfield) have been built upon.

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			<ul style="list-style-type: none"> Large areas, currently owned by developers who have designated planning permission, are not being developed due to a lack of financial viability. While these areas remain undeveloped Wyre Forest is being forced to consider other sites. Surely the structure and details of the Local Plan should be in the hands of WFDC and not potential developers. The proposed development behind Baldwin Road, formerly known as Greenhill, is currently Green Belt. Development on this area would be a serious visual incursion into the Green Belt and would impact on wildlife habitats on the buffer zones for the Hurcott and Podmore SSSI Greenhill has a considerable elevation when viewed from the Birmingham Road. Any development here would have a visual impact on the landscape resulting in an urban rather than rural approach to Kidderminster. Hurcott Lane is currently a “rat-run” between the Stourbridge and Birmingham roads. At peak periods this road turns from a ‘country lane to a very dangerous road as indicated by the vehicular accident rates at either end of Hurcott Lane. There are now 12 man-made pull-ins in the half mile stretch between Hurcott Village and the A456. Further development to the north or south of Hurcott Village will only exacerbate this situation. This issue with Hurcott Lane needs to be dealt with as a matter of urgency before further fatalities occur. The eastern end of Hurcott Road, extending from Baldwin Road to the junction with Hurcott Lane is used by many people for recreation; walkers, joggers, children in pushchairs and adults in wheel chairs. This is a much valued area of recreation frequently used by many residents on the eastern side of the town who visit the Nature Reserve on foot. These people are often in danger from speeding traffic as they enter and leave Hurcott Village. Once again any development, north or south of Hurcott will increase traffic flow on Hurcott Road - therefore increasing the danger for pedestrian access to the nature reserve.
	LPPO3740	Object	<p>The view was breathtaking. I do remember the solicitor reassuring us nothing would ever be built at the rear as the land was Green Belt, but I do realise in today's terms 'ever' does not mean never. There are approximately 16,000 registered patients at the new medical centre in Waterloo Street. How we would manage if we had to potentially take on hundreds of new patients I cannot imagine.</p>

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	LPPO3771	Object	I wish to lodge my objection to the proposals for the land to the rear of Baldwin Road and the Offmore Comberton areas. This involves interrupting a natural wildlife habit- bird sanctuary at Hurcott Pool which has taken years to develop and is hugely supported by nature lovers and walkers - why destroy a beautiful area it is your duty to make sure this valuable area is conserved. Which private developer would pay for a new Railway Bridge which this Eastern By Pass would require? This would be an elevated position which would need screening off! The local school would not be able to cope - so what would your answer be to this problem.
	LPPO3773	Object	I would have serious concerns about the proposed housing developments for Baldwin Road and Offmore surrounding areas. This area of Kidderminster is already congested with school issues, traffic issues, etc., The wildlife habitat in Hurcott Wood and the Green Belt areas of Offmore Farm would be severely affected.
	LPPO3774	Object	The local plan presents us with a series of options for development - all of which involve building on areas of what is currently rural or semi-rural land. We are expected to accept that one of these options is inevitable. Green Belt/Green Field land plays an essential role in sustaining the structure of any urban community. Improving air quality, sustaining wildlife, or simply creating the balance of environment for the physical and mental well-being of the population are all basic requirements for any modern town - it is not something that can just be pushed further out on demand. The fact that councils are being given the green light to remove the protected status of such areas is wrong in principle. The plans describe the proposed developments as land to the rear of Baldwin Road (OC/4). These are fields stretching across to Hurcott which is well known locally as a semi-rural community. It also has important historical significance with its paper-making tradition reaching back to the Middle Ages. This is far more than just another piece of real estate in waiting; for thousands of local residents it is their piece of countryside, for many it is why they chose to live there and why (at the moment) they want to stay there. The area in question is high land – any development here would be seen from a great distance across to the East where the land falls away considerably. The current vista forms part of the rural gateway to Kidderminster– an intrinsic part of the town’s character. Planners and councillors should not underestimate the role of these aspects in separating Worcestershire communities from the West Midlands conurbation and in attracting visitors and consumers from the Black Country and beyond. The prospect of new housing will create stagnation in the local housing market. Buyers will be unlikely to invest in properties knowing that the character of the vicinity is about to change dramatically. The value of these houses will fall so that owners will not be able to get the price they need in order to sell.

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Respondent	Response No	Type of Response	Summary of Response
			<p>Contrary to the wording used within the plan – extending the town will make Kidderminster a LESS desirable place to live. Another area earmarked as “Core housing” is the land to the East of Offmore Farm (OC/6). This farmed land is a key aspect of the local environment and any attempts to develop it will not only add to the strain on infrastructure described elsewhere in this letter, it would dramatically reduce the quality of life of the thousands of families on the estate – as well as adversely affecting the value of their homes. Changing the use of this land would be wrong on historical, political and environmental levels – it should not even be considered. Looking at the maps in the Local Plan document, it is clear that the core housing sites will result in the greatest depletion in Green Belt land and are the most serious threat to the rural buffer that is essential to the character of the town. Building on this landscape would be an affront to the people who live in the community. It would be damaging the lives of existing inhabitants in order to meet an expected quota. Real life quality sacrificed for theoretical need. The local authority’s budget is straining to manage the needs of the existing town population on issues ranging from road maintenance to healthcare. Extending the town on this scale will only worsen the problem. Furthermore we do NOT want an Eastern relief road with the resulting disruption, noise, pollution, corrosion of local character and damage to the environment, it would bring. If an increasing population is the cause of the perceived shortfall in house building more and more houses on Green Belt is not addressing that problem. Neither is it sustainable, for band after band of new developments will eventually deplete the rural spaces between towns to an extent that they are no longer effective as green spaces. Developing the Eastern side of the town will adversely affect the lives of thousands. Surely it would be to the council’s advantage to minimise the number directly affected and therefore the level of opposition that will be directed at them. If there has to be large scale development around Kidderminster, dispersal is preferable to extending an already busy town. This allows new “settlements” to develop their own infrastructure, maintains an element of separation between communities, reducing inevitable problems caused an increased concentration of traffic and population and spreading demand for services (for employment, retail, education, healthcare, transport links etc) across a wider range of towns and communities. It also allows new developments to be designed in a way that has less of an impact visually and environmentally. The council asks if we prefer Option A or Option B. The problem is that, as long as both options include the areas designated as Core housing sites on the Eastern edge of the town neither are going to be acceptable to the majority of people that the proposals affect. Option B is offered as the dispersal option but the swathe of heavy development to the East of Kidderminster makes it anything but. If the council wants to achieve any kind of acquiescence it will need to re-draft these proposals without the core housing</p>

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Respondent	Response No	Type of Response	Summary of Response
			sites that appear in the current plans.
	LPP03775	Object	I object to the proposal for building houses to the rear of Baldwin Rd and the Offmore Comberton area. There is perfectly good land going to waste in the old Lea Castle site, why can't that be used instead? The roads surrounding that area are more robust than the smaller roads surrounding Baldwin Road. The effect on the surrounding wildlife in Hurcott village would be devastating, and while I understand we need more housing surely that shouldn't be at the expense of our beautiful countryside and wildlife? Baldwin Rd is already used as a cut through and the majority of cars do not respect the speed limit and use it as a race track. More housing in this area would just increase this and put the families at risk along this road. What are the plans to support the increased infrastructure that would be needed if we suddenly have hundreds of extra families in the area? Kidderminster Hospital is already at breaking point and where would the children go to school? To cope with the increase of traffic, there would be more roads built, more traffic, more noise pollution and no-one policing the speed limits or behaviour of the motorists. It has already been established that the site at Lea Castle has enough space to accommodate a new school, bus services and plenty of houses. So surely this can be considered as a logical area for development?
	LPP03778	Object	We would like to voice our concern to the proposed building developments adjacent to Hurcott Lane and on the Lea Castle site. We support the need to build more affordable housing, particularly on brownfield sites, but feel that without improving the local infrastructure traffic, school and NHS chaos will follow. Any development for Baldwin Road or land off the Stourbridge Road would cause impossible traffic situations for Hurcott Lane and Hurcott Road. No traffic count or accident details can illustrate the reality of the dangers for motorists or pedestrians on these routes. The issue of Hurcott Lane needs to be addressed. Access to the Hurcott Nature Reserve and preservation of the SSSI site needs to be protected. The reality of no pavement and safe pedestrian access along Hurcott Lane to the Nature Reserve needs to be a priority and the volume of traffic restricted. Motorists will inevitably select the Hurcott Lane route to access the Birmingham Road. I'm sorry if developers' profit will be affected by constructing a suitable Eastern by-pass, but Wyre Forest should not allow construction of housing if existing routes and a valued Nature Reserve are compromised and made increasingly unsafe.
	LPP03781	Object	We object to the use of Green Belt land for housing development to the rear of Baldwin Road and Spennells fields etc. This would irrevocably destroy the appeal and beauty of the area and bring with it added health,

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			<p>pollution and social problems. Alternative brown field sites are available along with pockets of derelict land ripe for redevelopment. The amount of development required has also been vastly overestimated and the actual amount needed could be sustained on alternative brown sites (Lea Castle, disused pubs, disused factories such as those in Park Lane, Sladen/Sion Hill schools).</p> <p>Pollution: Any development of these areas would substantially increase the already heavy traffic pollution. We have monitored the traffic in the Hurcott area. Much is from non residents travelling to the West Midlands. Also the speed of this traffic is seriously dangerous, especially to children, the vulnerable and animals. This development would further impact on air quality and is contrary to NPPF para. 109-124. Add to this an increase in the already incessant traffic noise levels. I would not wish to see a further increase in traffic using Hurcott Road. The proposed development to the rear of Baldwin Road infers that Hurcott Lane will require the road to be blocked for vehicle access at either the Birmingham Road or Stourbridge Road ends but this will not prevent traffic flow just divert more traffic into Hurcott Road increasing pollution and volumes of traffic on roads only designed for local residential traffic which have inadequate flow characteristics. In conclusion, this is not a healthy and community spirited decision to develop the area. Baldwin Road is similarly treated like a rat run and as for the Horsefair how much more can this bottle neck sustain? We are trying to improve the look of this run down area not destroy it and end all hope of engendering a happy community spirit. Extra housing would require a by-pass to be built as the aforementioned roads just cannot sustain more traffic and the pollution it brings.</p> <p>Wildlife: The area is known and loved for its beauty and wildlife. This Green Belt plays an aesthetic role in separating the town from the West Midlands conurbation and these green fields are the first glorious introduction to Kidderminster on the A451 and A456. Do not bulldoze this asset as safeguarding the district's Green Belt preserves its attractiveness to both locals and visitors. Consider the importance of recreational activities in terms of health, wellbeing and tourism. People need space to thrive. Its unlikely developers would provide sufficient open spaces or parks. Compared with neighbouring towns like Stourbridge we are lucky to have such big green spaces. Don't destroy it for future generations when alternative brown or derelict sites are available. Endangered species, indeed wildlife in general would be threatened. Development would seriously impact and cause irrecoverable change to wildlife habitats especially on buffer zones for Hurcott and Podmore SSSIs. Some proposed development sites have steep gradients which could raise the risk of potential flooding. The proposed development behind Baldwin Road has the potential to flood, on one side with run off towards the Birmingham Road with a natural hollow in the main road and on the other side run</p>

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			<p>off towards the lower end of Hurcott Road where it is a narrow lane which in turn would run off into the outfall from Hurcott Pool and transfer to Broadwaters with the potential for flooding the adjacent main road. Land to the rear of Offmore and Baldwin Road is generally much higher than the rest of the area so any development would be very visible and not blend in spoiling the beauty of the area. The field height to the rear of Baldwin Road means that the proposed properties would adversely overlook the existing properties & their gardens at the lower end of Baldwin Road. The Government's own policy regarding planning decisions is to prevent harm to biodiversity and geological interests. In brief all planning decisions must consider location on alternative sites to green fields.</p> <p>Amenities and Community Spirit: We already suffer from a lack of amenities in this area. One shop in which our post office was taken off us. A smattering of shops in Spennells and Offmore. Can local schools accommodate extra housing on this level? Offmore is already full and can't be developed. We no longer have an acute hospital so all this extra population would place more pressure on Worcester Royal already facing special measures. This also raises questions with regards the existing level of doctors, dentists and opticians in the area. Public transport is poor and infrequent. Big developments generally have no community spirit. Building on smaller pockets of land fosters integration. Large sprawling estates increase social isolation, antisocial behaviour and crime rates as acknowledged by the WFIDP. Doubling the size of Spennells would not be a wise move.</p> <p>Conclusion: We need smaller numbers of houses proposed which can be sustained by brown sites like Lea Castle. Smaller pockets of once used land should be considered like factories on Park Lane, closed pubs (The Broadwaters?) closed schools like Sladen and Sion Hill. We need to reinvigorate existing eyesores such as disused schools & factories which are frequently vandalised and this will improve some of the more rundown areas rather than permanently erode Green Belt sites, which once gone they are gone forever. Don't bulldoze green field sites prior to using up every brown field or derelict site in the locality.</p>
	LPP03859	Object	<ul style="list-style-type: none"> • Green Belt acts as a barrier to the joining up to the conurbation spread from West Midlands. • Rat runs could be created causing danger to people. • Other options are more suitable. • Infrastructure would not be able to support the increased population.
	LPP03863	Object	We are writing in response to the above. Whilst we understand the need for a local plan and continued

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			<p>housing development in the Wyre Forest, we must object in the strongest terms to any proposal to use Green Belt land at the rear of Baldwin Road and down into Hurcott Village. There are a large number of brownfield sites in the Wyre Forest, particularly Kidderminster, which either do not appear in the plan or show absolutely no signs of development. These sites, e.g. the former Sladen School, former Sion Hill School, former Stourminster School, the Yew Tree Public House and run down factory and similar sites in and around Kidderminster show no signs of or intention to develop. These sites would significantly contribute to housing development land before any incursion into significantly larger areas of Green Belt land. The Green Belt land at the rear of Baldwin Rd is well developed agricultural land and contributes to environmental and agricultural sustainability for this area. The Green Belt land provides vital separation from Blakedown, Hagley and from the wider Bromsgrove and West Midlands area. Land here is also significantly higher than the surrounding land and would cause significant visual and environmental impact. This Green Belt land provides numerous wildlife habitats and development would seriously impact on ecological sustainability, biodiversity and the designated SSI areas. Any development behind Baldwin Rd, beyond Offmore and into Hurcott village would be smaller linear developments with no possibility of a community heart, community facilities and ongoing socio-cultural sustainability. These areas would not support the building of a primary school and local schools are already very full, Offmore Primary school which serves this area is full and cannot be extended. Roads in this area are already busy and dangerous with frequent accidents, Hurcott Lane and Baldwin Rd are used daily as 'rat runs/cut throughs' and increased development would bring this to intolerably dangerous levels. Developments such as behind Baldwin Rd would not generate a large enough financial contribution to roads and infrastructure to manage safety and increased capacity, indeed the development promoter for the rear of Baldwin Rd stated categorically that they would only 'contribute' to a new roundabout at the top of Husum way (a roundabout which would only serve to increase traffic and safety problems)! The promoter also stated that they would not bear any of the expense of roads or infrastructure, let alone a full scale eastern by-pass.</p>
	LPP03887	Object	<ul style="list-style-type: none"> • Currently have inadequate facilities and infrastructure. • Do not need industrial development. • The development would need shops/community facilities. • Will create environmental damage. • The development should include home for older couples and single people.

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	LPPO3900	Object	<ul style="list-style-type: none"> • Loss of Green Belt land. • We are a 'Garden of England' area - how long for? • Our heritage needs for these areas to refresh us, tress to sustain air quality and to protect wildlife habitat. • Once Green Belt is gone there is no going back. • When we need more land to grow food in the future it won't be there. • We need breaks between Kidderminster, Stouport & Bewdley. • Wildlife habitats are under enough pressure - leave tem alone.
	LPPO3908	Object	<ul style="list-style-type: none"> • Planning permission was refused 6 years ago to build a semi built onto house. • Were told no new houses were to be built in the area. • Fought for the public footpath to stay at the land behind Baldwin Road. • Accidents on Husum Way, Birmingham Road junctions will only increase - already have many. • Have a lovely view of fields - don't want to look at new builds. • Where will the birds go? • Lack of schools, doctors etc. • Lea Castle would be a better option.
	LPPO3911	Object	<p>The whole area seems to be a series of 'rat-runs' at many times of the day. Hurcott Road, Hurcott Lane, Husum Way and Tennyson Way are all very busy roads some with difficult junctions. Any development on this side of town would need a substantial By-Pass from the Wolverhampton Road to the Worcester Road with possibly two very expensive railway crossings. Hurcott Lane really needs widening to make it safer (not a single track road with passing places) The busy junctions at The Park Gate and Husum Way/Birmingham Road need significant improvements to make them safer. Whichever options are chosen the road network needs significant improvements to maintain safety and minimise congestion</p>
	LPPO3930	Object	<p>I am writing to you to appose the proposal of local plans for the land to the rear of Baldwin Rd and Offmore Comberton area. I dont agree that the east Kidderminster Green Belt land should be built on when there are perfectly good sites for development such as, a sustainable village on lea Castle, I also feel that there is land that could be used at the existing Ferndale estate. There are many reasons why these proposals should not go</p>

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			ahead , An eastern by pass would need at least one new railway bridge, Offmore Primary School is full, is on a restricted site, and cannot be extended, Industrial development at Hodge Hill would also need a by pass to avoid congestion. All these and many more reasons should be carefully considered.
	LPP03946	Object	<p>We are writing to request your consideration not to release the Green Belt land at the rear of our property for development. We understand that all Brown Field sites have already been allocated for development and that additional land needs to be made available in order to support the ever growing population and the local housing need, we believe this does not have to be the land on Baldwin and Offmore. Please see below are reason for objection.</p> <ol style="list-style-type: none"> 1. We want to protect the Green Belt land and the beauty of the countryside and all the wildlife within it. We have Bat's, Muntjacs, Snakes and a variety of rare birds living in the area. Although, it would appear from proposals that we have seen that a protection zone would be created around the trees on the proposed site, we feel that noise and light pollution would have a major impact on the wildlife. 2. We worry that Kidderminster's boundary would be moving nearer to Blakedown and that the visual approach to the town from the Birmingham Road would change the existing landscape dramatically, parts of the area are much higher and we feel it would be an "eye sore" and it would change the character of the whole area. 3. The local Schools have no capacity to take on additional pupils, the doctor's surgery just about copes. The infrastructure of the bridge at Offmore could not withstand additional traffic, the local roads are already used as "rat runs" from our understanding The Barbury Group have no intention of developing or supporting cost's for any road improvement programmes.
	LPP03949	Object	Development to rear of Baldwins Road/Hurcott Village would worsen traffic access around Hurcott Village (change from top that being a through road?) and affect the nature reserves.
	LPP03952	Object	Objection development of land to rear of Baldwin Road, Offmore Farm & Comberton and would like to include Franche and Ferndale:

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Respondent	Response No	Type of Response	Summary of Response
			<ul style="list-style-type: none"> • Lack of infrastructure/volume of traffic Offmore Farm School is full and cannot be extended. • GP surgeries are struggling to cope now • The promised Eastern by Pass/railway bridges are unlikely to be built • The Green Belt separates the town from the West Midlands Conurbation • Loss of wildlife/arable land
	LPP03953	Object	<p>Object to development of land to rear of Baldwin Road, Offmore Farm & Comberton and would like to include Franche and Ferndale:</p> <ul style="list-style-type: none"> • Lack of infrastructure/volume of traffic Offmore Farm School is full and cannot be extended. • GP surgeries are struggling to cope now • The promised Eastern by Pass/railway bridges are unlikely to be built • The Green Belt separates the town from the West Midlands Conurbation • Loss of wildlife/arable land
	LPP03968	Object	<p>Objection to the proposed development of land at the rear of Baldwin Road, Offmore Farm and Comberton, Kidderminster. I object to the above proposed development for many reasons:</p> <ul style="list-style-type: none"> • Lack of infrastructure - Birmingham Road and Husum Way crossing is a death trap and we cannot exit the estate at holiday times due to the volume of traffic. • We have lived in Husum Way for the past 20 years and have seen the traffic increase tremendously over this period of time. The traffic is backed up down past Shakespeare Drive on many occasions and as we live on the corner of Shakespeare Drive we find it very difficult to get out, particularly since the Stourport Link Road has opened and Husum Way is being used as a cut through.

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Respondent	Response No	Type of Response	Summary of Response
			<ul style="list-style-type: none"> Residents living in Husum Way would appreciate — and all agree — that something should be done about Husum Way/Birmingham Road junction before considering more houses being built in and around this immediate area. How would traffic from the proposed development be diverted from Husum Way and what are the plans for Hurcott Lane and Baldwin Road in particular. Offmore Farm School is full, on a restricted site and cannot be extended. GP surgeries are struggling to cope with existing patients due to a lack of GPs, Kidderminster Treatment Centre has no blue light A&E and Worcestershire Royal Hospital is in special measures — where are the proposals to ensure that these services will not be overwhelmed by these proposals. The promised Eastern by Pass — which has been promised for the last 40 years to my knowledge — is unlikely to be built, as will any railway bridges which are incredibly expensive to build. No developer would provide this funding, which should in any case be built before any development is allowed to go ahead. The Green Belt plays a vital part in separating the town from the West Midlands Conurbation, and is also home to many endangered bird species and wildlife habitat. Why have Franche and Ferndale not been included in the Options, both areas have fields many of which are used for horse grazing whereas the land at Baldwin Road and behind Offmore and Comberton is ample land which will be needed more so when we leave the EU.
	LPPO3970	Object	<p>Objection to the proposed development of land at the rear of Baldwin Road, Offmore Farm and Comberton, Kidderminster. I object to the above proposed development for many reasons:</p> <ul style="list-style-type: none"> Lack of infrastructure - Birmingham Road and Husum Way crossing is a death trap and we cannot exit the estate at holiday times due to the volume of traffic. We have lived in Husum Way for the past 20 years and have seen the traffic increase tremendously over this period of time. The traffic is backed up down past Shakespeare Drive on many occasions and as we live on the corner of Shakespeare Drive we find it very difficult to get out, particularly since the Stourport Link Road has opened and Husum Way is being used as a cut through. Residents living in Husum Way would appreciate — and all agree — that something should be done about Husum Way/Birmingham Road junction before considering more houses being built in and around this

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Respondent	Response No	Type of Response	Summary of Response
			<p>immediate area.</p> <ul style="list-style-type: none"> • How would traffic from the proposed development be diverted from Husum Way and what are the plans for Hurcott Lane and Baldwin Road in particular. • Offmore Farm School is full, on a restricted site and cannot be extended. • GP surgeries are struggling to cope with existing patients due to a lack of GPs, Kidderminster Treatment Centre has no blue light A&E and Worcestershire Royal Hospital is in special measures — where are the proposals to ensure that these services will not be overwhelmed by these proposals. • The promised Eastern by Pass — which has been promised for the last 40 years to my knowledge — is unlikely to be built, as will any railway bridges which are incredibly expensive to build. No developer would provide this funding, which should in any case be built before any development is allowed to go ahead. • The Green Belt plays a vital part in separating the town from the West Midlands Conurbation, and is also home to many endangered bird species and wildlife habitat. • Why have Franche and Ferndale not been included in the Options, both areas have fields many of which are used for horse grazing whereas the land at Baldwin Road and behind Offmore and Comberton is ample land which will be needed more so when we leave the EU.
	LPP03981	Object	The options of plan 'A' and 'B' would cause a considerable volume and build up of traffic congestion not to say the loss of agricultural land would be a bad idea.
	LPP03983	Object	Object to OC/4.
	LPP03985	Object	I am opposed to any development on Greenfield sites unless all brownfield sites have been developed except those too badly contaminated. I believe that the proposals for building on the east of Offmore OC/6 and the rear of Baldwin Road OC/4 would not result in any meaningful communities. This would also put added pressure on Offmore Primary School which is on a restricted site. Nor development on land to the east of Kidderminster should occur until the by-pass has been constructed and it would need to start at the Stourbridge Road because Hurcott Road and Baldwin Road are already used as 'rat runs' now and would only become much worse. The area to the rear of Baldwin Road down to Hurcott Lane is well used and much loved by walkers, dog owners and anyone interested in the countryside. It would be an eyesore if built on due to its

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			elevation.
Anonymous	LPPO3993	Object	OC/4, OC/5, OC/6, and OC/13. I object to the plans and fully support the counter-proposals outlined by the OCAG-LP to extend the use of land at Lea Castle by adding to options A and B and create a community of around 2500 houses without impinging on good quality Green Belt agricultural land and the lovely natural resources in this area. This community would sustain a new primary school and make Wolverley CE High School viable long term. A bus service, small shopping centre and perhaps even a Doctor's Surgery would also be well supported. No provision for the Eastern By-pass and the current roads in this area could not cope with the increase in traffic. A road junction near the railway bridge on Husum Way would be ridiculous - almost as bad as the ill-thought out and dangerous current Husum Way/Birmingham Road junction.
	LPPO3994	Object	<p>I wish to strongly object to the local plan proposal to develop the Green Belt land to the rear of Baldwin Road. My reasons are:</p> <ul style="list-style-type: none"> Traffic congestion/Road Safety/Road access – the Birmingham Road and the Land Oak junction simply cannot cope with the current levels of traffic. Motorists therefore use Baldwin Road and Bruce Road as 'rat runs' on a daily basis to avoid the regular excessive queuing and congestion on the Birmingham Road/Chester Road junction at the Land Oak. I leave home at 06:30 in the morning yet cannot get off my drive without a wait because of traffic. I have tried parking on the road but have lost 5 wing mirrors in the last few years in 'hit and run' incidents, as have many of my neighbours. I understand that there will be no bypass to bridge the railway line or to join the Birmingham Road to the Stourbridge and Worcester Roads and without a bypass these proposals mean traffic in the residential roads of Greenhill (i.e. Baldwin Road, Bruce Road, Land Oak Drive and Hurcott Road) will reach dangerous levels and the Birmingham Road will be gridlocked. We simply do not have the road infrastructure to cope with hundreds more residents (and hundreds more cars) in this part of Kidderminster. Baldwin and Bruce Road were built as residential streets, but are being used as link roads, they are not suitable for this purpose. We have far too much traffic already in Greenhill resulting in congestion, accidents and near misses, damage to parked cars, potholes and high pet mortality rates, we cannot cope with the increase in traffic this proposed development would inevitably create. Loss of amenity and loss of privacy -the field behind Baldwin Road is considerably higher than the houses (there is a Trig point in the hedge) so any development would be highly visible and impossible to screen. This is Green Belt land and has been protected for many years, losing that protection and building on it would

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			<p>have a very negative impact on the residential amenity of the neighbourhood. My house backs onto the field and so I would completely lose any privacy, as the proposed buildings would be so much higher than my house. This field provides an important green space for the people of Greenhill, who have no other open spaces in the immediate vicinity. It also provides a barrier from the pollution on the Birmingham Road.</p> <ul style="list-style-type: none"> Developing the Green Belt land behind Baldwin Road would have a very detrimental effect on local wildlife. Hurcott Nature Reserve and pools incorporates the largest area of SSSI woodland in Worcestershire and the field behind Baldwin Road is a very important green space that adjoins this nature reserve, providing routes and habitats for wildlife species that are of conservation concern, including woodpeckers, sparrows, starling, owls, kestrels, house martins, frogs, toads, grass snakes, bats, hedgehogs and numerous species of bee, all of which I have seen in or from my back garden. <p>Finally, I cannot understand why the proposal to build on the field behind Baldwin Road is in both current options, from a traffic perspective alone this site is a very bad choice and will have a very negative impact on the immediate neighbours, yet apparently no-one considered that? If you simply built the number of houses proposed for the Baldwin Road site on the Lea Castle site instead – you would create no traffic problems for the immediate neighbours?</p>
	LPPO3998	Object	<p>I object to development proposals in sites OC/4, OC/5, OC/6, OC/13 as they are:</p> <ul style="list-style-type: none"> weighed to the east of Kidderminster/disproportionate to the district, should encompass all areas Could re-create a Birmingham commuter zone not local skill base. The area needs housing to attract a technologically competent workforce. Loss of good arable land in Green Belt which should not be used where alternative sites are available. Distribute development to allow for natural expansion to reduce the environmental impact. Points A or B options would worsen already bad traffic. A new rail bridge to Birmingham Road may be of benefit, but would not alleviate congestion and an eastern by-pass solution is costly and impractical. Being elevated land in Baldwin Road and east of Offmore/Comberton could cause drainage issues and would have an adverse visual impact. Local services and amenities would be affected. Schools are full or near to and medical services under pressure, bus services are poor.

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			<ul style="list-style-type: none"> Industrial development at WFR/CB/7 Hodge Hill - site unattractive to business investment with limited access options, transport links are restricted; There is no obvious demand/supply chain sector in the vicinity. This is not the way forward. The basis for an alternative proposal is evident where option B housing is considered in conjunction with elements of option A, plus core mixed use sites.
	LPP04001	Object	<p>Object to Baldwin Road/land east of Offmore/Comberton area:</p> <ul style="list-style-type: none"> Loss habitat Lack school places Few rural /green areas would remain
	LPP04004	Object	The areas around Baldwin Road and Hodgehill for extra housing would be pointless as schools are already full up. Light industry around Hodgehill would spoil wildlife and the rural look as not much green space would be left.
	LPP04009	Object	I object to proposal for land at the rear of Baldwin Road, Kidderminster and the farm land east of Offmore and Comberton being Green Belt as this would destroy the Green Belt and surrounding area and damage the wildlife habitats of both birds and animals. Also the air quality and noise levels would increase.
	LPP04017	Object	I strongly object to houses being built at Baldwin Road/Offmore, purely on a traffic issue. As I live in Hurcott Road close to traffic lights with Chester Road it is already a nightmare trying to get off my drive. So adding more houses creating even more traffic using Hurcott Road as a rat run is just not on. As stated before there are enough Brownfield sites on which to build a sufficient number of houses, before looking at Greenfield sites.
	LPP04021	Object	Ref: Local plans proposals for the Hurcott/Baldwin Road area. I believe that the use of this 'Green Belt' land for housing development should really be last resort.

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			<ul style="list-style-type: none"> • Hurcott Lanes, Pool and Woods have long been regarded as community leisure areas for all to enjoy the countryside – any developments of this traditional land with hedgerows and fields is found to impact negatively in the wildlife habitats, no matter how ‘sympathetic’ that development might be. • Hurcott Road/Baldwin Road would become very busy to traffic. Surely the WFDC proposals at the Leas Castle site would be more suitable to incorporate community, facilities to sustain a ‘village community’ and, I believe that the site does not hold ‘Green Belt’ status.
	LPP04052	Object	<p>I wish to add my comments.</p> <p>We live in Baldwin Road, Kidderminster and enjoy its location within Kidderminster as it's easy to commute to work (Dudley/Wolverhampton/Cannock/Solihull). We appreciate that with increasing population and Government policy that there is a requirement for development in Wyre Forest as in most of the UK. However we also feel the right and appropriate sites should be used and all options should be considered and not the easier option chosen!</p> <ul style="list-style-type: none"> • Proposals to use Green Belt to the East of Kidderminster which involves behind Baldwin Road, Offmore and Comberton is a very extensive area and would be a large development project have a huge impact on the residents of this area both during the development and afterwards. • We are extremely concerned over the impact on the nature reserve at Hurcott Woods which would be cocooned by development around it which would be bad for the wildlife this reserve sustains at present. Not only this but this is a beautiful natural part of Kidderminster which we should be proud to have with its pool and village, but this would be changed dramatically with this development, as well as endangered species having their natural habitat altered. Air quality in this area would be affected due to development so close causing pollution. • The proposed Eastern Bypass to overcome back log of traffic appeared in the meeting and from plans to only connect partly between Worcester side to Birmingham Road so would probably not be as useful as stated as traffic around Birmingham road, Baldwin Road, Hurcott Road and Chester Road during peak times is awful, there is no mention of how this would be alleviated with all those new houses which would impact onto the local roads in this part of Kidderminster? Lots of residents do work in Wolverhampton

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			<p>and Dudley side also, this side of town is also highly used not just Birmingham and Worcester side! Would also mean a bridge would be required to cross the railway line another expense?</p> <ul style="list-style-type: none"> • There was no mention of the Husum Way/Birmingham Road junction with its two give ways and high accident spot, this junction should never have been put in, no one can use it correctly and it causes a lot of confusion to drivers. There should be a Roundabout there no matter what development happens. Heaven knows what greater confusion would be caused with traffic volume? • The fields behind Baldwin road and Offmore are higher than existing residential area so would be visible. • Local schools do not have enough space to expand to allow higher pupil intakes without impacting on the quality of outdoor space these schools have now. Offmore was proposed to increase its intake a few years ago within months of the new school opening and that suggestion was going to take a huge area of outside space away from the school! Education to our children is important and to keep happy children in good schools which are not crammed works better. Beneficial to the children and those working in that environment. Building of new schools is expensive, so to find funds for this in an already strained local budget would be difficult? <p>This number of houses puts a huge demand on the areas where they are planned especially local services as well as school and Health care (we have a struggling Worcestershire NHS Trust already, can it cope with higher demand from a larger population size which it was not built for?) Roads for the town are already well used and struggle with congestion a lot of the time? Concentrating development in one main area like the East of Kidderminster would centralise the traffic problems where as using many smaller sites would disperse it across a bigger area.</p>
	LPPO4081	Object	<p>I write to object to the Local Plan Review currently being considered for the development of housing to the East of Kidderminster and to the objection of taking out land from The Green Belt to accommodate this namely O/C 4 land to the rear of Baldwin Road Kidderminster. My reasons are as follows:</p> <ul style="list-style-type: none"> • No Green Belt land should be released until all Brownfield sites have been developed which would need to include a number of disused and derelict buildings currently within the Kidderminster conurbation and unused land within the town centre. Examples of this is the land currently adjacent to Iceland that has stood empty since the building, formally used by the Heart Foundation, burnt down; the former Jewsons

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			<p>site on Park Lane including a site on Park Lane which has been stood derelict for a couple of decades.</p> <ul style="list-style-type: none"> • The Greenhill district of Kidderminster was developed with no common land or park areas. I have lived in Baldwin Road for 22 years and in all this time the local populace have used the land at the rear of Baldwin Road for general recreational purposes including walking/dog walking, picnics and educational walks for children. It has an abundance of wildlife including but not limited to Foxes, Badgers, Rabbits, Deer, Hedgehogs, including many bird species such as Buzzards, Hedge Sparrows, Woodpeckers, Jays, Nuthatches, Starlings, Corn Buntings, Starlings, Swifts, Yellow Hammers, Skylarks, Fieldfares, Blue Tits, Coal Tits, Chaffinch, Owls to name but a few. • This proposed land development is considerably higher than the rest of the surrounding area and would impact greatly on the aesthetics of the Eastern side of Kidderminster. There is also a bridle path that runs through the centre of the proposed land and therefore it would not be possible to access the proposed development from the Birmingham Road to the northern end of the development near Hurcott Village unless access was made via Hurcott Road or Hurcott lane making these potential 'rat runs' a problem that Baldwin Road already suffers from since the right of way changes were made to the Chester Road/Hurcott Road traffic lights a number of years ago. This potential hazard would only be avoided if an Eastern Bypass was completed from the A449 Wolverhampton Road intersecting with the Birmingham Road, Bromsgrove Road and finally the A449 Worcester Road a route that would require major infrastructure to cross over the railway lines. • This Green Belt area also allows for some fantastic views of the Clent Hills from the Greenhills conurbation, views that should not easily be dismissed. • The proposed development would also in my opinion have a detrimental effect to the Hurcott and Podmore SSI's. • A proposed development of this scale would also require the building of education facilities as the current primary schools within the location are full and are such located that they cannot be enlarged. • Consideration should also be given to the need for access to this development of the emergency services due to the downgrading of Kidderminster Hospital as again without an Eastern Bypass ambulances would have no choice but to cut through residential estates in order to travel between Worcester A&E and the proposed development. • Due to the lack of significant employment within Kidderminster I would assume that most of the residents that would occupy these homes would be commuting to either Birmingham or Worcester again without

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			<p>the Eastern Bypass infrastructure this would impact on the villages of Blakedown and Belbroughton and the Offmore estate.</p> <p>The reason that people move to and visit Kidderminster and the surrounding areas is that it gives a feel of a rural location when travelling into Kidderminster along the Birmingham Road unlike the route into Kidderminster via the Horsefair which in all honesty is an eye sore and should be an embarrassment to any inspiring forward thinking Council that wants to promote Kidderminster as a town worth investing.</p>
	LPPO4117	Object	<ul style="list-style-type: none"> • In a study on behalf of Barberry, proposed developers of Baldwin Road site, the weekday traffic flow along Hurcott Lane between 0700 and 0800 was 103 vehicles, a mean average of 1 vehicle per 3.5 seconds increasing in the following hour to 187 vehicles i.e. 1 vehicle in less than 2 seconds. At any one time there will be a queue of vehicles awaiting exit on to Stourbridge or Birmingham Roads and entry into Hurcott Lane. The traffic continues through the day and increases again after 1500 to a mean average of 1 vehicle every 2/3 seconds for the next 3 hours. There have recently been 4 serious and one fatal accident at these junctions. • Hurcott Lane is a single carriageway with vehicle forced passing places over steep grass verge with in part restricted visibility. Hurcott Road suffers similar problems with less visibility. • Before any consideration is given to approval of building on either Baldwin Road site or Stourbridge Road, the WFDC and WCC need to resolve these traffic issues which could easily be done by a traffic stop along Hurcott Road by the bridleway 514(B) and the entrance to the nature reserve at Hurcott Lane, thus allowing dual access from Stourbridge and Birmingham Roads but preventing a rat run. It needs to be remembered that Hurcott Pools and Wood is a designated Nature Reserve. It is home to over 30 species of breeding birds and has noted wetland plants and trees. It is a SSSI containing the largest area of wet valley and Alder Carr in the County. A buffer zone will offer insufficient protection for such with the proposed development in such small area. • As to proposals for the Birmingham Road and possible by pass, these would only lead to additional vehicle congestion in the area and any possible benefit would merely transfer the problem. In any event, although it may be possible to persuade a developer to contribute to a road island and to build 2 railway bridges and a by pass is going to cost many millions with limited, if any, benefit and certainly not viable for any developer to contemplate.

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			<ul style="list-style-type: none"> I do not believe development of either Hurcott site would offer any benefit to the people of Kidderminster. It would most likely comprise of expensive housing which the majority within the area could not afford and a token amount of so called affordable housing on sites which in traffic terms, are wholly unsuitable.
	LPP04200	Object	<p>Without a by pass, all the roads around Hurcott Road will be used as rat runs to an even greater extent than they already are.</p> <p>Development of land behind Baldwin Road would be a serious incursion into the Green Belt. This would impact on wildlife habitats in the buffer zones for Hurcott & Podmore SSIs.</p> <ul style="list-style-type: none"> Birmingham Road is often already congested The proposed linear development would have no community heart. Offmore primary school is already full and cannot be extended. Additional building will add to flood risk.
	LPP04238	Object	<p>I strongly object to the proposed building on land sited to the rear of Baldwin Road and Offmore. My main concern is the loss of about 2 ½ % of Green Belt land to development when there is a perfectly viable alternative at the Lea Castle site. I fully support the OCAGLP (Offmore Comberton Action Group Local Plans) for a sustainable village at Lea Castle as I see it as a solution to all the problems development brings with the necessary infrastructure that is required to go with it. The Husum Way railway bridge is in my opinion not big or strong enough to support the extra traffic from the proposed Offmore development. There would also be more air pollution and more flood water as a consequence of more housing. Husum Way already floods regularly when there is a prolonged period of heavy rain. The junction at the A456 Birmingham Road and Husum Way is a dangerous road crossing owing to the volume of traffic to and from Birmingham. The strain of extra traffic from any new development would only increase the problem that already exists. Not only will there be the visible impact of housing as the Offmore site is more elevated Offmore Primary School is already full to capacity with no more room to extend.</p>

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	LPP04241	Object	It will not deliver the additional infrastructure required to support. Will cause additional problems with traffic in a road that has already become a rat run
	LPP04244	Object	<p>Objects to the development of Birmingham side of Kidderminster, namely, the site at the back of Baldwin Road. Also the site to the side of Offmore Road estate.</p> <p>Reason: Adverse Road traffic on already congested road junctions. We need to keep the Green Belt buffer zone at this side of Kidderminster.</p> <p>Note: In my opinion the 'Lea Castle Sustainable Village' would be a better site.</p> <p>Reason: This an empty site, not been used for years and would have a lot less impact on the Green Belt and the roads and road junctions surrounding it.</p>
	LPP04248	Object	<p>First and Foremost it is Prime, High Grade Arable / Agriculture Land. Which will be required when we leave the EU, and certainly not for Housing, or Industrial Development. Offmore and Comberton schools are at capacity, anymore intake would be very detrimental to existing, pupils and staff. At certain times of the day there is a large volume of traffic in and out of the estate, which will increase. The council is supposed to be looking to make the approaches to Kidderminster more attractive and here you are proposing this huge sprawling, development, why on earth ruin something that is already a very attractive gateway to the town?</p> <p>We appreciate houses have to be built and hope a good majority would be affordable to first time buyers / rent and we would support an alternative extended Lea Castle site, which would make it a desirable, practical sustainable community, with all the necessary services. In conclusion the council / Government are saying there are approximately 8,000/10,000 people homeless in Wyre Forest (ie: 5,000 housing) if there are then the type of house that will be built are not suitable. If this is not the case then people will come from outside the district and will commute to work. The bottom line, this country cannot afford a large increase in the population, we do not produce enough of what we consume, you only have to look at our balance of payments deficit. This is why we should not be using farm land for housing.</p>
	LPP04296	Object	<p>Local Plan proposals for land to the rear of Baldwin Road and the Offmore / Comberton Areas - Options OC/4, OC/5, OC/6 & OC/13. Objections:</p> <p>1. The Green Belt to the east of Kidderminster currently plays a vital part in separating the town from the West Midlands Conurbation.</p>

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			<p>2. Before any building work commences the proposed Eastern By-Pass would need to be constructed along with the required and very expensive railway crossing / bridge, which would need funding by the proposed developers.</p> <p>3. For this plan to work the proposed Eastern By-Pass would need to extend from the A449 Wolverhampton Road all the way to the A449 Worcester Road to be effectual, if not the side roads & lanes in the Hurcott / Offmore / Spennals areas would end up being used as rat runs.</p> <p>4. The proposed housing at the rear of Baldwin Road & Offmore together with the By-Pass itself would be in an elevated position making them very visible and obtrusive.</p> <p>5. The developments at the rear of Baldwin Road & along Hurcott Lane would impact on the buffer zones for the Hurcott & Podmore SSI's and endangered bird species.</p> <p>6. The hundreds of houses planned in this area would have a dramatic effect on the recently built New Offmore Primary School which is at full capacity and can't be extended any further.</p> <p>7. In summary this ribbon development LP is a not sustainable or a community and an alternative proposal needs to be considered.</p> <p>Proposals: The current draft proposals in Options: A & B propose using only some of the land available at Lea Castle.</p> <p>My proposal would be to extend this by not only including both Options A & B but also extend the site to land up to Wolverhampton Road and the rear of the Lea Castle site up to Axborough Lane. In addition further development along the western side of Wolverley Road towards Sion Hill linking up with the development of the disused Sion Hill Middle School site. In addition the old Sladen Middle School site on Hurcott Road has also never been developed since clearance and should also be considered. Advantages of these proposals:</p> <p>1. With the additional land proposed a sustainable community of around 2,500 homes could be created.</p> <p>2. This community would be large enough for a new primary School.</p> <p>3. This community being within the Wolverly High School catchment area it would positively impact on this schools long term viability.</p> <p>4. This community would be large enough to sustain a Village Centre & local shops.</p> <p>5. This community would also be large enough to sustain a bus service and live-work units.</p>

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			6. Additional development areas to the North / West of Kidderminster should also be considered, such as the rear of the existing Ferndale Estate where over 200 houses could be accommodated and this area has local shops & a bus service etc.
	LPP04329	Object	I would like to express my concern to the proposed expansion north of Kidderminster through Hurcott will destroy the Green Belt and conservation area impacting on residents and wildlife habitats. I do not believe the infrastructure of roads, amenities, schools and is enough to support such a development and would suffer causing major disruption and disadvantage to the existing residents
	LPP04390	Object	There is only one doctor's practice in this area, it is difficult enough to get appointments as it stands. Adding yet more patients to the ever growing list is unsustainable.
	LPP04516	Object	<p>I object to all of the Core Sites in the Green Belt to the north and east of Kidderminster on the basis of:</p> <ol style="list-style-type: none"> 1. impairing the quality of the rural environment visible from and immediately accessible from Greenhill; 2. noise and air pollution due to increasing the traffic on the roads surrounding (and possibly through) Greenhill and Broadwaters; 3. pressure on local amenities (play areas, schools, shops, etc); 4. Pressure on public transport, since the proposed sites are too far from the town centre and secondary schools to access on foot. <p>I'd expect a large proportion of the existing retail zone in the centre of Kidderminster, in which the properties are currently vacant, to be reallocated to housing before building on Green Belt. This would have the benefit of regenerating the town centre and putting housing close to local amenities.</p>
	LPP04519	Object	<ul style="list-style-type: none"> • Objects to development at the rear of Baldwin Road, Offmore Farm and Comberton. • Lack of infrastructure - hard to exit estate due to volume of traffic on Birmingham Road; crossing is a death trap. • Husum Way traffic has increased already due to it being used as a rat run - how would this traffic be diverted if the development went ahead?

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			<ul style="list-style-type: none"> Local school is already full which cannot be extended. GP surgeries are struggling to cope with existing patients. Kidderminster has no A&E and Worcester is in special measures - these services will be overwhelmed by these proposals. The eastern by-pass and railway bridges are unlikely to be built due to expense. Developers will not provide this funding - which should be built before any development goes ahead anyway. The Green Belt land is vital for separating Kidderminster from the West Midlands Conurbation. Wildlife habitats are on this land. Other suitable areas are not included in the plans where fields are just used for horse grazing and are not arable land like what has been proposed - this will be needed when we leave the EU. Lea Castle site is a much better proposal. Lea Castle proposal would be able to support a primary school. Within the catchment for Wolverley high school which would impact positively on its long term viability. There are empty sites around Kidderminster which could be used for housing. The town centre needs regenerating; plenty of empty places could be used for houses/flats. Should propose development on the north/west of Kidderminster and in Stourport/Bewdley as there are areas which could be developed here.
Anonymous	LPP04520	Object	<ul style="list-style-type: none"> Agrees with the Offmore Comberton Action Group - Local Plans leaflet. Green Belt development should be the last resort - look at all the brownfield sites still around Kidderminster which could be used. The town centre has been killed off so pointless looking at development for shops. Look at potential for residential development in the town. We have no industry to attract extra people to need the housing. How will surrounding roads of Hurcott cope with double-triple the amount of cars to houses? How will doctors and schools cope?
	LPP04742	Object	I have confined my comments mainly to the effect of the proposals on the Hurcott area. I leave it up to other members of the public to comment on their own areas of interest.

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			<p>6.16 makes reference to the Green Belt boundary separating towns and relates it to the A456 corridor. This does not reflect in any way on the reason why the Hurcott area is being considered for building when the words say that 'it will be particularly important to ensure that the land remains open'.</p> <p>6.21 mentions the value of tourism to the Wyre Forest and the SVR and Safari Park are mentioned. Having lived with the huge amount of traffic during weekends and holidays using the A456 to reach these tourist areas I struggle to see the point of considering adding more traffic through additional housing in the Hurcott area with a roundabout on the A456 to slow the traffic even more. Tourists won't come if they can only reach a destination through constant heavy traffic.</p> <p>Section 11 A Unique Place. If we are taking this section to look at the character and distinctiveness of an area then I would make the case that there is little sense in proposing building large areas of housing around the SSSI in the Hurcott area which is included in both options A and B of this plan. The nature reserve of Hurcott Wood and the SSSI areas that feed in and out of the reserve would be severely compromised by building what I have heard is 400 dwellings down Hurcott Lane from the Stourbridge Road to the Birmingham Road. The area proposed in Plan A off the Spennells site has little of interest as far as character is concerned although I know that people who walk their dogs in this area are fond of it.</p> <p>Policy 11D on page 80/81 under section 3 relates to the biodiversity of a site. Certainly when I went to the meeting about the proposals for the land behind Baldwin Road and presumably that up to the Stourbridge Road focused on visual aspects and the transport problems within Hurcott Lane and Hurcott Road but paid little heed to biodiversity of the site. I suspect that developers have little interest in biodiversity.</p> <p>Section 15 Water Management. I didn't notice much about drainage or water management in the proposals from RCA Regeneration and Barberry for the Baldwin Road site.</p> <p>Section 16 Pollution - What effect would the volume of dwellings proposed along the Hurcott corridor have on the SSSI areas being surrounded by this core option to follow Policy 16A?</p>
	LPP04786	Object	<p>I object building on Green Belt sites, especially Offmore/Hurcott, and extending Spennells as follows:</p> <ul style="list-style-type: none"> • Lack of future employment prospects/overall congestion/traffic emissions • Pressure on our already busy hospitals, doctors, schools. Affect on tourism/wildlife/possible flooding. • Build on brownfield land/convert unoccupied buildings instead of Green Belt.

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	LPP04896	Object	<ol style="list-style-type: none"> 1. Hurcott Village is an ancient settlement, mentioned in the Domesday Book. The proposals in both Option A and Option B, allowing for development on Green Belt land and ADR land either side of the village, would result in it being totally engulfed and overwhelmed by new houses, thus destroying its unique character. 2. In addition, the SSSI at the heart of the village would be under threat with so much development surrounding it. This is a fragile and sensitive location, where water levels are critical to its nature as wet woodland. Further development along the Lane would impact on this site, which is of national importance. 3. There is no mention in the plan of infrastructure to support the developments either side of the village. Hurcott Lane is a single track road with passing places, already under enormous pressure from the volume of traffic using it as a cut through between Stourbridge Road and Birmingham Road. These proposed developments, along with the proposed development at Lea Castle, would inevitably result in a significant increase over the current average of 100 cars per hour using this lane between 8am and 7pm. With no mention of new schools the most likely for those on the proposed site for Miller Homes would be along Hurcott Lane to St. George's, Offmore, Holy Trinity and King Charles, yet more volume of traffic on a rural single track lane, with a SSSI at its centre. Not to mention the increase in use by commuters driving into Birmingham or to the motorway. 4. Policy 25 Safeguarding the Green Belt – hollow words if the preferred options were to go ahead. The proposals would not protect the Green Belt 5. Policy 26 A and B the proposals would not protect the historic environment with regard to Hurcott Village. <ul style="list-style-type: none"> • The Local Plan review scoping report mentions the hornet robberfly, on Hurcott pastures, being the only siting in the country. As the field has ceased to be grazed (it was a requirement of the landowner to have cattle on the site until 3 or 4 years ago) the fly has probably ceased to exist here. Shame that cutbacks mean that the diversity of creatures in our environment is diminishing and that rare insects are likely to disappear as a result. • One of the reports states: 'The eastern areas of the District fall within the West Midlands Green Belt and are therefore subject to Green Belt policy which restricts development except for very special circumstances. There are also a number of Sites of Special Scientific Interest which could be adversely impacted by new development. These constraints will all be very important factors in considering where

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			<p>new development should be located.’ It doesn’t appear that these constraints have been given much consideration in preparing the preferred options document.</p> <p>Lastly I would point to Planning Application 16/0074 for the single storey construction of a garden room/orangery at 3 Hodge Hill Barns which was refused on the grounds that it was inappropriate development in a Green Belt location. Fairly ironic when you consider the proposals in this Local Plan.</p>
	LPP04923	Object	<p>I object to the local plan core housing proposals for the following reasons:</p> <ol style="list-style-type: none"> 1. I’m concerned about any development on the east of the Green Belt - this helps to separate the town from the West Midlands Conurbation 2. An eastern By Pass would need to be built from Wolverhampton Rd to Worcester Road to be of use. This is already an accident black spot. 3. There are endangered bird species along the route the by pass would have to take from A456 to the A449 4. A bypass would need to be developed before the land to the east of Offmore could be developed 5. A new railway bridge would be required to help realise this development, which would be incredibly expensive 6. The bypass would need at least a 30m tree screen to buffer the noise 7. I would question whether the linear development would create any degree of community and social cohesion 8. Offmore school is at capacity with no scope for expansion 9. Development would be very visible due to the elevation of the land 10. Industrial development at Hodge Hill would also need a by pass to help avoid congestion
	LPP04926	Object	<ul style="list-style-type: none"> • The proposed development to the rear of Baldwin Rd. This road is already used as a rat run from people using Crossley Retail Park and or wishing to avoid the traffic lights at the Land Oak pub. • Husum Way and Borrington Road/Tennyson Road similarly act as an unofficial bypass and development in both these areas will only intensify the increasing use of roads in and around this area. Hurcott Lane/Hurcott Road are just single tracks and cannot accommodate increased volumes of traffic and so this

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			<p>will push more traffic along Baldwin Road. The speeds that some motorists go at in this road are frightening.</p> <ul style="list-style-type: none"> • From a visual perspective, the land behind Baldwin Road is one of the highest points in Kidderminster and housing development here will have a huge visual impact from a wide area. The Green Belt land around Baldwin Road and Hurcott supports much wildlife and is a beautiful gateway to Hurcott Woods and Pool an area enjoyed by many locals. • Offmore is similarly high in places and will have a potent visual impact on the local surroundings. • The land behind Baldwin Road and to the east of Offmore/Husum Way contributes strongly to reducing the impact of urban sprawl from Kidderminster through to Blakedown and then Hagley and the wider West Midlands. • As a gateway into our town and district, our rural/semi rural heritage should be retained. • Offmore Primary School is on a restricted site and cannot be extended. A further school would contribute to additional traffic issues at peak drop off and pick up times. • Development of land to the east of Offmore would create a linear estate which would not be a sustainable community, it would have no community “heart”. Apart from the school the only community facilities on the estate are The Cavalier PH and Offmore Evangelical Church. The shopping precinct contains only a NISA Supermarket, a fish and chip shop and hairdressers; there is no pharmacy or post office and no room to develop them. • Proposed employment development adjacent to Hodge Hill would cause traffic and potentially noise problems and have a huge visual impact on this “rural” landscape. • Proposals for an eastern bypass would require a new railway bridge – how would this be funded and again there is a huge visual impact. • The proposed eastern bypass would also create much traffic noise which would then impact upon the proposed newly built housing “estate” to the east of Offmore and existing residential roads. Further, any eastern by pass which started at Birmingham Rd would exacerbate traffic problems on Baldwin Rd which would be used as an access to that bypass. The only way a satisfactory eastern bypass can be provided is for it to run, at the very least, from the Stourbridge Rd round to The Mare and Colt on the Worcester Rd.
	LPP04927	Object	<ul style="list-style-type: none"> • The proposed development to the rear of Baldwin Rd. This road is already used as a rat run from people

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			<p>using Crossley Retail Park and or wishing to avoid the traffic lights at the Land Oak pub.</p> <ul style="list-style-type: none"> Husum Way and Borrington Road/Tennyson Road similarly act as an unofficial bypass and development in both these areas will only intensify the increasing use of roads in and around this area. Hurcott Lane/Hurcott Road are just single tracks and cannot accommodate increased volumes of traffic and so this will push more traffic along Baldwin Road. The speeds that some motorists go at in this road are frightening. From a visual perspective, the land behind Baldwin Road is one of the highest points in Kidderminster and housing development here will have a huge visual impact from a wide area. The Green Belt land around Baldwin Road and Hurcott supports much wildlife and is a beautiful gateway to Hurcott Woods and Pool an area enjoyed by many locals. Offmore is similarly high in places and will have a potent visual impact on the local surroundings. The land behind Baldwin Road and to the east of Offmore/Husum Way contributes strongly to reducing the impact of urban sprawl from Kidderminster through to Blakedown and then Hagley and the wider West Midlands. As a gateway into our town and district, our rural/semi rural heritage should be retained. Offmore Primary School is on a restricted site and cannot be extended. A further school would contribute to additional traffic issues at peak drop off and pick up times. Development of land to the east of Offmore would create a linear estate which would not be a sustainable community, it would have no community “heart”. Apart from the school the only community facilities on the estate are The Cavalier PH and Offmore Evangelical Church. The shopping precinct contains only a NISA Supermarket, a fish and chip shop and a hairdresser; there is no pharmacy or post office and no room to develop them. Proposed employment development adjacent to Hodge Hill would cause traffic and potentially noise problems and have a huge visual impact on this “rural” landscape. Proposals for an eastern bypass would require a new railway bridge – how would this be funded and again there is a huge visual impact. The proposed eastern bypass would also create much traffic noise which would then impact upon the proposed newly built housing “estate” to the east of Offmore and existing residential roads. Further, any eastern by pass which started at Birmingham Rd would exacerbate traffic problems on Baldwin Rd which would be used as an access to that bypass. The only way a satisfactory eastern bypass can be provided is

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			for it to run, at the very least, from the Stourbridge Rd round to The Mare and Colt on the Worcester Rd.
	LPP04955	Object	I object to the proposal to build to the rear of Offmore, Comberton, Baldwin Rd and also Spennells.
	LPP05008	Object	<p>As a resident that will be negatively affected by the plans to erase a significant amount of the Green Belt land surrounding my home in order to build thousands of new houses that will undoubtedly remain empty for years (£210,000 is NOT affordable, not even close. Maybe in London, but certainly not in the Wyre Forest). I felt it necessary to express my severe displacement with the planned proposal for the land to the rear of Baldwin Road and the Offmore Comberton Area for the following reasons.</p> <ol style="list-style-type: none"> 1. The houses being built are presumably meant for young families? But where will their children go to school? The local schools are already overflowing. 2. The Green Belt area to the east of Kidderminster plays a vital part in separating the town from the West Midlands Conurbation. 3. An eastern bypass would need to be built between the Wolverhampton and Worcester roads, otherwise the roads around Hurcott would be utter chaos. 4. This bypass would require at least one new railway bridge, which would be incredibly expensive. No private developers would pay for it. 5. The visual concern would be an obvious issue, not to mention the impact on local wildlife. 6. The development would create a significant amount of water run-off that could turn Broadwaters into a swamp. I have friends who live in that area who are understandably concerned.
	LPP05153	Object	<p>I wish to object to the planned proposals for the land at the rear of Baldwin Road. I am fully aware that new houses need to be built but I object to the current proposal made for the site I have mentioned. The main reasons are as follows:</p> <ul style="list-style-type: none"> • The local schools are already full to capacity and have no room to expand. • The development behind Baldwin Road would have a huge impact on wild life habitats. • Access to the new houses would be a big concern - if around 350 houses have been proposed, most

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			households would have 2 cars. The volume of traffic would be ridiculous and very dangerous in that area.
	LPP05155	Object	<p>I am objecting to this for reasons stated below</p> <ul style="list-style-type: none"> • This is Green Belt land and plays a vital part in our community. • Wildlife - we have endangered birds in this area and buzzards, hawks etc. • The schools are already full to the max and there is no room to expand. • Husum way is already a rat run for the A449 without adding a bypass which will come out on Husum Way before the bridge as there will be no funding and it will cause chaos to the rail as they cannot build another bridge it's too expensive. • Contact the local police and find that there are far too many deaths and accidents on the A449 Husum way/Hurcott road area due to planning of the junction. • There is always extreme flooding by Husum Way bridge and in Shakespeare Drive and the development areas are higher than Offmore and Comberton so flooding risk will be massive.
	LPP0822	Support	<p>Land east of Baldwin Road</p> <p>Green Belt Site clearly makes positive contribution to openness of Green Belt. However, boundary to rear of gardens in Baldwin Road is not robust as some gardens have been 'extended'. Hurcott Lane to the east is a much more robust boundary. Podmore and Hurcott Pools plus Hurcott village itself to the north give a strong defensible boundary. Birmingham Road to south is also permanent enduring boundary. Mitigation to include linking areas of green infrastructure both new and existing.</p> <p>Landscape and Visual Impact - Visual Appraisal carried out by specialist firm. Assessed Zone of Visual Influence - rolling topography and woodland blocks meant views of site were limited.</p> <p>Drainage and Flood Risk Geoenvironmental desk study and preliminary site appraisal done. Nearest areas at risk of flooding are within valley of Podmore and Hurcott Pools system.</p> <p>Archaeology assessment carried out - potential for medieval agricultural remains and WWII infrastructure.</p> <p>Ecology and Trees Preliminary ecological survey and tree survey undertaken by specialists. Predominantly species-poor improved grassland. Several veteran trees which will need to be protected.</p>

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			<p>Transport work completed to date shows 2 main improvements would be needed - roundabout at Husum Way plus stopping up of Hurcott Lane. Site well connected by foot and cycle.</p> <p>Public consultation event held in July. Presentation boards attached. Propose to undertake further consultation.</p> <p>Summary site is well located on edge of Kidderminster. Considered to be sustainable location and most logical area to release from Green Belt. Important that Hurcott Village retains its separate identity. Safe and suitable access can be designed and local support for stopping up of lane.</p>
Churchill and Blakedown Parish Council	LPP01024	Object	<p>Concerned that Parish will become even more of a 'through route' if sites east of Kidderminster are developed. Character will be badly affected if Eastern Relief Road is built. County proposals already mean likelihood of increased commuter traffic for station and school has been expanded. We would like an assessment of capacity of A456 through Blakedown. Kidderminster-Blakedown section narrowed to single carriageway for safety reasons and lateration at Hagley junction mean traffic often backs up to Blakedown. Proposals at Baldwin Road and Offmore would add to traffic levels. Employment proposal at Hodge Hill would add traffic at an accident blackspot. Proposed relief road would bring more traffic onto A456 from A448 and A449. Why is this needed when A450 meets A456 at Hagley? Blakedown village centre - concerns re air quality and pedestrian safety. Suggest traffic lights for junction of Belbroughton Road and moving pedestrian crossing to near Station Drive. Proposed eastern relief road would add further pressure to A456 in village. If A448/A450 junction was improved it would divert traffic from centre of Kidderminster and relieve pressure on A456.</p>
	LPP01961	Object	<ul style="list-style-type: none"> • Objecting to building on Baldwin Road/Offmore sites. • Schools and infrastructure inadequate. • Greenfield sites. • Brownfield sites should be used - especially in the town centre. • Will ruin the countryside.

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Respondent	Response No	Type of Response	Summary of Response
Anonymous	LPP04044	Object	<ul style="list-style-type: none"> • Agrees with the Offmore Comberton Action Group - Local Plans leaflet. • Green Belt development should be the last resort - look at all the brownfield sites still around Kidderminster which could be used. • The town centre has been killed off so pointless looking at development for shops. • Look at potential for residential development in the town. • We have no industry to attract extra people to need the housing. • How will surrounding roads of Hurcott cope with double-triple the amount of cars to houses? • How will doctors and schools cope?
	LPP04065	Object	<ul style="list-style-type: none"> • Objects to development at the rear of Baldwin Road, Offmore Farm and Comberton. • Lack of infrastructure - hard to exit estate due to volume of traffic on Birmingham Road; crossing is a death trap. • Husum Way traffic has increased already due to it being used as a rat run - how would this traffic be diverted if the development went ahead? • Local school is already full which cannot be extended. • GP surgeries are struggling to cope with existing patients. • Kidderminster has no A&E and Worcester is in special measures - these services will be overwhelmed by these proposals. • The eastern by-pass and railway bridges are unlikely to be built due to expense. Developers will not provide this funding - which should be built before any development goes ahead anyway. • The Green Belt land is vital for separating Kidderminster from the West Midlands Conurbation. • Wildlife habitats are on this land. • Other suitable areas are not included in the plans where fields are just used for horse grazing and are not arable land like what has been proposed - this will be needed when we leave the EU. • Lea Castle site is a much better proposal. • Lea Castle proposal would be able to support a primary school. • Within the catchment for Wolverley high school which would impact positively on its long term viability.

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Respondent	Response No	Type of Response	Summary of Response
			<ul style="list-style-type: none"> There are empty sites around Kidderminster which could be used for housing. The town centre needs regenerating; plenty of empty places could be used for houses/flats. Should propose development on the north/west of Kidderminster and in Stourport/Bewdley as there are areas which could be developed here.
	LPPO2163	Comment	<p>A detailed response received regarding the proposed development to the east of Kidderminster. A summary of this response is listed below:</p> <ul style="list-style-type: none"> If development is to take place in Green Belt land in the east of Kidderminster a new park is needed. Perhaps running from the vacant Stourminster School site, along the brook through connecting to the existing Borrlington Park. The school site could be used for parking and the park facilities such as a cafe and a sports club. There could also be provision for a commercial unit – perhaps a restaurant chain. The edge of the new park would be ideally suited for modern ‘affordable housing’ with views across the park. There should be multiple off road parking spaces to the rear of the properties to avoid the roads being crammed with cars.
	LPPO1992	Object	<ul style="list-style-type: none"> Local schools are already at full capacity.
	LPPO3037	Comment	<p>The band of proposed development on the East side of Kidderminster running from Cookley down to Offmore would not appear to address the core policies of the Local Plan Review (Sections 6 to 11) in encouraging the growth of Wyre Forest with Kidderminster at its centre. It would not attract a younger population into the centre of the town but encourage the corridor of growth along the A456 and A451 for commuters to Birmingham and Stourbridge and areas served by Bromsgrove District and Dudley Metropolitan Borough Councils.</p> <p>Wyre Forest's ageing and static population (Table 2.0.1) would not be served by housing that would require</p>

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			<p>greater mobility to access the amenities provided by Kidderminster town centre. The bus services along Birmingham Road and Stourbridge Road (25 & 192 run by Diamond) are infrequent and unreliable and any train travel would require a long journey to Blakedown which is almost outside of the WFDC area and in the opposite direction to the town centre.</p> <p>The development of the central business district would seem to be a better way of encouraging growth and making the centre a desirable area to live. Recent coffee shops near Castle Road are a welcome addition and the River Stour and canals could become features rather than inconveniences, similar to Brindley Place in Birmingham. The 'gentrification' of awful eyesores like Crown House and empty carpet factories would improve and encourage investment, while celebrating and preserving the town's heritage.</p> <p>Amenities could be concentrated and developed as part of the town regeneration - like Kidderminster Medical Centre - rather than the band of proposed housing placing extra burden on existing schools and surgeries that are already over-stretched. E.g. St. Mary's, St. George's and Offmore Primary schools or Stanmore House Surgery.</p> <p>Developing semi-rural sites would be detrimental for the district, destroying open spaces and ruining the approaches to the town from the East which are currently green and inviting. The government pledged to protect Green Belt (Theresa May, February 2017) and the Plan Objectives (Table 3.0.2) also aim to "protect and support the role of the Green Belt". The government has reiterated that Green Belt should only be built on in "exceptional circumstances" and "absolutely sacrosanct" (Sajid Javid, Communities Secretary, 2016).</p> <p>Hurcott Woods and Village</p> <p>One area that the proposed core development would engulf is Hurcott Village, with core housing proposed either side of the village and Hurcott Woods. The village is of historic and scientific interest, being developed on a site that is regarded as one of the oldest sites in British papermaking dating back to the middle ages. The woods are a Site of Special Scientific Interest (SSSI) and developing the land around it would destroy much of the wildlife it supports. Buzzards, kingfishers, Muntjac deer, otters, grebes, herons, woodpeckers, bats and newts are some of</p>

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			<p>the wonderful wildlife regularly seen in the area and the delicate balance of nature needs to be surrounded by Green Belt to preserve it. It should be seen as an amenity and asset by WFDC and a jewel in Kidderminster's crown.</p> <p>The village and woods are served by a single track road, Hurcott Lane, from the North and South ends and an even narrower road, Hurcott Road from the West. Pedestrian access is only via these roads that have no pavements and a national speed limit of 60mph. There are regular incidents and accidents as a consequence of increased traffic from drivers using it as a cut-through from Stourbridge Road to Birmingham Road. Van drivers in particular hurtle through at dangerous speeds and despite the "not suitable for HGV" signs, lorries and coaches are directed by their sat-navs through the village. Any housing developments in the area would put unbearable pressure on Hurcott Lane and the bridge and dam that are already showing signs of stress. The village is wholly residential; there are no shops and no pub and the road should only serve residents and those visiting the woods. That is clearly not the case and at least 95% of traffic dangerously speeds through, using it as a short-cut. Any surrounding residential development would put unbearable strain on Hurcott Lane and it is not clear from the Local Plan Review whether an Eastern Relief road would stop this cut-through traffic and could be a very expensive construction given the extra railway bridges that would be needed. The village is currently crime-free and - with no street lighting - free of light pollution. These would inevitably increase if surrounding Green Belt is built on and the area would soon be swallowed up by the contiguous conurbation.</p>
	LPP04327	Comment	It is not clear how some areas have been declared 'Core' and some as options (A and B). There should be more options at this stage, and less 'Core'. Lea Castle Hospital is an exception, but BW/4, OC/4, OC/5, OC/6 are all deemed core for no obvious or strong reason.
Anonymous	LPP05095	Comment	It would seem logical to include extra communal areas in development adjacent to existing areas with poor provision or areas that will increase in the number of residents. In the case of the east of Kidderminster where most of the core development is being directed; there is already a lack of provision in terms of a major park due to the fact that the ring road acts as a barrier to residents accessing Brinton Park. If development is to take place in Green Belt land in the east of Kidderminster, then I would suggest a park being designed running from the vacant Stourminster School site, along the brook, connecting to the existing Borrington Park. The existing entrance to the former Stourminster School is ideally connected to the existing main road network and the area

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			<p>on which the school is situated could be used for ample parking and the location of park facilities. In terms of the total new park space generated this could actually be on a similar scale to the existing Brinton Park. It might also be an idea to consider local clubs that wish to expand. There would be a need for facilities for the park and a sports club could provide these. I note that Kidderminster Tennis Club was recently denied planning for a third court in their present location perhaps they could move to the new park? This could be the perfect opportunity to obtain funding, allowing the club to expand and provide great facilities within the park.</p> <p>Lastly, there could be provision for a commercial unit, perhaps located on the opposite side of the lay-by that would allow access to the park. While the tennis club could provide a café style environment for use during the day, allowing a firm such as Miller & Carter (or similar) to open would mean use of the area during the evening for restaurant meals overlooking the park landscape. Sutton Park is an example of this already happening elsewhere, although being a much larger park they have additional commercial outlets adjacent to the park.</p>
	LPP0270	Object	<p><u>Local Plan proposals for land to the rear of Baldwin Road and the Offmore / Comberton Areas - Options OC/4, OC/5, OC/6 & OC/13.</u></p> <p><u>Objections:</u></p> <ol style="list-style-type: none"> 1. The Green Belt to the east of Kidderminster currently plays a vital part in separating the town from the West Midlands Conurbation. 2. Before any building work commences the proposed Eastern By-Pass would need to be constructed along with the required and very expensive railway crossing / bridge, which would need funding by the proposed developers. 3. For this plan to work the proposed Eastern By-Pass would need to extend from the A449 Wolverhampton Road all the way to the A449 Worcester Road to be effectual, if not the side roads & lanes in the Hurcott / Offmore / Spennells areas would end up being used as rat runs. 4. The proposed housing at the rear of Baldwin Road & Offmore together with the By-Pass itself would be in an elevated position making them very visible and obtrusive. 5. The developments at the rear of Baldwin Road & along Hurcott Lane would impact on the buffer zones

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Respondent	Response No	Type of Response	Summary of Response
			<p>for the Hurcott & Podmore SSI's and endangered bird species.</p> <ol style="list-style-type: none"> 6. The hundreds of houses planned in this area would have a dramatic effect on the recently built New Offmore Primary School which is at full capacity and can't be extended any further. 7. In summary this ribbon development LP is a not sustainable or a community and an alternative proposal needs to be considered. <p>Proposals: The current draft proposals in Options: A & B propose using only some of the land available at Lea Castle. My proposal would be to extend this by not only including both Options A & B but also extend the site to land up to Wolverhampton Road and the rear of the Lea Castle site up to Axborough Lane. In addition further development along the western side of Wolverley Road towards Sion Hill linking up with the development of the disused Sion Hill Middle School site. In addition the old Sladen Middle School site on Hurcott Road has also never been developed since clearance and should also be considered.</p> <p>Advantages of these proposals:</p> <ol style="list-style-type: none"> 1. With the additional land proposed a sustainable community of around 2,500 homes could be created. 2. This community would be large enough for a new primary School. 3. This community being within the Wolverly High School catchment area it would positively impact on this schools long term viability. 4. This community would be large enough to sustain a Village Centre & local shops. 5. This community would also be large enough to sustain a bus service and live-work units. 6. Additional development areas to the North / West of Kidderminster should also be considered, such as the rear of the existing Ferndale Estate where over 200 houses could be accommodated and this area has local shops & a bus service etc.
	LPPQ457	Object	I object strongly to developments to the East of Kidderminster. Why are there no proposals for any development

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			on the North/West of Kidderminster. I understand that there is land at the rear of the Ferndale Estate which can be used. Extending Lea Castle would be a viable option as would extend the site from Sion Hill Middle School. Masterplans will be required for each of these allocations so why have plans already been drawn up for building on the land at the rear of Baldwin Road OC/4?
	LPPO511	Object	Green Belt to the east of Kidderminster plays a vital part in separating the town from the West Midlands conurbation. If this is built on it will reduce the separation between dwellings from Kidderminster, Hurcott and Blakedown. An Eastern Bypass would need to be built to accommodate the extra traffic caused by the increase in dwellings. This would need to be built from the Worcester Road to the Wolverhampton road. There are endangered species along this route so it must not be developed. Any eastern bypass would need to cross the railway as the Husum road bridge is inadequate. If this is not done the excess traffic would bring the area to halt as it would not cope. The expense of building a railway crossing would be extortionate and I doubt the council or developers can afford this. The elevated position of the new road linking the Wolverhampton Road and Worcester Road would mean it would require at least a 30m tree screen separating it from housing to buffer against traffic noise. Development of land behind Baldwin Road would be a serious incursion into Green Belt and would impact on wildlife habitats on the buffer zones for the Hurcott and Podmore SSI's. There are no parks or recreational areas in the Green Hill area. If the development were to go ahead in this area the only likely venue for recreation would be Hurcott woods. Due to the proximity there to the proposed development OC/4 people would more likely favour walking. Neither road leading to Hurcott is not safe of pedestrians as it is narrow with a lot blind hills and corners. With the increased traffic of both pedestrians and vehicles there would not doubt be an increase in accidents. The habitat for many flora and fauna in Hurcott woods would be over used and would suffer from an increase in pollution (noise, dog fouls and litter) This would ruin the natural habitat. A Linear development to the east of Kidderminster would not be a sustainable community. It would have no heart and would not accommodate a neighbourhood centre. Offmore Primary school is full, on a restricted site and cannot be extended. The extra dwellings would not have local schools to use so would need to drive to nearby schools. This will increase pollution and worsen the already bad traffic in the surround roads during rush house. The topography to the rear of Baldwin Road is considerably higher than the surrounding area. This would mean the visual impact of a development here would be an eye sore.

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Respondent	Response No	Type of Response	Summary of Response
	LPP0576	Object	Green Belt to the east of Kidderminster plays a vital part in separating the town from the West Midlands conurbation. If built on it will reduce the separation between dwellings from Kidderminster, Hurcott and Blakedown. An Eastern Bypass would need to be built to accommodate extra traffic caused by the increase in dwellings. This would need to be built from the Worcester Road to the Wolverhampton road. There are endangered species along this route so it must not be developed. Any eastern bypass would need to cross the railway as the Husum road bridge is inadequate. If this is not done the excess traffic would bring the area to halt as it would not cope. The expense of building a railway crossing would be extortionate and I doubt the council or developers can afford this. The elevated position of the new road linking the Wolverhampton Road and Worcester Road would require at least a 30m tree screen separating it from housing to buffer against traffic noise. Development of land behind Baldwin Road would be a serious incursion into Green Belt and would impact on wildlife habitats on the buffer zones for the Hurcott and Podmore SSI's. There are no parks or recreational areas in the Green Hill area. If development went ahead in this area the only likely venue for recreation would be Hurcott woods. Due to the proximity there to the proposed development OC/4 people would more likely favour walking. Neither road leading to Hurcott is not safe of pedestrians as it is narrow with a lot blind hills and corners. With the increased traffic of both pedestrian and vehicles there would not doubt be an increase in accidents. Habitat for flora and fauna in Hurcott woods and pool would be over used and would suffer from an increase in pollution (noise, dog fouls and litter) This would ruin the natural habitat. Linear development to the east of Kidderminster would not be a sustainable community. It would have no heart and would not accommodate a neighbourhood centre. Offmore Primary school is full, on a restricted site and can not be extended. Extra dwellings would not have local schools to use so would need to drive to nearby schools. This will increase pollution and worsen the already bad traffic in the surround roads during rush house. Topography to the rear of Baldwin Road is considerably higher than the surrounding area. This would mean the visual impact of a development here would be an eye sore.
	LPP0746	Object	High quality farmland, school full, loss of Green Belt, traffic. Should develop at Lea Castle instead
	LPP0749	Object	Object to development to east of Offmore: loss of wildlife, strain on schools and GPs, rat-running on side roads,

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			heavy traffic. Lea Castle more suitable as would provide GP, school etc.
	LPP0763	Object	I strongly object to the proposed building on land sited to the rear of Baldwin Road and Offmore. My main concern is the loss of about 2 ½ % of Green Belt land to development when there is a perfectly viable alternative at the Lea Castle site. I fully support the OCAGLP (Offmore Comberton Action Group Local Plans) for a sustainable village at Lea Castle as I see it as a solution to all the problems development brings with the necessary infrastructure that is required to go with it. The Husum Way railway bridge is in my opinion neither big nor strong enough to support the extra traffic from the proposed Offmore development. There would also be more air pollution and more flood water as a consequence of more housing. Husum Way already floods regularly when there is a prolonged period of heavy rain. The junction at the A456 Birmingham Road and Husum Way is a dangerous road crossing owing to the volume of traffic to and from Birmingham. The strain of extra traffic from any new development would only increase the problem that already exists. Not only will there be the visible impact of housing as the Offmore site is more elevated Offmore Primary School is already full to capacity with no more room to extend.
Barratt Homes West Midlands	LPP0794	Object	Urban Extension - East of Kidderminster (N). This is a large scale allocation expected to deliver 1,735 homes. No comprehensive assessments have been undertaken of the entire allocation and the impact its release as a whole would have on the development of the Green Belt. The Green Belt assessment is flawed in this regard. SHLAA states that some parcels have not been put forward by landowners for development. Availability is therefore unknown. It is questionable whether such a large allocation could be built out in the Plan period. The Core sites are very close together, as are the additional sites under options A & B. As the sites are all in the Green Belt, no planning applications can be approved until the Plan is adopted. No dwelling starts are likely until 5 years into plan period, leaving 10 years to complete the build at rate of 1 dwelling per day which is unrealistic. The market could not sustain this number of sales in such a small area. The capacity during the plan period should be greatly reduced by at least 50%.
Offmore Comberton Action Group	LPP01552	Object	It is inevitable that some land will have to be removed from the Green Belt for future development. However we believe that there should be a presumption that major future development should have the aim of creating sustainable communities of a size capable of supporting, at least, its own Primary School, village centre with

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Respondent	Response No	Type of Response	Summary of Response
- Local Plans			<p>shops and community facilities, if possible some live work units and adequate recreational facilities, and not simply be an ‘add on’ to existing communities.</p> <p>We object to the “Core Sites” around the east of Kidderminster in both Options A and B:</p> <ul style="list-style-type: none"> • The Green Belt to the east of Kidderminster plays a vital part in separating the town from the West Midlands Conurbation. • The land in question is Grade 2 Agricultural Land. • There are endangered bird species: Corn Buntings, Yellow Hammers, Skylarks and Lapwings are present in this land and along the route the “by pass “would have to take from the A456 to the A449. As well as the birdlife there are foxes, badgers, rabbits, muntjac and roe deer present across the area. • Development of land behind Baldwin Rd would be a serious visual incursion into the Green Belt and would impact on wildlife habitats on the buffer zones for the Hurcott and Podmore SSSI. • Land to the rear of Offmore and Baldwin Rd. is considerably higher than the rest of the area so development would be very visible. • Hurcott Lane and the narrow extension of Hurcott Rd. into Hurcott Village are extremely dangerous roads with far too frequent serious road traffic accidents. Any development of land to the rear of Baldwin Rd. would have to somehow incorporate the existing Hurcott Lane/Birmingham Rd. Junction. • Eastern bypass: <ul style="list-style-type: none"> ○ Would have to be built from the Wolverhampton Rd to the Worcester Rd to be of any use as anything shorter would cause roads around Hurcott Rd/ Birmingham Rd. to be used as rat runs. ○ Would be needed <u>before</u> land to the east of Offmore could be developed. ○ Would need at least one and probably two new Railway Bridges. These are incredibly expensive and no private developer would pay for them. ○ The elevated position would need at least a 30m tree screen separating it from housing to buffer against traffic noise. • Industrial development at Hodge Hill would also need a by pass to avoid congestion • Drainage of the land to the rear of the existing Offmore estate is extremely poor. In recent years heavy rain has led to serious flooding into gardens in Prior Close, Chaucer Cres., Offmore Farm Close, Ruskin

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			<p>Close and Munro Close. Even at times of severe drought, the high water table on the Offmore Estate means that if a two foot deep hole is dug in a garden on the lower part of the estate, it rapidly fills with water.</p> <ul style="list-style-type: none"> A linear development to the east of Kidderminster would not be a sustainable community. It would have no community “heart” and would not accommodate a neighbourhood centre. The Cavalier PH, Offmore Evangelical Church and Offmore Primary School are the only “community facilities” on the existing Offmore estate. The proposed extension of the estate would not be able to provide any extra facilities which would be accessible to existing residents. Offmore Primary School is full, is on a restricted site and can’t be extended.
	LPP01825	Object	<p>I am very concerned by the Core site option to the east of Kidderminster because this being built on Green Belt land, which should be protected at all costs, as per the original aims of the Green Belt. There are many sites within Kidderminster that should be used first, in particular the old law courts and the redevelopment of Worcester Street - replace some of the empty shops with housing/flats and bring life back into the town centre again.</p>
	LPP01857	Object	<p>Opposes development at Husum Way because the area forms a natural Green Belt separating the town from West Midlands towns. Concerned at lack of employment opportunities in Kidderminster and the impact of a growing population as they have to travel to work and add to road congestion, pressure on schools and Worcester hospital.</p>
	LPP01861	Object	<p>Objects to new development on the land east of Offmore Farm and Comberton. Reasons are:</p> <ul style="list-style-type: none"> increase in volume of traffic - a bridge will be required the impact of A2 very good agricultural land that is valuable land schooling - the present is at full capacity <p>Supports development of the Lea Castle site and the ADR site between Hurcott Village and Stourbridge Rd.</p>

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			Overall supports 'B' sites scattered around the Kidderminster area.
	LPP01880	Object	<p>Objects to the development of Birmingham side of Kidderminster, namely, the site at the back of Baldwin Road. Also the site to the side of Offmore Road estate.</p> <p>Reason: Adverse Road traffic on already congested road junctions. We need to keep the Green Belt buffer zone at this side of Kidderminster.</p> <p>Note: In my opinion the 'Lea Castle Sustainable Village' would be a better site. Reason: This an empty site, not been used for years and would have a lot less impact on the Green Belt and the roads and road junctions surrounding it.</p>
	LPP01883	Object	<p>Objects to development of the land to the east of Offmore. Object due to concerns about:</p> <ul style="list-style-type: none"> • Loss of wildlife • Local schools and GP surgeries would be under further strain. • Side roads would be used for rat runs. • Traffic would be horrendous in the immediate surrounding areas. • Suggest that Lea Castle would be more suitable. • Building on Lea Castle would create a new GP service and new school a possible new village and more housing.
	LPP01908	Object	<p>Objects to any new development on the land east of Offmore Farm and Comberton. Concerned about traffic, the schools already being full and building on a farm on Green Belt land. Proposes building on the old Lea Castle site as an alternative.</p>
	LPP01911	Object	<p>Objects to plan 'A' and plan 'B' due to volume and build up of traffic congestion.</p>
	LPP01920	Object	<p>Objects until extra infrastructure is sorted i.e. schools, road, and medical facilities.</p>

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	LPP01921	Object	Objects to sites East of Offmore / Comberton.
	LPP01924	Object	<ul style="list-style-type: none"> • Currently have inadequate facilities and infrastructure. • Do not need industrial development. • The development would need shops/community facilities. • Will create environmental damage. • The development should include home for older couples and single people.
Anonymous	LPP01952	Object	<p>OC/4, OC/5, OC/6, and OC/13.</p> <p>I object to the plans and fully support the counter-proposals outlined by the OCAG-LP to extend the use of land at Lea Castle by adding to options A and B and create a community of around 2500 houses without impinging on good quality Green Belt agricultural land and the lovely natural resources in this area. This community would sustain a new primary school and make Wolverley CE High School viable long term. A bus service, small shopping centre and perhaps even a Doctor's Surgery would also be well supported. No provision for the Eastern By-pass and the current roads in this area could not cope with the increase in traffic. A road junction near the railway bridge on Husum Way would be ridiculous - almost as bad as the ill-thought out and dangerous current Husum Way/Birmingham Road junction.</p>
	LPP01986	Object	<ul style="list-style-type: none"> • We object to the proposed development to the east of Offmore/Comberton and Baldwin Road area. • Development would be a visual incursion and cause noise and pollution
	LPP02018	Object	<ul style="list-style-type: none"> • Green Belt acts as a barrier to the joining up to the conurbation spread from West Midlands. • Rat runs could be created causing danger to people.

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			<ul style="list-style-type: none"> Other options are more suitable. Infrastructure would not be able to support the increased population.
	LPP02040	Object	<p>I object to option A. Green Belt should only be used when all alternatives exhausted not because it is cheaper than brownfield sites. Once our countryside is gone, it's forever. The roads on Offmore Estate/Hurcott Lane have no further traffic capacity and are already used to access the A448. Would any developer fund a new railway bridge necessary for an eastern by-pass? The infrastructure e.g. schools do not have the capacity to expand.</p> <p>Where have the housing figures for the Kidderminster area been obtained? They do not agree with the projections from the census etc.</p> <p>Consider the whole of Kidderminster e.g. Lea Castle/sites to the north-west of Kidderminster not just the east.</p>
	LPP02047	Object	<p><u>OC5-OC6-OC13 :</u></p> <p><u>Traffic:</u> Local roads are already used as a rat runs and are dangerous for pedestrians. Birmingham Road /Husum Way junction is dangerous. Cost of bridge construction/bypass would be excessive</p> <p><u>Flooding:</u> Heavy rain floods road Husum Way/Shakespeare Drive</p> <p><u>Schools:</u> Local schools oversubscribed</p>

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Respondent	Response No	Type of Response	Summary of Response
	LPPO2081	Object	<p><i>I object to development proposals in sites OC/4, OC/5, OC/6, OC/13 as they are:</i></p> <ul style="list-style-type: none"> • weighed to the east of Kidderminster/disproportionate to the district, should encompass all areas • Could re-create a Birmingham commuter zone not local skill base. The area needs housing to attract a technologically competent workforce. • Loss of good arable land in Green Belt which should not be used where alternative sites are available. • Distribute development to allow for natural expansion to reduce the environmental impact. • Points A or B options would worsen already bad traffic. A new rail bridge to Birmingham Road may be of benefit, but would not alleviate congestion and an eastern by-pass solution is costly and impractical. • Being elevated land in Baldwin Road and east of Offmore/Comberton could cause drainage issues and would have an adverse visual impact. • Local services and amenities would be affected. Schools are full or near to and medical services under pressure, bus services are poor. • Industrial development at WFR/CB/7 Hodge Hill - site unattractive to business investment with limited access options, transport links are restricted; • There is no obvious demand/supply chain sector in the vicinity. • This is not the way forward. • The basis for an alternative proposal is evident where option B housing is considered in conjunction with elements of option A, plus core mixed use sites.
	LPPO2098	Object	I am objecting to the proposal of planning for the land to the rear of Baldwin Road and the land east of Offmore/Comberton area. For the destruction of animal habitat, not enough places in the local schools, very few rural areas/green areas left if it went ahead.
	LPPO2099	Object	The areas around Baldwin Road and Hodge Hill for extra housing would be pointless as schools are already full up. Light industry around Hodge Hill would spoil wildlife and the rural look as not much green space would be left.
	LPPO2117	Object	Object to loss of Green Belt to rear of Baldwin Road, Kidderminster/east of Offmore and Comberton which would

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			damage wildlife habitats and affect the air quality/noise levels
	LPP02142	Object	<ul style="list-style-type: none"> - Schools in area are full. - Visual impact would be very visible - Volume of traffic unsustainable
	LPP02183	Object	<ul style="list-style-type: none"> • Loss of Green Belt land. • We are a 'Garden of England' area - how long for? • Our heritage is need for these areas to refresh us, trees to sustain air quality and to protect wildlife habitat. • Once Green Belt is gone there is no going back. • When we need more land to grow food in the future it won't be there. • We need breaks between Kidderminster, Stourport & Bewdley. • Wildlife habitats are under enough pressure - leave them alone.
	LPP02188	Object	<ul style="list-style-type: none"> • It would put a strain on schools and services in the Offmore area.
	LPP02226	Object	<p>Objection to the proposed development of land at the rear of Baldwin Road, Offmore Farm and Comberton, Kidderminster</p> <p>I object to the above proposed development for many reasons:</p> <ul style="list-style-type: none"> • Lack of infrastructure - Birmingham Road and Husum Way crossing is a death trap and we cannot exit the estate at holiday times due to the volume of traffic. • We have lived in Husum Way for the past 20 years and have seen the traffic increase tremendously over this period of time. The traffic is backed up down past Shakespeare Drive on many occasions and we find

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Respondent	Response No	Type of Response	Summary of Response
			<p>it very difficult to get out, particularly since the Stourport Link Road has opened and Husum Way is being used as a cut through.</p> <ul style="list-style-type: none"> Residents living in Husum Way would appreciate — and all agree — that something should be done about Husum Way/Birmingham Road junction before considering more houses being built in and around this immediate area. How would traffic from the proposed development be diverted from Husum Way and what are the plans for Hurcott Lane and Baldwin Road in particular. Offmore Farm School is full, on a restricted site and cannot be extended. GP surgeries are struggling to cope with existing patients due to a lack of GPs, Kidderminster Treatment Centre has no blue light A&E and Worcestershire Royal Hospital is in special measures — where are the proposals to ensure that these services will not be overwhelmed by these proposals. The promised Eastern by Pass — which has been promised for the last 40 years to my knowledge — is unlikely to be built, as will any railway bridges which are incredibly expensive to build. No developer would provide this funding, which should in any case be built before any development is allowed to go ahead. The Green Belt plays a vital part in separating the town from the West Midlands Conurbation, and is also home to many endangered bird species and wildlife habitat. Why have Franche and Ferndale not been included in the Options, both areas have fields many of which are used for horse grazing whereas the land at Baldwin Road and behind Offmore and Comberton is ample land which will be needed more so when we leave the EU.
	LPPO2227	Object	<p>Objection to the proposed development of land at the rear of Baldwin Road, Offmore Farm and Comberton, Kidderminster. I object to the above proposed development for many reasons:</p> <ul style="list-style-type: none"> Lack of infrastructure - Birmingham Road and Husum Way crossing is a death trap and we cannot exit the estate at holiday times due to the volume of traffic. We have lived in Husum Way for the past 20 years and have seen the traffic increase tremendously over

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Respondent	Response No	Type of Response	Summary of Response
			<p>this period of time. The traffic is backed up down past Shakespeare Drive on many occasions and we find it very difficult to get out, particularly since the Stourport Link Road has opened and Husum Way is being used as a cut through.</p> <ul style="list-style-type: none"> Residents living in Husum Way would appreciate — and all agree — that something should be done about Husum Way/Birmingham Road junction before considering more houses being built in and around this immediate area. How would traffic from the proposed development be diverted from Husum Way and what are the plans for Hurcott Lane and Baldwin Road in particular. Offmore Farm School is full, on a restricted site and cannot be extended. GP surgeries are struggling to cope with existing patients due to a lack of GPs, Kidderminster Treatment Centre has no blue light A&E and Worcestershire Royal Hospital is in special measures — where are the proposals to ensure that these services will not be overwhelmed by these proposals. The promised Eastern by Pass — which has been promised for the last 40 years to my knowledge — is unlikely to be built, as will any railway bridges which are incredibly expensive to build. No developer would provide this funding, which should in any case be built before any development is allowed to go ahead. The Green Belt plays a vital part in separating the town from the West Midlands Conurbation, and is also home to many endangered bird species and wildlife habitat. Why have Franche and Ferndale not been included in the Options, both areas have fields many of which are used for horse grazing whereas the land at Baldwin Road and behind Offmore and Comberton is amble land which will be needed more so when we leave the EU.
	LPP02351	Object	<p>I am so greatly sorrowed by the apparent need to use highly productive Green Belt land to satisfy the needs of housing for this period and maybe more afterwards. The land at Offmore Farm is rolling fields, woods and all manner of wildlife around that at the moment is our pleasure. Apparently this land although Green Belt and intensely farmed is marked in red on the plans and that means it is for developers to do with as they will. If they must we would like to think that consideration is given existing properties and that they could be granted a little</p>

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			space rather than housing butting up to us and totally robbing any views that they have of the Cleve and Malvern Hills and Worcestershire etc. One problem with all this building here, I feel would be extra noise and poor air quality with this much greater intensity, the biggest culprit probably being the transport needs of the modern household. During rush hour times we already experience a lot of effective grid lock with the existing road system as it is, but double this in the locality and it really would be a problem with nowhere to go. There was some talk about an Eastern Bypass being part of the overall plan, joining the Wolverhampton Road (A449) with the Stourbridge Road (A451) Birmingham Road (A456) and the Worcester Road (A449) to the South and M5. I think if the large amount of housing goes ahead then it must be met and serviced by what you could call a large amount of road to match what would certainly be a total change in traffic numbers. We were advised that the developers would possibly pay for this and the necessary railway bridges (two required) so I suppose that if needs must, this will tip the balance for acceptable traffic flows. I can only speak for the Offmore Farm area situation, but all these new homes will bring a lot of new people with children who will all need to use the local facilities. With the Primary Schools all full and nowhere to expand, where would the children go? There are Schools available, but on the opposite side of Kidderminster to the North East i.e. Wolverley / Fairfield area. With a larger population and many of us living longer, but maybe carrying with us health issues means we must mention the NHS. Without more money for new buildings, Nurses and Doctors the local Hospitals can't cope with present numbers. The answer is we need more facilities as well as houses. I hope that maybe some of these thoughts would inspire some out of the box ideas for ways to generate new growth in and around the town that maybe would go towards making Kidderminster bigger and better without totally taking away everything we enjoy.
	LPPO2352	Object	<p>Too many homes proposed for the Eastern boundary; burden should be spread. I object to proposals:</p> <ul style="list-style-type: none"> - Green Belt to the East of Offmore includes prime agricultural land/wildlife habitat and it reduces air pollution. - School capacity issue. - Eastern bypass needed before new homes are built including bridges as necessary – who will pay? - If built on, Offmore being elevated would need a tree screen to reduce traffic noise/pollution.

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	LPP02353	Object	<p>Object:</p> <ul style="list-style-type: none"> To the local plan for the locations of housing on either option A or B will devalue our property. This has been confirmed by a high profile local estate agent. To the loss of Green Belt land to the east of Kidderminster which plays a vital part in separating Kidderminster town from Blakedown and the overall West Midland conurbation. To industrial development at Hodge Hill would also require a by-pass to avoid certain congestion. Due to the elevation of the proposed building land to the east of Offmore this will result in major traffic noise – trees would be required to ‘buffer’ the traffic/noise pollution. to the destruction of the beautiful Green Belt landscape to the east off Offmore would result in the loss of annual nesting habitat for endangered/declining bird species i.e., Corn Buntings, Yellow Hammers; also ground nesting birds, Lapwings, Skylarks and occasionally Curlew. More common wildlife loss would be to Badgers, Foxes, Hares and protected Bats which are often seen flying overhead to the east of Offmore. All this Green Belt land if proposals are passed to the building of houses would be lost forever! And this is unforgivable. To the proposed building to the east of Offmore where existing houses are bordering the fields on the Green Belt/farmland. This will have a significant visual impact as the ground is elevated. Building in this area will result in loss of privacy for residents, high visibility, light and noise pollution. To a linear development to the east of Kidderminster/Offmore would not create a sustainable community. It would have no community ‘heart’ and would not accommodate a neighbourhood centre. <p>Comment:</p> <ul style="list-style-type: none"> An eastern bypass/ road would need to be built prior to any housing development from the Wolverhampton Road to the Worcester Road to be of any use. A bypass road would be needed before the land to the east of Offmore could be developed. An eastern bypass would need at least one new railway bridge. The building of bridges is extremely expensive. Will a private developer pay for this? Or are you expecting the tax payer to pay the cost?

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			<ul style="list-style-type: none"> Offmore Primary School is full. What schools are within the vicinity to accommodate the extra numbers requiring school places? If parents have to travel this will force even more congestion and pollution onto the local roads.
	LPPO2389	Object	<p>We agree with all 10 "Disadvantages listed on the circular known as "OCAG-LP (Offmore Comberton Action Group-Local Plans). In addition, the idea of industrial units between Hodge Hill Farm on the A456 and the farm house near corner of Husum Way simply goes right into the face of current road restrictions made a few years ago to keep traffic in single file and generally slow it down as it approaches Husum Way, a 40 mph limit and the urban development straddling the A456 (Birmingham Road). WE cannot imagine the problem of INCURSION that the need for commercial vehicles coming in and out needing to go west and east of such a development would cause. The Lea Castle development seems far more workable than say extending Kidderminster development eastwards from its current edge. We have informed the RSPB as members, the danger of such units and a proposed Eastern bypass via the outskirts of Kidderminster to particular bird life. (See one of the 10 disadvantages above-mentioned). "Ah, but it's only one incursion." Travelling the country as we do and witnessing new housing and industrial unit development, more traffic congestion. Means we are seeing land taken up from nature on a frightening scale! Similarly the possible future development of fields behind Stanklyn Lane running to the current boundaries of Spennells Estate will remove another current wildlife eco-system, which numerous species of birds rely on let alone other wildlife. The "material drive" of those in power will eventually attack us all, if not destroyed by its own very nature in "Nature's scheme of things." The human race has this problem they always believe they'll get by or round. The people who drive this may not be affected yet, but their descendants will. We will in future be unable to create the space required to keep catering for more traffic and population. We have the dilemma of it's future approach, and ultimate reality.</p>
	LPPO2394	Object	<p>Concerned about the amount of building planned on fields in the area. Any green space in or around towns adds great value. It keeps everyone in touch with nature and enhances lives. It should always be preserved. I feel planners have taken the easy option by just tagging building of houses onto the edge of all areas around the town. It seems they have not given much thought to the effect that destroying green field areas will have on the area. Proposed development will totally destroy the natural and free outlook we and many others enjoy. The</p>

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			<p>area behind Offmore is an oasis where we can see badgers, bats, many varieties of birds, and this season, we have a barn owl that flies around the barn in the field behind us. This is something to be cherished, not destroyed. This land is high ground and any building will replace the beautiful sky line and be seen from a long way. The field also has many trees and a stream at the bottom. This I fear will flood if houses are built on the land. Also on the plans there is an 'indicative' line to show where a relief road would be. I can't see where it will start and end. I believe not enough thought has been given to this. As far as I can make out it is marked as being somewhere near Offmore Barns through a farmed field where the badgers, and foxes roam, just at the side of what looks like a planned row of houses. Do the planners really want to spoil the beauty of what we have but let the town centre go to ruin? In conclusion, I object strongly.</p>
	LPP02397	Object	<p>The planners seem to have limited imagination, "just bolt on blocks of houses etc to the outskirts of Kidderminster mainly on the east side."</p> <ul style="list-style-type: none"> • In Option A the route of the relief road has not even been established. Where is the starting point and end point? Who will pay? At least one bridge over the railway line possibly two will be needed. • If Option B is used all building traffic will be required to use the bridge on Husum Way. The junction on the A456 (already dangerous and scene of many accidents) will be in chaos and the surrounding area will be in gridlock. • The planners have put little thought into the damage caused to the Green Belt. The proposed relief road would be an eyesore across the horizon. Valuable wildlife would be displaced if not destroyed. The proposed buildings built on high ground would also be a visual disaster; the runoff from all the buildings proposed would obviously cause flooding problems. As well as drainage problems the proposed buildings would impact greatly on sewage disposal and other services required. • The wellbeing and lifestyle of existing residents would be severely affected. Why so many dwellings? Where are the new householders coming from? I understand the population of Kidderminster has hardly increased for many years. • Offmore Primary School is full, and cannot be extended. What about the education of the new residents? • The Planners plot 15 years of disruption of the local area, houses, roads, industrial units etc being built till

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Respondent	Response No	Type of Response	Summary of Response
			2034. Perhaps they should concentrate on development in Kidderminster town centre.
	LPP02427	Object	<p>We object to the use of Green Belt land for housing development to the rear of Baldwin Road and Spennells fields etc. This would irrevocably destroy the appeal and beauty of the area and bring with it added health, pollution and social problems. Alternative brown field sites are available along with pockets of derelict land ripe for redevelopment. The amount of development required has also been vastly overestimated and the actual amount needed could be sustained on alternative brown sites (Lea Castle, disused pubs, disused factories such as those in Park Lane, Sladen/Sion Hill schools). Pollution: Any development of these areas would substantially increase the already heavy traffic pollution. We have monitored the traffic in the Hurcott area. Much is from non residents travelling to the West Midlands. Also the speed of this traffic is seriously dangerous, especially to children, the vulnerable and animals. This development would further impact on air quality and is contrary to NPPF para. 109-124. Add to this an increase in the already incessant traffic noise levels. I would not wish to see a further increase in traffic using Hurcott Road. The proposed development to the rear of Baldwin Road infers that Hurcott Lane will require the road to be blocked for vehicle access at either the Birmingham Road or Stourbridge Road ends but this will not prevent traffic flow just divert more traffic into Hurcott Road increasing pollution and volumes of traffic on roads only designed for local residential traffic which have inadequate flow characteristics. In conclusion, this is not a healthy and community spirited decision to develop the area. Baldwin Road is similarly treated like a rat run and as for the Horsefair how much more can this bottle neck sustain? We are trying to improve the look of this run down area not destroy it and end all hope of engendering a happy community spirit. Extra housing would require a by-pass to be built as the aforementioned roads just cannot sustain more traffic and the pollution it brings. Wildlife: The area is known and loved for its beauty and wildlife. This Green Belt plays an aesthetic role in separating the town from the West Midlands conurbation and these green fields are the first glorious introduction to Kidderminster on the A451 and A456. Do not bulldoze this asset as safeguarding the district's Green Belt preserves its attractiveness to both locals and visitors. Consider the importance of recreational activities in terms of health, wellbeing and tourism. People need space to thrive. It's unlikely developers would provide sufficient open spaces or parks. Compared with neighbouring towns like Stourbridge we are lucky to have such big green spaces. Don't destroy it for future generations when alternative brown or</p>

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Respondent	Response No	Type of Response	Summary of Response
			<p>derelict sites are available. Endangered species, indeed wildlife in general would be threatened. Development would seriously impact and cause irrecoverable change to wildlife habitats especially on buffer zones for Hurcott and Podmore SSSIs. Some proposed development sites have steep gradients which could raise the risk of potential flooding. The proposed development behind Baldwin Road has the potential to flood, on one side with run off towards the Birmingham Road with a natural hollow in the main road and on the other side run off towards the lower end of Hurcott Road where it is a narrow lane which in turn would run off into the outfall from Hurcott Pool and transfer to Broadwaters with the potential for flooding the adjacent main road. Land to the rear of Offmore and Baldwin Road is generally much higher than the rest of the area so any development would be very visible and not blend in spoiling the beauty of the area. The field height to the rear of Baldwin Road means that the proposed properties would adversely overlook the existing properties & their gardens at the lower end of Baldwin Road. The Government's own policy regarding planning decisions is to prevent harm to biodiversity and geological interests. In brief all planning decisions must consider location on alternative sites to green fields.</p> <p>Amenities and Community Spirit: We already suffer from a lack of amenities in this area. One shop in which our post office was taken off us. A smattering of shops in Spennells and Offmore. Can local schools accommodate extra housing on this level? Offmore is already full and can't be developed. We no longer have an acute hospital so all this extra population would place more pressure on Worcester Royal already facing special measures. This also raises questions with regards the existing level of doctors, dentists and opticians in the area. Public transport is poor and infrequent. Big developments generally have no community spirit. Building on smaller pockets of land fosters integration. Large sprawling estates increase social isolation, antisocial behaviour and crime rates as acknowledged by the WFIDP. Doubling the size of Spennells would not be a wise move.</p> <p>Conclusion: We need smaller numbers of houses proposed which can be sustained by brown sites like Lea Castle. Smaller pockets of once used land should be considered like factories on Park Lane, closed pubs (The Broadwaters?) closed schools like Sladen and Sion Hill. We need to reinvigorate existing eyesores such as disused schools & factories which are frequently vandalised and this will improve some of the more rundown areas rather than permanently erode Green Belt sites, which once gone they are gone forever. Don't bulldoze green field sites prior to using up every brown field or derelict site in the locality.</p>

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Respondent	Response No	Type of Response	Summary of Response
	LPP02505	Object	<p>I would like to object to the urban extension core sites to the East of Kidderminster:</p> <ul style="list-style-type: none"> • The land is Green Belt and plays a vital part in separating the town from the West Midlands Conurbation. The Plan clearly states in Policy 6B that locating new development should wherever possible safeguard the open countryside and maintain the openness of the Green Belt. • Many endangered bird species such as corn buntings, yellowhammers & skylarks also live in this area. • There may be drainage issues with this site a proper investigation into this should have taken place before the area was allocated. • A bypass road would be needed in order to access these new houses properly, so should be considered alongside Option A. To truly operate as a relief road it should be extended to the Wolverhampton Road. This would be a very expensive project as it would need to be built over the railway line. It is unlikely that any developer would want to pay for this. • Offmore & Comberton would not be able to cope with these extra people. Offmore Primary School is already full and on a restricted site so cannot be extended. • The proposed development would not be sustainable and due to its linear nature could not accommodate a neighbourhood centre. • Can the NHS cope? Kidderminster & Redditch Hospitals have already had great cut backs and Worcester Hospital is regularly pilloried in the press for poor service as it just cannot cope with the demand. • Money is better spent being put into our local hospital and looking after the people who already live in Kidderminster. People will not want to move to the area if we do not first have the services.
	LPP02554	Object	<p>I understand that new housing needs to be provided but think there are better alternatives. On both of your plan options you wish to build on the land to the east of Offmore and propose a bypass on these fields thus completely ruining the feel of the local area. I have grave concerns of what the destruction of green areas will mean for the local wildlife. There are many species of birds in the area. These include birds that are listed as being endangered such as Corn Buntings, Skylarks and Yellow Hammers. There are also many hedgehogs and whilst they are not officially listed as endangered, it is a fact that they are in vast decline. Please reconsider your plans for Offmore</p>

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Respondent	Response No	Type of Response	Summary of Response
			and think about alternatives. It really would destroy this already established area and cause much upset to local residents.
	LPP02562	Object	I wish to lodge my objection to the proposals for the land to the rear of Baldwin Road and the Offmore Comberton areas. This involves interrupting a natural wildlife habit- bird sanctuary at Hurcott Pool which has taken years to develop and is hugely supported by nature lovers and walkers - why destroy a beautiful area it is your duty to make sure this valuable area is conserved. Which private developer would pay for a new Railway Bridge which this Eastern By Pass would require? This would be an elevated position which would need screening off! The local school would not be able to cope - so what would your answer be to this problem.
	LPP02572	Object	<p>Objects to the proposed developments around Offmore and Comberton for the following reasons:</p> <ul style="list-style-type: none"> • Loss of good quality agricultural land which is in constant production • This land is teeming in wild life including badgers, bats, foxes, common newts and Great Crested Newts, frogs and bees. A full survey should be done to identify all of the species which will be destroyed. • The land is used by local residents for health walks and other leisure activities. • There are plenty of brown field sites such as Lea Castle which would make a better alternative and fulfil the needs of Kidderminster. The housing need figures seem excessive and are not in line with historical growth. • Insufficient services: Doctors, Schools, Hospitals. • There are no jobs for the local population how will the plan provide jobs for additional people? • Where is the money to come from? Is the local community going to be lumbered with unsustainable debt? • Such a large development will increase pollution, road congestion flooding issues for existing and new development with the amount of water run off down to Blakeway stream. • Loss of privacy to residents. The top fields are substantially higher than the existing estate. The lower field is much lower and also takes our soak away water which could affect the stability of the ground. • Concentrating too many houses on the east of Kidderminster, overwhelming the existing communities which could cause social problems.

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Respondent	Response No	Type of Response	Summary of Response
			<ul style="list-style-type: none"> The schools and Doctors to the east of Kidderminster are already at capacity.
	LPP02586	Object	<p>Concerned regarding the proposed development of the fields at Offmore and appalled at the proposal. My concerns are listed below:</p> <ol style="list-style-type: none"> When purchasing our property the local search did not reveal anything. I asked the planners regarding any future or possible development with regard to the surrounding fields. The planner advised me that there were numerous other sites that would be used before the fields surrounding my property and he also stated “it won’t be in my life time that development happens in your location”. I have since contacted the farmer who currently owns the land and he stated that he had been in conversation with the Council and Developers for over 12months, I would like an explanation why we have been lied to both in a verbal enquiry and in a legal criterion. The land is raised by a considerable degree and development will cause the water run-off that will to the adjacent property gardens. The height of properties built in this location, ‘houses would tower over the current barns and would cause a reduction in property values. There is a Gentleman’s agreement with the farmer for use of a track that surrounds all the properties in the courtyard as there is no rear access to the properties and this has been in place since the barns were converted. What will happen when the land is sold? The development will have a severe impact on the surrounding roads and infrastructure, the council do not have the finances to maintain roads in the area as it is so how do you expect to build new roads and maintain them? I was always led to believe that Greenfield sites and brownfield sites would be used before any Green Belt. Why are the proposals all on Green Belt land. There are numerous sites of brownfield and greenfield sites unused and located around Wyre Forest. All the development is in one area and one side of Kidderminster when if the developments were located around the area there would be less impact on everything? I also understand there has been a challenge raised as to the percentage of houses required and the percentage that Wyre Forest District council have requested which according to figures is far in excess of

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Respondent	Response No	Type of Response	Summary of Response
			<p>actual requirements.</p> <p>4. Kidderminster Hospital was downgraded yet Worcester Royal is unable to cope with the extra workload to the extent it is in special measures. How can an authority allow more influx of residents when the current ones have to use sub standard services. The Doctors surgeries will not cope neither will the schools. With all increases of population, there is a rise in crime, how will West Mercia Police cope, they do not have the resources to attend all incidents so they are prioritised and only the major incidents are attended.</p> <p>5. The impact on the surrounding nature will be devastating. There is an established badgers set at this site. There are common and great crested newts in and around the properties, my understanding is the newts and their environment are of great importance and both are protected. I would be very interested to see a copy of an ecological report on the areas nature population and the impact a development will have.</p> <p>Nature cannot cope with constant depletion of its natural resources from badgers, birds, bats, amphibians, butterflies and the bees that are constantly in the media regarding loss of habitat and if they disappear then the human race will suffer untold consequences.</p> <p>6. The increase in traffic fumes and noise will have detrimental effects to health for all, the picture is a very bleak one.</p> <p>7. The developers at a recent drop in meeting said that not only were the houses needed as a requirement by central government but for people working in and wishing to move to Kidderminster for employment, this I feel is a very weak and unjustifiable reason as what few jobs there are in Kidderminster are either low paid, zero hours contracts or voluntary work, there are no large volume employers now the carpet works have closed. The centre of the town is appalling with shops either closed, charity shops or low quality merchandise. The Horsefair is a total eyesore yet there is no regeneration for this area, people are not going to travel to Kidderminster when they can go to Merry Hill, park for free, shop in an environment that is both pleasant and not subject to weather conditions.</p> <p>8. It is a well documented fact that when local authorities have introduced green areas for residents to walk along hedgerows, on grass, by running water and where trees grow, their health and well being has risen in some instances that depression has been reduced considerably and health issues have dramatically</p>

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			<p>reduced.</p> <p>There is currently very strong feelings regarding the decimation of the Green Belt in the local area for housing and I hope you will take the time to read and digest not only my thoughts but all of the local residents whose lives will be blighted by such a carbuncle in such a beautiful part of the Wyre Forest.</p>
	LPP02589	Object	<p>The burden of new housing developments in the WFDC area should be shared across the area and not almost entirely along the eastern boundary of Kidderminster which is essentially Green Belt land and is arable land growing essential food crops. Whilst I understand the need for development and understand that this land will be eventually developed as an inevitable expansion of Kidderminster, the immediate development should take account of the current brownfield areas including Lea Castle and the Sion Hill and Sladen former school sites. Offmore Court was completed in the mid 1990s and is surrounded on three sides by Grade A agricultural farmland. The fields surrounding the development have been used on a continuous basis, to grow cash crops (originally sugar beet, until the closure of the Kidderminster sugar beet processing factory, and latterly wheat, potatoes, carrots etc). As and when the development of the fields adjoining Offmore Court takes place we would like to suggest the following:</p> <ul style="list-style-type: none"> • That consideration is given to the effect of flooding of the stream which flows from the eastern direction and along the edge of the Offmore estate towards Spennells. Currently any rainfall is adsorbed by the land and there is little or no problem with flooding of the stream. When this land is developed there will be significant run-off as the land available for natural drainage will be greatly reduced. • That the unique nature of the Offmore Court development is respected and an area of undeveloped land should be allowed to remain around the development to enable its unique character to be retained and not submerged.
	LPP02599	Object	<p>Comments and concerns regarding the propose development to the East of Kidderminster. (OC/6 East of Offmore Farm area & OC/13 Stone Hill North). These areas are designated as Green Belt. The Green Belt policy needs to be</p>

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			<p>strictly adhered to, and much emphasis placed on the following quote:</p> <p><i>"The essential characteristic of Green Belts is their permanence, and their protection must be maintained as far as can be seen ahead"</i></p> <p>Once a decision is made to change the Green Belt boundary it will not be possible to put it back. That is why it is so important to respect this policy. The Core housing plan to the East of Kidderminster is on Green Belt, which includes grade 1 & 2 agricultural land also used for shooting sports. Rare species are present, especially to the stream south of Offmore Farm and surrounding Prior Close. There is important wooded wetland area, allowed to go to wild bog adjacent to the stream, between OC/13 & OC/6 that is a haven to rare wildlife and ancient yet un-registered trees. This area from the stream to the field boundary allows natural flood control. Which would be compromised by any development that would create excess run-off and drainage problems. Along with mature trees and plant life, wildlife is present in the area including Barn Owls, Woodpeckers & other important birdlife, Deer, Hares, foxes, badgers, bats and reptiles, toads, frogs & newts. It would be extremely irresponsible to develop this land.</p> <p>The land to the rear of Prior Close is classified as Grade 1 & Grade 2 agricultural land. According to Policy 28D and paragraphs 28.13-28.15 'Only Lower grade agricultural land should be considered for development and not permitted on higher grade land...'</p> <p>'The latest UK Climate Projections (UKCP 2009) reaffirm that winters are likely to get wetter and that we are also likely to experience more extreme weather conditions such as intense rainfall events. Existing surface water drainage systems are not designed to cope with these extreme conditions. Extensive flooding in the UK in the summer of 2007 was mostly due to surface water overwhelming traditional piped surface water drainage systems. Therefore, it is considered prudent to ensure that new SUDS schemes are developed taking into account climate change.'</p> <p>'The attractiveness of the District's natural environment is identified as being a particular asset within the Sustainable Community Strategy. Safeguarding the District's Green Belt will help to maintain the appeal of the</p>

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			<p>District to residents and visitors and will also maintain the opportunities that the Green Belt offers for recreation.'</p> <p>All of these exerts of the current plan that are also reinforced the past (2006-2026) plan, and should be seriously considered when considering any development on prime Green Belt land. I must re-iterate when the Green Belt is dissolved it can't ever be undone.</p> <p>The proposed development would lead to other issues such as:</p> <ul style="list-style-type: none"> • There are not enough jobs in the area to sustain such an increase in the population of the East of Kidderminster. • A linear development in this area would not be a sustainable community in any sense of the word.
	LPP02656	Object	<ul style="list-style-type: none"> - First and Foremost it is Prime, High Grade Arable / Agriculture Land. - Offmore and Comberton schools are at capacity, anymore intake would be very detrimental. - At certain times of the day there is a large volume of traffic in and out of the estate , which will increase. - Why on earth ruin something that is already a very attractive gateway to the town? - We would support an alternative extended Lea Castle site, which would make it a desirable, practical sustainable community, with all the necessary services. <p>The bottom line, this country cannot afford a large increase in the population, we do not produce enough of what we consume, you only have to look at our balance of payments deficit. This is why we should not be using farm land for housing.</p>
	LPP02706	Object	<ol style="list-style-type: none"> 1. The Green Belt plays a vital role in separating the town from the West Midlands conurbation. 2. Without a by pass, all the roads around Hurcott Road will be used as rat runs.

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			<p>3. It would impact on wildlife habitats in the buffer zones for Hurcott & Podmore SSIs.</p> <p>4. Birmingham Road is often already congested; this would be much worse.</p> <p>5. The proposed linear development would have no community heart.</p> <p>6. Offmore primary school is already full and cannot be extended.</p> <p>7. Additional building at a higher level will add to flood risk</p>
	LPPO2711	Object	<p>The Green Belt policy needs to be strictly adhered to, and much emphasis placed on the following quote:</p> <p><i>"The essential characteristic of Green Belts is their permanence, and their protection must be maintained as far as can be seen ahead"</i></p> <p>Once a decision is made to change the Green Belt boundary it will not be possible to put it back. That is why it is so important to respect this policy. The Core housing plan to the East of Kidderminster is on Green Belt, which includes Grade 1 & 2 agricultural land also used for shooting sports. With a rare species present, especially to the stream South of Offmore Farm and surrounding Prior Close. There is important wooded wetland area including a set-aside area that is allowed to go to wild bog adjacent to the stream, between OC/13 & OC/6 that is a haven to rare wildlife and ancient yet un-registered trees. This area from the stream to the field boundary allows natural flood control. This would be compromised by any development that would create excess run-off and drainage problems. Much along with mature tree and plant life, wildlife is present in the area and we have personally seen Barn Owls, Woodpeckers & other important birdlife. Deer, Hares, foxes, badgers, bats and reptiles including toads, frogs & newts. Any development that is allowed to take place on Green Belt should at least conform to the Rural development policy (Section 28) rather than come under urban planning laws.</p> <p>Agricultural land Classification: Classifies the proposed development land to the rear of Prior Close to be Grade 1</p>

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			<p>& Grade 2 agricultural land. According to Policy 28D and paragraphs 28.13-28.15 - Only Lower grade agricultural land should be considered for development and not permitted on higher grade land:</p> <ol style="list-style-type: none"> 1. Development of the best and most versatile agricultural land as defined by the NPPF will not be permitted unless it can be demonstrated that it can not be located on previously developed land, within the boundaries of existing settlements or on poorer quality agricultural land. 2. Proposals for development on agricultural land should not prejudice the viability of farming operations on any remaining agricultural land. 3. Applications for development on agricultural land of higher quality will be resisted where the site has not been allocated in the Local Plan and is considered worthy of protection. <p>Climate Change: The latest UK Climate Projections (UKCP 2009) reaffirm that winters are likely to get wetter and that we are also likely to experience more extreme weather conditions such as intense rainfall events. Existing surface water drainage systems are not designed to cope with these extreme conditions. Extensive flooding in the UK in the summer of 2007 was mostly due to surface water overwhelming traditional piped surface water drainage systems. Therefore, it is considered prudent to ensure that new SUDS schemes are developed taking into account</p> <p>7.1 The attractiveness of the District's natural environment is identified as being a particular asset within the Sustainable Community Strategy. Safeguarding the District's Green Belt will help to maintain the appeal of the District to residents and visitors and will also maintain the opportunities that the Green Belt offers for recreation.</p> <p>All of these exerts of the current plan that are also reinforced the past (2006-2026) plan, and should be seriously considered when considering any development on prime Green Belt land. I must reiterate when the Green Belt is dissolved it can't ever be undone.</p>

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			<p>The proposed development would lead to other issues such as:</p> <ul style="list-style-type: none"> • There are not enough jobs in the area to sustain such an increase in the population of the East of Kidderminster. • A linear development in this area would not be a sustainable community in any sense of the word • Kidderminster has been naturally in decline since the loss of the carpet industry and other businesses, there is no way such a large population increase with planned housing projects would be sustainable. • The proposed development on Green Belt goes against so many existing and past governmental & District council policies & guidelines. <p>As a local resident I am appalled at the lack of communication by the local Council who are supposed to work for not against the people.</p>
	LPP02745	Object	<p>The Green Belt is a vital part in separating Kidderminster from the advance of the West Midlands Conurbation, the public footpaths are used by many walkers both with and without dogs. This would cause massive congestion at peak times. Husum Way already carries a large amount of school traffic to and from Offmore and Comberton schools and is used as a cut through. Speeding traffic already causes concerns for the children who walk to school. The very dangerous junction between Husum Way and the A456 cannot cope with any additional traffic. Both Offmore and Comberton primary schools are full. The lower end of the field behind the existing houses in Prior Close is boggy as the water from all the higher ground surrounding it collects at this low point.</p>
	LPP02773	Object	<p>I would have serious concerns about the proposed housing developments for Baldwin Road and Offmore surrounding areas. This area of Kidderminster is already congested with school issues, traffic issues, etc., The wildlife habitat in Hurcott Wood and the Green Belt areas of Offmore Farm would be severely affected.</p>
	LPP02774	Object	<p>I am writing regarding my concerns about the local plans proposed on both your options A and B for the Offmore and Comberton areas. Offmore is currently on the edge of the town and the Green Belt plays a vital part in the separation from the West Midlands conurbation. It seems totally inappropriate to be building on Green Belt sites when there are far better options that I feel should be considered. Green Belt is vital not only for the purpose of</p>

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			local wildlife but for the local area to. I chose to live in the Offmore area as it is now, on the edge of town and surrounded by aesthetically pleasing green areas not further housing sites that will create a feel of being in a built up area. Whilst I totally understand the need for providing more housing I do not see how expansion to Offmore and surrounding areas is viable.
	LPP02789	Object	I object to the proposal to build to the rear of Offmore, Comberton, Baldwin Rd and also Spennells.
	LPP02811	Object	Support the OCAG-LP objections to local plan proposals for the land to the rear of Baldwin Road and the Offmore Comberton area.
	LPP02839	Object	We prefer more dispersed strategy where although construction costs are inevitably higher, there can be more architectural diversity, e.g. Lea Castle which would allow a development to include a Primary school/medical amenities. Our home in Green Belt fields on a small estate lies on the Eastern boundary of Kidderminster so we had no notification of these plans which could result in us being located between an industrial park and a large traffic island.
	LPP02859	Object	Object to development of land to rear of Baldwin Road, Offmore Farm & Comberton and would like to include Franche and Ferndale: <ul style="list-style-type: none"> - Lack of infrastructure/volume of traffic - Offmore Farm School is full and cannot be extended. - GP surgeries are struggling to cope now - The promised Eastern by Pass/railway bridges are unlikely to be built - The Green Belt separates the town from the West Midlands Conurbation - Loss of wildlife/arable land
	LPP02860	Object	Object to development of land to rear of Baldwin Road, Offmore Farm & Comberton and would like to include

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Respondent	Response No	Type of Response	Summary of Response
			<p>Franch and Ferndale:</p> <ul style="list-style-type: none"> - Lack of infrastructure/volume of traffic - Offmore Farm School is full and cannot be extended. - GP surgeries are struggling to cope now - The promised Eastern by Pass/railway bridges are unlikely to be built - The Green Belt separates the town from the West Midlands Conurbation - Loss of wildlife/arable land
	LPPO2970	Object	<p>I believe you should take careful note and consideration of the alternatives drawn up by 'The Offmore Comberton Action Group'. There seems to be a reasoned argument in favour of the alternative proposals. I have objections to placing industrial land close to Hodge Hill nursery, right in the middle of countryside when so many alternatives are open to you; the Old court house, the new court house, the Frank Stone building in Green Street (empty as long as I have lived in Kiddy), the old labour exchange, Sion Hill school, the area alongside Louise Hewitt's that burnt down. Why use Green Belt for Industry? Please reconsider your plans.</p>
	LPPO3055	Object	<ul style="list-style-type: none"> • The gateway to Kidderminster from the Birmingham side would be totally spoiled. • The volume of traffic would increase dramatically, on what is already an extremely busy section of road/dual carriageway(near to Husum Way). • The junction of Husum Way & Birmingham Road is already an accident blackspot , & surely building near to this will only increase the chance of even more accidents. • At regular times throughout the year, especially Bank Holidays the "through traffic" going to the Safari Park creates a traffic jam from the Land Oak to Husum Way , & further. Once again , building near this stretch of road would only add to the problem. • Why can't sites that have already had buildings there be used i.e. Lea Castle former hospital or where schools have been closed etc. Thereby saving Green Belt land.

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Respondent	Response No	Type of Response	Summary of Response
			<ul style="list-style-type: none"> Apart from the aforesaid , do we in Kidderminster really need such a large volume of new housing
	LPPO3086	Object	<ul style="list-style-type: none"> The proposed development to the rear of Baldwin Rd. This road is already used as a rat run from people using Crossley Retail Park and or wishing to avoid the traffic lights at the Land Oak pub. Husum Way and Borrrington Road/Tennyson Road similarly act as an unofficial bypass and development in both these areas will only intensify the increasing use of roads in and around this area. Hurcott Lane/Hurcott Road are just single tracks and cannot accommodate increased volumes of traffic and so this will push more traffic along Baldwin Road. The speeds that some motorists go at in this road are frightening. From a visual perspective, the land behind Baldwin Road is one of the highest points in Kidderminster and housing development here will have a huge visual impact from a wide area. The Green Belt land around Baldwin Road and Hurcott supports much wildlife and is a beautiful gateway to Hurcott Woods and Pool an area enjoyed by many locals. Offmore is similarly high in places and will have a potent visual impact on the local surroundings. The land behind Baldwin Road and to the east of Offmore/Husum Way contributes strongly to reducing the impact of urban sprawl from Kidderminster through to Blakedown and then Hagley and the wider West Midlands. As a gateway into our town and district, our rural/semi rural heritage should be retained. Offmore Primary School is on a restricted site and cannot be extended. A further school would contribute to additional traffic issues at peak drop off and pick up times. Development of land to the east of Offmore would create a linear estate which would not be a sustainable community, it would have no community “heart” . Apart from the school the only community facilities on the estate are The Cavalier PH and Offmore Evangelical Church. The shopping precinct contains only a NISA Supermarket, a fish and chip shop and a hairdressers; there is no pharmacy or post office and no room to develop them. Proposed employment development adjacent to Hodge Hill would cause traffic and potentially noise problems and have a huge visual impact on this “rural” landscape.

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Respondent	Response No	Type of Response	Summary of Response
			<ul style="list-style-type: none"> Proposals for an eastern bypass would require a new railway bridge – how would this be funded and again there is a huge visual impact. The proposed eastern bypass would also create much traffic noise which would then impact upon the proposed newly built housing “estate” to the east of Offmore and existing residential roads. Further, any eastern by pass which started at Birmingham Rd would exacerbate traffic problems on Baldwin Rd which would be used as an access to that bypass. The only way a satisfactory eastern bypass can be provided is for it to run, at the very least, from the Stourbridge Rd round to The Mare and Colt on the Worcester Rd.
	LPPO3089	Object	<ul style="list-style-type: none"> The proposed development to the rear of Baldwin Rd. This road is already used as a rat run from people using Crossley Retail Park and or wishing to avoid the traffic lights at the Land Oak pub. Husum Way and Borrington Road/Tennyson Road similarly act as an unofficial bypass and development in both these areas will only intensify the increasing use of roads in and around this area. Hurcott Lane/Hurcott Road are just single tracks and cannot accommodate increased volumes of traffic and so this will push more traffic along Baldwin Road. The speeds that some motorists go at in this road are frightening. From a visual perspective, the land behind Baldwin Road is one of the highest points in Kidderminster and housing development here will have a huge visual impact from a wide area. The Green Belt land around Baldwin Road and Hurcott supports much wildlife and is a beautiful gateway to Hurcott Woods and Pool an area enjoyed by many locals. Offmore is similarly high in places and will have a potent visual impact on the local surroundings. The land behind Baldwin Road and to the east of Offmore/Husum Way contributes strongly to reducing the impact of urban sprawl from Kidderminster through to Blakedown and then Hagley and the wider West Midlands. As a gateway into our town and district, our rural/semi rural heritage should be retained. Offmore Primary School is on a restricted site and cannot be extended. A further school would contribute to additional traffic issues at peak drop off and pick up times. Development of land to the east of Offmore would create a linear estate which would not be a

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Respondent	Response No	Type of Response	Summary of Response
			<p>sustainable community, it would have no community “heart”. Apart from the school the only community facilities on the estate are The Cavalier PH and Offmore Evangelical Church. The shopping precinct contains only a NISA Supermarket, a fish and chip shop and a hairdressers; there is no pharmacy or post office and no room to develop them.</p> <ul style="list-style-type: none"> Proposed employment development adjacent to Hodge Hill would cause traffic and potentially noise problems and have a huge visual impact on this “rural” landscape. Proposals for an eastern bypass would require a new railway bridge – how would this be funded and again there is a huge visual impact. The proposed eastern bypass would also create much traffic noise which would then impact upon the proposed newly built housing “estate” to the east of Offmore and existing residential roads. Further, any eastern by pass which started at Birmingham Rd would exacerbate traffic problems on Baldwin Rd which would be used as an access to that bypass. The only way a satisfactory eastern bypass can be provided is for it to run, at the very least, from the Stourbridge Rd round to The Mare and Colt on the Worcester Rd.
	LPPO3102	Object	<p>Any development would be a serious visual incursion on the Green Belt land and would impact on the wildlife habitats herein. Much of the land to the rear of Offmore is considerably higher than the existing housing so any development would be very visible. The whole area seems to be a series of 'rat-runs' at many times of the day. Hurcott Road, Hurcott Lane, Husum Way and Tennyson Way are all very busy roads some with difficult junctions. Any development on this side of town would need a substantial By-Pass from the Wolverhampton Road to the Worcester Road with possibly two very expensive railway crossings. Hurcott Lane really needs widening to make it safer (not a single track road with passing places) The busy junctions at The Park Gate and Husum Way/Birmingham Road need significant improvements to make them safer. Whichever options are chosen the road network needs significant improvements to maintain safety and minimise congestion.</p>
	LPPO3118	Object	<p>I am emailing to oppose the planning for building to take place on Green Belt land to the east of Kidderminster. I cannot see why these proposals would be made when there is perfectly good land to be built on at Lea Castle, especially as this site could be used as a sustainable village. There is also land to be used on the existing Ferndale estate that seems perfectly reasonable to me for at least 200 houses. To build on the proposed Green Belt land</p>

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Respondent	Response No	Type of Response	Summary of Response
			would be an intrusion on the beautiful wildlife that inhabit there and a visual intrusion to the stunning land also. There are many endangered bird species that would be affected and I personally think it would be a crime to damage that. I truly hope you take Lea Castle and the Ferndale estate into consideration before destroying our lovely countryside.
	LPPO3124	Object	I am emailing to oppose the planning for building to take place on the Green Belt land east of Kidderminster (Offmore estate). I'm not sure why this area is being considered when it would be much easier to build a sustainable village at Lea Castle as there is already planned building works for this area. The schools in the Comberton area are already to there limit and this would also add more pressure to the schools. Another area which could be developed on would be the Ferndale area which could easily house 200 more new builds.
	LPPO3157	Object	<ul style="list-style-type: none"> - I don't agree that the east Kidderminster Green Belt land should be built on. - An eastern by pass would need at least one new railway bridge. - Offmore Primary School is full. - Industrial development at Hodge Hill would also need a by pass to avoid congestion.
	LPPO3172	Object	We understand, that all brown belt sites have already been allocated for development and that additional land needs to be made available in order to support the ever growing population and the local housing needs, we believe this does not have to be the land on Baldwin and Offmore. We want to protect the Green Belt land and the beauty of the countryside and all the wildlife within it. We have Bat's, Muntjac, Snakes and a variety of rare birds living in the area. We feel that noise and light pollution would have a major impact on the wildlife. We worry that Kidderminster's boundary would be moving nearer to Blakedown and that the visual approach to the town from the Birmingham Road would change the existing landscape dramatically. The local Schools have no capacity to take on additional pupils, the doctor's surgery just about copes . The infrastructure of the bridge at Offmore could not withstand additional traffic, the local roads are already used as "rat runs".
	LPPO3193	Object	Against proposal:

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Respondent	Response No	Type of Response	Summary of Response
			<ul style="list-style-type: none"> • The Green Belt to the east of Kidderminster separates Worcestershire from the west midlands. • The Eastern By Pass would have to be built from the Wolverhampton road to the Worcester road to be of any use as anything shorter would cause roads around the Hurcott area to become heavily congested/rat runs/dangerous. • There are endangered bird species along the bypass route. • As a bypass road would be needed before land to the east of Offmore could be developed this means this development should not go ahead • the eastern bypass would need an expensive railway bridge which no developer sound be willing to fund • The elevated position of the western bypass would need at least a 30m tree screen to buffer against traffic noise. • development of Green Belt site will lead to increase in localised flooding as the water course will be disrupted • Development of the land behind Baldwin road would be a serious visual incursion into the Green Belt and would impact on protected wildlife habitats and incursion onto the buffer zones for hurt and Podgier SSIs. • A linear development impact on community spirit and would not include local amenities/increase in anti-social behaviour and crime. • Offmore primary school already full. • Would not support a new bus route.
	LPPO3245	Object	<ul style="list-style-type: none"> - An Eastern Bypass would have to be built from the Wolverhampton road to the Worcester road and would require one new railway bridge (very expensive)! - The elevated position of this bypass would need a 30m tree screen separating it from housing to buffer against traffic noise. - Offmore Primary school is full, is on a restricted site & can't be extended. - There are endangered bird species along the route the by pass would have to take from the A456 to the A449

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Respondent	Response No	Type of Response	Summary of Response
			<ul style="list-style-type: none"> - Development behind Baldwin road would be a serious incursion into the Green Belt and would impact on wildlife habitat. <p>Why not increase the building proposal for land around the Lee Castle area?</p>
	LPPO3246	Object	<p>Concerns re implementation of the use of brown sites, with the effect that Green Belt land is taking prominence in pursuit of housing. Acknowledge the requirement for housing, especially social housing, but must challenge the bulldozing of Green Belt in ill-conceived plans, when brown sites continue to be allowed to lie dormant. We should address the imbalance that empowers developers and disadvantages the public requirement for housing, by legislation if necessary. Transparency of interest by developers should be mandatory as the current system is not acceptable. Need to find a solution to all the disused properties before embarking on new build. I totally oppose the use of Green Belt to the east of Kidderminster, for the following reasons:</p> <p>Husum Way/Tennyson Way has already become an overburdened and dangerous thoroughfare, with accidents being a regular occurrence at the Birmingham Road junction. The intersection itself is misused and hazardous. Any additional housing would necessitate an Eastern By Pass, which would be a major cost, particularly when a new railway bridge would be inevitable. Would a developer cover such an exorbitant cost or would it be a further burden to the taxpayer? Common sense dictates that a By Pass would need to stretch from Stourbridge Road to Worcester Road, otherwise increased traffic would exacerbate the "rat-run" imposition already being endured.</p> <p>Environmentally, this proposal is outrageous. For over 40 years we have enjoyed the countryside, breathing in good fresh air. There is no doubt that health will be compromised by the noise and traffic pollution that will ensue from such a massive change to the neighbourhood. The surrounding district is renowned for its beauty and abounding wildlife with easy access to walkers and ornithologists. I am confident the Worcester Wildlife Trust will have an input in any suggestion to sabotage the well established wildlife habitat, from Hurcott, east Offmore, and Spennells. No doubt some endangered species would be identified.</p> <p>Consideration should be given to ensuring any large development is first and foremost a sustainable community. The linear plan, with or without a by pass, would be "heartless". Surely we have learned from the past that</p>

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			<p>vast housing schemes lacking community spirit and amenities quickly deteriorate into slums. To my knowledge there is no opportunity of extending Offmore Primary School, neither is there easy access to overcrowded surgeries and our sadly downgraded hospital.</p> <p>The Kidderminster community has already suffered from a short-term strategy in downgrading our hospital and from loss of industry. It is good to have a forecast of redevelopment and growth - let's get it right this time.</p>
	LPP03298	Object	I strongly object to houses being built at Baldwin Road/Offmore, purely on a traffic issue. Adding more houses creating even more traffic using Hurcott Road as a rat run is just not on.
	LPP03309	Object	<p>Infrastructure to areas WFR/CB/7, OC/4/5/6/12/13N does not have sufficient capacity to accommodate any substantial increase in housing. The A456 would require substantial capacity development to deal with the increase in traffic, if this was achieved Husum Way will not cope. An additional road and a bridge over the railway would be required. This is unlikely to happen due to the high development costs and therefore the affordability of the housing scheme. There is currently a high level of wildlife within this area including badgers, foxes, deer and a large variety of birds, including endangered species. This development would have a significant impact on them and should not go ahead. Currently the A456 is a single lane carriageway and would not be able to cope with the proposed industrial development near Hodge Hill Farm. This proposal does not support a sustainable community, does not accommodate a neighbourhood centre and will put pressure on the current Offmore infrastructure and amenities. The Offmore primary school is currently at full capacity and cannot be developed as it is on a restricted site.</p>
	LPP03378	Object	Proposals do not encourage a sustainable community, as a parent of an Offmore pupil we know the school is full and unable to extend and as a Practice Nurse in a local GP surgery, how would a development of this size be served?
	LPP03567	Object	<ul style="list-style-type: none"> • Planning permission was refused 6 years ago to build a semi built onto house. • Were told no new houses were to be built in the area.

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Respondent	Response No	Type of Response	Summary of Response
			<ul style="list-style-type: none"> • Fought for the public footpath to stay at the land behind Baldwin Road. • Accidents on Husum Way, Birmingham Road junctions will only increase - already have many. • Have a lovely view of fields - don't want to look at new builds. • Where will the birds go? • Lack of schools, doctors etc. • Lea Castle would be a better option.
	LPP03589	Object	<ul style="list-style-type: none"> • Agrees with everything on the Offmore Comberton Action Group - Local Plans sheet. • Has watched the surrounding countryside disappear. • The council will not be satisfied until Kidderminster is sat side-by-side with neighbouring towns/villages.
	LPP03607	Object	<p>Residents are surrounded by open countryside which is good for both quality of life, health and well-being as well as helping to maintain good mental health. To make such a change to our environment would have a serious impact on our health and well-being. Anything built at the rear of the properties would tower over them and would completely overpower the properties. This would have a significant impact on the value of the properties. The wildlife that exists around Spennells is very precious and we are losing vital habitat for species that are struggling to adapt to the changing environment. Around the barns there is a very healthy bird population, foxes, a badgers set, bats and great crested newts which are a European Protected Species. There are many brown field sites available where new housing can be developed without taking Green Belt that is vital to our towns and communities. This land is good quality agricultural land which has good crop production year on year. The current road network will not sustain a development of such a scale. There will be a much higher traffic flow for those people working on the other side of town. There are little to no employment opportunities on this side of town and it would be better to build high density homes in the town where people do not need to take car journeys to work. The increase in pollution through additional exhaust fumes increases the health risks to everyone in the community. This along with the increase in volume of traffic and traffic noise makes for a dismal picture for the future. Our current infrastructure will not cope with the increased population. It will only serve to</p>

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Respondent	Response No	Type of Response	Summary of Response
			further impact on a hospital service that is already struggling to cope. I have the same concerns about the rest of the infrastructure in terms of Schools, GP surgeries, dentists, etc. Regeneration should be concentrated on brownfield sites within Kidderminster to help regenerate the centre of Kidderminster and bring some life back into the town.
	LPP03799	Object	I object to planned building to the rear of Baldwin Road and Offmore. I believe this would have a negative impact on wildlife and pose increased pressure on local schools (Offmore is already full). As a local resident I have seen many road traffic collisions on the Birmingham / Offmore turn, therefore with increased traffic this could see more collisions. I believe that the site at Lea Castle would prove a more viable option and have less negative impact on local services and wildlife. The site is on an easily accessible main road and is ready to be developed. There are also 3 local schools within that catchment.
	LPP03867	Object	<ul style="list-style-type: none"> • Not suitable for the development proposed. • Green Belt will be destroyed - most of it agricultural land. • Would need to build a by-pass and rail bridge - costly (time and money). • Other sites are better.
	LPP03921	Object	Objects to plans for the Green Belt land to the rear of Baldwin Road and Offmore/Comberton area.
	LPP03951	Object	<p>I object building on Green Belt sites, especially Offmore/Hurcott, and extending Spennells as follows:</p> <ul style="list-style-type: none"> - Lack of future employment prospects/overall congestion/Traffic emissions - Pressure on our already busy hospitals, doctors, schools. - Affect tourism/wildlife/possible flooding. <p>Build on brownfield land/convert unoccupied buildings before Green Belt.</p>

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Respondent	Response No	Type of Response	Summary of Response
	LPP03954	Object	<p>Ref: Development behind Baldwin Road and Offmore proposals</p> <p>‘The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open’..... I strongly oppose this particular proposed development on our Green Belt for several reasons. Offmore and Comberton is already a ‘large’ housing estate, many people and families live here and need the open spaces of the Green Belt. Furthermore we already have problems, over subscribed schools and small estate roads used as main commuter routes to highlight just two ... any further development around this area will only compound these major concerns. I also believe in this day and age WFDC have an obligation before embarking on any new development to safe guard, improve the environment and social care of the people already living there and in this particular proposal a huge housing estate on the Green Belt which surrounds Offmore would be very detrimental for all.</p> <p>I am sure like many other residents fully understand the need for housing and the compromises which will be needed ... I urge the Council to look for smaller sustainable sites and make certain that the basic NEW infrastructure is in place before the development starts, it is not acceptable for the Council just to accept that the present facilities are adequate.</p>
	LPP03959	Object	<p>I object to the above proposed development for many reasons:</p> <p>Lack of infrastructure — Birmingham Road and Husum Way crossing is a death trap and we cannot exit the estate at holiday times due to the volume of traffic.</p> <p>Since the opening of the Stourport link road the traffic on Husum Way has increased considerably and has become a rat run. How would traffic from the proposed development be diverted from Husum Way and what are the plans for Hurcott Lane and Baldwin Road in particular.</p> <p>Offmore School is full and cannot be extended.</p> <p>GP surgeries are struggling to cope with existing patients due to a lack of GPs, Kidderminster Treatment Centre has no blue light A&E and Worcestershire Royal Hospital is in special measures — where are the proposals to ensure that theses services will not be overwhelmed by these proposals.</p> <p>The promised Eastern by Pass — which has been promised for the last 40 years to my knowledge — is unlikely to be built, as will any railway bridges which are incredibly expensive to build. No developer would provide this</p>

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Respondent	Response No	Type of Response	Summary of Response
			<p>funding, which should in any case be built before any development is allowed to go ahead. The Green Belt plays a vital part in separating the town from the West Midlands Conurbation, and is also home to many endangered bird species and wildlife habitat.</p> <p>The land at Baldwin Road and behind Offmore and Comberton is arable land which will be needed more so when we leave the EU.</p>
	LPP03975	Object	<p>I would like to object to the urban extension to the East of Kidderminster core site proposed for allocation in table 31.01.1 of the Plan.</p> <p>The land is Green Belt and plays a vital part in separating the town from the West Midlands Conurbation. Many endangered bird species such as corn buntings, yellowhammers & skylarks also live in this area. The Plan clearly states in Policy 6B that locating new development should wherever possible safeguard the open countryside and maintain the openness of the Green Belt. The Plan even agrees at paragraph 2.10 that many local residents raised the importance of protecting the Green Belt, so it must be agreed that all must be done possible to avoid building in this area.</p> <p>It also needs to be considered if building on this land will cause drainage problems. Paragraph 31.5 touches on this need for it to be considered but provides no answer as to whether it is known if problems will occur. Obviously flooding to the area would definitely not be wanted and so maybe a proper investigation into this should've taken place before the area was allocated.</p> <p>The proposed development in the Offmore & Comberton area would be a large site of 1,735 dwellings (table 31.01.1) so a bypass road would be needed in order to access these new houses properly. This would mean that the site should be part of Option A as opposed to just simply core housing. However, to build an eastern bypass as Option A proposes would equally cause problems. Not only are you building on Green Belt land but it would be an incredibly expensive project as it would need to be built over the railway line and it is unlikely that any developer would want to pay for this. Also it is doubtful that it will really provide relief to the congestion on the A449 Chester Road (as argued in paragraph 31.5). This is because a large amount of traffic that travels down the A449 Chester Road comes from the Wolverhampton Road. The relief road would only start from the A456 Birmingham Road and so would not take away the bulk of the traffic. To be truly effective the relief road would need to begin from the Wolverhampton Road.</p>

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Respondent	Response No	Type of Response	Summary of Response
			In terms of the local community, Offmore & Comberton would not be able to cope with these extra people — for example Offmore Primary School is already full and on a restricted site so cannot be extended. The proposed development would not be sustainable and due to its linear nature not accommodate a neighbourhood centre. I understand that these new houses do have to be built somewhere but I would also ask whether the NHS can cope with the influx of extra people to the area. Kidderminster & Redditch Hospitals have already had great cut backs and Worcester Hospital is regularly pilloried in the press for poor service as it just cannot cope with the demand. Maybe money is better spent being put into our local hospital and looking after the people who already live in Kidderminster. People will not want to move to the area if we do not first have the services.
	LPP03977	Object	<p>I would like to object to the urban extension to the East of Kidderminster core site proposed for allocation in table 31.01.1 of the Plan.</p> <p>The land is Green Belt and plays a vital part in separating the town from the West Midlands Conurbation. Many endangered bird species such as corn buntings, yellowhammers & skylarks also live in this area. The Plan clearly states in Policy 6B that locating new development should wherever possible safeguard the open countryside and maintain the openness of the Green Belt. The Plan even agrees at paragraph 2.10 that many local residents raised the importance of protecting the Green Belt, so it must be agreed that all must be done possible to avoid building in this area.</p> <p>It also needs to be considered if building on this land will cause drainage problems. Paragraph 31.5 touches on this need for it to be considered but provides no answer as to whether it is known if problems will occur. Obviously flooding to the area would definitely not be wanted and so maybe a proper investigation into this should've taken place before the area was allocated.</p> <p>The proposed development in the Offmore & Comberton area would be a large site of 1,735 dwellings (table 31.01.1) so a bypass road would be needed in order to access these new houses properly. This would mean that the site should be part of Option A as opposed to just simply core housing. However, to build an eastern bypass as Option A proposes would equally cause problems. Not only are you building on Green Belt land but it would be an incredibly expensive project as it would need to be built over the railway line and it is unlikely that any developer would want to pay for this. Also it is doubtful that it will really provide relief to the congestion on the A449 Chester Road (as argued in paragraph 31.5). This is because a large amount of traffic that travels down the A449</p>

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Respondent	Response No	Type of Response	Summary of Response
			<p>Chester Road comes from the Wolverhampton Road. The relief road would only start from the A456 Birmingham Road and so would not take away the bulk of the traffic. To be truly effective the relief road would need to begin from the Wolverhampton Road.</p> <p>In terms of the local community, Offmore & Comberton would not be able to cope with these extra people — for example Offmore Primary School is already full and on a restricted site so cannot be extended. The proposed development would not be sustainable and due to its linear nature not accommodate a neighbourhood centre. I understand that these new houses do have to be built somewhere but I would also ask whether the NHS can cope with the influx of extra people to the area. Kidderminster & Redditch Hospitals have already had great cut backs and Worcester Hospital is regularly pilloried in the press for poor service as it just cannot cope with the demand. Maybe money is better spent being put into our local hospital and looking after the people who already live in Kidderminster. People will not want to move to the area if we do not first have the services.</p>
	LPPO3980	Object	Object to development East of Kidderminster North.
	LPPO3989	Object	<p>I object to the local plan proposals for the land to the rear of Baldwin Road and the Offmore/Comberton area because:</p> <ol style="list-style-type: none"> 1. The land is Green Belt and should remain so. 2. As a bypass road would be necessary for the development of land to the east of Offmore it should NOT be developed. 3. A by-pass would need to be linked to the Birmingham Road over the railway. Bridges are very expensive and private developers would not build one which means that Husum Way road bridge would be used more resulting in more traffic/accidents at the Birmingham Road/Husum Way junction. 4. Offmore primary school is full and has no room for expansion.
	LPPO4006	Object	I strongly object to the proposed development to the land the rear of Baldwin Road, and the Offmore, Comberton

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Respondent	Response No	Type of Response	Summary of Response
			area and I agree with all the disadvantages given by the OCAQ-PL.
	LPPO4013	Object	<p>Objects to new development on the land east of Offmore Farm and Comberton. Reasons are:</p> <ul style="list-style-type: none"> - increase in volume of traffic - a bridge will be required - the impact of A2 very good agricultural land that is valuable land - schooling - the present is at full capacity - Concerned about the industrial development at Hodge Hill and the impact it will have on noise and pollution. <p>Supports development of the Lea Castle site and the ADR site between Hurcott Village and Stourbridge Rd. Overall supports 'B' sites as more sustainable with minimum impact on the community and road structure, doctors, schools, shops and welfare.</p>
	LPPO4020	Object	The impact of building behind Baldwin Road and the Offmore and Comberton areas would start a potential chain of development into Blakedown and other areas. Leave Green Belt alone.
	LPPO4076	Object	<p>We would like to take this opportunity to express our most extreme concerns with regards to the proposed building plans in the Kidderminster area. The affect on the countryside and wildlife would be tragic. Why is it felt necessary to look at Green Belt sites when there are a number of abandoned buildings, some of which have been empty for over 20 years. Why not develop these sites? Other examples of land which should be considered in the first instance are Sion Hill School and the site of Sladen School, land ripe for being used for new properties. The infrastructure of Kidderminster is not adequate to cope the development of these sites.</p> <p>We are at a loss to understand the reason for building more business units on the Worcester Road when after some 8 years or so the units that are already in existence have not been occupied.</p>
	LPPO4123	Object	<ul style="list-style-type: none"> • Objects to proposal. • Kidderminster town centre could be made into affordable housing as it's a dying down for employment.

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Respondent	Response No	Type of Response	Summary of Response
			<ul style="list-style-type: none"> • The infrastructure needed would be huge – schools, roads, shops, amenities. • Hurcott would have more pollution - air pollution is high. • Lorries already whizz past making houses shake - this will get worse. • Hurcott Road is already used as a rat run. • The land below the area designated along the Alma Lodge Road runs into lakes and ponds - home to many species.
	LPP04127	Object	Whilst we appreciate the pressure to build more homes in the Kidderminster area, we feel that such a hastily conceived 'top of the head' scheme at the behest of a developer, who's first criteria is profit, may not be the best solution for the town.
	LPP04201	Object	The Green Belt plays a vital role in separating the town from the West Midlands conurbation. Without a by pass, all the roads around Hurcott Road will be used as rat runs to an even greater extent than they already are. Development of land behind Baldwin Road would be a serious incursion into the Green Belt. This would impact on wildlife habitats in the buffer zones. Birmingham Road is often already congested. The proposed linear development would have no community heart. Offmore primary school is already full and cannot be extended. Additional building will add to flood risk.
	LPP04242	Object	<p>Objects to development of the Green Belt around Offmore / Husum Way because: it separates Kidderminster from West Midlands.</p> <p>Roads already congested – by-pass would cause roads around Hurcott to be used as rat runs.</p> <p>More houses – more schools!! (Offmore already full). A new railway bridge would be needed (very expensive).</p> <p>Shakespeare Drive and Husum Way already flood (more housing less drainage).</p> <p>Wildlife and endangered bird species would suffer.</p> <p>Suggest that Lea Castle would be much more appropriate for development – maybe linking with the Sion Hill Middle School site.</p>
	LPP04246	Object	I wish to raise my objection to the proposed development for Offmore/ Comberton area and Baldwin Road. There

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Respondent	Response No	Type of Response	Summary of Response
			are frequent accidents at Husum Way/ Birmingham Road junction as well as traffic jams in and out of Kidderminster through the Land Oak. So many additional houses are going to increase the amount of traffic dramatically and pollution will increase. Bank holidays will be horrendous, particularly with the development of the Safari Park and the people this will bring to the area. This in turn could actually put people off visiting the area rather than increase tourism in the area. Access to any houses behind Baldwin Road would have to be from the Birmingham Road and where this is positioned is on a blind bend which would be highly dangerous. In addition, the amount of houses will put pressure on the local primary schools which are already at capacity and for King Charles High School which is near capacity and unable to extend further. There are endangered species living in the land which has been put forward to be removed from the Green Belt which must be protected. I question why all proposals for development are to the east side of Kidderminster and nothing proposed for the other parts of town. Development of industrial units by Hodge Hill also bring additional traffic to what is an already extremely busy road. The cost of a new bypass which requires two railway bridges would be extortionate and while so many existing roads are desperately in need of resurfacing, is not justifiable.
	LPP04252	Object	<p>Objection to Option A:</p> <ul style="list-style-type: none"> - Increase in traffic already congested at peak times = impact on air quality/noise - There is no objective assessment of future trends - Loss of recreation space used for health and wellbeing/impact on landscape - Loss of wildlife, should sustain biodiversity. - Impact on the water environment in the area; affecting local drainage in - Detrimental visual impact forever. - The proposal to build next to one of the already largest housing estates in the area is poorly considered. <p>Regenerate brownfield areas to attract new businesses. Implement plan B is implemented - more dispersed strategy across the district</p>

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Respondent	Response No	Type of Response	Summary of Response
	LPP04253	Object	<p>Objection to Option A:</p> <ul style="list-style-type: none"> - Increase in traffic already congested at peak times = impact on air quality/noise - There is no objective assessment of future trends - Loss of recreation space used for health and wellbeing/impact on landscape - Loss of wildlife, should sustain biodiversity. - Impact on the water environment in the area; affecting local drainage in - Detrimental visual impact forever. - The proposal to build next to one of the already largest housing estates in the area is poorly considered. <p>Regenerate brownfield areas to attract new businesses. Implement plan B is implemented - more dispersed strategy across the district</p>
	LPP04255	Object	<p>I object to all of the Core Sites and Option B in the Green Belt to the north and east of Kidderminster on the basis of:</p> <ol style="list-style-type: none"> 1) impairing the quality of the rural environment visible and immediately accessible from Greenhill; 2) noise and air pollution due to increased traffic on the roads around Greenhill and Broadwaters; 3) pressure on local amenities (play areas, schools, shops, etc); 4) Pressure on public transport, since the proposed sites are too far from the town centre and secondary schools to access by walking.
	LPP04291	Object	<p>I wish to object to the development of the whole area of Option A as shown by the blue and red shading on the maps provided. The new development will lead to:</p> <p>Removal of fields which could diminish the mental health and physical well-being of the people who use them for</p>

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Respondent	Response No	Type of Response	Summary of Response
			<p>walking, jogging and exercising dogs</p> <p>Increased traffic, noise and higher emissions of exhaust fumes with resulting increased risk to health.</p> <p>Alternatively building higher density homes in the town centre will reduce car journeys and pollution.</p> <p>Loss of Green Belt status which protects our countryside from urban sprawl, threatening the existing Rights of way</p> <p>Loss of wildlife habitat of birds nesting in the fields.</p> <p>Rather than encroach upon our countryside I urge the Council to build on Brownfield sites within Kidderminster which will regenerate the town.</p> <p>I urge you not to make use of Green Belt land for the reasons given above.</p>
	LPPO4323	Object	<p>I object to the local plan proposal for land rear of Baldwin Rd and the land East of Offmore/Comberton area. The Green Belt to the east of Kidderminster is vital in separating the town from the West Midlands conurbation. The proposed eastern by-pass would cause additional traffic to the area and the A456 is already an extremely busy road. The development would have a serious visual impact on the area and impact the eco system of Hurcott village and Hodge hill area. The development would not be a sustainable community. Offmore primary school is ready full. The school cannot be developed further and in addition King Charles school is also full. The area at the end of Shakespeare Drive/Husum Way is prone to heavy flooding and additional housing will only exacerbate the problem.</p> <p>My preferred option would be an extension to Option A & B for the land at Lea Castle. This area could easily accommodate the required development and could be made into a sustainable village. A 2 form entry Primary school could be built and then feed the under subscribed Wolverley high school. It would be capable of sustaining a bus service which could also benefit Cookley residents. The transport links are already in place for such a development.</p>
	LPPO4324	Object	<p>I am objecting to this for reasons stated below</p> <ul style="list-style-type: none"> This is Green Belt land and plays a vital part in our community.

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Respondent	Response No	Type of Response	Summary of Response
			<ul style="list-style-type: none"> Wildlife - we have endangered birds in this area and buzzards, hawks etc. The schools are already full to the max and there is no room to expand. Husum way is already a rat run for the A449 without adding a bypass which will come out on Husum Way before the bridge as there will be no funding and it will cause chaos to the rail as they cannot build another bridge it's too expensive. Contact the local police and find that there are far too many deaths and accidents on the A449 Husum way/Hurcott road area due to planning of the junction. There is always extreme flooding by Husum Way Bridge and in Shakespeare drive and the development areas are higher than Offmore and Comberton so flooding risk will be massive.
	LPP04328	Object	Object to the local plan proposals for the land at the rear of Baldwin Road and the Offmore/Comberton area. I agree with all the disadvantages of these proposals as stated below from the Offmore Comberton Action Group. I'm particularly concerned with the amount of extra traffic plans to build would create as there is already a long queue of traffic down the Birmingham Road each day in the rush hour am & pm traffic, surely the roads will be gridlocked with considerably more traffic from the proposed amount of homes.
	LPP04391	Object	I don't believe we need to use the land at Offmore.
	LPP04444	Object	The size of development planned for the north east side of town is massive – 1100+ houses in a tranche will completely alter the character of the town and destroy Hurcott Village, spoiling a historic area forever. Urban sprawl on the scale proposed is not in keeping with Kidderminster's semi-rural character. The roads around the Park Gate public house, Hurcott Lane and Birmingham Road are already dangerous with numerous accidents occurring. The massive increase in traffic which would result from these plans would worsen the accident rate and cause gridlock. The Clensmore development has made the Horsefair congestion much worse as no change to the road system was included. Further development on this side of town will only add to this.
	LPP04528	Object	I would like to object and comment on the proposed building rear of Baldwin Road and Offmore Comberton area.

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Respondent	Response No	Type of Response	Summary of Response
			The land you propose to build on is much higher than the existing Offmore Estate, overlooking nearby properties. The extra traffic would mean more noise and congestion. I appreciate that more houses are needed but more consideration should be given to Lea Castle being the better choice over the land to the rear of Baldwin Road and Offmore Comberton area.
	LPP04790	Object	Concern at development on east side of Kidderminster. Lea Castle is big enough to include services, i.e. shops, schools, surgery and would negate need to develop other sites. Issues of traffic/pedestrian safety/impact on local infrastructure, schools and Hurcott nature reserve, a SSSI. Preserve Green Belt as a buffer zone between Kidderminster/Blakedown.
	LPP04798	Object	<p>The existing land immediately adjacent to the rear of Prior Close on the east of Offmore is already elevated at about 1.5 metres at the point it abuts existing gardens. The field then rises in both an easterly and northerly direction. Development in this area will have a significant impact upon the quality and wellbeing of the existing residents because any new housing will be at a much higher level and result in severe overlook from the new properties. The proposal for small pockets of development would result in an unsustainable community. It will be separate from the existing community because it will require totally separate access/egress, leaving its residents isolated from a community that is on their own doorstep. In order to access the existing community facilities the new residents will need to travel by car for the simplest of things such as popping out to the local shop. Walkways might be incorporated into the design but the simple fact is that human nature will result in traffic movements rather than walking.</p> <p>The local Offmore Primary School is full and does not have any spare land within it's boundary for extending the building. In fact this school was completely rebuilt in recent years and has made maximum use of the land on which it stands.</p>
	LPP04406	Support	Just an idea, please build on housing estates like Comberton or Spennells. As they have been designed for and could just be extended.

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Respondent	Response No	Type of Response	Summary of Response
	LPP0463	Object	Infrastructure to areas WFR/CB/7, OC/4/5/6/12/13N does not have sufficient capacity to accommodate any substantial increase in housing. The A456 would require substantial capacity development to deal with the increase in traffic, if this was achieved Husum Way will not cope. An additional road and a bridge over the railway would be required. This is unlikely to happen due to the high development costs and therefore the affordability of the housing scheme. There is currently a high level of wildlife within this area including badgers, foxes, deer and a large variety of birds, including endangered species. This development would have a significant impact on them and should not go ahead. Currently the A456 is a single lane carriageway and would not be able to cope with the proposed industrial development near Hodge Hill Farm. This proposal does not support a sustainable community, does not accommodate a neighbourhood centre and will put pressure on the current Offmore infrastructure and amenities. The Offmore primary school is currently at full capacity and cannot be developed as it is on a restricted site.
Campaign to Protect Rural England	LPP01000	Object	WFR/CB/6-7 Land in front of Hurcott Hall and land opposite at Hodgehill. The development of this site would be a case of gross sprawl. It is bad enough that moving the edge of Kidderminster town out to Hurcott Lane should be proposed. The land on either side of A456 here is open countryside and should remain so. Its transport links to the motorways involve trucks using the already overloaded A456 though Hagley.
Churchill and Blakedown Parish Council	LPP01023	Object	<u>Hodge Hill Employment Site</u> - Core Strategy Policy DS04: Rural Regeneration is quoted which stated that development proposals will not be permitted where they would be likely to have an adverse impact on the District's best and most versatile agricultural land. The proposals at Hodge Hill are in conflict with Policy CB16 of the Neighbourhood Plan which provides for the use of existing rather than new buildings. This is Green Belt land and the Parish Council would oppose this, especially if proposal for relief road is implemented. Hodge Hill Farm is locally listed and access to the site is dangerous.
	LPP01602	Object	Objects to site being allocated for the following reasons: <ul style="list-style-type: none"> • Impact on highways • impact on wildlife • loss of good agricultural land • loss of and impact on Green Belt • loss of amenity

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Respondent	Response No	Type of Response	Summary of Response
			<ul style="list-style-type: none"> noise and air pollution
	LPP02033	Object	Land for Employment. Land for employment opportunities such as Land off Birmingham Road (WFR/CB/7) appears to be misplaced on a green field site. Surely there are plenty of sites in a town with declining traditional industry rather than set a precedent on a green site. The Easter Park site for instance has failed to fill some of its units in the time since it was built.
	LPP04380	Object	Employment on 'Land off Birmingham Rd'. All industrial/trade units should be kept within the South Kidderminster Enterprise Zone.
	LPP04611	Object	We agree with all 10 "Disadvantages listed on the circular known as "OCAG-LP (Offmore Comberton Action Group-Local Plans). In addition, the idea of industrial units between Hodge Hill Farm on the A456 and the farm house near corner of Husum Way simply goes right into the face of current road restrictions made a few years ago to keep traffic in single file and generally slow it down as it approaches Husum Way, a 40 mph limit and the urban development straddling the A456 (Birmingham Road). WE cannot imagine the problem of INCURSION that the need for commercial vehicles coming in and out needing to go west and east of such a development would cause. The Lea Castle development seems far more workable than say extending Kidderminster development eastwards from its current edge. We have informed the RSPB as members, the danger of such units and a proposed Eastern bypass via the outskirts of Kidderminster to particular bird life. (See one of the 10 disadvantages above-mentioned). "Ah, but it's only one incursion." Travelling the country as we do and witnessing new housing and industrial unit development, more traffic congestion. Means we are seeing land taken up from nature on a frightening scale! Similarly the possible future development of fields behind Stanklyn Lane running to the current boundaries of Spennells Estate will remove another current wildlife eco-system, which numerous species of birds rely on let alone other wildlife. The "material drive" of those in power will eventually attack us all, if not destroyed by its own very nature in "Nature's scheme of things." The human race has this problem they always believe they'll get by or round. The people who drive this may not be affected yet, but their descendants will. We will in future be unable to create the space required to keep catering for more traffic and population. We have the dilemma of its future approach, and ultimate reality.
	LPP05118	Object	I also object to the proposal of allowing Industrial development at Hodge Hill as again without the road

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Respondent	Response No	Type of Response	Summary of Response
			infrastructure this would not be tenable. The reason that people move to and visit Kidderminster and the surrounding areas is that it gives a feel of a rural location when travelling into Kidderminster along the Birmingham Road.
	LPP05150	Object	The suggestion that land between Husum Way and Hodge Hill Nurseries should be used for industrial development is beyond outrageous. It represents inappropriate ribbon development of the worse kind in one of the more attractive approaches to Kidderminster!! At this stage it seems appropriate to say there are empty units on nearly every industrial site in town.
Moor Park Trustees	LPP03127	Support	<p>We write to support the sites OC/5 and WFR/CB/7 and note that these sites are discussed collectively in table 13.0.1 as East of Kidderminster (N) for a mixed use of housing and employment collectively providing circa 1,735 dwellings and 9.66ha of employment land.</p> <p>There are few other options, of this scale, on the outskirts of Kidderminster. The site in question is currently allocated as Green Belt but it is noted that the site, upon allocation, would be removed from the Green Belt. The Green Belt has not been reviewed, in WFDC, since the 1970s and WFDC acknowledges that previously developed land alone will not be sufficient to meet the growth requirements of the district.</p> <p>The site off Husum Way (OC/5) is self-contained with little constraint. Bound to the North by the A456, the East by Hodgehill, the South by the railway line and Husum way to the West. Removal of this site from the Green Belt will not create risk of further sprawl into the Green Belt at a later date and due to its boundary constraints it will work well as a standalone residential development or as part of a larger scheme. The site is an agricultural field which will have limited ecological value due to the processes which currently take place as part of conventional farming practice. Topographically the site is relatively level.</p> <p>We have had approaches from developers, and promoters, and in that regard the land (OC/5) is under option to a local developer (subject to the relevant planning consents) the site is deliverable within the required timescales for the local plan.</p> <p>Site WFR/CB/7 was initially identified by WFDC themselves and in that regard was not put forward by the landowner in the original call for sites. Similarly to the site of Husum Way — the site is self-contained/self-governing. It is bound by the Birmingham Road to the North, the railway to the South, Hodgehill Farm to the West and Hodgehill Farm shop/Deli/Cafe to the East.</p> <p>Since its potential for employment use was identified the landowner made contact with County Highways to discuss access in light of such proposals. Subject to further confirmation as to the LPA's aspirations for the site, and</p>

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Respondent	Response No	Type of Response	Summary of Response
			<p>an allocation, we would need to undertake a transport assessment and potentially a strategic transport model run. These would all benefit from being undertaken upon allocation of the sites to the East of Kidderminster. Birmingham Road itself, however, has space for upgrade to accommodate upgraded access depending on the employment uses proposed and its location on the outskirts would assist in keeping traffic off the more limited road network within Kidderminster itself. Comments were made regarding the sustainability of the site, however, as noted below — a development of this scale will ensure effective provision of infrastructure to support new development.</p> <p>There are regular bus services along the Birmingham Road and this route itself is a strategically important route, is a lorry route network and also a cycle route network. There are good footpath links back into Kidderminster. The site already has sustainable transport links which are able to be vastly improved by a development of this size and nature through increased users.</p>

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO OC/5 – LAND AT HUSUM WAY

Respondent	Response No	Type of Response	Summary of Response
Campaign to Protect Rural England	LPP0969	Comment	OC/5 Husum Way. This is a relatively small site enclosed by A456, the railway, farm buildings and developed land. If Kidderminster is to extend out to Hurcott Lane, it may be appropriate for it to extend out as far on the other side of A456, but that should not mean that there should be similar extensions south of the railway.
	LPP01603	Object	<p>Objects to site being allocated for the following reasons:</p> <ul style="list-style-type: none">• Impact on highways• impact on wildlife• loss of good agricultural land• loss of and impact on Green Belt• loss of amenity• noise and air pollution
	LPP02055	Object	<ul style="list-style-type: none">• Developing here would remove all the habitats which wildlife, that have been identified as at risk, depend on.• This land is considerably higher than the surrounding so development would be very visible. The views as you drive into Kidderminster currently help lift the appearance of the area. Building vast amounts of property here is likely to have a further detrimental effect on Kidderminster's reputation and appeal as a place to visit.• The junction on the Birmingham Road onto Husum Way is already very dangerous and proposing to add to the traffic and congestion in that area would be catastrophic.• People would use the Hurcott Road as a 'rat run' even more then they do now, it is already a dangerous road which has seen many an accident.• To overcome the congestion issue a by pass would need to be built and no development should take place until this has been done. The by pass would need at least one railway bridge, which would be incredibly expensive and no private developer would pay for it.• The houses could also prove difficult for a private developer to sell due to the traffic noise from the Birmingham Road and the traffic congestion your proposals will cause.• The community would have no heart and could not accommodate a neighbourhood centre. There would also be no local schools children could walk to as Offmore is already full and cannot be extended.

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO OC/5 – LAND AT HUSUM WAY

Respondent	Response No	Type of Response	Summary of Response
			<ul style="list-style-type: none"> I appreciate houses needs to be built but they should not all be piled on one area which is what you are proposing.
	LPP04332	Object	<p><u>Local Plan proposals for land to the rear of Baldwin Road and the Offmore / Comberton Areas - Option OC/5. Objections:</u></p> <ol style="list-style-type: none"> 1. The Green Belt to the east of Kidderminster currently plays a vital part in separating the town from the West Midlands Conurbation. 2. Before any building work commences the proposed Eastern By-Pass would need to be constructed along with the required and very expensive railway crossing / bridge, which would need funding by the proposed developers (unlikely to happen). 3. For this plan to work the proposed Eastern By-Pass would need to extend from the A449 Wolverhampton Road all the way to the A449 Worcester Road to be effectual, if not the side roads & lanes in the Hurcott / Offmore / Spennells areas would end up being used as rat runs. 4. The proposed housing at the rear of Baldwin Road & Offmore together with the By-Pass itself would be in an elevated position making them very visible and obtrusive. 5. The developments at the rear of Baldwin Road & along Hurcott Lane would impact on the buffer zones for the Hurcott & Podmore SSI's and endangered bird species. 6. The hundreds of houses planned in this area would have a dramatic effect on the recently built New Offmore Primary School which is at full capacity and can't be extended any further. 7. In summary this ribbon development LP is a not sustainable or a community and an alternative proposal needs to be considered.
	LPP05136	Object	The options of plan 'A' and 'B' would cause a considerable volume and build up of traffic congestion not to say the loss of agricultural land would be a bad idea.
Churchill and Blakedown	LPP03115	Object	Concerned that Parish will become even more of a 'through route' if sites east of Kidderminster are developed. Character will be badly affected if Eastern Relief Road is built. County proposals already mean likelihood of

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO OC/5 – LAND AT HUSUM WAY

Respondent	Response No	Type of Response	Summary of Response
Parish Council			increased commuter traffic for station and school has been expanded. We would like an assessment of capacity of A456 through Blakedown. Kidderminster-Blakedown section narrowed to single carriageway for safety reasons and alterations at Hagley junction mean traffic often backs up to Blakedown. Proposals at Baldwin Road and Offmore would add to traffic levels. Employment proposal at Hodge Hill would add traffic at an accident blackspot. Proposed relief road would bring more traffic onto A456 from A448 and A449. Why is this needed when A450 meets A456 at Hagley? Blakedown village centre - concerns re air quality and pedestrian safety. Suggest traffic lights for junction of Belbroughton Road and moving pedestrian crossing to near Station Drive. Proposed eastern relief road would add further pressure to A456 in village. If A448/A450 junction was improved it would divert traffic from centre of Kidderminster and relieve pressure on A456.
Moor Park Trustees	LPP01046	Support	<p>We write to support the sites OC/5 and WFR/CB/7 and note that these sites are discussed collectively in table 13.0.1 as East of Kidderminster (N) for a mixed use of housing and employment collectively providing circa 1,735 dwellings and 9.66ha of employment land.</p> <p>There are few other options, of this scale, on the outskirts of Kidderminster. The site in question is currently allocated as Green Belt but it is noted that the site, upon allocation, would be removed from the Green Belt. The Green Belt has not been reviewed, in WFDC, since the 1970s and WFDC acknowledges that previously developed land alone will not be sufficient to meet the growth requirements of the district.</p> <p>The site off Husum Way (OC/5) is self-contained with little constraint. Bound to the North by the A456, the East by Hodgehill, the South by the railway line and Husum way to the West. Removal of this site from the Green Belt will not create risk of further sprawl into the Green Belt at a later date and due to its boundary constraints it will work well as a standalone residential development or as part of a larger scheme. The site is an agricultural field which will have limited ecological value due to the processes which currently take place as part of conventional farming practice. Topographically the site is relatively level.</p> <p>We have had approaches from developers, and promoters, and in that regard the land (OC/5) is under option to a local developer (subject to the relevant planning consents) the site is deliverable within the required timescales for the local plan.</p> <p>Site WFR/CB/7 was initially identified by WFDC themselves and in that regard was not put forward by the landowner in the original call for sites. Similarly to the site of Husum Way — the site is self-contained/self-governing. It is bound by the Birmingham Road to the North, the railway to the South, Hodgehill Farm to the West and Hodgehill Farm shop/Deli/Cafe to the East.</p>

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO OC/5 – LAND AT HUSUM WAY

Respondent	Response No	Type of Response	Summary of Response
			<p>Since its potential for employment use was identified the landowner made contact with County Highways to discuss access in light of such proposals. Subject to further confirmation as to the LPA's aspirations for the site, and an allocation, we would need to undertake a transport assessment and potentially a strategic transport model run. These would all benefit from being undertaken upon allocation of the sites to the East of Kidderminster. Birmingham Road itself, however, has space for upgrade to accommodate upgraded access depending on the employment uses proposed and its location on the outskirts would assist in keeping traffic off the more limited road network within Kidderminster itself. Comments were made regarding the sustainability of the site, however, as noted below — a development of this scale will ensure effective provision of infrastructure to support new development.</p> <p>There are regular bus services along the Birmingham Road and this route itself is a strategically important route, is a lorry route network and also a cycle route network. There are good footpath links back into Kidderminster. The site already has sustainable transport links which are able to be vastly improved by a development of this size and nature through increased users.</p>

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO OC/6 – LAND EAST OF OFFMORE

Respondent	Response No	Type of Response	Summary of Response
Taylor Wimpey West Midlands	LPP04921	Comment	<p>The land at Comberton Road currently lies within the West Midlands Green Belt. The site is included within the Green Belt Review as a number of smaller parcels which were assessed as follows:</p> <p>Land to the north of the A448 – CONTRIBUTION. The site overall makes a contribution to Green Belt purposes by virtue of its role as open countryside containing the built edge of Kidderminster. In the absence of clear, significant boundaries, development would represent encroachment and sprawl into open countryside which could only be overcome through master planning which considered the development in a wider context which attended to the south-eastern edge of the town more generally. Whilst there are few visual receptors in this locality and the site is generally well screened from the A448, development would create a fundamentally new relationship between town and country.</p> <p>Land to the south of the A448, north of Captain's Pool and Stanklyn Pool - CONTRIBUTION The site overall makes a contribution to Green Belt purposes by virtue of its role as open countryside containing the built edge of Kidderminster. Whilst the site is largely contained by substantial boundaries and the overall effect on Green Belt in this location (in combination with wider development) would not be significant, the absence of an eastern boundary is problematic. Whilst an external boundary could be created, it is suggested that it would be more sympathetic to halt development at the access road which bisects the site, using the topography to contain development rather than the arbitrary line of the high voltage power line.</p> <p>Land to the north of Stanklyn Lane, south of Captain's Pool and west of Stanklyn Pool – CONTRIBUTION. The relatively well bounded nature of the site means that development means that development is readily contained, although the scale and topography of the site means that a new relationship between town and country would be created, extending development into visually exposed land where thus far development has used the topography to limit such exposure. This is particularly the case for land extending towards Stanklyn Lane, in combination with proposed land immediately to the southwest, although further work on long and medium distance visual receptors would be needed.</p> <p>Captains and the Lodge - LIMITED CONTRIBUTION. The site makes only a limited contribution to Green Belt purposes, being well bounded with limited visual connection. Development would extend the current built edge of Kidderminster along the A448 but this would not be substantial and would visually be contained by substantial boundary vegetation.</p> <p>In light of the above and with particular regard to land to the north and south of the A448, the Development</p>

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO OC/6 – LAND EAST OF OFFMORE

Respondent	Response No	Type of Response	Summary of Response
			<p>Framework Plan includes significant reinforcement of the western boundary of the site, including the provision of significant amounts of public open space and landscaping, in order to contain the site in visual terms and limit the impact of the development upon the openness of the Green Belt.</p> <p>However, Taylor Wimpey has considered the release of the site from the Green Belt in the context of the five purposes of the Green Belt as set out in the NPPF and assert that the makes a ‘limited contribution’ to the purposes of the Green Belt, as explored below.</p> <p>1) To check the unrestricted sprawl of large built-up areas. The site has intermittently strong, defensible boundaries, which would be reinforced by a proposed approximately 30 metre planting buffer along the length of the development. The site would accordingly have a significant landscape buffer, serving to ‘round-off’ the town of Kidderminster on its eastern boundary. This would represent a strengthening of the existing urban edge, which simply terminates to the east of Kidderminster. To the north, the site is bounded by a railway line, adjacent to Husum Way. Similarly, the site is bounded by a railway line to the south-west, adjacent to Stanklyn Lane. Stanklyn Lane itself also forms part of the site boundary to the south-east. The site would therefore be well contained and not encourage sprawl beyond the period of the Local Plan Review. Accordingly, the release of the site from the Green Belt will not result in the unrestricted sprawl of Kidderminster; it will instead serve to ‘round-off’ the town’s eastern boundary.</p> <p>2) To prevent neighbouring towns merging into one another. There is a considerable green gap of over 10km between Kidderminster, Catshill and Bromsgrove to the east/south-east. The entirety of this gap is contained within the Green Belt, preventing coalescence. The site at Comberton Road is located immediately adjacent to the existing built-up area of Kidderminster and is clearly separated from nearby settlements by extensive agricultural land. Therefore, the release of this site will not result in the merging of any neighbouring towns, as a significant Green Belt gap will remain.</p> <p>3) To assist in safeguarding the countryside from encroachment. The creation of strong, defensible boundaries is important in protecting the countryside from encroachment. While it is acknowledged that, in theory, the release of any land from the Green Belt could result in encroachment, it is considered that the site offers the opportunity to provide strong and defensible boundaries which will protect the countryside and maintain the visual and physical separation between Kidderminster and surrounding settlements. This is evidenced by the significant planting of a landscape buffer on the eastern boundary of the site, as shown on the Development Framework Plan. The release of this site from the Green Belt will not compromise the purpose of safeguarding the countryside from encroachment.</p>

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO OC/6 – LAND EAST OF OFFMORE

Respondent	Response No	Type of Response	Summary of Response
			<p>4) To preserve the setting and special character of historic towns. Whilst Kidderminster is a historic canal town which contains four conservation areas and associated listed buildings, these are not located within close proximity of the site and, as such, the site does not make a significant contribution to fulfilling this purpose of the Green Belt. Several listed buildings exist to the east of the site, in and around the village of Stone, including St Mary's Church. The sensitivity of these buildings will be considered as part of any development of the site. Nevertheless, these buildings are relatively isolated and therefore have a limited contribution towards the setting and special character of historic towns. As such, the release of this site from the Green Belt will not compromise the setting or special character of any historic towns.</p> <p>5) To assist in urban regeneration, by encouraging the recycling of derelict and other urban land. The release of this land from the Green Belt would not prevent the recycling of derelict and other urban land. The previous Core Strategy and Site Allocations and Policies Local Plan allocated a significant amount of brownfield land for redevelopment. However, the supply of suitable brownfield land is now reducing. Therefore, a Green Belt review is to be undertaken as part of the Local Plan Review, in order to meet its housing needs. The development of the site can be appropriately phased within the housing trajectory to take account of the availability and deliverability of brownfield sites across the District. The release of the site from the Green Belt will therefore not prejudice the recycling of derelict and other urban land. A Preliminary Landscape and Visual Appraisal prepared by Pegasus Environment provides further consideration.</p> <p>Green Belt Summary</p> <p>It has been demonstrated that the release of the site from the Green Belt would not compromise the five purposes of Green Belt land as set out within the NPPF and is entirely in accordance with national policy regarding the release of land from the Green Belt. The site therefore makes a 'limited contribution' to the purposes of the Green Belt in the context of the Local Plan Green Belt Review. The site is capable of being well contained within strong, defensible boundaries and will, as a result, minimise encroachment into the countryside while maintaining the clear visual separation between Kidderminster and neighbouring settlements. It would not compromise the setting of the town and would not prejudice the recycling of derelict and other urban land. Therefore, it is considered that the site represents appropriate Green Belt release to deliver residential development in a sustainable location.</p>

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Respondent	Response No	Type of Response	Summary of Response
	LPPO116	Object	<p>My concerns are as follows:</p> <ul style="list-style-type: none"> • The value of properties will be significantly decreased. • There are soak away's to take rain water away which goes directly onto the proposed development. • The land is so much higher than the lower field that some kind of supporting structure will have to be built to prevent our access road from collapsing. • The lower field encompasses the Blakeway stream which regularly floods. • If the new development is built the run off water will cause flooding in Offmore and Borrington. • The fields have a badger set and also bats which are active. • Access to the rear of properties are via an agreement with the farmer. If the land is developed we will have no access other than through the house. • Road access in this area is limited, with this development we will have gridlock on the existing roads. • Hospital is not capable of covering the new population. • Insufficient GP's. • " Dental infrastructure. • " Schools. • We have regular power cuts hence the future demand would be excessive on the existing electricity supply. <p>An area around the barns to access the rear of buildings for maintenance would be required. Planners continually refuse extensions at the barns as they could be seen a mile away from the A456 and all permitted development rights have been removed.</p>
	LPPO282	Object	<ul style="list-style-type: none"> • We would like to raise serious concerns about developing land to the east of Offmore. We note that there is no satisfactory access to the fields behind Offmore farm (Old People's Home) in this area at all. Residential roads from Munro Close and Rossetti Close in the north to Silver Birch Drive in the south are not big enough or wide enough to support extra traffic. Even if new roads could be constructed and new

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Respondent	Response No	Type of Response	Summary of Response
			<p>routes found, the increase in traffic flow would cause major concerns on the estate with increased congestion, safety and pollution.</p> <ul style="list-style-type: none"> • The impact on wildlife would be significant. We currently have at least two different species of woodpecker, frogs and toads, bats, foxes, pheasants and many other bird varieties in these fields as well as other wildlife. Diminishing their territory would mean diminishing their numbers - something we cannot afford to do. • An eastern housing build would be "ribbon development" of its own kind, accessed only from some distant spot north and south of the town, with no "soul" or shops and school attached to it. There would be no easy connection to get to Offmore shops and no room at the already over-subscribed Offmore Primary school. • Like many other people on Offmore we think that an eastwards extension of the town would be patchy, haphazard development at best and a blight on the Green Belt land for generations to come. Any further intrusion in to the Green Belt risks connecting Kidderminster to Blakedown to Hagley to Halesowen and eventually to the outer suburbs of Birmingham. It is a proposal we strongly disagree with. • The alternative proposals for an outer suburb at Lea Castle, with school, shops and transport links would be much more sensible than the retrograde, straggling "sticking plaster" estate stuck on to two established residential areas (Offmore and Comberton) that work well now and are perfectly self-contained already.
	LPPO390	Object	<p>Object for the following reasons:</p> <ul style="list-style-type: none"> • Traffic in these areas is already at unacceptable levels and any development would add to the already heavily used rat runs in these areas. • Loss of views and amenity / recreation space for local residents • Any bypass/link road to the east of Offmore would take away current breathing spaces and take up a nature resource and visual beauty • Visual impact of residential development at Baldwin Road (the land is much higher at the rear of Baldwin Road)

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Respondent	Response No	Type of Response	Summary of Response
			What benefits this proposed development would bring to the area? Surely what is required is employment opportunities. If you build hundreds of houses on Green Belt land it will only attract those who will not work in the area but simply commute out of the area.
Campaign to Protect Rural England	LPP0970	Object	OC/6 Offmore Farm. Some of this is grade 2 agricultural land; and there is grade 1 land nearby. Such land should be retained for agriculture. In including this as a preferred site the Preferred Option is guilty of not applying its own principles in Policy 28D.C. The best and most versatile agricultural land should only be developed if there is no other realistic option
	LPP01894	Object	I wish to object to the planned building of homes and an Eastern By Pass, across the Green Belt behind Offmore. I see no benefit of putting a road through these fields and building houses. There is no room at Offmore Primary and it has been extended to maximum . The cost to put a railway bridge to accommodate the road would be substantial and we are already on a high band of council tax. The eastern by pass would not only obliterate the landscape due to its height, it would be visible and noisy. It would also cause harm to local wildlife including endangered birds such as yellow hammers and sky larks. Tennyson way and Husum way are already used rat runs.
	LPP01991	Object	<p>Objects to any development on Greenfield land, except for sites that have been too badly contaminated, for the following reasons:</p> <ol style="list-style-type: none"> 1. Does not believe that any meaningful communities will be created by developing to the east of Offmore and to the rear of Baldwin Rd. 2. Additional pressure on Offmore Primary School which is on a restricted site. 3. Concerned that development on land to the east of Kidderminster should not occur until the by-pass has been constructed. 4. Suggests the by-pass should start at the Stourbridge Road because Hurcott Road and Baldwin Road are already used as a 'rat run' and would only become much worse. 5. The area to the rear of Baldwin Road down to Hurcott Lane is well used and much loved by walkers, dog owners and anyone interested in the countryside. It would be an eyesore if built on due to its elevation.

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Respondent	Response No	Type of Response	Summary of Response
	LPPQ2082	Object	<p>Object to the proposed development. Just building houses doesn't solve problems it creates problems:</p> <ul style="list-style-type: none"> • Where would all the traffic go? A proposed bypass would cost millions and create traffic problems whilst it was being created and after. Also creating rat runs around local roads. • There are endangered species of birds along the route that is proposed for the bypass • Noise and air pollution would increase substantially • Increase in noise and air/dust pollution during the construction • The land is Green Belt and is used to farm • Loss of views • Devaluation of property prices. <p>Please reconsider your plans, consider the long term impact/damage to local communities, wildlife habitats.</p>
	LPPQ2093	Object	<p>Objections - east of Offmore.</p> <ol style="list-style-type: none"> 1. Loss of wildlife. 2. Pressure on local schools/GPs 3. Side roads misused as rat runs. 4. Traffic congestion 5. Sustainable community on Lea Castle better
	LPPQ2134	Object	<ul style="list-style-type: none"> • By-pass necessary. • Lack school places/Loss of trees in Husum Way . • Other sites more suitable e.g. Lea Castle with good access to main roads/bus routes –already built on! Catchment area for Wolverley High School. Use land to rear of Ferndale.
	LPPQ2160	Object	<p>I object to the proposal for building houses to the rear of Baldwin Rd and the Offmore Comberton area. There is perfectly good land going to waste in the old Lea Castle site, why can't that be used instead? The roads</p>

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Respondent	Response No	Type of Response	Summary of Response
			<p>surrounding that area are more robust than the smaller roads surrounding Baldwin Road. The effect on the surrounding wildlife in Hurcott village would be devastating, and while I understand we need more housing surely that shouldn't be at the expense of our beautiful countryside and wildlife? Baldwin Rd is already used as a cut through and the majority of cars do not respect the speed limit and use it as a race track. More housing in this area would just increase this and put the families at risk along this road.</p> <p>What are the plans to support the increased infrastructure that would be needed if we suddenly have hundreds of extra families in the area? Kidderminster Hospital is already at breaking point and where would the children go to school? To cope with the increase of traffic, there would be more roads built, more traffic, more noise pollution and no-one policing the speed limits or behaviour of the motorists.</p> <p>It has already been established that the site at Lea Castle has enough space to accommodate a new school, bus services and plenty of houses. So surely this can be considered as a logical area for development?</p>
	LPPO2248	Object	<p>The local plan presents us with a series of options for development - all of which involve building on areas of what is currently rural or semi-rural land. We are expected to accept that one of these options is inevitable.</p> <p>Green Belt/greenfield land plays an essential role in sustaining the structure of any urban community. Improving air quality, sustaining wildlife, or simply creating the balance of environment for the physical and mental well-being of the population are all basic requirements for any modern town - it is not something that can just be pushed further out on demand. The fact that councils are being given the green light to remove the protected status of such areas is wrong in principle.</p> <p>The plans describe the proposed developments as land to the rear of Baldwin Road (OC/4). These are fields stretching across to Hurcott which is well known locally as a semi-rural community. It also has important historical significance with its paper-making tradition reaching back to the Middle Ages.</p> <p>This is far more than just another piece of real estate in waiting; for thousands of local residents it is their piece of countryside, for many it is why they chose to live there and why (at the moment) they want to stay there.</p> <p>The area in question is high land – any development here would be seen from a great distance across to the East where the land falls away considerably. The current vista forms part of the rural gateway to Kidderminster– an intrinsic part of the town's character. Planners and councillors should not underestimate the role of these aspects in separating Worcestershire communities from the West Midlands conurbation and in attracting visitors and consumers from the Black Country and beyond.</p>

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Respondent	Response No	Type of Response	Summary of Response
			<p>The prospect of new housing will create stagnation in the local housing market. Buyers will be unlikely to invest in properties knowing that the character of the vicinity is about to change dramatically. The value of these houses will fall so that owners will not be able to get the price they need in order to sell. Contrary to the wording used within the plan – extending the town will make Kidderminster a LESS desirable place to live.</p> <p>Another area earmarked as “Core housing” is the land to the East of Offmore Farm (OC/6). This farmed land is a key aspect of the local environment and any attempts to develop it will not only add to the strain on infrastructure described elsewhere in this letter, it would dramatically reduce the quality of life of the thousands of families on the estate – as well as adversely affecting the value of their homes. Changing the use of this land would be wrong on historical, political and environmental levels – it should not even be considered.</p> <p>Looking at the maps in the Local Plan document, it is clear that the core housing sites will result in the greatest depletion in Green Belt land and are the most serious threat to the rural buffer that is essential to the character of the town.</p> <p>Building on this landscape would be an affront to the people who live in the community. It would be damaging the lives of existing inhabitants in order to meet an expected quota. Real life quality sacrificed for theoretical need.</p> <p>The local authority’s budget is straining to manage the needs of the existing town population on issues ranging from road maintenance to healthcare. Extending the town on this scale will only worsen the problem.</p> <p>Furthermore we do NOT want an Eastern relief road with the resulting disruption, noise, pollution, corrosion of local character and damage to the environment, it would bring.</p> <p>If an increasing population is the cause of the perceived shortfall in house building more and more houses on Green Belt is not addressing that problem. Neither is it sustainable, for band after band of new developments will eventually deplete the rural spaces between towns to an extent that they are no longer effective as green spaces. Developing the Eastern side of the town will adversely affect the lives of thousands. Surely it would be to the council’s advantage to minimise the number directly affected and therefore the level of opposition that will be directed at them.</p> <p>If there has to be large scale development around Kidderminster, dispersal is preferable to extending an already busy town. This allows new “settlements” to develop their own infrastructure, maintains an element of separation between communities, reducing inevitable problems caused an increased concentration of traffic and population and spreading demand for services (for employment, retail, education, healthcare, transport links etc) across a wider range of towns and communities. It also allows new developments to be designed in a way that</p>

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Respondent	Response No	Type of Response	Summary of Response
			<p>has less of an impact visually and environmentally.</p> <p>The council asks if we prefer Option A or Option B. The problem is that, as long as both options include the areas designated as Core housing sites on the Eastern edge of the town neither is going to be acceptable to the majority of people that the proposals affect.</p> <p>Option B is offered as the dispersal option but the swathe of heavy development to the East of Kidderminster makes it anything but.</p> <p>If the council wants to achieve any kind of acquiescence it will need to re-draft these proposals without the core housing sites that appear in the current plans.</p>
	LPP02448	Object	<p>We recently moved from London to escape the crowded, doctors surgeries, crowded shops, crowded roads, and would be really unhappy if this proposal for the Green Belt to the east of Kidderminster, would go ahead, as it would seem so does every local person, the disadvantages outweigh the advantages, I hope you agree.</p>
	LPP02470	Object	<p>As a resident that will be negatively affected by the plans to erase a significant amount of the Green Belt land surrounding my home in order to build thousands of new houses that will undoubtedly remain empty for years (£210,000 is NOT affordable, not even close. Maybe in London, but certainly not in the Wyre Forest). I felt it necessary to express my severe displacement with the planned proposal for the land to the rear of Baldwin Road and the Offmore Comberton Area for the following reasons.</p> <ol style="list-style-type: none"> 1. The houses being built are presumably meant for young families? But where will their children go to school? The local schools are already overflowing. 2. The Green Belt area to the east of Kidderminster plays a vital part in separating the town from the West Midlands Conurbation. 3. An eastern bypass would need to be built between the Wolverhampton and Worcester roads, otherwise the roads around Hurcott would be utter chaos. 4. This bypass would require at least one new railway bridge, which would be incredibly expensive. No private developers would pay for it. 5. The visual concern would be an obvious issue, not to mention the impact on local wildlife. 6. The development would create a significant amount of water run-off that could turn Broadwaters into a swamp. I have friends who live in that area who are understandably concerned.

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Respondent	Response No	Type of Response	Summary of Response
	LPPO2647	Object	<p>Object to the housing proposals east of Offmore for the following reasons:</p> <ul style="list-style-type: none"> • Offmore Primary School is currently full • There are anti social behaviour issues that need sorting on Offmore. Adding more houses is likely to worsen the issue. • The local hospitals can't support the residents that are already in the area • The local bus service doesn't properly serve the existing community. • There are many speeding cars on Tennyson Way during the evenings, this will only become busier with more housing and cars.
	LPPO2762	Object	<p>We are writing to express our concerns and disappointment at the proposed development of Green Belt land to the east of the Offmore Estate.</p> <p>We moved to get away from all the building of houses in every little nook and cranny around our home and surrounding areas. This now seems to be happening here in Kidderminster at the cost of other areas that need to be completely renovated, as they are in such a state of disrepair, like the Comberton Estate. Many of the houses and streets are completely in need of rejuvenation.</p> <p>You are proposing to build more houses that we don't seem to need, as there are so many houses still up for sale round and about, instead of maybe helping those areas that need to be updated and are being overlooked.</p> <p>It does seem strange that all the new development has to be on the eastern side of Kidderminster, drawing us ever closer to Blakedown, shrinking the area that separates us from them. If this buffer zone is something that the local government wants to protect then extending towards Bridgnorth or Hartlebury, as another option to consider, wouldn't quite have the same repercussions.</p> <p>While we are not totally opposed to more housing, if needed, we feel that to centralise all the current development plans to one area of the town seems very unfair.</p>
	LPPO2902	Object	<p>We are opposed to any development of this Green Belt land and firmly believe that there are far more suitable and sustainable options for future development in the area.</p>

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Respondent	Response No	Type of Response	Summary of Response
			<p><i>Disadvantages of the WFDC proposals to develop east of Offmore Farm:</i></p> <ul style="list-style-type: none"> • The land to the east of Offmore is designated Green Belt • This land is prime agricultural land which is farmed productively every year contributing to UK food and grain production and is important for wildlife. The Skylark breeding population has increased there. • The land to the east of Offmore is significantly higher than the rest of the estate so any development would be very visible and imposing upon the rest of the area. • It would have no neighbourhood centre. • Offmore Primary School is full to capacity and is on a restricted site so not suitable for extending. • The proposed Eastern bypass would not be funded by housing developers and would be extremely expensive to construct • The existing roads through Offmore Farm estate are already over used and the proposed development would significantly increase traffic
	LPPO2952	Object	<p>Objections:</p> <ol style="list-style-type: none"> 1. Withdrawal from Europe may mean a requirement for more home grown food therefore productive agricultural land should not be used. 2. The Green Belt area to the east of Kidderminster separates the town from the nearby village of Blakedown. 3. Would impact on the already full Primary School. The Offmore Primary School has no room for further development. 4. A new railway bridge would have to be built at considerable expense. 5. An Eastern Bypass from the A456 to the A448 would not relieve the terrible traffic at the Horsefair and would cause more noise pollution. 6. The land to the east of Offmore is home to protected and increasingly scarce wildlife. 7. This land also has a habit of flooding and water run-off would be increased with building on these fields.

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Respondent	Response No	Type of Response	Summary of Response
	LPP03110	Object	I object to the proposals as per the disadvantages provided by Offmore & Comberton Action Group. I currently reside on Baldwin Road and believe the proposals will have an impact on the area in which we live.
	LPP03134	Object	Objecting to building on Baldwin Road/Offmore/Comberton sites. <ul style="list-style-type: none"> Schools and infrastructure inadequate. Greenfield sites. Brownfield sites should be used - especially in the town centre. Will ruin the countryside.
	LPP03163	Object	<p>The proposed benefits of easier school provision and an Eastern Relief Road do not outweigh the disadvantages of large scale expansion to the east of Kidderminster. Offmore School has further capacity. The Eastern Relief Road would require the construction of an additional railway bridge at a cost prohibitive to any developer. The height of any such road/housing would be considerably higher than current housing making it very visible. Why should the lion's share be taken by the East.</p> <p>It is a misconception that industries and businesses will flock to the town to support this increase in numbers, with the traditional carpet industry declining where will these people be employed? Some units have remained empty for years and the old shopping streets are deserted. We will be no more than a commuter town</p> <p>The existence of Green Belt Land between the current eastern household boundary and Blakedown is crucial in the separation of Kidderminster and the West Midlands conurbation</p>
	LPP03294	Object	<p>There is a small development of 7 homes, that are converted former farm buildings situated at the rear of the Offmore Farm Care Home in an area, known as Offmore Court. This development was completed in the mid 1990's and is surrounded on three sides by Grade A agricultural farmland. The fields surrounding the development have been used on a continuous basis, to grow crops (originally sugar beet, until the Kidderminster sugar beet factory closed down) and latterly wheat, potatoes, carrots etc).</p> <p>As and when the development of the fields adjoining Offmore Court takes place we would like to suggest the following:</p> <ul style="list-style-type: none"> That consideration is given to the effect of flooding of the stream which flows from the eastern direction

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO OC/6 – LAND EAST OF OFFMORE

Respondent	Response No	Type of Response	Summary of Response
			<p>and along the edge of the Offmore estate towards Spennells. Currently any rainfall is absorbed by the land but when this land is developed there will be significant run-off as the land available for natural drainage will be greatly reduced.</p> <ul style="list-style-type: none"> • There have been occasions during heavy rainfalls that there has been flooding from the field into Offmore Farm Close. • That the unique nature of the Offmore Court development is respected and an area of undeveloped land should be allowed to remain around the development to enable its unique character to be retained as the buildings have a certain 'group value' and that their setting as former farm buildings should be treated sympathetically in any future Master Plan.
	LPPO3299	Object	There is only one doctors practice in this area, it is difficult enough to get appointments as it stands. Adding yet more patients to the ever growing list is unsustainable.
	LPPO3419	Object	I object to the proposal for re-development of Green Belt land adjoining the Offmore & Comberton area. I am appalled that WFDC are considering housing on this site when there are more suitable areas yet to be developed. Lea Castle could be used to its full capacity and is much more able to support a sustainable village community and a new primary which could then feed and sustain the nearby Wolverley High School. Offmore school is full and can not be extended. An Eastern bypass would cause additional noise and pollution for Offmore residents. Listen to the concerns of local residents before considering any future development of the Offmore Comberton areas and destroying our local wildlife and green fields
	LPPO3431	Object	If these plans go ahead this will affect me as there will be more traffic up and down Hurcott Road. This will affect many things i.e. doctors, more pressure on hospitals, dentists, schools too. So I strongly disagree with this plan.
	LPPO3470	Object	<ul style="list-style-type: none"> • Object to any proposed development to the rear of Prior Close. • There are many species of birds in this area and a number on the BTO/RSPB red list. There's also plenty of other wildlife around including great crested newts. • There is no immediate road access to the rear of Prior Close. • The relief road envisaged is merely an estate road – surely a relief road should be at least three lanes, preferably four – we must look to the next hundred years and the country's continuing increase in

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO OC/6 – LAND EAST OF OFFMORE

Respondent	Response No	Type of Response	Summary of Response
			<p>population and traffic.</p> <ul style="list-style-type: none"> • Another concern is where the relief road begins and ends. We believe it should include the Wolverhampton and Stourbridge Roads – maybe widening existing roads/lanes but the exit point on the Worcester Road, as currently envisaged, meets an already known accident black spot from Easter Park through to and past the Torton traffic lights. • There is already added congestion along the Worcester Road with the new traffic lights. • We do not wish to become the Wyre Forest District of Birmingham or the West Midlands. • Also, with an increasing population why are you agreeable to land, being farmed each year in year to produce food, to be built on? • Prior Close Green Belt area is entirely secluded except for access by the land owners, farmer and farm workers.
	LPPO4010	Object	Object to OC/6.
	LPPO4011	Object	<p>I object to the local plan core housing proposals for the following reasons:</p> <ul style="list-style-type: none"> • I'm concerned about any development on the east of the Green Belt - this helps to separate the town from the West Midlands Conurbation • An eastern By Pass would need to be built from Wolverhampton Rd to Worcester Road to be of use. This is already an accident black spot. • There are endangered bird species along the route the by pass would have to take from A456 to the A449 • A bypass would need to be developed before the land to the east of Offmore could be developed • A new railway bridge would be required to help realise this development, which would be incredibly expensive • The bypass would need at least a 30m tree screen to buffer the noise • I would question whether the linear development would create any degree of community and social cohesion

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO OC/6 – LAND EAST OF OFFMORE

Respondent	Response No	Type of Response	Summary of Response
			<ul style="list-style-type: none"> Offmore school is at capacity with no scope for expansion Development would be very visible due to the elevation of the land 10. Industrial development at Hodge Hill would also need a by pass to help avoid congestion
	LPP05137	Object	The options of plan 'A' and 'B' would cause a considerable volume and build up of traffic congestion not to say the loss of agricultural land would be a bad idea.
Churchill and Blakedown Parish Council	LPP03116	Object	Concerned that Parish will become even more of a 'through route' if sites east of Kidderminster are developed. Character will be badly affected if Eastern Relief Road is built. County proposals already mean likelihood of increased commuter traffic for station and school has been expanded. We would like an assessment of capacity of A456 through Blakedown. Kidderminster-Blakedown section narrowed to single carriageway for safety reasons and alterations at Hagley junction mean traffic often backs up to Blakedown. Proposals at Baldwin Road and Offmore would add to traffic levels. Employment proposal at Hodge Hill would add traffic at an accident blackspot. Proposed relief road would bring more traffic onto A456 from A448 and A449. Why is this needed when A450 meets A456 at Hagley? Blakedown village centre - concerns re air quality and pedestrian safety. Suggest traffic lights for junction of Belbroughton Road and moving pedestrian crossing to near Station Drive. Proposed eastern relief road would add further pressure to A456 in village. If A448/A450 junction was improved it would divert traffic from centre of Kidderminster and relieve pressure on A456.
	LPP02037	Support	Lea Castle Hospital /Sladen School ideal sites
Taylor Wimpey West Midlands	LPP04086	Support	LAND AT COMBERTON ROAD, KIDDERMINSTER. Taylor Wimpey is currently in control of the land to the north of Comberton Road and to the south of the Birmingham to Worcester railway line (sites OC/6 and OC/13N), and a further area of land to the south of Comberton Road (OC/13S), as shown on the Site Location Plan (Appendix 1). The northern area is promoted as an infrastructure led residential development with significant green infrastructure, plus land for a primary school and other community facilities. It also provides opportunity for strategic relief road around eastern Kidderminster. The land south of Comberton Road is likely to be delivered much later and completion is likely beyond the plan period. Land will need to be secured for the relief road which is not in control of Taylor Wimpey. Development Vision document shows initial concept masterplan for site. (see

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO OC/6 – LAND EAST OF OFFMORE

Respondent	Response No	Type of Response	Summary of Response
			Appendix 2). Northern parcel - 1,050-1,300 homes; provision of land and proportionate contribution to delivery of road linking A456 and A448; provision of new pedestrian/cycle links to Tennyson Way and Borrington Road; provision of land for new community facilities including primary school; provision of significant area of green infrastructure; provision of SuDS; new enduring Green Belt boundary defined by route of relief road. Southern parcel - longer term provision of 400-500 dwellings; opportunity to help with delivery of new road link between A448 and A449; provision of Green Infrastructure for use by existing residents of Spennells; new enduring Green Belt boundary defined by new road. Analysis of evidence base and technical information shows that urban extension is soundly based.

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO OC/12 –COMBERTON LODGE NURSERY

Respondent	Response No	Type of Response	Summary of Response
	LPPQ2038	Object	Its got a high flood risk. Building here blocks off the wild life access into / out of the Spennells Valley nature reserves.

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO OC/13(N) – STONE HILL NORTH

Respondent	Response No	Type of Response	Summary of Response
	LPP04245	Comment	Green Belt and other places are available. Birchen Coppice, golf course.
Campaign to Protect Rural England	LPP0971	Object	Different considerations apply to different parts of site. Ridge between Stanklyn and Bell Brooks should be kept open as green wedge. Grade 2 areas should not be developed. Some of northern part is marsh. Irrigation system dating from 17th century. Area to south of Spennells is part of former Stone Common and Hoo Farm. This is grade 2 and should not be used for housing.
	LPP02039	Object	You will be building on parts of the flood plain. Building here will disrupt the east west flow of wild life along Hoo Brook.
	LPP02187	Object	I object to the proposal for re-development of Green Belt land adjoining the Offmore & Comberton area. I am appalled that WFDC are considering housing on this site when there are more suitable areas yet to be developed. Lea Castle could be used to its full capacity and is much more able to support a sustainable village community and a new primary which could then feed and sustain the nearby Wolverley High School. Offmore school is full and can not be extended. An Eastern bypass would cause additional noise and pollution for Offmore residents. Listen to the concerns of local residents before considering any future development of the Offmore Comberton areas and destroying our local wildlife and green fields
Taylor Wimpey West Midlands	LPP02219	Support	LAND AT COMBERTON ROAD, KIDDERMINSTER. Taylor Wimpey is currently in control of the land to the north of Comberton Road and to the south of the Birmingham to Worcester railway line (sites OC/6 and OC/13N), and a further area of land to the south of Comberton Road (OC/13S), as shown on the Site Location Plan (Appendix 1). The northern area is promoted as an infrastructure led residential development with significant green infrastructure, plus land for a primary school and other community facilities. It also provides opportunity for strategic relief road around eastern Kidderminster. The land south of Comberton Road is likely to be delivered much later and completion is likely beyond the plan period. Land will need to be secured for the relief road which is not in control of Taylor Wimpey. Development Vision document shows initial concept masterplan for site. (see Appendix 2). Northern parcel - 1,050-1,300 homes; provision of land and proportionate contribution to delivery of road linking A456 and A448; provision of new pedestrian/cycle links to Tennyson Way and Borrington Road; provision of land for new community facilities including primary school; provision of significant area of green infrastructure; provision of SuDS; new enduring Green Belt boundary defined by route of relief road.

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO OC/13(N) – STONE HILL NORTH

Respondent	Response No	Type of Response	Summary of Response
			Southern parcel - longer term provision of 400-500 dwellings; opportunity to help with delivery of new road link between A448 and A449; provision of Green Infrastructure for use by existing residents of Spennells; new enduring Green Belt boundary defined by new road. Analysis of evidence base and technical information shows that urban extension is soundly based.

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO WFR/ST/1 – CAPTAINS & THE LODGE

Respondent	Response No	Type of Response	Summary of Response
	LPPO2298	Comment	<p>I am clear in my understanding of the purposes of designating land as Green Belt as defined in paragraph 80 of the government's publication 'National Planning Policy Framework' (NPPF), these being:</p> <ul style="list-style-type: none"> • to check the unrestricted sprawl of large built up areas; • to prevent neighbouring towns from merging; • to assist in safeguarding the countryside from encroachment; • to preserve the setting and special character of historic towns; • To assist in urban regeneration by encouraging the recycling of derelict and other urban land. <p>I would like to offer support to one particular site, that being the land known as Captains and The Lodge, designated WFR/ST/1 and located on the east side of Kidderminster to the south of the A448. The Green Belt Review prepared by Amec Foster Wheeler, which has informed the Local Plan Review, has given a brief analysis of the site and concluded that it offers only a limited contribution to the purposes of Green Belt and I would concur. Looking at the five purposes of inclusion of land within Green Belt in turn:</p> <ol style="list-style-type: none"> 1. Removal of the site from Green Belt in isolation would still check the unrestricted sprawl of Kidderminster as the relatively small scale of the site will create new limits to development along the outer edge where it will abut the residual and far greater area expanse of Green Belt; rather than being unrestricted, the re-designation of the site will therefore allow controlled expansion of the urban periphery in a location which is predominantly out of general sight. The shape of the site and relationship of it to the existing boundary of the Spennells estate show that it naturally fills a gap between the more intrusive part of the estate to the south and the A448 to the north, again giving natural limits and control to the increased built up area. 2. With the exception of villages such as Stone and Chaddesley Corbett, the nearest town on this side of Kidderminster is Bromsgrove, some 8 miles distant. There will be no danger of the adjacent towns merging with the reallocation of this site and even Stone, a good mile distant, remains safe from being subsumed as a result. 3. The safeguarding of the countryside from encroachment is effectively the same as checking the unrestricted sprawl of built up areas. Whilst Green Belt, a not insignificant proportion of the site can be

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO WFR/ST/1 – CAPTAINS & THE LODGE

Respondent	Response No	Type of Response	Summary of Response
			<p>deemed to be previously developed land; part of the land has extant and exercised permission for the storage of caravans, which in itself already constitutes an adverse effect on the openness of the Green Belt, and then there is the footprint and residential amenity space associated with the two existing dwellings. Whilst admittedly paragraph 53 of NPPF seeks to restrict development of residential gardens, I rely on the definition of 'Previously Developed Land' in the glossary in Annex 2 to the rear of the NPPF which excludes, amongst other things, 'land in built up areas such as private residential gardens'. As the site is currently Green Belt, it cannot be classified as being in a 'built up' area, and therefore the residential amenity spaces associated with the two houses are, by definition of lack of exclusion, previously developed land. Despite this, paragraph 89 of NPPF instructs local authorities to regard the construction of new buildings within Green Belt as inappropriate development with few exceptions amongst which is limited affordable housing to meet local community needs; a need clearly demonstrable in the greater Kidderminster area. The fact that part of the land could already potentially be developed for affordable housing whilst remaining within the Green Belt therefore significantly reduces the potential additional impact of the site being removed from Green Belt designation to allow more general development.</p> <p>4. The edge of the urban environment here is quite abrupt; the relatively high density of the Spennells estate gives a hard edge to the town that the two dwellings on the site currently softens to an extent, albeit there is little visibility into the site save for a public right of way that separates the site from the edge of Spennells. Spennells is also a relatively recent development itself and presents a contemporary urbanism to the arriving visitor as they approach along the A448. Whilst Kidderminster does have an historic core, it is located some distance from this gateway site with a natural chronology of development increasing in age and associated characteristic as you travel more. A new development, of contemporary idiom on this site would therefore be wholly appropriate, and would not detract from the setting and special character of the historic parts of the town centre which are quite remote from the site.</p> <p>5. In recent history, Wyre Forest District Council has had robust policy in respect to town centre regeneration, particularly in Kidderminster, and not without success. Wyre Forest as a district is however disadvantaged in having only three relatively small centres with a high proportion of Green Belt around them creating a natural limit to development that is close to being reached. In my own local authority area, I have seen adherence to the last item of the above list in particular, significantly diminish existing redundant employment land in order to satisfy the needs for anticipated housing provision which policy</p>

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Respondent	Response No	Type of Response	Summary of Response
			<p>has dictated 95% needs to be on previously developed land; worse still, I have seen employment land vacated due to the significantly higher land values that subsequent housing designations brings. Clearly, a balanced view needs to be taken to ensure that all demands on available land are able to be catered for, else all we will create are dormitory towns where the residents live, but do not, because they can not , work; a wholly unsustainable approach and contrary to paragraphs 6-16 of NPPF. Whilst development of available and deliverable non Green Belt sites should obviously take precedence, keeping this particular site in Green Belt will contribute little additional influence to urban regeneration within the centre of town given the sterling efforts of the local planning authority to date.</p> <p>Notwithstanding all of the above, it is an invidious task to determine where sacrifices need to be made, as they have to be those with the least worst cumulative impact.</p> <p>In conclusion, I believe the site to be amongst the least worst, if not the least worst, of all the current Green Belt sites and would wholeheartedly support its reallocation for residential development. I understand the land owners of the majority of the site are amenable to the use of the land for residential purposes, so not only is the site ideal for purpose, it also represents a deliverable opportunity. I can understand that the current exercise has aroused emotions amongst those hostile to development and that you may receive several objections to this site being included. However, as it has been demonstrated that additional housing needs to be procured over the next plan period, the exercise of deciding where it should be located needs to be undertaken on a positive 'least worst' principle, rather than the alternative of a negative 'anti-development' attitude.</p>
	LPPO2461	Comment	<ul style="list-style-type: none"> • Why has Captain's and the Lodge been selected as a "core site"? Why was it selected over other proposed sites? • What will happen to the current right of way which runs from the A448 east to west, crossing Kittiwake Drive adjacent to number 35 and running down past Captain's Pool? • Will the current approx. 4 metre width be maintained? • What is the current ruling on minimum distance of any proposed new dwellings to the existing right of way? How many metres away would new dwellings be so that I can judge how intrusive they may be from my property. • Could you give an assurance that any planned development of the Captain's section of WFR/ST/1 would

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Respondent	Response No	Type of Response	Summary of Response
			<p>not give vehicular access onto Kittiwake Drive?</p> <ol style="list-style-type: none"> 1. Kittiwake Drive is narrow with adverse cambers and I believe is unsuitable to higher vehicular use. 2. Adjacent to a children's park and increased traffic movements would increase risk to children crossing the road to get to the park. 3. The foul drainage system would not have been designed to accommodate outflow from an additional housing estate. 4. Under Preferred Options A or B what would be the final disposition of Captain's Pool and its fishing rights? Under current arrangements with the current owners Phoenix Angling members have key access to the pool via the right of way and therefore park their vehicles adjacent to the pool in a designated area.
	LPP0103	Object	I put a strong objection to the plans that have been put forward for core housing sites referred to as WFR/ST/1 the area referred to as captains and the lodge as it will affect where I am living. At the moment I am looking out at fields which was what attracted me to the property in the first place. It would also reduce the price and privacy of my house. The area is quiet and full of nature and wildlife as there are plenty of habitat for them, this would all be destroyed. There would be lots of constant noise and traffic especially entering onto the Bromsgrove road from the area to which I live.
	LPP0104	Object	Object to the development ref no WFR/ST/1, the plan is FAR from clear so in this case both options A or B I would object too.
	LPP0761	Object	<p>Object to Option A - fields adjacent to Spennells. Object to plan A and B (core housing) particularly with respect to Captains and the Lodge. Plans are a terrible option with respect to the Green Belt which will be smothered with houses and will destroy wildlife habitats including Skylarks, Green Woodpeckers, and numerous wildflowers. An adverse effect on everyone's quality of life particularly people who walk through the fields with their dogs, jog or simply walk in the countryside for their physical and mental wellbeing. They will also place more pressure on infrastructure</p> <ol style="list-style-type: none"> 1. The sewers in Spennells can barely cope already

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Respondent	Response No	Type of Response	Summary of Response
			<ol style="list-style-type: none"> There will be insufficient school places and doctors Traffic on Spennells is already a nightmare at peak times- this will make it even worse! <p>We are going to be directly affected by noise, traffic fumes (increasing risk to health) and access.</p>
Spennells Against Further Expansion	LPP01718	Object	In addition we oppose development upon the area described as ‘Captain’s and the Lodge WFR/ST/1’ which has been included in the Draft Plan as a ‘Core’ area.
	LPP01956	Object	I strongly oppose new houses at Captains and the Lodge. Do not believe that Wyre forest is expanding by such an amount and question the need for so many houses, other than for the council to receive a government payout for each dwelling built. It would put huge pressure on existing roads, schools, shops, doctors and dentists, the police and hospitals. I do not think that the infrastructure is there to support such a huge growth in population. The fields, which are part of the Green Belt for a reason, are enjoyed by huge numbers of people each day of the year. It inhabits a wealth of wildlife which would be disrupted. I believe that affordable housing could be built in other areas of Kidderminster and that enough land lies derelict on brownfield sites to cater for the population growth
	LPP02085	Object	<ol style="list-style-type: none"> More traffic onto A448, an already busy road Development by Captains Pool would have adverse environmental effects and increase unwanted public access. Loss of wildlife Please amend status of WFR/ST/1 to greenfield not brownfield.
	LPP02090	Object	<p>Object on the following grounds:</p> <ul style="list-style-type: none"> Destruction of wildlife habitats and nesting sites on Captains Pool and surrounding areas. Too many houses will destroy the nesting places for the wildfowl which live and visit the pool. Currently there are coot, moorhens, ducks, geese and a visiting pair of great crested grebe. Effect on visual amenity that is Captain's Pool. Small mammals and also ducks and other birds and bats

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Respondent	Response No	Type of Response	Summary of Response
			<p>have been seen in the area</p> <ul style="list-style-type: none"> • Area used by walkers • Pollution to the pool by way of litter which is harmful to the wildlife.
	LPP02267	Object	<p>We oppose the adoption of the Local Plan, both Options A & B including the Core Areas of The Captains and the Lodge because :-</p> <ol style="list-style-type: none"> 1. There should be no erosion of the productive Green Belt land as there will be an increased need for the UK to provide more food production rather than import food once we have left the EU. 2. Loss of Green Belt will further endanger wild life, both flora and fauna. 3. Loss of Green Belt will also reduce the natural area for people to exercise, as the current areas have many public paths. 4. Proposed building on areas designated as natural flood plans seems fool hardy, as there is plenty of local evidence showing the damaging effects this can have on other areas. I.e. Bewdley, Upton on Severn, Tewksbury etc; 5. Loss of Green Belt will add to the global warming effects that are projected. 6. The increase in population predicted in the new plan will not be able to be employed within Wyre Forest and will thus need to commute to Birmingham and West Midlands, and Worcester. The Wyre Forest has seen a reduction in manufacturing over the last 5 to 10 years in trades that rely on large numbers of workers. Any new businesses are more likely to be high tech and requiring less personnel. 7. Due to item 6 above, roads will become more heavily congested, causing more health problems due to greater levels of engine exhaust emissions. 8. The existing trunk road system in and around the Wyre Forest area is currently running at full capacity with no real plans evident to address the situation. 9. Increased population will need more health facilities both at GP level and Hospital. Wyre Forest has seen Kidderminster Hospital services progressively reduced and this would need to be reversed. Likewise more GP surgeries would be required and the concern there seems to be a national shortfall in GPs. Whilst the Government states that more will be trained, the Royal College of GPs has revealed that some 20% are

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Respondent	Response No	Type of Response	Summary of Response
			likely to leave. It is not clear in the Proposed Local plan if the areas required for additional medical facilities are included in the plan or would be additional to it. 10. Current public transport is very poor and needs substantial investment to serve the current population levels let alone increased population.
	LPP02339	Object	<p>We are against part of the development of the site labelled Captains and The Lodge (WFR/ST/1) for reasons explained later.</p> <p>1 Population Growth - In the decade following 1991 the population remained static with an increase of 1.1% in the following decade and a further increase of 1.1% 2013 – 2015. Overall there has been an increase of 2.2% in 26 years or less than 0.1% per annum. It is now widely accepted that population growth in the UK is now reducing as an effect of the referendum. (2.2) Currently the Options submitted outline a requirement of 5400 units (becoming 6000) or 300 units p.a. of which just 90 units p.a. will be affordable. There is no evidence whatsoever that there is a need for this number of units which appears to be based upon a population growth in the period concerned well in excess of 7% or considerably greater than has been the case in recent years. Indeed planning dept. officers at the recent Heronswood School presentation accept that currently the population of Wyre Forest is falling.</p> <p>2 There Is No Significant Natural Interest in Spennells Fields - Rather than meet the required objective of enhancing biodiversity and geological conservation, Option A will destroy an area which the report incorrectly states has no natural interest. As an owner and breeders of award winning show dogs, in recent years we have walked in Spennells Fields more than 200 times each year. The fields are teeming with wildlife with over 90 species of birds being identified on Captains Pool and a further 20 species in and around Spennells Fields. Many of the birds listed in these records are Red and Amber listed (Birds Of Conservation Concern 4) including on the Red List Lapwing, Merlin, Skylark, Starling, Ring ouzel, Fieldfare, Song thrush, Redwing, Mistle thrush, House sparrow, Yellow wagtail, Grey wagtail, Linnet, Yellowhammer and the Corn bunting. In addition to the bird life there are badgers and foxes present (the boundary to the south of Captains WFR/ST/1) comes within 2m of a very large fox earth. Foxes are protected under a series of wildlife protection laws against poisoning, gassing, asphyxiating, maiming, stabbing, impaling, drowning, clubbing and most forms of snaring, with anyone convicted of carrying out such acts liable to 6 months imprisonment and/or a £5,000 fine per animal. The fields and hedgerows of this area are where the animals forage. Grass snakes are widely distributed in the area of Spennells fields and in 2016</p>

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Respondent	Response No	Type of Response	Summary of Response
			<p>there was signage warning walkers that adders were in the area. Four species of bats are identified in and around Stone Hill South (OC13). These include Long Eared Bats, Pippistrelles, Soprano Bat and Daubentons Bat. A large number of moths and butterflies have also been noted in the area widely now known as Spennells Fields.</p> <p>3 The Infrastructure Demands Are Inadequately Addressed. If all the development takes place as in Option A, there would not be the pupil numbers required to build a new primary school for a number of years. Heronswood Primary does not have the capacity to expand exponentially during this time. Secondary schools in Wyre Forest are underperforming BUT if option A is adopted the secondary school in the Wyre Forest with the least opportunity to expand is King Charles, where the upper school site is landlocked. Other schools have greater possibilities for quality expansion of resources and so it would be sensible to distribute the new units around the area as in Option B. Hospitals throughout Worcestershire are in Special Measures. This issue should be addressed before either Option is adopted. It is also becoming increasingly difficult to obtain a doctor's appointment. This matter also requires rectification if and when Wyre Forest expands further. Open Space and PRow's do not as such feature in our community facilities plans in the detail we would expect, and yet this is the reason that the area of Spennells Fields is so admired. It is a natural community asset which must not be lost as would be the case in Option A. If Spennells doubles in size how could traffic enter and exit the estate? The results of the complete adoption of Option A will be unbearable for current residents of the area. Policing costs also appear greater in Option A and it is also probable that doubling the size of Spennells Estate would promote anti-social behaviour. With a modified Option B development (making greater use of Blakedown and Wolverley) across the Wyre Forest will maximise the use of current resources and as a consequence reduce demands on the infrastructure of one area.</p> <p>4 There is a failure to take a holistic view of the housing need alongside that of the Southern/ Eastern bypass and the development of the Railway Station. The Plan states 'The recent completion of the Hoobrook Link Road (opened Sept 2016) will help ease delays along the A451 Stourport Road corridor' Has this been a planning failure? The opening of the link road despite assurances to the contrary has led to dreadful traffic backing up that at times creates gridlock on the A449 roundabout at its junction with Wilden Lane. Similarly the Southern Eastern Bypass does not receive the attention it merits in the Plan. The planning officers present at Heronswood Primary were unable to shed any light on the route but whatever route is selected it would still further deplete the Green Belt to the south of the Spennells Estate with each kilometre of road requiring a minimum of 5 acres of land. Is this route necessary? Most traffic travelling via Hagley to Bromsgrove, Droitwich or Worcester will take the A450 to Mustow Green. This route could be upgraded but the issue of Birmingham traffic westward bound via Bewdley</p>

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			<p>is not resolved by a southern/eastern bypass. The Plan states 'The opportunities to increase car parking provision at Kidderminster Rail Station are limited and so improving parking provision at the alternative stations (Blakedown) will be valuable as an alternative means of providing for anticipated rail growth in the Wyre Forest' Why then has Blakedown been omitted from the proposed developments? It is a total nonsense to improve Kidderminster Station to the tune of £5 million+ when the car park is landlocked and cannot be extended. It is also illogical to call upon a percentage of Kidderminster commuters in the next 15 years to drive to Blakedown to park when there could be a development in Blakedown in order to prevent the additional traffic on the A456. This has a detrimental impact upon the green issues the plan seeks to resolve. It is illogical to require residents to travel to a station outside the town when some housing in that area would reduce miles travelled and therefore reduce pollution.</p> <p>5 Option A will not address the need for affordable homes. WF Council require 30% of new homes to be affordable. Yet the Local Plan Review suggests that WF is an area with a household income that is below average. The percentage of affordable homes therefore needs to be greater in order to attract a greater proportion of younger families to Wyre Forest and to allow these families to purchase a property and to make Wyre Forest a desirable place to live. The Campaign for Rural England has produced a report stating that dwellings built on green land often do not meet such criteria. Based upon planning consultant Glenigan data shows demonstrates that just 16% of houses built on Green Belt land since 2009 outside local plans were classed as 'affordable'. A point which applies to all development is the capacity of large companies to avoid even a 30% target as they have greater resources to call upon than local planning officers who are working with small teams on limited budgets.</p> <p>6 There will be a major and significant loss of amenity to the residents of Spennells should Option A be adopted, and no details are given relating to the compensatory amenity that residents will enjoy. Proposals within, or conspicuous from the Green Belt, must not be detrimental to the visual amenity of the Green Belt, by virtue of their siting, materials or design. The openness of the Green Belt is its most important attribute. By placing a very large proportion in this one area as detailed in Option A this openness will be lost. It would be further compounded if the bypass were also to go ahead as this would require a large buffer on both sides of such a route in addition to the area required for four carriageways and a central reservation. The removal of these open spaces in largely one area will have a detrimental effect upon active lifestyles of Spennells residents and damage the biodiversity of an area it seeks to enhance. The visual amenity and unique landscapes of Spennells Fields will be lost forever' and the southern and eastern routes into Kidderminster damaged.</p> <p>7 Employment Opportunities. There is no evidence that the suggested enhanced employment opportunities will</p>

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			<p>be delivered. This is a worthy aspirational goal but currently the opposite appears to be the case in the Wyre Forest, with yet more closures being announced in the traditional industry. The Population Growth Figures which are excessive can only be achieved should this aspirational target be achieved. The closure of many units in Worcester St. following the building of Weavers Wharf appears has created a void in the town centre. The consideration of urban living spaces in this now abandoned area could aid the regeneration of Kidderminster town. The siting of a cinema in this area could also be beneficial leaving the former site of WF Glades available for living space. The distribution of housing growth around the area will in turn make Kidderminster a more desirable location in which to reside. My wife and I moved to Spennells as there is good access onto the A448 and we do not have to travel through the town centre to reach it. A spread of development around the town will be more appealing to potential incomers as a variety of development produces better access to other areas.</p> <p>8 Watercourses. Whilst the major watercourses of the Severn, Stour and Canal are detailed in the report, the series of pools leading to Stanklyn Pool and onto Captains Pool receive little attention. This area in the early 1990's was classified as a site of ecological interest forming part of the linear landscape leading to Spennells nature reserve. We have addressed this issue further in our consideration of developing site OC/12.</p> <p>9 Loss of Green Belt and Arable Land and Hedgerows. Although both Options appear to use roughly the same amount of Green Belt land, the amount used of around 2% is double that which the Government recommends. With Option A this is compounded should the southern/eastern bypass go ahead as this will consume considerably more of the Green Belt to the south of Wyre Forest. The rural nature of Stone Parish will be destroyed. Spennells Fields also provide a green space enjoyed by many of the residents of the current Spennells estate. This space is essential for the well-being, air quality and health of the population. There are also numerous PRoW in the Fields the character of which would be destroyed should Option A proceed. These assets have for decades been used and enjoyed by residents. Furthermore it is not only the development of the fields themselves to consider but also the accompanying destruction of the hedgerows which are an environment for many forms of natural life. Spennells Fields are also used intensively for the production of both cereal and vegetable crops. A stated objective in the plan is to prohibit the development of the best and most versatile agricultural land. Development will only be permitted if it can be demonstrated that it cannot be located on previously developed land, within the boundaries of existing settlements or on poorer quality agricultural land. The case to develop this land has not been made.</p> <p>Captains Issues (OC/12). In June 2004 following an unpermitted attempt to develop the southern side of Captains</p>

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			<p>Pool an application was made by the landowner to obtain retrospective planning permission (Ref 676 2004 29 June 2004). At this time the land used for caravan storage was, I believe, increased and the southern boundary built in the ancient woodland. Substantial damage was done to the woodland and although this was subject to a repair order no rectification ever took place. The damaged part of the woodland as a result is now overgrown with Himalayan Balsam. The stream running from what is known locally as Fishermans Pond (the pond between Stanklyn Pool and Captains Pool), that is the supply stream for Captains Pool, has been compromised. During an appeal on 9/3/2010 (APP/R1845/A/09/2118087) Alan Wood on behalf of The Planning Inspectorate refused an appeal to develop the site of Captains on the grounds of Inappropriate Development, Openness, Visual Amenity, Highway Safety and a number of lesser considerations. All these considerations remain appropriate and it would require very substantial investment to overcome some but not all of these factors. Woodlands are addressed within Policy 10D. The ancient woodland to the south of Captains was badly damaged when there was an attempt to develop the area before any permission had been approved. As the subsequent retrospective appeal was dismissed the woodland should have been returned to its previous form. This was never done. Para 15.2 The need to maintain and replenish ground water supplies, reduce flooding and increase the use of Sustainable Drainage Systems and in line with the NPPF and NPPG the Council will steer new development to areas with the lowest probability of flooding. It must be noted here that the southern area of Captains site has been infilled and hard packed to provide for caravan storage. As a result the feeder stream for Captains Pool has turned the area to the immediate east of the three existing barns into swampland. The algae on this stagnant water can be clearly seen on Google earth as a light green between the barns and the copse around the stream between the Fishermans Pond and Captains Pool. This land appears to be at greater risk of flood than other areas in the town where it is suggested building cannot take place due to flood risk. The southern boundary of the site has been developed and pushed into the ancient wood which existed there, and a large fence around 2m high erected. The fence is within 2m of perhaps one of the largest fox earths in the Wyre Forest area. The stream from Fishermans Pond to Captains Pool in this area has hard standing on both sides in preparation for the new caravan storage area. This area was classified in the 1990's as a sight of ecological interest that formed part of the linear landscape of local importance joining Stanklyn Pool to Spennells Nature Reserve. The site has been compromised and should be returned to its previous state in order to preserve the linear landscape as it appears on the both Option A and B of the proposed developments. Summary. Councillor Hart has expressed a wish that no Green Belt should be lost if at all possible. Councillor Hardiman opines that all brownfield sites should be the primary route to address the initial need. These are most sensible opinions which if carried forward would ensure that any</p>

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			<p>inadequacies in the PG figures or failures to meet the employment targets would not see Green Belt used unnecessarily and would minimise the need for any incursion into the Green Belt and thus prevent urban sprawl. The use of all the fields suggested in Option A is not a stand-alone decision as the development of a southern/eastern bypass would have a compounding effect in this one area. The demise of Worcester Street following the building of Weavers Wharf should be addressed and with imagination can create both opportunities for affordable housing units and aid the regeneration of the town centre. The building of a cinema on the site of Wyre Forest Glades needs to be further considered as the site could be suitable for apartments. The doubling in size of Spennells estate will place an unacceptable proportion of the new housing in the Wyre Forest, an area which does not have the infrastructure which can be developed, whereas an amended Option B including both Blakedown, and Wolverley and a development of Lea Castle are better served by the existing infrastructure in terms of transport and schools than is the case in Option A. The doubling in size of Spennells may well increase anti-social behaviour in the area. Unless planning conditions are enforced with vigour the plan would not develop the required number of affordable homes. It is widely accepted that many large building companies often do not deliver the infrastructure promised in their original plans. Therefore whatever plan goes forward it must contain watertight conditions that ensure development companies do not renege on any undertakings made.</p>
	LPPO2408	Object	<p>As AS/10, WFR/ST/2, OC/13 and WFR/ST1 all of which lie at the rear of Spennells estate. My reasons are that the land is greenfield and should remain so. Also the extra traffic on the already congested A449 from Hoo Brook would become intolerable. Added to the extra number of new inhabitants the already struggling schools in the catchment area would not cope, Heronswood Primary school has no scope for expansion and is already having to use portacabins. The local infrastructure is sufficient but would not be able to handle an influx of the number expected.</p>
	LPPO2439	Object	<p>I wish to object to the council plan to possibly build up to 2000 new houses in the Spennells area, this includes Captains Lodge and opposite side of A448 Bromsgrove Road. Objection is based on:</p> <ul style="list-style-type: none"> • Spennells estate is already big enough you will have to provide more schools as Spennells, Comberton and King Charles Schools would not be able to cope with possibly 2000 extra families, not forgetting shops etc also. • The roads on this side of town are choked at peak times of the day already, you can't say that you will build an eastern bypass because this has already been turned down by Ministry of Transport. On this side

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			<p>of town at 8.00am there are queues at Comberton Hill, Low Hill, oldness Corner (Black Bridge) and Mustow Green.</p> <ul style="list-style-type: none"> • How do you relieve this situation? • Kidderminster is not a growing town, a lot of businesses are closing, especially carpet related companies or moving to other areas in the country. I would suggest you wouldn't require anything like 2000 new houses over the next 15 years i.e. 2019-2034. <p>Please don't pile more misery on the residents of Spennells. I hope common sense will prevail. The council should use common sense and don't do anything at the moment.</p>
	LPPO2510	Object	<p>I wish to state my objection to plans to release land at the rear of Spennells, Captains Pool and The Lodge, from the Green Belt for housing development (Option A). The Green Belt was set up explicitly to prevent urban sprawl and protect rural or agricultural land. If we allow land to be released from the Green Belt rather than look at alternative options, eventually Kidderminster will link with Summerfield, then Hartlebury, Ombersley and then eventually Worcester. Where do we draw the line? Housing developers are so certain land will be released from the Green Belt they are purchasing it for vast sums of money prior to consultations, and decisions by Planning Departments. The message to developers must be clear – Green Belt is protected for a reason, and will stay that way. Developers must look to build on brownfield sites and previously developed sites, rather than build on Green Belt land because it is a cheaper option for them and generates more income for the Local Council. The massive environmental impact in the face of climate change needs to be considered. Rural areas provide a means of generating oxygen and reducing carbon dioxide, prevent flooding and provide food resources. Indeed, the fields at the rear of Spennells have been regularly planted with crops year after year in the twenty-one years I have lived here. Loss of this agricultural land means a loss of this food resource, resulting in a larger carbon footprint to bring in food from elsewhere. It also means a loss of employment to the workers whose jobs it is to maintain this arable land. Wildlife of many species live in the hedgerows around this land which will be forever destroyed if it is allowed to be developed. Public rights of way across the land provide safe leisure facilities for the people of Spennells and it rare not to see families of cyclists or walkers, enjoying outdoor family time on any given day of the week. In addition to this there is the added pollution that extra cars alongside the extra homes will undoubtedly bring, causing increased traffic congestion to an already poorly designed road network on the Estate. Any traffic incident which causes local delays on the A449 or A448, results in the residents of Spennells</p>

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			becoming trapped on the Estate, as traffic cannot flow onto Spennells Valley Road from the only two exits on the Estate. More homes will only increase this problem. Given the Government's commitment to protect the Green Belt, and reduce the impact of climate change I urge you not to allow Wyre Forest Green Belt to be depleted for short term gain. We must look for alternative more environmentally sustainable solutions.
	LPP02550	Object	Development here will automatically mean more traffic on the Bromsgrove Road. People who choose to live here are more likely to use the A448 as their local road and to commute to work via Bromsgrove and out to the Motorways. This poor quality, narrow and speed restricted A448 is already over loaded and congested, the Mustow Green roundabout in the evening is a nightmare regularly adding between 10 and 15 minutes to the evening commute. One of the attractions in living on the Spennells estate is that it borders on open country and affords easy access to country footpath through green fields, especially for joggers and those who own dogs and need to walk them. These footpaths encourage healthy outdoor exercise in all age groups. If they are lost then the option of pounding the pavement outside yet more houses is not nearly as appealing. There are plenty of sites in and around the town centre which could be restored into high quality housing. Also there are brownfield sites which should be considered first before taking the easy option of building on the Green Belt and taking yet more valuable agricultural land out of production. Do we really want to encourage more people to live in Kidderminster with the town centre the way it is at the moment? The town centre is a disgrace, it is depressed and an embarrassing place to take friends and family around when they visit. There are no decent shops, family run shops are driven out and the place is full of charity shops, empty shops and banks. There seems to only be one direction the town centre is going and that is down.
	LPP02569	Object	I OBJECT to the planning of Spennells fields and Captains Pool. This will have such a negative impact on the surrounding area where residents use the fields as a community facility to walk dogs etc. There are plenty of other sites within Kidderminster that are derelict that can be used for this and wouldn't have an impact on people's life. It will destroy the approach into Kidderminster if you develop near Kittiwake Drive and Cardinal Drive and also the area close to Captains Pool, a beautiful part of Kidderminster where an ugly housing estate will be placed, I feel this will want to make most residents move on and out of Kidderminster.
	LPP02653	Object	I object strongly to the proposed development on existing Green Belt land in Spennells, Captains and the Lodge, and surrounding areas. The premise we need 600+ houses is entirely flawed and based entirely on erroneous data. We simply do not need that many houses as the population of Kidderminster has been largely static for

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			<p>several years and those that we do can be accommodated in existing Brown Field sites without laying waste to valuable Green Belt. This is without even mentioning the impact on traffic volumes of all these houses in one place plus the extra demands on local infrastructure. Once gone these valuable green areas are gone forever, therefore every effort should be made to utilise land that is lying derelict and unused first. Many of which are an eyesore and attract criminal behaviour. Hundreds of people use the fields to the south of Spennells and adjacent to Stanklyn Lane every week for recreational purposes, if this land is built it will be a monumental disaster to all those walkers, joggers, cyclists and dog walkers and many children who get their first taste of real countryside and even more so to the loss of habitat for all the wildlife that live in and feed in these fields. Having access to green areas is vital to peoples well being as has been well established in various studies. At the moment we have a large flock of swifts visiting the fields to feed on the abundant insect life, plus the ever present skylarks. There are several large well established badger setts in this area, not to mention bats, rabbits, foxes and myriad native bird life, all of which would lose this valuable green area. It is just wrong to look at a large green field site and say lets build on here because it's convenient for the building company and ignore all the brown field sites because they are a bit more inconveniently spread out over a wider area of Wyre Forest. Therefore I strongly suggest that the existing Housing Plan should be scrapped and a better environmental solution considered.</p>
	LPP02716	Object	<p>I am opposed to both of the options that Wyre Forest District council have proposed for the following reason: Removal of the fields will greatly reduce the spaces local people can go walking, jogging cycling, walking dogs etc. There has been no thought to the immense increase there will be in traffic. There is already severe congestion around Heronswood Road, adding 1700 extra properties is going to greatly add to this, not to mention the extra noise and fuel emission pollution that will be created.</p> <p>Where are all the extra schools going to be built, along with the extra dentists, doctors and other facilities that will be needed? Is there a plan to incorporate these into either of the options? I believe there are around 1200 empty houses in Kidderminster. Why are these not being utilised along with the empty buildings that there are in the Kidderminster town centre? I would have thought some of these empty buildings would be ripe for conversion into flats. This would cut down on people needing to use cars and thereby reduce pollution. There are already around 300 houses being built on the new Silverwoods development (ex British Sugar Factory). Does this not take off the pressure for the need of another 1700 homes?</p> <p>This area on the map, is referred to as Captains & the Lodge WFR/ST/1 and is described as a core housing site. At present we have been advised this area will have 135 houses built on it.</p>

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			<p>I am most dismayed to hear this and would like to list a few of the birds and other wildlife that can be found in this area. – Please see separate page –</p> <ul style="list-style-type: none"> • First of all the Leylandii hedge: If the land is used I would like to keep the hedge and existing fence. At present this hedge houses many types of birds and other wildlife. I am not just referring to the Spring/Summer breeding season. This has been home to all manner of wildlife for many years now and to lose this hedge would be a disaster environmentally. • Secondly, Captains Pool itself. I presume the lake itself is being sold. Currently Phoenix Fishing Club tell us that they have a lease on this pool/pond for another 3 years. Under the terms of their lease they have to maintain this area and also maintain the water to a high standard, which is I believe inspected every 12 months. Please advise how this is going to be maintained and who will be responsible for it? • Amongst the mammals listed on the other page are badgers. There is currently a Badgers Sett on the far side of the lake. How is this going to be looked after? • We also have a few types of bats that are often seen flying around on many evenings. I hope the site will be carefully checked to make sure their nesting areas are protected and not disturbed. • There is a boat shed on this site. There is a lot of wildlife that goes in and out of this boat shed despite doors on the front. Will this be checked to make sure this is not a nesting area? <p>The construction of any new housing on the Spennells area anywhere near the lake will be catastrophic to the environment from which it will be difficult to recover and these lovely creatures will never return. Where does the urban sprawl end and how much more of the countryside do we need to lose before the damage caused is irreversible?</p> <p><u>BIRDS OF CAPTAINS POOL AND AREA WFR/ST/1</u> <u>Breeding Residents:</u> Coot, Mallard, Moorhen, Canada Goose, Great Crested Grebe, Finches, Tits, Great Spotted Woodpecker, Green Woodpecker, Treecreeper, Nuthatch, Starlings, Song Thrush, Mistlethrush, Blackbird, Yellowhammer, Sparrow Hawk, House Sparrow, Hedge Sparrow, Pigeons, Doves & Corvids. <u>Winter Visitors (Oct-April):</u> Goosander, Siskin, Redpoll, Blackcap, European Starlings, Fieldfare, Redwing, Brambling, Goldcrest, Teal. Other birds seen are Grey Heron, Gulls, Shoveler, Pochard, Kingfisher, Tufted Duck, Mute Swan, Wagtails- Pied &</p>

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			<p>Grey, Little Egret, Tawny Owl and Buzzards.</p> <p><u>MAMMALS</u></p> <p>Hedgehogs, Moles, Common Shrew, Water Shrew, Field Vole, Yellow Necked Mouse, Wood Mouse, House Mouse, Brown Rat, Grey Squirrel, Rabbit, Fox, Badger, Pipistrelle Bats, Soprano Bats & Daubenton's Bats.</p> <p>There are around 20 butterfly species and around 75-85 species of bird resident, breeding and passing through that can be seen at Captains Pool. The above list is just a few.</p>
	LPPQ2750	Object	<p>I am objecting to the Draft Local Plan A concerning the fields adjacent to Spennells and Plan A and B concerning the Core Housing Site on the area referred to as Captains and the Lodge. It would be wicked to see the peaceful surrounding countryside smothered with houses. The fields adjacent to the Spennells are used not only by dog walkers but people who walk or jog for their health and mental wellbeing. We really appreciate having the opportunity to stroll along the fields and watch the variety of birds that flit about, some nesting in the fields, and listen to the skylarks as they swoop in the sky. What a shame it would be for them to lose their habitats along with other wildlife that lives here. We've also had a wonderful field of poppies here, photographed by hundreds of people, which would never be seen again. Building more houses would mean pressure on hospitals, doctors, schools, transport and so on. How would the schools cope and where would the extra resources come from? Add on to this the overload on drainage and sewers. There is enough traffic on the estate already with congestion on the roads in and around the Spennells being especially bad in the mornings. We do not want increased traffic with more traffic noise and exhaust fumes which are a risk to health. With reference to the Core Housing site this backs on to a peaceful cul-de-sac and residents are very concerned about access to the houses and the noise problems.</p>
	LPPQ2757	Object	<p>Objection to Plan A plus area described as Captains and the Lodge i.e. WFR/ST/2, WFR/ST1, AS/10, OC/13. I wish to object based on the following comments.</p> <ul style="list-style-type: none"> The effect of the planned development would create loss of Green Belt which should protect our countryside from Urban Sprawl and even though existing Rights of Way are supposedly protected there is a great danger that these areas will be eradicated by housing development. The benefits to mental health and physical well being are at serious risk as the development will eradicate the fields used extensively by local people to walk, jog, cycle etc. This on top of the effect on the wild life habitat which is continually being eroded.

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			<ul style="list-style-type: none"> The planned development which will nearly double the size of Spennells would have a dramatic effect on the ability of local schools and medical centres to cater for the increased requirements of the increased population which cannot even cope with the existing residents. <p>The Council must re-evaluate their plans and concentrate on building on brownfield sites which will have the added benefit on regenerating the existing Town Centre.</p>
	LPPO3129	Object	Object to site being included in the Core Housing Area, at most should be included under Option A Housing sites. Should not create a huge area of housing onto Spennells. A token open space such as a park would not be sufficient to sustain the population. Sustainable development should meet the needs of the present without compromising the ability of future generations to meet their own needs. More housing may meet some needs, without sufficient open space and demarcation between areas an urban sprawl is created with all the problems associated with it. Even with Section 106 funding it would be insufficient to provide suitable amenities or recreational open areas for such a large vicinity of housing.
	LPPO3170	Object	I am very much against the loss of Green Belt in the Kidderminster area, particularly in areas adjacent to large housing estates. It provides areas for healthy exercise, particularly walking and jogging, which, given the rise of obesity in Wyre Forest, is essential for the health of the citizens. Also the Green Belt is a haven for a variety of wildlife both in the fields and hedgerows and it is wrong to destroy their habitat. Nowhere is this more evident than the fields at the top of Spennells and it would be a tragedy to see them built on. I am concerned over the proposed development of Captains and the Lodge, Bromsgrove Road. I understand that it is proposed to access this development from the A448. That's fine providing there is no vehicular access from the development into the existing Spennells estate. If there were it would create a linkage from the A448 into a quiet residential area posing a very real danger to children who play on the streets as well as unacceptable levels of noise and pollution. I was assured at the drop in meeting that this will not happen, but I would strongly recommend that if this proposal goes ahead that this is explicitly stated and guaranteed. I am concerned that the proposed plans that we are being consulted on do not specify the type of housing proposed on any of the sites. At the drop in meeting I asked about this and was told it would be dependent on proposals made by developers. I firmly believe that the council should take the lead in this, rather than be reactive to the developers' plans. In your planning documents you correctly point to an ageing population. However if you look at all the new builds in the areas surrounding Kidderminster there are very few, if any, bungalows being built, mainly because they are less profitable for the

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			developers. This is where the council could and should specify a significant quantity of good quality bungalows which would provide an incentive to senior citizens to vacate larger family homes for young families.
	LPP03487	Object	<p>I wish to object strongly to both options A & B. Although these schemes are being presented as an either or choice, each includes development in the area referred to as WFR/ST/1 designated as a “Core Housing Site”. The main reasons for my opposition which can equally apply to both plans are a follows:</p> <ul style="list-style-type: none"> • <u>Loss of Green Belt status:</u> DCLG states that “this Government is committed to protect the Green Belt” and “only in exceptional circumstances may councils alter Green Belt boundaries”. Are projected local expansion needs really exceptional enough to warrant this land grab and won’t the infringement of these guidelines make it easier to commandeer more land in the future? The awareness that 98% will somehow be preserved seems unlikely to happen when tempting offers are made by developers. • <u>Increased pressure on Local Services:</u> Both options A and B will impose extra strain on hospitals, doctors, dentists and schools, in addition to the water, gas, electricity and sewerage provision required. Some of these services are struggling to cope already and GPs may even vote soon to stop registering new patients. The local plan review leaflet says only that new facilities may come forward, but even if they do, it will take considerable time and upheaval to install them. Shopping has become poor, the bus service to and from Spennells is substandard and any new residents will no doubt have at least one or two cars. An Eastern Relief Road may be built, but is this really something to welcome? More countryside destroyed, more noise and traffic fumes and soon yet another road will be needed as traffic expands to fill the space allocated to it. • <u>Increased risk to health:</u> Whichever option is adopted it is certain that the atmosphere will become even more unclean with more noise and congestion affecting both pedestrians and cyclists. • <u>Loss of use of fields & footpaths:</u> Captains and The Lodge (WFR/ST/1), Farmers Fields 1 (AS/10), 1 (WFR/ST /2), And 3 (OC/13). Being unable to use and enjoy these fields and the footpaths bordering them, full of trees and flowers and home to birds and other wildlife, will diminish the health and well-being of residents and other visitors. It is a safe area to walk. <p>I object to both Options A & B for these reasons.</p>
	LPP03619	Object	I want to draw issues to the environmental damage that will be caused when building core housing by Captain’s

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			<p>Pool. The fields are home to many species of RSPB red listed birds. Birds nesting there such as Skylarks, and Corn Buntings to name only a few of many are depleting in numbers and need to be protected. The RSPB recommends a 200 Hectare exclusion zone around these nests so they can continue to breed safely and increase their numbers. With all the houses that the LP recommends building on core sites and option A, this will see the demise of these birds in the Wyre Forest district which is why the LP needs to be revisited and reworked. As the LP states around 6000 houses need building by 2034, how does the WFDC plan to offset the carbon footprint created by building these houses and the extra cars (10000 approx) which will be on our roads? Air pollution is a rapidly growing problem as seen around the world as well as in the UK. This is caused by over population and the need for cars to get around. So why over estimate by far in the LP, the amount of housing needed thus creating more air pollution? The Spennells is a designated nature reserve and more housing, cars and people would affect the area severely. Tree Protection Orders are in force over the Spennells and its surrounding areas. What will become of these? Are they going to be ignored and the building companies pay a nominal fine for cutting them down? Once again as in its title, it's "Wyre Forest District Council" with a TREE as its emblem. Should that not now change to a HOUSE if the LP goes ahead? This is why the LP needs to be reviewed and reworked to help the environment. It states on the WFDC website that the council is committed to providing well maintained parks and facilities for all to enjoy! If we encourage the building on Green Belt land then there will be no more well maintained facilities for anyone to enjoy!</p>
	LPP03738	Object	<p>I would respectfully request that other sites are considered before destroying this particularly quiet, leafy area of Kidderminster. The area around the Captains Pool is particularly beautiful and is a great resource for dog walkers, walkers, cyclists and horse riders. Surely a development of this area would also be detrimental to the Spennells Nature Reserve? This would be a real shame and something we would never be able to replace.</p>
	LPP04039	Object	<p>I would like to submit objections to <u>WFR/ST/1 Core Housing Site</u></p> <p>Please note my strong objection to the building on this site known as "Captains and the Lodge", I have lived very close by for nearly 29 years. The following points must be considered in relation to this site:</p> <ul style="list-style-type: none"> • TPOs on the woodland - mentioned and detailed above • there are at least 3 types of bats roosting in the woodland and in the boathouse • there are herons nesting on Captains Pool at the far end to the footpath, they have been there for over

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			<p>30 years</p> <ul style="list-style-type: none"> • many types of water birds grazing on the grassland from Captains house down to the pool. There are 92 recorded different types of birds in this area across to Stone • the only current access onto the A448 will be hazardous as this main road is 50 mph speed limit. One planning application on this site has already been rejected for this reason • there is no footpath on the Captains and The Lodge side of the A448 for children to walk safely to Comberton or King Charles schools • there is swamp land at the easterly corner of Captains Pool (as viewed from the footpath along the pool) that contains newts, frogs and toads • skylarks are nesting on this site in the fields adjacent to Bromsgrove Road • development will be detrimental to the visual amenity of the Green Belt • there are badgers setts on this site • there are dormice in the fields where skylarks are • the development will home in the region of 400 extra people and there are not sufficient local amenities, doctors, schools, hospital, shops etc. • both Captains and The Lodge contain restrictive agriculture related covenants, these need to be considered • development on this site would conflict with Policy GB.6 of the LP which states that proposals within the Green Belt must not be detrimental to the visual amenity of the Green Belt. I attribute significant weight to this factor <p>I object strongly to this Core Housing development WFR/ST/1. If you don't accept a reduction in the housing demand numbers, then I still object to Captains & The Lodge being in the draft Local Plan, for the reasons stated above</p>
	LPP04295	Object	<p>I am whole heartedly objecting to Option A and also to any core housing around the Captains and the Lodge. Nothing better than to walk the fields or take them for a long bike ride. The tranquil surroundings, nature and friendly people we pass all add to amazing, safe and stress free well being. We love to see the amazing variety of breeds of birds In the fields as well as the ones that visit our own garden, also bats we have frequently seen at dusk. We love the skyline through the fields, watching sunsets and on clear nights the star constellations. All of</p>

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Respondent	Response No	Type of Response	Summary of Response
			<p>this will be marred with obscene buildings and light pollution. Not what I want my children to then be deprived of. The traffic would be another issue. The volume of traffic would be disruptive. Imagine an average of 2 vehicles per household on top of the vast amount already. The pollution, build up and safety of us and our children would all be jeopardised. The thought of extra housing on top of the sheer size of Spennells estate is mind blowing. The local schools, doctors and dentists can not deal with this. The waiting lists to sign up for any of these are already problematic let alone then trying for an appointment. It seems as though figures have been miscalculated and are in fact less required than estimated so I don't see why all of the brown belt land can't be used for maisonettes or apartments before hitting this beautiful countryside. There are appalling buildings empty and making Kidderminster look a disgrace like crown house and the majority of Worcester street. This could provide so much more to the town itself if these are converted and updated. If the town is left the way it is any longer I'm sure there will be plenty of property as people would move anyway, there is nothing here for people. It can't possibly just be for the growing population of Kidderminster, it's the overspill from surrounding cities. Where does it end? How much land is going to be eaten up? There were promises of protecting the Green Belt areas and I'm sure as you have seen from the amount of objections and the amount of time and effort gone into objecting to this you can see how much this means. Please please reconsider and re plan. Let us keep these fields for all our sakes and especially children to have the freedom of this natural playground.</p>
	LPP04432	Object	Oppose development at Captain's and the Lodge WFR/ST/1.
	LPP04439	Object	I wish to object to build housing on the Green Belt area known as Captain's Pool and The Lodge.
	LPP04553	Object	<p>I object most strongly to the development of the area identified as WFR/ST/1 Captains & the Lodge on the Kidderminster East map in Appendix A. The map in Appendix A clearly shows the development of WFR/ST/1 Captains & the Lodge as being a Core Housing Site and therefore to be developed in both Option A and Option B, which is in direct contradiction of the statement in para 31.1 that "under Option B the built development would not extend south of the Bromsgrove Road". Development of this area of land would have a severe negative impact on the environment and wildlife around Captains Pool pond and impair the views of St Mary's church, Stone. An important concern is that if developed without the adjacent area of OC/13 Stone Hill South the only feasible access to this area for construction traffic and residents would be through either Kittiwake Drive or on to</p>

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			the A448 Bromsgrove Road significantly increasing the hazards on either road. It should be noted that access on to the A448 from the adjacent area of the existing Spennells estate is explicitly prohibited in the deeds of the Spennells properties precisely because of the hazardous nature of this stretch of road. This land should only be considered for development as part Option A.
	LPP04585	Object	<p>Captains Issues (OC/12). In June 2004 following an unpermitted attempt to develop the southern side of Captains Pool an application was made by the landowner to obtain retrospective planning permission (Ref 676 2004 29 June 2004). At this time the land used for caravan storage was, I believe, increased and the southern boundary built in the ancient woodland. Substantial damage was done to the woodland and although this was subject to a repair order no rectification ever took place. The damaged part of the woodland as a result is now overgrown with Himalayan Balsam. The stream running from what is known locally as Fishermans Pond (the pond between Stanklyn Pool and Captains Pool), that is the supply stream for Captains Pool, has been compromised. During an appeal on 9/3/2010 (APP/R1845/A/09/2118087) Alan Wood on behalf of The Planning Inspectorate refused an appeal to develop the site of Captains on the grounds of Inappropriate Development, Openness, Visual Amenity, Highway Safety and a number of lesser considerations. All these considerations remain appropriate and it would require very substantial investment to overcome some but not all of these factors. Woodlands are addressed within Policy 10D. The ancient woodland to the south of Captains was badly damaged when there was an attempt to develop the area before any permission had been approved. As the subsequent retrospective appeal was dismissed the woodland should have been returned to its previous form. This was never done.</p> <p>Para 15.2 The need to maintain and replenish ground water supplies, reduce flooding and increase the use of Sustainable Drainage Systems and in line with the NPPF and NPPG the Council will steer new development to areas with the lowest probability of flooding. It must be noted here that the southern area of Captains site has been infilled and hard packed to provide for caravan storage. As a result the feeder stream for Captains Pool has turned the area to the immediate east of the three existing barns into swampland. The algae on this stagnant water can be clearly seen on Google earth as a light green between the barns and the copse around the stream between the Fishermans Pond and Captains Pool. This land appears to be at greater risk of flood than other areas in the town where it is suggested building cannot take place due to flood risk. The southern boundary of the site has been developed and pushed into the ancient wood which existed there, and a large fence around 2m high erected. The fence is within 2m of perhaps one of the largest fox earths in the Wyre Forest area. The stream from Fishermans Pond to Captains Pool in this area has hard standing on both sides in preparation for the new caravan</p>

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			storage area. This area was classified in the 1990's as a sight of ecological interest that formed part of the linear landscape of local importance joining Stanklyn Pool to Spennells Nature Reserve. The site has been compromised and should be returned to its previous state in order to preserve the linear landscape as it appears on both Option A and B of the proposed developments.
	LPP04641	Object	The schools argument is flawed, as despite increased house building the Council have already closed several schools. If there is such a requirement, it would have been easier to keep the existing schools open. To use Green Belt because of wrong decisions in the past is not within the justification requirements of the National Planning Guidelines There have never been any No Doctors surgeries on Spennells. From an environmental view point and to protect the endangered Corn Bunting Option A must not proceed.
	LPP04675	Object	In addition I oppose development in the area 'Captain's and the Lodge WFR/ST/1' which has been included in the Draft Plan as a 'Core' area, the Easter Park business development and the proposed Gypsy and Travellers site at Heath Lane.
	LPP04683	Object	In conclusion, I would like to oppose development at Captains and the Lodge.
	LPP04779	Object	See response 2462.
	LPP04868	Object	Captains Pool should also not be developed.
	LPP05007	Object	<p>I write to object to the proposed development of the Green Belt fields designated 'Rear of Spennells & Easter Park AS/10', 'Land off Stanklyn Lane WFR/ST/2', 'Stone Hill South OC/13', and 'Captains and the Lodge WFR/ST/1' (marked Option A and a Core area on the Draft Local Plan).</p> <p>In support of my objection I wish to make the following observations:</p> <ul style="list-style-type: none"> The population of Wyre Forest district has hardly grown in the past 25 years, so the quantity of houses that has been projected as being necessary has been over-estimated or even exaggerated. Brownfield

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			<p>sites and regeneration of Kidderminster town centre could provide sufficient land for new housing without resorting to taking Green Belt. Green Belt should only be taken as a last resort and we have not reached that point yet.</p> <ul style="list-style-type: none"> • The infrastructure is not in place to support a huge increase in the number of households in the area. Our medical establishments are already at breaking point, our schools almost full. Our road network cannot support more vehicles. • An immense area of wildlife habitat would be lost which currently supports a number of rare species of animals and plants. Currently the fields are in use – they are not left barren. • The Spennells fields area is a valuable natural open space which has a positive effect on people's physical and mental wellbeing. The public footpaths and bridleways across these fields are used by walkers, dog-walkers, joggers, horse-riders, photographers and birdwatchers and people of all ages and levels of fitness. This is a convenient location for taking exercise without first having to jump in a car. • If these fields were to be given over to housing, tarmac roads and driveways, what would happen during periods of heavy rain? How would drainage be managed to avoid causing flooding in the lower-lying area of Stanklyn/Summerfield? <p>Once our Green Belt has gone we cannot get it back. Once a habitat has been lost we cannot get our flora and fauna back. I urge you to make the right decision – a decision which leaves Spennells fields Green Belt land intact.</p>
	LPPO5125	Object	<p>The Captains Pool is classified as brownfield despite in reality being a field full of plant life, trees, wildlife, etc, when there are real brownfield sites around Kidderminster, Stourport and Bewdley that are just buildings or former buildings. The plan itself presents the Core build sites as non-negotiable and pressures residents to support Plan A as the "preferred" plan, discouraging anything but picking A or B or objecting to any part of the Core, such as the Captains Pool build behind Spennells. The area including the Green Belt and Captains Pool which would be built on or affected by the build is inhabited by wildlife such as foxes, badgers, bats, buzzards, barn owls, hedgehogs, toads, frogs, grass snakes and others. It is also valuable agricultural land, among the best in Worcestershire, of which there is a shrinking amount in Britain.</p>
Campaign to Protect Rural England	LPPO1002	Support	<p>WFR/ST/1. This might possibly be an appropriate extension to the existing developed area, but we would not like to see development further along Bromsgrove Road, so as to maintain a strategic gap between Kidderminster and Stone.</p>

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Respondent	Response No	Type of Response	Summary of Response
	LPPO3829	Support	<p>Aware that the review includes proposals to take certain land out of protected Green Belt designation for the purposes of urban extension, I would like to make the following representation: I am clear in my understanding of the purposes of designating land as Green Belt as defined in paragraph 80 of the government's publication 'National Planning Policy Framework' (NPPF), these being:</p> <ul style="list-style-type: none"> • to check the unrestricted sprawl of large built up areas • to prevent neighbouring towns from merging • to assist in safeguarding the countryside from encroachment • to preserve the setting and special character of historic towns • to assist in urban regeneration by encouraging the recycling of derelict and other urban land <p>I would like to offer support to one particular site, that being the land known as Captains and The Lodge, designated WFR/ST/1 and located on the east side of Kidderminster to the south of the A448. The Green Belt Review prepared by Amec Foster Wheeler, which has informed the Local Plan Review, has given a brief analysis of the site and concluded that it offers only a limited contribution to the purposes of Green Belt and I would concur. Looking at the five purposes of inclusion of land within Green Belt in turn:</p> <ol style="list-style-type: none"> 1. Removal of the site from Green Belt in isolation would still check the unrestricted sprawl of Kidderminster as the relatively small scale of the site will create new limits to development along the outer edge where it will abut the residual and far greater area expanse of Green Belt; rather than being unrestricted, the re-designation of the site will therefore allow controlled expansion of the urban periphery in a location which is predominantly out of general sight. The shape of the site and relationship of it to the existing boundary of the Spennells estate show that it naturally fills a gap between the more intrusive part of the estate to the south and the A448 to the north, again giving natural limits and control to the increased built up area. 2. With the exception of villages such as Stone and Chaddesley Corbett, the nearest town on this side of Kidderminster is Bromsgrove, some 8 miles distant. There will be no danger of the adjacent towns merging with the reallocation of this site and even Stone, a good mile distant, remains safe from being subsumed as a result.

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Respondent	Response No	Type of Response	Summary of Response
			<p>3. The safeguarding of the countryside from encroachment is effectively the same as checking the unrestricted sprawl of built up areas. Whilst Green Belt, a not insignificant proportion of the site can be deemed to be previously developed land; part of the land has extant and exercised permission for the storage of caravans, which in itself already constitutes an adverse effect on the openness of the Green Belt, and then there is the footprint and residential amenity space associated with the two existing dwellings. Whilst admittedly paragraph 53 of NPPF seeks to restrict development of residential gardens, I rely on the definition of 'Previously Developed Land' in the glossary in Annex 2 to the rear of NPPF which excludes, amongst other things, 'land in built up areas such as private residential gardens'. As the site is currently Green Belt, it cannot be classified as being in a 'built up' area, and therefore the residential amenity spaces associated with the two houses are, by definition of lack of exclusion, previously developed land. Despite this, paragraph 89 of NPPF instructs local authorities to regard the construction of new buildings within Green Belt as inappropriate development with few exceptions amongst which is limited affordable housing to meet local community needs; a need clearly demonstrable in the greater Kidderminster area. The fact that part of the land could already potentially be developed for affordable housing whilst remaining within the Green Belt therefore significantly reduces the potential additional impact of the site being removed from Green Belt designation to allow more general development.</p> <p>4. The edge of the urban environment here is quite abrupt; the relatively high density of the Spennells estate gives a hard edge to the town that the two dwellings on the site currently softens to an extent, albeit there is little visibility into the site save for a public right of way that separates the site from the edge of Spennells. Spennells is also a relatively recent development itself and presents a contemporary urbanism to the arriving visitor as they approach along the A448. Whilst Kidderminster does have an historic core, it is located some distance from this gateway site with a natural chronology of development increasing in age and associated characteristic as you travel toward the historic core reflecting the natural expansion of the town over the last 150 years or more. A new development, of contemporary idiom on this site would therefore be wholly appropriate, and would not detract from the setting and special character of the historic parts of the town centre which are quite remote from the site.</p> <p>5. In recent history, Wyre Forest District Council has had robust policy in respect to town centre regeneration, particularly in Kidderminster, and not without success. Wyre Forest as a district is however disadvantaged in having only three relatively small centres with a high proportion of Green Belt around them creating a natural limit to development that is close to being reached. In my own local authority</p>

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			<p>area, I have seen adherence to the last item of the above list in particular, significantly diminish existing redundant employment land in order to satisfy the needs for anticipated housing provision which policy has dictated 95% needs to be on previously developed land; worse still, I have seen employment land vacated due to the significantly higher land values that subsequent housing designation brings. Clearly, a balanced view needs to be taken to ensure that all demands on available land are able to be catered for, else all we will create are dormitory towns where the residents live, but do not, because they can not, work; a wholly unsustainable approach and contrary to paragraphs 6-16 of NPPF. Whilst development of available and deliverable non Green Belt sites should obviously take precedence, keeping this particular site in Green Belt will contribute little additional influence to urban regeneration within the centre of town given the sterling efforts of the local planning authority to date.</p> <p>Notwithstanding all of the above, it is an invidious task to determine where sacrifices need to be made, as they have to be those with the least worst cumulative impact. In conclusion, I believe the site to be amongst the least worst, if not the least worst, of all the current Green Belt sites and would wholeheartedly support its reallocation for residential development. I understand the land owners of the majority of the site are amenable to the use of the land for residential purposes, so not only is the site ideal for purpose, it also represents a deliverable opportunity. I can understand that the current exercise has aroused emotions amongst those hostile to development and that you may receive several objections to this site being included. However, as it has been demonstrated that additional housing needs to be procured over the next plan period, the exercise of deciding where it should be located needs to be undertaken on a positive 'least worst' principle, rather than the alternative of a negative 'anti-development' attitude. I look forward to being able to review all of the consultation responses as the process moves forward to its next stage.</p>

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Respondent	Response No	Type of Response	Summary of Response
	LPP04684	Object	I would like to oppose the business/ industrial Buildings at Easter Park (as those already there have never been fully occupied and are an eye sore).
	LPP04869	Object	I strongly object to the further development of Easter Park Business premises, as they are never fully occupied and stand as empty buildings on a main road into Kidderminster, coupled with the empty VOSA building further creating the impression of a run down and economically poor town.
	LPP05074	Object	In addition I oppose development in the area 'Captain's and the Lodge WFR/ST/1' which has been included in the Draft Plan as a 'Core' area, the Easter Park business development and the proposed Gypsy and Travellers site at Heath Lane.
Stone Parochial Charity	LPP01158	Support	We are in full support of the proposal and the land is available at short notice. Land is currently underutilised and is of low agricultural worth and has little attractive merit.

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Company / Organisation	Response Number	Type of Response-	Summary of Response
	LPPO39	Comment	<p>There are three major problems with this proposal:</p> <p>a. Nesting Skylarks which have been nesting in the fields behind the Spennells estate for as long as we have lived here (36 years).</p> <p>b. Access to the site - Although a new road is proposed, when will it be built before or after the houses? Spennells already becomes gridlocked easily as there is only one way on and off the estate, via Spennells Valley Road, which easily becomes blocked. One morning it took 2 hours to get off the estate.</p> <p>c. Because the Council sold off the land originally allocated to become a middle school near the existing school in the 1980s, there is no spare space to extend the school. Will there be a proposal to build another school?</p>
	LPPO1869	Comment	<p>Proposed development in Spennells fields. I object to “Option A” as it will reduce the Green Belt in Kidderminster.</p>
	LPPO2493	Comment	<p>I do not believe either Option A or Option B listed on the preferred options are acceptable or viable. I also do not believe that the core options for housing around Spennells estate should be utilised either.</p> <p>It was an exciting new estate, one that was bound to grow in time, but a beautiful estate, surrounded by beautiful countryside.</p> <p>Taught my children to ride their bikes on the public footpath on Lapwing field, memories that will last a life-time.</p> <p>The road infrastructure is struggling to support the current residents.</p> <p>The shops on the estate have become busier and busier and the school has large class numbers, which was one of the issues that caused the school to drop into special measures a few years ago.</p> <p>The surrounding countryside is beautiful and should not be allowed to be built on, I’ve lived in urbanised areas, and once that countryside has gone it can’t be bought back. Wildlife destroyed, safe walks gone, clean air no longer able to be breathed, peace and quiet abolished.</p> <p>I cannot see why, with so many empty buildings and land around Kidderminster, they are not utilised before the</p>

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Company / Organisation	Response Number	Type of Response-	Summary of Response
			<p>decision to use Green Belt land is made.</p> <p>I don't believe there are enough jobs in the local area to require extra homes.</p>
	LPPO2501	Comment	<p>Green Belt land has special protected status. This special status is being potentially undermined by local authorities all over the UK with what appears to be the support of central government. In this particular case, I am speaking of the proposed development of the Green Belt land on the edge of Spennells Valley, Kidderminster. If this special status is to have any meaning at all, then central government should state that any proposals should not undermine the existing status of Green Belt land. Options that should be included for and prioritised should be new out-of-town and brownfield development. This would encourage the regeneration of our town centre and out-of-town developments that would not compromise Green Belt land and thus retain the integrity of our town boundaries. There may well be additional development costs relating to this type of approach, but the medium/long term benefits would be greater. We cannot just keep allowing development to keep eating into our precious British countryside. Our shared environment is worth a lot more than mere money when it has such a dramatic affect on the quality of people's lives.</p> <p>The Green Belt Land adjoining Spennells is a significant part of life for the many people who enjoy access to this space. Horse riders, cyclists, joggers, walkers etc. enjoy the benefits that this beautiful space provides. The natural wildlife is a joy to see. A sprawling new housing development is going to do absolutely nothing for the quality of people's lives in this area and in turn put massive stress on an infrastructure that is not going to cope with the proposed levels of development.</p> <p>Try to be more imaginative than just looking at the cheaper options. The character of our towns etc is very much defined by our precious Green Belt land and people's best interests are not going to be best served by wiping out this valuable natural resource.</p> <p>We join everyone who voices their strong objections against this proposed development in the strongest of terms. We are fully aware of all of the political and financial influences at work here. Just do the right thing. Looking after our cherished environment is one of the most positive actions that we can all take.</p>

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	LPPO2652	Comment	<p>At no time did I ever think builders would try and build on the beautiful fields with all its wildlife plus the peace and quiet it brings to our estate.</p> <p>The thought that you are considering building on the Green Belt that protects our estate is unthinkable as I always thought I and generations to come would have this beautiful country side to live in.</p> <p>As the estate started to grow in size it was a struggle to get off the estate. The roads around the estate were always gridlocked. This is what Spennells is like NOW so what on earth is going to happen if you build even more houses.</p> <p>There are so many non Green Belt areas you could look at first.</p> <p>Mental illness is so widely spoke about in our lives as the big vote catcher yet when it comes to putting it into practice, like protecting our countryside so people like myself can by just walking and taking in its beauty remove all the stress of the day and help us cope.</p>
	LPPO2675	Comment	<p>Prefer option B as it uses less Green Belt land. There are plenty of unused Brownfield sites in Kidderminster such as the magistrate's court and the Woolworths site to build additional housing upon.</p> <p>Apartments will serve the needs of affordable housing for the desired residents.</p> <p>I strongly object to any form of additional traffic which will increase congestion around the areas of Stourbridge and Hagley caused by the huge volume of houses.</p> <p>Would place a huge strain on both the local road and train infrastructure. Will considerably increase the amount of commuters on the rail network to Birmingham and as such cause overcrowding and delays impacting along the train line.</p> <p>I strongly object to any proposed bypass that would increase traffic on the A456.</p>
	LPPO2732	Comment	The proposals, particularly Option A, would permit development on large areas of Green Belt land. Urban sprawl

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Company / Organisation	Response Number	Type of Response-	Summary of Response
			<p>would encroach on Hurcott Village, Stone, Summerfield and Torton. Green Belt should stay Green Belt. If Green Belt is developed it is gone forever.</p> <p>Seems somewhat immoral to past applicants who have had applications refused, or have not even applied for approval to carry out their wishes, due to the Green Belt policy.</p> <p>A very low percentage are affordable homes for first time buyers.</p> <p>Fields lying to the South and Southeast of Spennells are arable agricultural land and have been used to produce food crops almost annually for the past 36+ years.</p> <p>It will have a huge impact on road congestion in these areas.</p> <p>Brownfield sites in the town should be used to provide homes.</p>
	LPPO2886	Comment	Kidderminster 'Spennells' area, we know the council wish to build a further ring road, so the preconception is what the building will automatically go ahead regardless of any objections
	LPPO3012	Comment	<p>1. The area designated core seems already to have been fixed and agreed. We were being asked to give opinions about choices peripheral to this.</p> <p>2. The brunt of the plans for extensive core building has again been centred on the Spennells area extending the loss of Green Belt on the east side of town for a second time and undoing all the people and nature have done to mend this environment since the Spennells development began.</p> <p>3. Already this side of town has real traffic problems at commuter times at many junctions. Residents experience this every day, and are now being expected to choose between two options, both of which must lead to greater concerns for road safety, congestion, access to emergency services, and air pollution.</p> <p>4. Existing small roads will inevitably carry a far greater number of cars, affecting many people's enjoyment of walks</p>

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			<p>and precious wildlife.</p> <p>5. Surely firm ideas and financial support for a viable and appropriate road system should be in place to reassure us that such huge new development will not further reduce our quality of life.</p> <p>6. Claims that the development would make Kidderminster into a better place to live, with jobs, new homes, new or improved education facilities and an invigorated economy were mentioned, but I did not hear anything concrete at the drop-in session I attended.</p> <p>7. The marked decline in Kidderminster centre's status as attractive and economically vibrant will also not support such claims.</p> <p>8. Allowing housing to straggle into farmland makes building easier and creates building jobs for the short term, but in the long term could create irrevocable damage and I therefore can only object to <i>both</i> proposals for this area.</p>
	LPPO3036	Comment	<p>1) The alternative proposal of allowing the Green Belt site by Spennells to be developed is unnecessary and just too drastic to be considered. If the change in status of the land was allowed and given the housing density that would no doubt be used, it would eventually more than double the size of Spennells. Spennells is already a big estate but it was built with many grassy areas and walkways and is surrounded by the nature reserve, Captains Pool and the fields. Consequently, Spennells has become a pleasant place to live with being close to Kidderminster with all its amenities and still feeling out in the beautiful countryside. This satisfaction will change if Spennells is surrounded by a sprawling new development.</p> <p>2.) Watching the areas that are already being developed there seems to be little evidence of sensitive planning; the houses are being thrown up very close together. In five years time the new estates will not be pleasant places to live in or to have near by. The attitude seems to be let's jam as many as we can onto the sites. I suppose for the developer it is more houses equals more money, but as expressed above it seems that we do not need all these houses in this area.</p> <p>3.) The wonderful countryside around Spennells is far too valuable for the environment and as productive farming</p>

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			<p>land. Will future generations thank us if we destroy it?</p> <p>4.) The big developers will only be interested in developing Green Belt sites and no doubt will be employing the best lawyers who will endeavour to exploit any legal loopholes, but what is morally right must win.</p> <p>5.) Surely for Kidderminster to be a happy prosperous town the residents need to want to live here. Permanently replacing the rural aspect of the town with undesirable buildings and the increased pressure on services and infrastructure will not encourage people to want to live here.</p>
	LPPO3346	Comment	<p>I do not however agree to the huge figure with which Wyre Forest District Council have concluded that is needed and especially to the usage of the Green Belt that would be detrimental to the area and one that could never be replaced.</p> <p>The fields behind Spennells are a habitat for a large number of wildlife.</p> <p>The suggestion of needing such a vast building of homes sounds to me ludicrous. If that was the worst scenario then we now have an ageing population and more single people than ever residing in homes but this would suggest that smaller homes and housing association new builds are needed and in a more central location, not the four bed type that is suggested.</p> <p>Let's not forget the effect this colossal proposed building expansion will have on the whole infrastructure, amenities and facilities of the Wyre Forest area. Schools, doctors, roads, hospitals, not forgetting the useless bus service are already hugely under pressure.</p>
	LPPO3348	Comment	Option A to the South of Kidderminster. There would be development right up to the district boundary.
	LPPO3497	Comment	The Green Belt behind Spennells provides a rare opportunity for those that live in the area to enjoy the benefits that the outdoors has to offer. The footpaths are easily accessible to all involved, those that enjoy walking and jogging. If this area gets built on, the areas on the southern side of the road is all private land and I am unaware of the area

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			<p>being as accessible to go walking.</p> <p>I would strongly urge brownfield sites within Kidderminster to be considered. For the people of Spennells to lose such a valuable area to go walking, I firmly believe that the cost-benefit return is disproportionate.</p> <p>I would urge consideration for other, non greenfield sites to be considered as a priority.</p>
	LPPO3739	Comment	<p>The large-scale expansion to the east, and particularly the south-east of Kidderminster raises, quite a lot of concerns.</p> <p>Here are a few points I'd like to raise from my own observations of the plan:</p> <ul style="list-style-type: none">• Are new businesses and enterprises <u>definitely</u> going to be set up in Kidderminster to provide jobs for the new residents?• In as much as there are plans to build new houses there should be matching plans for <u>actual</u> schools and <u>actual</u> doctors' surgeries. <p>o Will these people be able to find doctors?</p> <p>o How do you know that school provision will be delivered?</p> <ul style="list-style-type: none">• The balance of urban/rural life could be adversely affected by rapid development once it gets going.• It must not be forgotten that Spennells Valley is a nature reserve. Should there be extra houses built we would need to see plans for green spaces being interspersed. I don't see any provision in the plans for those. Doubling the size of Spennells would adversely affect the lives of many people who chose to live there because of access to fields for their own mental welfare, and being able to walk their dogs, etc.• Could the development options be less concentrated and spread around the whole of Kidderminster, not just the south-east? Is this to justify building a relief road?• I have never been convinced that a relief road would help the congestion in Kidderminster. The A450 already allows traffic coming from the north-east to bypass the town on the east and to join the A449 to

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			travel onwards towards Worcester, or to access the town on the west side. To create another main road joining the single carriage way A449 at a busy section – on the approach to Hoo Farm Industrial Estate – would encourage even more traffic to join the existing bottle-neck before going on towards West Kidderminster, Stourport or Worcester. I think a lot more thought needs to go into where such a relief road would spill out onto, and going on from there how the total road network around that part of Kidderminster might be improved to accommodate so many extra residents.
	LPPO3847	Comment	<p>Habitats providing life to bats, dormice, crested newts (as well as land providing homes to skylarks - prohibited) aren't allowed to be interfered with and built upon.</p> <p>Disrupting breeding and resting habitats of these species, which is what would happen should you choose to ignore local concerns and plough ahead with Option A regardless, is against the law and can warrant an unlimited fine and up to 6 months in prison. As at least 2 of the species I've provided have been documented living amongst the fields adjacent to Spennells (with evidence of the wildlife should you require it), I urge you to reconsider building sites to avoid breaking EU and wildlife law.</p>
	LPPO3	Object	<p>Spennells fields should not be built on. It should become a SSSI as it is a habitat for nesting Skylarks which are in decline and I understand a protected species. Also home to Linnets, Owls and Sparrow Hawks. Any building would threaten the breeding of these birds and would threaten the existing right of way. It is an area of recreation where many people get back to nature by walking these fields.</p> <p>Development would impact severely on the already overcrowded school, health provision and existing retail car park provision.</p>
	LPPO5	Object	Objects to development at Spennells Green Belt. Field is used for local crop growth. Questions where money is coming from to support capacity increases at hospital, schools, police, fire etc.
	LPPO8	Object	<p>Objects to development on the Spennells Green Belt land at the end of Turnstone Road. There are ample brownfield sites which can be used within Kidderminster, before looking at ruining Green Belt land.</p> <p>Need to consider the impact on traffic, schools, infrastructure, good quality land, wildlife and the general fitness and</p>

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			wellbeing of the local residents.
	LPP09	Object	<p>Objects to development at Spennells for the following reasons.</p> <ul style="list-style-type: none"> • Insufficient infrastructure in relation to roads, schools, sewerage system and local retail provision. • Development will have adverse impact on local global warming and pollution in general. More carbon dioxide will be produced with a loss of trees and green areas that produce oxygen. • House values on Spennells will decline <p>Hopes new homes can be provided in several areas in the Wyre Forest and not just on the Spennells and particularly the Green Belt.</p> <p>Build more housing on brown field site like the old Glades site.</p>
	LPP010	Object	<p>Objects to development at Spennells:</p> <ul style="list-style-type: none"> • Crossing the road for school is already hazardous at Captains Pool Road / Heronswood Road / Turnstone Close. More homes would result in more traffic and a worse situation. • The fields at Spennells are home to wildlife including Skylarks which are a part of the Worcestershire Biodiversity act and require full protection of their habitat under farmland birds.
	LPP011	Object	<p>Objects to development on Spennells:</p> <ul style="list-style-type: none"> • Area is used for recreational walking and this interaction is vital for both building community spirit and offering a lifeline to those who do not normally see anyone to talk to. • Traffic congestion is already bad in rush hour. Adding more dwellings will exacerbate the situation • The fields are home to a multitude of wildlife • Development would join Spennells to Stanklyn Lane. These are two separate communities. • There is no space at the School for additional pupils

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	LPP012	Object	<p>Objects to development on the Spennells fields:</p> <ul style="list-style-type: none"> • The school is full • Roads on and off the estate, even with extra filter roads, would be congested. • The fields offer a wealth of natural habitat and wildlife. • The fields make Spennells a special place to live <p>There are other areas in the District that should be built on regenerated. Exhaust all other areas first. There are areas of the town that are run down - don't spoil the most beautiful parts.</p> <p>The fields should remain as Green Belt.</p>
	LPP013	Object	<p>Objects to development at Spennells. It is an area of natural beauty and enjoyed by many people and dogs. Has lived on the estate since the 70s and it has grown enough. There are a lot of other sites which could be utilised before destroying countryside. The town centre should be redeveloped.</p> <p>I also understand WFDC are amongst the worst council's in England for selling off Green Belt areas. Don't let the ground be developed; it may make you a more popular council with your local people.</p>
	LPP014	Object	<p>Development would have an adverse effect on wildlife and the local community.</p>
	LPP016	Object	<p>Objects to Option A - field off Stanklyn Lane and Stone Hill.</p> <ul style="list-style-type: none"> • Links between the parish of Stone and the edge of Kidderminster do not need to be made stronger. This would increase traffic and pollution. • Stone is surrounded by beautiful green land. • Land at the rear of Spennells is used by local residents daily for walking and valuable family time outside. • School classes would become larger with more difficulty in getting first choice school. <p>Building between two pools - Captains Pool and Stanklyn Pool is awful.</p>

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	LPPO17	Object	Objects to change in the status of the Green Belt at Spennells. Uses land to walk everyday and has done for the last five years. It has a beautiful outlook already ruined by Easter Park, which has been mostly vacant since it was built. Green Belt land should stay Green Belt land.
	LPPO19	Object	<p>Objects to proposed housing development plans from Spennells to Stanklyn Lane:</p> <ul style="list-style-type: none">• Would be detrimental to the local community as it will put even more strain on the road network and the overall infrastructure in general.• Traffic is already very congested at many times of the day both into and out of Kidderminster on the Bromsgrove Road as well as the Worcester Road not to mention reaching out beyond onto the A449. The thought of more access to homes driving more traffic is unbelievably short sighted. Is any form of traffic monitoring is undertaken on any of these roads at peak times to assess this clearly?• Have plans considered in any way the additional strain already on the provision of education and public services in the town or can we look forward to the redevelopment of Kidderminster General Hospital? <p>This proposal has to be one of the worst this town (where I have lived all my life) council has yet proposed.</p>
	LPPO21	Object	<p>I write in connection with the planning application for houses to be built on the Green Belt site Spennells. I have looked at the plans and know the site well.</p> <p>I wish to strongly OBJECT to the development of houses and industrial units on this site.</p> <p>Infilling will ruin the character of Spennells and estate development will overwhelm an already large estate.</p> <p>The siting of the development is particularly ill-considered: it's on a Green Belt site used by myself and many hundreds of people/ residents for dog walking, running, cycling, horse riding along the Public footpaths. It would diminish the striking countryside that is on our door step. Many residents who don't drive but have dogs are in walking distance of the fields and can walk their dogs in a beautiful SAFE environment.</p>

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			<p>There is no need for this kind of development on Spennells, the estate is big enough.</p> <p>There WILL be an issue of extra traffic on the estate, residential streets will bear the brunt of the traffic influx, and this will also cause more of a safety hazard to non car drivers. As Councils are under pressure to increase public transport and reduce the number of cars on the road the proposed site will definitely increase the amount of cars on an already busy estate. There WILL be an issue with the local school - Heronswood becoming over subscribed which will in turn affect our children's education. The local shop which is a nightmare at peak times WILL be affected as more people will try and shop there which WILL cause people to shop elsewhere as the store will no longer be a convenience store and in the long run trade will plummet.</p> <p>The proposed site will NOT increase industry and jobs in the area. The Easter Park industrial site still has empty units and there are empty units on Hoo Farm industrial estate. We have enough industrial sites in the local area including Wilden Lane. There are not enough jobs for the amount of residents in Kidderminster let alone introducing another few thousand houses bringing in new residents from outside the area.</p> <p>There are still residential units being built on the Silverwoods site, surely this is enough for the town. You must consider the adverse effect it will have on preserving the existing NATURAL environment. There is a massive amount of wildlife habitats, trees and woodland. The area is not WASTED space but valuable OPEN space enjoyed and used by not only residents on Spennells but residents from Offmore, Comberton and surrounding areas.</p> <p>I understand that this will be noted as an OBJECTION to the building on the Green Belt land of Spennells.</p> <p>Additional August 2017:</p> <p>We have a very high obesity population and taking away the Green Belt where people can walk, jog and bike ride in a safe environment is ludicrous.</p> <p>We will have the issue of raised noise pollution, traffic pollution and the destruction of wildlife. There is proof of Skylarks, bats, badgers in the fields behind Spennells all of these animals are endangered it doesn't matter that the builders/ councils say we will accommodate them it's rubbish - the wildlife will disappear, you are destroying their</p>

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			<p>homes.</p> <p>Kidderminster has a fairly low crime/drug rate. Bringing outsiders from Birmingham into Kidderminster will increase the crime rate and this in turn will affect our youth living in Kidderminster.</p> <p>There is evidence that large estates have increased crime/drug levels. Doubling the size of Spennells is outrageous and will in turn put even more pressure on a struggling police force.</p> <p>Building so many houses will in turn affect our schools which are already getting over subscribed. This will put a strain on our children's future and our local children are the future.</p> <p>Doctors / hospitals will not cope and they are not coping now, I do believe that Kidderminster, Worcester and Redditch are in special measures. How are you going to cope with that?</p> <p>I do believe that a report from Michael Gove about Brexit states that we need to produce our own fruit/ vegetables. How will we do that if you take away the thriving fields that we have? The fields at the back of Spennells have been full of barley!!!</p> <p>There are no big industries left in Kidderminster therefore jobs are hard to find, if you bring more people in to the town this will affect our growing youth as the outsiders will try and take the few jobs that there is.</p> <p>You talk about Birmingham residents commuting, I from experience can tell you now that this will not last, they will get fed up with travelling and they will want our jobs.</p> <p>Has the M.O.D site at Summerfield been approached - surely there is an exclusion zone there?</p> <p>Attempts to attract retailers to Kidderminster have failed in the past. We need to spend the money on regenerating the town first. For example the old Littlewoods site, Woolworths the Glades and many more empty buildings need</p>

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			<p>regenerating first.</p> <p>The consultation is flawed no evidence.</p> <p>Bringing H.G.VS near to houses is a danger. Health and safety issues - noise pollution, air pollution.</p> <p>I would like to know why there has been no consultation for Blakedown, Chaddesley or Wolverley.</p> <p>I totally object to both options A and B but prefer option B. Spennells fields should not be built on.</p> <p>I use the fields on Spennells everyday to exercise and walk my dog. It is a safe area for my children to walk, bike ride and get fresh air without having to bike ride on the already busy Spennells estate. I can let my children go out on to the fields knowing they are safe, you take this away you are taking away their freedom.</p> <p>Why are you getting rid of this beautiful Green Belt.</p>
	LPPO22	Object	<p>I oppose and reject the proposed plans you have outlined to use Green Belt land at the rear of Spennells and Stanklyn to build a further 1700 residential homes.</p> <p>My reasons for this rejection are as follows:</p> <ol style="list-style-type: none"> 1. Spennells is built up, and at peak times suffers traffic congestion, almost doubling the size of the estate will create chaos at peak times as the current layout of roads within Spennells will not be changed. A through road will not change the roads that are already congested on a daily basis. Adding to this it will create further congestion and increase air pollution as the amount of green space and trees would have been destroyed. 2. Area is enjoyed by walkers, exercisers, birdwatchers & nature photographers. The area attracts a wide variety of species and wildlife; Rare birds may nest within the area too. Destroying this Green Belt space will have a devastating affect on the community and the natural wildlife. We will never get this wildlife back once it is destroyed.

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			<p>3. Green Belt land is in place to stop urban sprawl, what green space will we be left with. Look at using disused derelict buildings like those in park lane (by Matalan), old indoor market, old Woolworths and crown house. These are ripe for regeneration for low cost housing and should be regenerated before destroying Green Belt land.</p> <p>4. I cannot see justification in placing such a large proportion of the new homes required in this area alone and on this Green Belt land. Option B, is more evenly distributed throughout Kidderminster.</p> <p>Think of more than just cost. Think of impact on the environment, existing communities, natural habitats and infrastructures.</p> <p>5. Adding this number of houses in one area will put huge pressures on already overly subscribed services like local schools, Doctors, and hospitals. How will this be addressed if we are adding 1700 new homes in this one area alone?</p> <p>6. We don't seem to be able to fix pot holes properly as the funding is not available, clearly, more homes will equal more cars, more pot holes, pollution and congestion! Kidderminster is congested enough as it is, one through road will not solve this, destroying out Green Belt will not solve this.</p> <p>7.Look at all the empty derelict buildings first, regenerate buildings that are empty and vandalised, do not destroy what bits of beauty we have in this town left to enjoy. You have other options.</p>
	LPPO24	Object	Objects to development at Spennells/Stanklyn Lane:
	LPPO32	Object	Objects to the building development plans over the fields near Stanklyn Lane and Spennells. Fields are used by many dog walkers and people who just want to go out and enjoy the scenery or go on bike rides. Please listen to these objections and do not go ahead with these plans.
	LPPO33	Object	Objects to any planning for housing on Green Belt land at Spennells. Despite the road improvements on Worcester Road there are still extensive traffic jams at peak times, pressure would be placed on School services, and land valuable for drainage would be lost.

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			There is no sensible place to build a road to exit the new development.
	LPPO34	Object	<p>Objects to development on land to rear of Spennells:</p> <ul style="list-style-type: none">• Green Belt should be protected from development until all other possible sites available have been exhausted.• There would be a detrimental effect on wildlife.• It is a much valued site for local residents who use the footpath for exercise and socialising- much research has shown the positive impact of green open spaces and clean air in terms of physical and mental health and wellbeing.• Poor access at Turnstone Road - already has to accommodate road traffic from around 150 dwellings. Adding another 100 houses would potentially increase the amount of traffic by another 75% causing additional congestion, air and noise pollution. Would also impact on the already congested two roads in/out of the estate.• Concerns re new drainage for storm and sewerage. The field currently acts as a valuable soak away. Replacing this with large areas of hard standing will potentially cause serious problems with regard to flooding for homes adjacent to the area. Also concerned about increase in the amount of light pollution.• Development raises serious questions with regard to local infrastructure and services- schools and nursery provision, healthcare, and leisure services.
	LPPO41	Object	<p>Objects to development at Spennells. The field is good agricultural land. Also used regularly by walkers, joggers, horse riders and child cyclists. Field is also home to wildlife. Use brownfield sites and derelict buildings rather than taking away countryside and agricultural land.</p>
	LPPO42	Object	<p>Concerned about development at Spennells for the following reasons:</p> <ul style="list-style-type: none">• Loss of buffer to Easter Park• Effects on wildlife if habitat removed• Field is used for leisure by residents - walking• Development proposed will double the size of the estate

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			<ul style="list-style-type: none"> Spennells is a community with a sustainable mix of housing types and the residents are entitled to their share of green land Infrastructure would be necessary as existing facilities could not cope It would be better to create a smaller sub estate on the opposite side of Stanklyn Lane <p>Smaller developments around the town of Kidderminster would share the load. This proposal is too much and too radical a change of use of farming land to be justified.</p>
	LPPO46	Object	<p>Object to the development at Spennells. Already enough houses in this area - infrastructure cannot cope. Leisure Centre is not easily accessible and the fields are used for valuable exercise and wellbeing.</p> <p>Once the Green Belt is taken it is gone forever. We are losing more and more farm land - the fields are used for farming purposes and are good quality land.</p> <p>There is a static population - the housing planned far outweighs the need.</p> <p>Land being 'banked' by developers should be used along with empty buildings.</p>
	LPPO52	Object	<p>It is not beneficial to build the majority of all the housing needed in one place, it will put too big a burden on our resources, we already have to get two buses to get to the leisure centre which was put out of town in the other direction, you then closed down the leisure centres in Stourport, now we have a big problem with parking and crowdedness at the new centre, AND YOU WANT TO ADD ANOTHER 5000 PEOPLE TO THIS EQUATION!! in your local review document you have stated that we are facing a health problem with 27.7 % of the adult population being obese and a massive 35.7% of under 6 year olds being obese, we have come in at practically the worse levels in England, and you want to take away the open spaces that these people use and replace with paths</p> <p>I see that Wyre Forest comes in the bottom 10 of the worst councils that land grab Green Belt according to the Campaign to Protect Rural England.</p> <p>Spennells is a really nice place to live and that is BECAUSE it is surrounded by fields and green spaces, I use the fields</p>

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			<p>for my general health and mental well being to take this away from me and everyone else will have a huge detrimental effect on the community.</p> <p>The only people benefiting are the developers and the council as I note that you are getting a £9000 per unit incentive to build from central government.</p> <p>Our local NHS is failing before adding another 5000 people to the area Not to mention diminishing ambulance cover; It is already difficult to get an appointment with your GP now.</p> <p>It has been proved that adding new roads actually does not alter traffic flow and any new road will congest just the same, new by-roads just start to feed off it and then we are living in a spaghetti junction road network.</p> <p>Fast forward 50 years..... All new residents now elderly..... How do we support their ever increasing needs on top of the increasing aging population generally! And that's before we even consider the impact on drainage, resources and local wildlife. What about OUR quality of life!!!</p> <p>The new "affordable housing" will bring in a huge housing benefit bill for you in the future as rented houses attract this element of society.</p> <p>I was under the impression that Wyre Forest has signed up to a carbon emissions programme? This huge development goes way beyond any health foot print we should be trying to make! More cars more fumes. I suffer with asthma so what is the air quality going to be like on Spennells with the MASSIVE build you intend to push on to us ? Does MY quality of life mean nothing?</p>
	LPPO3503	Object	I have grave concerns about the potential loss of Green Belt land behind Spennells estate. There is a lack of infrastructure to cope with the increased population. Corn buntings, a protected species, nest in the fields adjacent to Stanklyn Lane.
	LPPO55	Object	Objects to development at Spennells. Brownfield sites should be used and empty / derelict buildings.

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			<p>Reasons for opposing Spennells:</p> <ul style="list-style-type: none"> • Too much traffic congestion already • Traffic will cause air pollution • Noise pollution • Wildlife will be affected
	LPPO57	Object	I wish to register my strong opposition to using Green Belt land between Spennells and Stanklyn Lane for new housing.
	LPPO58	Object	<p>I am writing to fervently oppose option A. My reasons for doing so are as follows;</p> <p>As a resident of Spennells I am aware just how much recreational use the fields provide; joggers, dog walkers, horse riders, bird watchers, cyclists, photographers, elderly people who enjoy the company of people walking there and I feel that the fields have been vital for me to exercise daily. During my time walking the fields I have met an elderly gentleman with an oxygen tank and a woman recovering from a heart attack who uses the field to ease herself back into exercise. I want my child to appreciate how food is grown and be able to go for a walk without the need of a car. If option A goes ahead the South side of Kidderminster will be hit unnecessarily hard it is for this reason I think Option B is preferable.</p> <p>I fail to see how the local infrastructure can sustain the amount of houses proposed! The closure of Glades Leisure centre and a smaller Leisure centre out of the town centre is evidence enough that the town fails to accommodate the existing residents let alone any additional people! Lack of jobs means that new residents of Kidderminster will be commuting to work which not only increases emissions; it fails to boost the local economy. Kidderminster hospital cannot accommodate a birthing suite - with residents of Kidderminster having to travel to Worcester to give birth. Unless plans to re-extend the hospital are in the pipeline I do not see how Kidderminster can sustain any more housing!</p> <p>In order to meet housing targets I appreciate housing needs to be built, I feel that there are plenty of brownfield</p>

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			<p>sites that could be used in preference - for instance in the centre of town! I appreciate this is more costly to the local council but we really do have to protect the Green Belt at all cost, with rising obesity levels, reduction in emissions and reduction in food miles being the governments prerogative I don't see how you can justify building on green and with so many brownfield sites available.</p> <p>In conclusion, I appreciate the local council have targets they need to meet and costs to keep down but this is grade 2 agricultural land, the best quality land Wyre Forest has to offer, the fields are a recreational resource are invaluable means that I strongly oppose option A.</p>
	LPPO60	Object	<p>One of the main reasons we moved to Spennells was due to its beautiful countryside surroundings, as well as the town being close by. We were absolutely horrified when we heard the plans may be brought forward to build houses on the GREEN BELT land directly behind the Spennells which lies at the end of Turnstone and Imber road and other surrounding fields. Not to mention the by-pass!!</p> <p>Spinals, with 2000 homes, is already a very large estate, with only two exits onto Spinals Valley Road, more houses on the beautiful Green Belt fields will put more pressure on our already full schools and nurseries, this will have a major impact on class sizes and our children's education.</p> <p>Extra buses and traffic will cause a safety issue for children in the area; parents are encouraged to let their children play out, how can they when they know their child could be in danger by the ever increasing traffic!!</p> <p>It can already take 30 - 40 mins to leave the estate some mornings, as only two exits onto Spennells Valley Road. Extra traffic and congestion would have a massive impact on everyone; working people would move away and make the area less desirable.</p> <p>The impact on the drainage as the fields are a valuable soak away. Our hospitals are also at breaking point, unable to provide the care for needed.</p> <p>Valuable agricultural land that would be taken away, destroying the beautiful landscape, but most importantly our local wildlife habitats will be destroyed as well... badger sets, skylarks and bats and many more animals live on these</p>

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			<p>fields, what will happen to these animals?</p> <p>I understood that WFDC cared about the Green Belt country side, if you are prepared to rip up our Green Belt, then you have no feelings for the wildlife, people's welfare, health or feelings.</p> <p>The impact would be unforgivable considering there are other areas in Kidderminster which are not Green Belt, which houses could be built on.</p> <p>Many people use the fields, walk their dogs, social interaction and for exercise. We should encourage people to be living this kind of life style, bearing in mind loneliness; depression/anxiety and obesity are on the increase in Great Britain. What about the increase of air pollution, due to so many houses being built in one area.</p> <p>If I have to choose an option for the proposal, then please choose option B, please do not destroy our areas of natural beauty that our neighbours and residents love so much.</p>
	LPPO62	Object	<p>I wish to register my strong objection to the possible removal of Green Belt status to land at the back of Spennells Estate.</p> <p>The fields are a well used community asset with walkers, dog walkers and cyclists, an amenity which can only be a benefit for physical and mental health of all who use it. That includes families, people of all generations and people of varying physical ability.</p> <p>These fields also provide an easily accessible opportunity to get an appreciative sense of nature and wild life. A fantastic amenity particularly for children. From being able to watch the crops grow from seed, to seeing a vast variety of wild flowers, birds, butterflies and insects.</p> <p>Access to Spennells is already at certain times very congested. There is no other viable access to those fields so the congestion and therefore pollution would increase.</p> <p>As I understand it there are options to develop ONLY next to Spennells, or to spread the developments across</p>

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			Kidderminster. I urge you NOT to remove such a valuable amenity that is close to so many people, and spread the new housing across the town.
	LPPO63	Object	<p>I would hereby like to register my objections to the above proposed plans. There are numerous reasons why I wish to object.</p> <p>1 The area already lost a lot of wild life habitat in the building of the present Spennells Est. Trees destroyed that were supposed to be protected, replaced by new trees but which take years to mature if they can survive the vandalism. Going ahead with this plan will mean a loss of a lot more wild life including wild flowers which support insects, that support the numerous wild birds that currently nest in the area plus all the birds that regularly visit in the summer. From common Sparrows, Crows and Blackbirds to skylark, pheasant, partridge, flocks of what I am told are corn bunting. Currently there are lots of Swifts/Sand Martins or similar catching insects on the wing. We hear the Cuckoo and every Spring and Autumn the Geese collect to feed on seeds. A Buzzard too. There is a Badger Set, and we have watched a Vixen playing with her litter of cubs. Plus other creatures that live underground like rabbits, voles, field mice and moles. All part of the wild life food chain.</p> <p>2 Then there is the infrastructure.</p> <p>Spennells School which is already struggling to cope with the numbers after closure of several schools. King Charles 1 School which also struggles to cope with the numbers.</p> <p>Hospital which can barely cope with the current number of patients.</p> <p>Doctors which we already have to wait up to a fortnight to see.</p> <p>Roads. Traffic queues off both ways out of Spennells, the Worcester Road, Bromsgrove Road, Wilden Lane. All made even worse by the new Stourport bypass which will be even worse still once all the properties are occupied on the Sugar Beet Site.</p>

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			<p>Neither Stanklyn Lane nor the Spennells Est. roads are fit to cope with the heavy building site traffic.</p> <p>Bus Service - what can I say?</p> <p>Why take farm land when there are so many derelict and unused places?</p> <p>Where are all these people going to work? The biggest employers, Carpets, Sugar Beet, Cattle Market, Sealine, Ceramaspeed, everything Kidderminster was famous for all gone. I suspect most will have to travel elsewhere to work. More traffic and pollution and longer queues.</p>
	LPP065	Object	<p>Please register my objection to the proposed development.</p> <p>The proposal for such a huge development will be detrimental to the locality, in terms of loss of Green Belt land, subsequent loss of wildlife habitat and a valuable outdoor amenity to local people.</p> <p>It will create an increase in traffic and pollution, on already congested and damaged roads. It will put further strain on local schools, and especially on local hospitals, already in special measures, and struggling to cope with the present population.</p>
	LPP067	Object	<p>I wish to express in the strongest possible terms my objections to the proposed/ requested development of the Green Belt land stretching between the A449 and A448:</p> <ul style="list-style-type: none"> • This is an area of significant designated RSPB importance with an abundance of species infrequent elsewhere, including a healthy population of Bramblings and Skylarks, which are rapidly depleting nationwide, and a number of birds of prey. The development will also impact on the wildfowl population on Captain's Pool which currently includes Kingfisher, Grebe, Heron, Wild Swans and more • These fields also boast a diverse population of mammals including Monk jack deer, badgers, stoats, voles, shrews and wood mice • The area is used to the full by dog walkers, ramblers and lovers of wildlife and birds. It is an area providing physical and mental well being for many people and wildlife alike

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			<ul style="list-style-type: none"> There are many other Brownfield sites in the Kidderminster/ Stourport area that could be developed instead To develop for the few would be to deprive the many of this beautiful, precious English countryside. <p>Please DO NOT allow this to go ahead and deprive humans and animals alike of this precious and irreplaceable environment.</p>
	LPPO68	Object	<p>I formally object to the proposal to build on Green Belt land on the southern edge of Spennells or on any of the Green Belt land in Kidderminster.</p> <p>I moved to Kidderminster purely to live close to fields only to find they might be taken away. By walking my dogs in the fields I now have many friends.</p> <ol style="list-style-type: none"> 1. I use the Green Belt areas for regular exercise for me and my dogs - morning and evening around work. This greatly aids my mental health and well being. Where would I be able to walk and exercise two border collies safely if you took this land away? I do not have room in my car for them both and surely we should not be encouraging more people to use cars to drive to places to exercise - this defeats the object of reducing pollution etc? Where would all the Spennells residents drive their dogs and children to do this??? The nature reserve isn't big enough. 2. I often see families and children alone exercising in the Spennells Green Belt area. Taking this away would mean that they would remain indoors. It is fantastic to see groups of children cycling and exploring around the fields - a safe environment. Please do not take this away from them. 3. There are bats and this needs to be explored as they are a protected species - before any decisions are made. http://www.bats.org.uk/pages/planning.html. Residents will need to see evidence that the surveys have taken place. I often walk at night and there are many bats. 4. There are skylarks, yellowhammers and linnets and other red listed birds in the fields. The RSPB certainly need to be consulted in the development plans due to the high number of skylarks in the fields at the moment and the impact on them.

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			<p>5. Have the butterfly conservation been informed as http://butterfly-conservation.org/3263-8480/walking-with-butterflies-in-the-wyre.html "A three year project funded by the SITA Trust to reconnect the Wyre has successfully restored areas of coppice to provide habitat for the nationally scarce Pearl-bordered Fritillary butterfly. It has also improved connectivity across the Forest to increase the chances of butterflies and moths colonising new areas in the future." Species have been seen in the fields in the Spennells and this needs to be researched before any decisions are reached. Residents will need to see evidence that the necessary surveys have taken place as species have obviously made their way from the Forest to the Nature Reserve/Spennells.</p> <p>6. There are areas in Kidderminster town centre that are not Green Belt that you could build on notably right near to the train station which would appease everybody. A far more suitable area for new build.</p> <p>If all of these factors are ignored I will certainly be taking these protests to a higher level.</p>
	LPP069	Object	I would like to file my objection to the Housing development on the back of Spennells. There's so much nature that will be destroyed. The development will have a massive impact on the environment
	LPP070	Object	I object to the planning of a new housing estate in the fields at the back of the Spennells estate in Kidderminster We have lived on Spennells for 21 years and love the views and enjoy the natural walks the fields offer the estate We strongly object to the plans and would expect to be in the majority I hope the strong feelings felt by all that reside on the estate put a stop to plans that would destroy the obvious benefits the fields have provided residents for many years
	LPP072	Object	<p>I must fervently object to the council's proposal to build new homes on the Green Belt land to the south of Spennells.</p> <p>The area is naturally beautiful and used by hundreds of people including myself each day as a perfect and safe area to walk our dogs. Destroying this area will damage local habitat and increase noise and pollution.</p> <p>Please do not build on this land!</p>
	LPP073	Object	Proposed option A building of housing on Green Belt land adjacent to Spennells, I believe would be a disaster for the

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			<p>local community and wildlife.</p> <p>Firstly, the Green Belt land in question produces a variety of good, healthy crops year after year.</p> <p>Secondly, many residents and Kidderminster people use the fields for leisure activities including walking, running and cycling and gives children especially an education of the countryside in different seasons.</p> <p>Thirdly, the impact on wildlife would be terrible as many birds currently nest and feed in the area and would therefore vanish from our skies and gardens forever.</p> <p>I am therefore totally opposed to this option and believe various run down land areas and brown field sites should be built upon as a priority.</p>
	LPPO74	Object	<p>I have reviewed the draft plan and wish to lodge my objection in the strongest possible terms.</p> <p>A brief overview of my objections are as follows:</p> <ul style="list-style-type: none"> • The proposed development will rob residents of the fields and open space which the local community currently enjoy to walk, jog, cycle, dog walk etc and would have detrimental effect to the general health and wellbeing of the community. • This proposal is damaging to the environment • The area doesn't have the infrastructure to support such a development and will lead to traffic congestion and pollution on our already congested roads. • Given the alternative options currently available in the town centre which would reduce traffic/pollution, these other options should be pursued. • This development will put unnecessary pressures on the schools, hospitals, and other facilities which are already under pressure. • The loss of Green Belt status which protects our countryside from urban sprawl will threaten existing public Rights of Way

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			<ul style="list-style-type: none"> The proposal will cause destruction of the wildlife habitat of the area. <p>Please confirm my objections have been lodged with the appropriate body and will be taken into consideration.</p>
	LPPO75	Object	Objects to development on Green Belt at Spennells. The land is used by residents for safe recreational walking. The roads around the estate are congested both in the early morning and in the evening without adding more traffic.
	LPPO76	Object	<p>I oppose the proposed development of Green Belt land on Spennells fields near Stanklyn lane. Any proposals to build on the land would have a detrimental affect on the local area.</p> <p>The roads around Stanklyn lane and Spennells are already congested and unable to cope with the current amount of traffic. Further housing would exacerbate the problem, adding more pressure to Stanklyn lane and its two major junctions. These are already hazardous to turn left from and pose more danger with busier roads.</p> <p>The fields are a valuable asset to the local area with much wildlife living there. There are currently skylarks, linnets and other red-created birds nesting in the vegetations.</p> <p>The fields are a good flood plain for soaking away surface water. In heavy rain our drive and road can flood and this would be made worse by the removal of the field. Local residents use them for walking and dog exercise. They are vital for community spirit. Green Belt is much valued especially around a busy town such as Kidderminster and its housing estate. Loss of Green Belt status protects our countryside from urban sprawl.</p> <p>Local schools are already over subscribed; additional residents would put more pressure on these local services, and increasing pressure on our hospitals, doctors, dentists etc. The bridge at the top end of Stanklyn lane is very narrow and there have already been accidents there. It would not be suitable for HGV vehicles and extra traffic adding more danger to the situation.</p> <p>Stanklyn lane is only 30 mph at the end on which we live and yet we get cars already using it as a cut through to avoid gridlocked roads of the a449 and stone hill. They must be travelling at over 60mph causing a danger to residents as the try to get off drives, cross the road etc. Adding more traffic again would aggregate this problem.</p> <p>There is no need for more housing in the Stanklyn lane area. There are lots of local affordable housing that remains unsold.</p> <p>The fields are currently farmed and well Used. Why use good quality, productive agricultural land? Why use another area of Green Belt when it is unnecessary. Housing would totally spoil the character of the local area and feel of Stanklyn lane. People from all over Kidderminster use these fields to walk dogs, ride and let their children play safely. Please don't remove them.</p>

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			Please note my objections and do not allow the building of 1,735 new homes of option A of the plan. Instead they could be placed more in the town centre thus reducing commuting and pollution. We urge the government to build on the brownfield sites within Kidderminster which will regenerate the town centre.
	LPPO77	Object	<p>I am writing to oppose the proposed development of Green Belt land on Spennells. Any proposals to build on the land would have a detrimental affect on the local area.</p> <p>The roads around Stanklyn lane and Spennells are already congested and unable to cope with the current amount of traffic. Further housing would only exasperate the problem, adding more pressure to Stanklyn lane and its two major junctions. These are already hazardous to turn left from and pose more danger with busier roads.</p> <p>The fields are a valuable asset to the local area with much wildlife living there. There are currently skylarks, linnets and other red-created birds nesting in the vegetations.</p> <p>The fields are also a good flood plain for soaking away surface water. In heavy rain our drive and road can flood and this would be made worse by the removal of the field. Local residents use them for walking and dog exercise. They are vital for community spirit. Green Belt is much valued especially around a busy town such as Kidderminster and its housing estate. Loss of Green Belt status protects our countryside from urban sprawl.</p> <p>Local schools are already over subscribed; additional residents would put more pressure on these local services and increasing pressures on hospitals, doctors, dentists etc.</p> <p>The bridge at the top end of Stanklyn lane is very narrow and there have already been accidents there. It would not be suitable for HGV vehicles and extra traffic adding more danger to the situation.</p> <p>Stanklyn lane is only 30 mph at one end and yet we get cars already using it as a cut through to avoid gridlocked roads of the A449 Stone hill. They must be travelling at over 60mph causing a danger to residents as the try to get off drives, cross the road etc. Adding more traffic again would aggravate this problem.</p> <p>There is no need for more housing in the Stanklyn lane area. There are lots of local affordable housing that remain unsold.</p> <p>The fields are currently farmed and well used. Why use good quality, productive agricultural land? Why use Green Belt when it is unnecessary. Housing would totally spoil the character of the local area and feel of Stanklyn lane.</p> <p>People travel from all over Kidderminster to these fields to walk dogs, ride and let their children play safely. Please</p>

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			<p>don't remove them.</p> <p>Please note my objections and do not allow the building of 1,735 new homes of option A of the plan. Instead they could be placed more in the town centre thus reducing commuting and pollution. We urge the government to build on the brownfield sites within Kidderminster which will regenerate the town centre.</p>
	LPP078	Object	<p>I object strongly to any further enlargement of Spennells area for further housing for the following reasons:</p> <p>The new road from Stourport Road has caused severe traffic problems at busy times of the day! It has caused even more traffic along Spennells Valley Road and it is almost impossible to get off Spennells Estate in the morning, with people going to work and children being dropped off at school. Sometimes the jam is right back along Heronswood Road as far as the school! There is going to be a bad accident there one day as people take chances to turn right at the T Junction. A set of traffic lights is badly needed here.</p> <p>Secondly, this new road has badly affected the main road from Worcester and also Wilden Lane. Up to four mile traffic jams of an evening can be as far back as Ombersley trying to get round the island at Hoobrook. Further traffic from building more houses off this road will make the situation even worse. This increased traffic will result in even more higher emissions of exhaust fumes from stationary vehicles with resulting increased risk to health.</p> <p>This Green Belt land is greatly valued by local residents and lots of people use this land for walking, jogging, cycling and dog walking. It is a safe environment to walk children without having to cross any roads and is also a haven for local wildlife.</p> <p>This would also put a strain on our local schools that already seem to be underfunded and always asking parents for money. The classroom sizes are already big enough.</p> <p>There are lots of green spaces around Kidderminster where the building of new homes would not be detrimental to present residents. In particular, Lee Castle is a vast green space crying out for something to be done with it. It would require no new road layouts. There is already a road onto this development and easy access via traffic lights onto the main Wolverhampton Road and Stourbridge Road. There is also lots of space around this area for further expansion if needed for a new school, local shops, etc. This side of Kidderminster does not have the same traffic</p>

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			<p>problems as the Worcester/Bromsgrove side.</p> <p>Further housing could be distributed on brownfield sites within Kidderminster that would enable run down areas to be spruced up. The Horsefair particularly springs to mind. This area is a terrible eyesore and an embarrassment. It needs to be flattened and could be used for further housing. The present shops should be encouraged to move to the many empty units in the town centre.</p> <p>Spread housing evenly around the area, taking traffic and the local environment into consideration. Don't bring one particular area to its knees!</p>
	LPPO79	Object	I object to the development of the whole area of Option A. The wildlife will lose their habitat and there will be a negative impact on local schools and roads. Please reconsider this proposal.
	LPPO80	Object	Object to development at Spennells. The fields are used by many for safe recreational walking, jogging and dog walking. Development would mean detrimental effect on wildlife and loss of agricultural farmland. Development should be on brownfield sites not Green Belt.
	LPPO82	Object	<p>There needs to be massive consideration given to the detrimental impact upon the local area that the proposed development of Spennells Field would have.</p> <p>Currently, Spennells is a great place to live, with just the right level of amenities. More homes would stretch these facilities! The car park facilities around Tesco express etc are often full, but manageable. More residents will see this overflow - something that we often experience when the school is used as a polling station... cars overhanging junctions, parked in the bus stop, parked on the main road and most importantly making it difficult for adults and children to cross the road safely.</p> <p>Currently, we have good schools which are full. Where will the new residents sent their children? THERE ARE NOT SURPLUS PRIMARY SCHOOL PLACES IN THE AREA! The government cannot afford to build a new school. Equally, no school can afford to expand on its own. Secondary schools will fill locally, not least as Hagley has experienced huge developments too. The Hagley developments will see school children from Kidderminster no longer able to get places at this school.</p> <p>The local roads... where do I start! Access in to Kidderminster is a joke! I queue every evening to get home from work. I often travel excess miles to avoid Mustow Green island or the dreaded A449. This adds to my carbon</p>

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			<p>footprint and given the extra cars that the additional houses will bring will further be detrimental to the environment.</p> <p>Concern for the mental health of locals. I am not sure I'm prepared to put up with the impact of such development on my own doorstep. Disruption and noise whilst the development is completed and then the loss of recreational land.</p> <p>I really do urge you to re-consider this poor proposal!</p>
	LPP083	Object	<p>May I lodge my objection to the proposed plans to build on the southern side of Spennells although I agree Kidderminster has to expand, as do all UK towns, this development as a whole seems far too ambitious and I hope a more modest proposal can be put forward.</p> <p>The fields bring a lot of enjoyment to the community and to lose them all in one go would be huge loss not to mention the environmental impact.</p> <p>We hope you come to the right conclusion, many thanks for your time.</p>
	LPP084	Object	As a resident of Spennells I wish to object against further expansion of the estate.
	LPP085	Object	<p>This is a formal objection to the proposed development to the Green Belt area bordering the existing Spennells Valley housing estate part of option A.</p> <p>No consideration has been given to the impact upon existing local amenities servicing this area, including schools and retail facilities as well as residents.</p> <p>Spennells is serviced locally by one primary school and a small complex of convenience outlets. Additional properties will add to the amount of traffic entering the centre of an already busy estate increasing the amount of vehicles and therefore pollution (impacting upon health of local residents) and congestion through the existing estate as well as the demands placed upon valuable services such as schooling. I would be grateful if you would clarify the local authority's stance on children being able to walk to school and whether if insufficient provision of local education facility within realistic walking distance from a family home sits in line with the local authority's core values and</p>

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			<p>principles.</p> <p>I note reference to an additional access point to the proposed development area. I believe that as a desk exercise this would satisfy current legislative requirements, however, I believe in reality that at peak traffic commute times the existing infrastructure of the Spennells Estate would be used as a 'rat run' for commuters wanting a short cut from the Worcester side of Kidderminster looking to access the town centre or Birmingham trunk roads. An expectation that commuters will happily sit in traffic at peak times and not be tempted to cut through a 'quiet' estate is completely unrealistic.</p> <p>This area is a well used and valuable, green natural recreational space which is well used by many local residents including myself and my family in an otherwise urban environment.</p> <p>I am disappointed by the local authorities approach to provision of homes which appears to be to take the easy option of building on valuable green space rather than utilising existing sites of brownfield and ex-commercial premises in order to meet the demand. I would formally request a detailed housing need analysis for the Spennells Valley estate area.</p> <p>I note that the more affluent Stanklyn Lane is proposed to be somewhat distanced and shielded from the proposed development area. I feel this purely creates a further divide between a relatively close lying community and certainly does not promote an ethos of building coherent and sustainable communities.</p> <p>I look forward to your reply to the above raised points.</p>
	LPPO86	Object	Strongly opposes the development of these fields at Spennells
	LPPO87	Object	<p>We would like to protest in the strongest possible terms against the proposed development along the southern edges of Spennells.</p> <p>We object for many reasons , the main one being that there are many brown sites currently available including unused school sites such and Sion Hill and Sladen as well as many unused industrial sites . The proposed</p>

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			development would mean loss of amenity, loss of farmland and the loss of valuable habitats for many creatures including endangered bird species. Local infrastructure would be unable to support such a development creating additional pressure on roads, schools and medical services which are already struggling to cope. Green Belt was created to prevent all these problems - what is the point of having it if it can be disregarded in such a cavalier fashion -it would be much more sensible to look for other sites already within the urban zone first.
	LPP088	Object	<p>I am responding to your proposal to expand Spennells Green Belt land in Kidderminster to build 1735 homes and I understand that Persimmon Homes have already purchased the land.</p> <p>I think it is vital that we have new homes in Kidderminster, especially homes that are affordable for young people like my own children. My objection to the proposed Green Belt solution is;</p> <ul style="list-style-type: none"> Kidderminster is already infamous for closed shops and buildings that are eyesores. Much of the old town would benefit from regeneration it seems a waste of naturally beautiful land that surrounds Kidderminster to be used up unnecessarily. Demolished Leisure centre land, old Woolworths, Crown House and many streets that are abandoned and would make excellent modern housing. This is a common dilemma that is easy to solve - regeneration not Green Belt destruction. <p>Other reasons that are pertinent in just this case are:</p> <ul style="list-style-type: none"> Double the traffic at already key bottle neck points by Homebase and junctions off Stanklyn Lane. Impact on wildlife and widely used public paths and rights of way. Safety of young children on an already busy estate. Spaces in schools. Drainage to existing and new homes. Local service provision like Kidderminster Hospital. Loss of productive land. <p>I do hope that this not already a "done deal" and you will genuinely consult and review.</p>

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	LPPO89	Object	<p>I strongly protest against the expansion in the fields adjacent to Spennells estate.</p> <p>The new bypass road is under used, no real definition between Kidderminster and Stourport. Housing next to the sports centre will make this even worse. I do not want to see the same between Stone and Kidderminster. No need for a bypass from the Worcester road. New road is currently used as a bypass and is not busy even in peak time. Traffic needing to bypass to Stourbridge already goes through Mustow Green, they will not travel nearer to Worcester to use the bypass. Introduction of a bypass will increase air pollution.</p> <p>Council do a very poor job of maintaining the common areas of common land within Spennells. The council seems intent of culturing nettles and even Japanese Knotweed on the estate, with the traffic pollution the air quality here is be significantly reduced.</p> <p>Derelict factory buildings in the town near Morrison's, near Matalan and Sion Hill School to name a few are embarrassing. The old post office is an eyesore and should be redeveloped.</p> <p>Affect the recession of 2008 the towns of Welshpool and Stafford were hit hard losing industry and started to decline similar to Kidderminster is now. Welshpool seems to have done little and the town is dead. Stafford invested and is a thriving cosmopolitan town busy even on a Sunday with Cafes and coffee shops spilling onto the streets. If you do not invest in the town, it will continue to die.</p> <p>No investment in industry and no jobs will see an increased rise in unemployment. No one will want to come and live in your new houses. People with jobs will leave. Invest in the town, and its jobs.</p> <p>Worry about housing if the population increase does arise and please cut down all the nettles on Spennells.</p>
	LPPO90	Object	<p>I object to option A of your new local plan review.</p> <p>I am 25 years of age and therefore the" next generation"! This is my heritage you are destroying! I very much still enjoy going into the country side which is on my doorstep at present and is GREEN BELT! I need this for my well</p>

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			<p>being and good mental health, being hemmed in the middle of a giant housing estate will depress me.</p> <p>MANY different animals and birds thrive on this piece of land, with evidence of otters on the fields by Captain's pool, we have three nesting sites for bats in the trees surrounding the fields and also there are many red listed birds such as skylarks, linnets and corn-bunting nesting and feeding on these fields.</p> <p>With the future of fossil fuel uncertain I believe that there will come a time when importing food and travel abroad will become extremely expensive, After all, at current rates of production, oil will run out in 53 years, natural gas in 54, and coal in 110. Getting rid of fields that are used year in and out to grow crops in is nothing short of stupid! There will come a time in England when we will need these fields to grow food for our population , you only have to cast your mind back to the 1940s when people had to use their back gardens and parks to grow food.</p> <p>To put the WHOLE of the build on one side of town is in my opinion unworkable, you are going to put for too much pressure on the schools and the road systems already in place, a relief road will not take away the congestion in traffic on the smaller roads around Spennells, nearly doubling the amount of houses here will cause chaos! With each house comes at least two cars, it doesn't take a genius to realise how bad the pollution and congestion will be, and all in one area!!</p> <p>To get an appointment with our doctors at present is a nightmare, 1735 houses in one area will push this to extremes.</p> <p>I am aware that a large building company has already purchased one of the fields, how did they know that this was coming! I am aware many people around Spennells have already objected and I hope this will have an impact upon your proposals. Everyone I speak to does not want this build to happen, the very reason the people live on the Spennells estate is that we are not joined to Kidderminster and enjoy the openness of the area.</p>
	LPPO91	Object	Object to the plan of building on the fields. Children walk here & take the dogs. They love the nature what a shame to take that all away from them. You encourage parents to get our kids out into the countryside & now you're taking that away from them.

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	LPPO92	Object	<p>Proposed development in Green Belt around Stanklyn Lane and Spennells would destroy the only spot in Kidderminster where Green Belt is available for leisure, exercise, dog walking etc. This is also one of the rare places nowadays where that amenity is available to all via a walk, not by car. What is wrong with brown sites (eyesores) within the Kidderminster area that no longer serve any useful purpose as the employers have now gone. What also of Lea Castle site! What about sites of Schools that you have already shut down.</p> <p>As soon as you start releasing Green Belt, where do you stop, do you want to live in a Brierley Hill lookalike? Where are these people are supposed to work, or visit the dentist, doctor, Hospital (already deemed to be totally inadequate in official survey) Where will the kids go to school, presumably far enough away to bring hundreds more cars on to the already crowded roads around the town, more POLLUTION to live with.</p>
	LPPO93	Object	<p>We moved to Spennells specifically for the enjoyment of the surrounding open spaces, green fields, wild life and tranquillity.</p> <p>We are very concerned to learn of the proposed development / Local Plan Review which is currently out for consultation.</p> <p>We are, in principle, opposed to both Options A and B, but in our opinion Option B would be the preferred option.</p> <p>We summarise below our reasons for this preference and general concerns about the prospect of housing development in Wyre Forest:</p> <ul style="list-style-type: none"> • Current trends indicate that there is little chance of employment development in Kidderminster itself or the surrounding environs. Many jobs are due for imminent loss in the carpet industry and retail opportunities diminish daily with the closures of shops and retail outlets. • This will almost inevitably result in Kidderminster becoming a commuter town. At the moment, most people who live in the town work fairly locally, unlike those in Bromsgrove, Worcester and other significant towns. • The implications for traffic movement are enormous. One has only to see the queues of traffic at Mustow Green to envisage the consequences of additional commuting. Other major routes and junctions are also hideously congested. Measures to improve the infrastructure of roads and traffic flow seem akin to moving the deckchairs on the Titanic - for example, the junction of the new road from Worcester Road through to Stourport Road is controlled by traffic lights. These result in queues back across the island at Hoobrook which cause all manner of problems.

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			<ul style="list-style-type: none"> • It is arguable whether people who commute to work invest a real commitment to the community of a town. Redditch is a soul-less collection of houses; Bromsgrove is rapidly following with the latest overdevelopment. Kidderminster is still quite a busy, thriving town for shopping and there is a real sense of community among its residents. • I am a former Head teacher and I am painfully aware of the impact of the influx of people on the stability and success of schools. Schools become overcrowded and oversubscribed. Schools serving new build areas - even new ones - bear the brunt of mobility and funding issues. • Health provision in the area is currently precarious with the Worcestershire Trust in Special Measures and having an uncertain future. Primary care is of a high quality compared with other areas, but is struggling to maintain its service with the shortage of GPs and the increasing demands. <p>We hope that the above will be taken into serious consideration. This project is not solely about housing. It is about the quality of life, health, well being and education of the current and future residents of Wyre Forest.</p>
	LPP094	Object	<p>I would like to register my objection to the Spennells Expansion plans on the ground that the new development lead to the loss of Green Belt which protects our countryside and have significant consequences on the wildlife habitat.</p> <p>Alternatively, the council can build on the Brownfield sites within Kidderminster.</p>
	LPP096	Object	<p>The main reason we moved to Kidderminster was the location of the Spennells estate a "rural" setting in a town surrounded by open countryside.</p> <p>The open countryside we overlook from the rear of our house is why we are still in the same house 38 years later. This open countryside at the back of our house is now under severe threat due to proposed building work on Green Belt land along Stanklyn Lane.</p> <p>I know that you have been informed of countless reasons why this land should remain as Green Belt land and I wholeheartedly support and agree with every reason put forward.</p> <p>My opposition to the proposed building work is simple; I love where I live because of the proximity of the fields off Stanklyn Lane. Fields that I use for recreation and also fields my 4 year old grandson loves to watch though our</p>

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			<p>bedroom window as the tractors go up and down ploughing and harvesting.</p> <p>Easier to rip up more of our glorious countryside instead of redeveloping disused areas within the existing boundary of the town. Green Belt land is being devoured all too frequently and is being lost forever to wildlife, farming and places of enjoyment for many.</p> <p>We have to preserve our precious countryside and that is why I ask you, the Planning Committee, to seriously consider what you as individuals will be destroying for ever by allowing building to take place on the Green Belt adjacent to Spennells.</p> <p>Please, do the right thing and keep the countryside for everyone.</p>
	LPP097	Object	<p>The council should respect that principle without which we would have urban sprawl. Exactly what would be created by the doubling in size of the Spennells estate?</p> <p>The Green Belt is mostly agricultural, the rest wild parts for us to come close to nature important for all but especially the children.</p> <p>Regenerate Kidderminster build homes within the town. Build in as many Brownfield areas as you can to spread the load on the infrastructure roads, hospitals, schools, Doctors which can hardly cope now.</p> <p>Spennells Road, Mustow Green and the viaduct roundabout are already blocked solid at rush hour, 2000 plus extra people making their way onto Kidderminster and Birmingham would do nothing for the problem and create a lot of pollution.</p> <p>The fields in question are important for crops, provide over wintering for birds, skylarks nest there because the grass is not cut until later in the season giving time for the young to fledge this is a species already in trouble around the country. There is something magical standing in the field and hearing the whistle of the train, passengers view is much better looking onto fields and crops and not the rear of people's homes.</p>

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			<p>Where will all the water go from the roads and houses will someone down the line pay the price and be flooded? Runners, walkers, kids, dogs and their owners all get fresh air, fitness and exercise from the fields, meet and pass the time of day chatting, all good therapy for the stressed, bothered, old and lonely.</p> <p>Plan A is my main concern, Green Belt land was created to stop urban sprawl and protect our countryside and you appear to be ignoring this fact in Plan A by doubling the size of Spennells Estate.</p> <p>Congestion and pollution caused by another 2000 families going to and from work and all emanating from the same area.</p> <p>Brownfield is better but could cause some local problems. More consultation on whichever plan is agreed would be good or a referendum of all residents.</p>
	LPPO98	Object	<p>Objection to WFDC OPTION A draft plan for the following reasons:</p> <p>Loss of the green fields at the rear of Spennells would be an absolute travesty, these fields are a hive of activity for an abundance of wildlife and local people,</p> <p>To add such a huge number of homes to an already busy network of roads and overstretched services has been ill thought out.</p> <p>Increased pressure on local schools, doctors and roads will have an enormous impact. Far better to distribute additional housing evenly to lower the stress in any one particular area. Your own statistics show population growth in Kidderminster is static how do you propose to fill these homes and where are all these additional people going to work?!</p> <p>Dozens of sites all around Kidderminster that should be developed primarily. The land to the rear of Spennells is not sitting idle it lends itself to agricultural usage. To add such a huge number of homes in this area would certainly add to congestion on this side of the town, greater emissions, noise, dust and a greater risk to health all concentrated in one area.</p> <p>I urge the council to consider the future of Kidderminster and have the foresight to protect our valuable green fields,</p>

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			<p>the town centre has moved leaving large expanses of empty shops that could be cleared for better usage, for example, affordable housing and social housing developments, we have an abysmal bus service provider.</p> <p>The council in its wisdom moved the leisure centre from the town centre to the other side of town so now you really have to have a car if you want to go as it is a task to get from one side of town to the other without changing buses.</p> <p>An excellent bus service and adequate school places, doctors surgeries and local councillors that actually listen to their constituents should all be in place before proposing such a huge development in any one area!</p>
	LPPO99	Object	<p><u>Proposal to use Green Belt land to east of Kidderminster (Adjacent to Spennells and Offmore)</u></p> <p>My objection to the proposed development for the following reasons:</p> <p>Traffic. Traffic leaving and entering Spennells area at peak times is already at capacity. Leaving Heronswood Road onto Spennells Valley Road between 7.30am and 9am any week day morning is very difficult. The tail back from the Bromsgrove Road end often reaches back to Heronswood School, where more congestion is created by parents dropping off children at school and nursery. Since the creation of the new road from Stourport the amount of traffic using Spennells Valley Road, as a short cut to Bromsgrove Road or across Offmore to the Birmingham Road, has increased significantly. The same problem arises at the Hoobrook end of Heronswood Road where traffic joining Chester Road South and then Worcester Road is backed up along Spennells Valley Road. Residents of Spennells often feel trapped at these times and any additional traffic to this area of Kidderminster will not be welcome.</p> <p>The area also becomes gridlocked at evening time particularly if travelling from Worcester, which can take up to 1 hour due to tail backs from Hoobrook as far as Ombersley on occasions and regularly as far back to the Mitre Oak. The major cause of this appears to be the traffic lights on the new road to Stourport, as again the situation has deteriorated since their introduction.</p> <p>Any major housing development in this area, irrespective of where access is, will intensify traffic problems causing increased risk to health caused by higher emissions of exhaust fumes.</p>

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			<p>Bus and Train Services There needs to be a major change in how bus and train services serve the people of Kidderminster. At present it is not possible to catch a bus from Kidderminster Town centre to Spennells after 6pm, and the last train from Birmingham to Kidderminster is 10.57pm.</p> <p>It may surprise some councillors but a great number of people who live in Wyre Forest actually travel to and work in Birmingham. If their train arrives after 6pm, they either have to arrange for someone to pick them up or take a taxi or leave their car at the station car park. The station car park is now full after 9am during the week leaving the alternative to park on nearby streets, pay expensive all day parking or park on Severn Railway car park, which closes early.</p> <p>Any major development anywhere in Wyre Forest will increase these problems and needs to be addressed.</p> <p>Schools Local schools will have to be enlarged putting more pressure on staff with larger classes etc. and will increase traffic outside schools. At present it is not safe outside Heronswood School or King Charles lower school in Borrington Road due to heavy traffic.</p> <p>Loss of Green Belt The loss of local Green Belt, threatening existing public Rights of Way. With the large number of properties already in existence on Spennells and Heronswood Park being the only open public space, after the council decided to close the smaller play areas, the adjoining Green Belt is pleasant for walkers, dog walkers and the like and is a great area for wildlife.</p> <p>Rather than double the size of Spennells alternative areas must be built.</p>
	LPPO102	Object	<p>I object to the proposed houses to be built on the Spennells Green Belt fields. Why build houses on countryside where birds nest etc? Bad enough when Wilden top was reduced to flat fields and two beautiful woods were demolished, they could have had both woods and flatland, birds of prey used to nest there.</p> <p>Enough land which has nothing to offer to use for building without destroying a beautiful area which is used by a lot of residents, it is Green Belt. There are a lot of elderly residents who have chosen to live in a quiet area. This is bound to change and have an effect on them if they are surrounded by new houses. I suppose they are to build</p>

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			<p>housing association homes as well as private? Spennells school could not cope with additional need. What about the traffic, this will cause havoc.</p> <p>We pay council tax and should be able to have a say on our area and what happens to it. Local council is concerned with council tax that each house will be paying. This area is very populated as it is without ruining it for the tax payers who already live here.</p>
	LPPO105	Object	<p>Concerning plans for house builds on Spennells, I am incredibly angry and frustrated as we have bought a small dwelling on Stanklyn lane which we are renovating to get a nice house in a very relaxed area, we bought this house in 2014 and we were not aware of any plans for this, our solicitors did not give us any surveys that this would ever and was in the pipelines, yet I feel it had, as the build is adjacent to the side and rear back of our property</p> <p>I hope a noise survey and traffic survey will be implemented, as there are no speed restrictions on the lane and I feel the traffic will be compromised and speeding WILL be a problem.</p> <p>I hope there will be more schools built, doctors and hospitals for the number of people moving in, pressures on these services will be horrendous.</p> <p>Wildlife that will be disturbed, fox burrows, badgers setts and birds will be affected, there is a bridle way at the top of Spennells which I use, will this be affected?? Of course it will!!!</p> <p>I will not be happy to be looking out my new home to see huge buildings staring back at me, noise and pollution around my home, this is an absurd plan and only people who want a nice big salary out of this are bothered.</p> <p>Elderly people walk down the lane to get there only exercise which will be dangerous for them as the traffic will be busy and frightening for them, there are no continuous pathways down Stanklyn lane so how can we be safe walking as we walk on the roads as the traffic is very quiet most days, also hospital waiting lists will be affected, I'm a nurse and I know this will be, we will also have loss of flood planes if the fields are removed and sewage will be a big problems too, has this been taken into consideration????? I will want to be compensated for the inconvenience this</p>

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			<p>will cause and will be calling on my solicitor for support.</p> <p>House valuations will be compromised and a once sought after area will be a noisy, polluted area like a busy town where I lived, countryside will be no more, how sad that these plans are to be and nobody cares about the countryside anymore, I'm sure there are plenty of other areas nearer the towns that could be built on?</p> <p>I will be demanding a pollution and noise survey as soon as these plans if so are final!!!!</p>
	LPPO106	Object	<p>I want to formally object to the plans for housing on the Spennells fields. I have lived on Spennells for twenty four years and it continues to be where my family have their roots and where my children spend the majority of their time and walks on these fields occur often - the thought that they will be deprived of that is so sad. The fields were an integral part of my childhood and where I was first introduced to the vast nature that occupies those fields. I can appreciate there may be a need for more housing, but the plans are far too extensive and rob the area of its natural beauty and appeal. I also worry about how the local schools will cope, particularly Heronswood - generally in Kidderminster, many schools are over-subscribed and I cannot see how this new development would improve this predicament.</p> <p>I feel that this new development would be an awful way to use such beautiful land and I am truly sad that my children will perhaps not get the chance to have the same appreciation for living in a place where countryside and its nature are so easily accessible.</p> <p>Thank you for your time and I truly hope the concerns of residents are kept in mind.</p>
	LPPO107	Object	<p>I formally state my objection to the plans for housing on the Spennells fields. I have lived on Spennells for twenty four years and it is the place where my family have their roots and where my children spend the majority of their time and walks on these fields occur often - the thought that they will be deprived of that is so sad. The fields were an integral part of my childhood and where I was first introduced to the vast nature that occupies those fields. I can appreciate there may be a need for more housing, but the plans are far too extensive and rob the area of its natural beauty and appeal. How will local schools cope, particularly Heronswood - in Kidderminster, many schools are over-</p>

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			<p>subscribed. I cannot see how this new development would improve this predicament.</p> <p>I feel that this new development would be an awful way to use such beautiful land and I am truly sad that my children may not get the chance to have the same appreciation for living in a place where countryside and its nature are so easily accessible.</p> <p>Thank you for your time and I truly hope the concerns of residents are kept in mind</p>
	LPPO108	Object	<p>Objects to the plans to build on Spennells fields, which are on Green Belt Land. These fields are used by walkers, dog walkers, cycle, and various other reasons.</p> <ol style="list-style-type: none">1. Increased traffic and higher emissions.2. Schools, and hospitals being overrun3. Also the effect on wildlife4. Loss of good quality land
	LPPO109	Object	<p>I would like to add my objections about further proposed building plans on the Spennells Estate. I think it would be ruinous, detrimental, and spoil a very pleasant place to live. It is well cared for by residents and our Local Councillors, who have a group of Volunteers, who go out Litter Picking, to help keep everything neat and tidy.</p> <p>I have lived here over twenty years, it is one of the better housing estates in Kidderminster, in very pleasant surroundings let us keep it that way.</p> <p>There are plenty of Disused Factory buildings around Kidderminster that are being left to go to ruin, why is it not possible to do something with those?</p>
	LPPO110	Object	<p>I read with horror 'Option A' of the Wyre Forest Local Plan Development Consultation that it is considering removing the 'Green Belt' status of the fields at the back and side of the Spennells housing estate, which will enable the fields to be sold for development with the loss of these lovely well farmed productive fields for ever. I have been a resident on Spennells for 32 years and I would like to object to this proposal in the strongest manner, this would be a</p>

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			<p>tragedy for the residents of Spennells and surrounding area. I walk across these fields 6 or 7 times a week in all weather conditions and experience relaxation and pleasure from these walks and it keeps me both physically and mentally fit and keeps my weight under control. During these walks I often meet others usually with dogs, some come from Offmore Farm or further away. Walks de-stress and clear my head.</p> <p>Consideration should be given to the traffic situation as getting off the Spennells estate between 7.30 to 9.00am can be a nightmare as is trying to get out of Kidderminster under the viaduct towards Worcester. This situation would be made far worse if the area was further developed, likewise in reverse between 5.00 and 6 pm. This situation appears to have been made far worse since the opening of the much needed new link road, with traffic regularly backing up to the Black bridge lights.</p>
	LPPO113	Object	<p>We have lived on Spennells for over thirty years, a very pleasant place to live. Any swallowing up of land between the edge of Spennells and the houses on Stanklyn Lane will have the following two very serious effects.</p> <ol style="list-style-type: none"> 1. The pleasant rural aspect of living in Stone will disappear and 2. The proximity of the open fields will disappear and will have a detrimental effect on residents' quality of life. <p>This land is agricultural and should not be used for house building. Loss of habitat for numerous species of wildlife. Potential to build many dwellings on Sion Hill School and also Lea Castle hospital sites. Aware of the need to provide more homes in Kidderminster but we do urge you to consider Option B as proposed in the review.</p>
	LPPO121	Object	<p>I wish to put on record my total opposition to 'option A' I believe if the development goes ahead it will affect the quality of our life.</p> <p>Please consider carefully:</p> <p>Impact on drainage in the area as the fields are a valuable soak away. In my time on Spennells heavy rain "run off" from the fields behind my house have flooded our garden resulting in us having to install additional drainage... The development up to the rise of the bill will exacerbate this run off flooding water even further.</p> <p>Proposal A would see housing located partly on the brow of a hill and so spoil the aesthetics of the surrounding countryside. The land is designated Green Belt and should not be used so to prevent relentless urban sprawl.</p>

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			<p>Building on Green Belt should be the last possible option.</p> <p>There will be extra congestion in traffic exiting from the only two exits onto Spennells Valley road. At the moment there are traffic queues at peak times.</p> <p>There will be extra pressure on our already full school and nursery. In particular there is a traffic problem at the moment with parking for parents taking their children to nursery/school.</p> <p>Impact on wildlife that feed and live on the fields. There are many Skylark nest in the fields that should not be disturbed. Skylarks are on the red endangered list In this country. The RSPB I suspect will have an interest in this. What right have we to take away their habitat?</p> <p>Foot paths around the fields are used by people for exercise and interaction with neighbours and friends met on the walks seven days a week. The consultation document describes the land in option A as poor for agriculture and poorly maintained. I have looked out for years on healthy crops such as mixed cereal, sugar beet and oil seed rape. Other land in option A has been used for monthly agricultural auctions and as a horse gallop.</p> <p>I understand that the Option A is the easy option and one likely to be preferred by developers but it is us who have to live with the consequences of the impact on the quality of our lives. I am sure that If the proposal option A goes ahead it will be a major source of regret in the future that the decision was unwise and not thought out.</p>
	LPPO125	Object	<p>Formally object to the proposals option A to expand housing around the Spennells estate area.</p> <p>I have major concerns about the effect this will have on not only me and my family- but the whole of Spennells estate.</p> <p>I visit the fields daily to either walk my dog, take my children on bike rides and nature walks and also exercise and keep healthy after working in the city. It keeps me sane and mentally healthy to be able to walk in this countryside at the end of a busy day...literally 2 minutes from my home. Your plans will destroy this...adding pollution.</p> <p>My children go or have been to Heronswood primary school. Our new intake has already increased to 60 per year</p>

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			<p>which will now continue as the children move through the years. The school is at bursting point; limited amount of playing fields for the kids...the school simply will not cope if Spennells almost doubles. The facility is simply not there.</p> <p>The stores by the school just about manage to maintain the kids hanging around....I dread to think what will happen with more children on the estate.</p> <p>My boys regularly play and ride bikes around the fields...and I allow them to as they are close by....if you get rid of this...the countryside will be too far out for the children to safely reach and play.</p> <p>Many other sites in Kidderminster that could be used...half of the towns centre are unused retail shops...surely these areas should be considered?</p> <p>Green Belt land is a valuable and necessary area we should be protecting and I am disgusted that these options to build are being considered.</p> <p>I chose this area for direct access to the fields for me and my family. The plans will devalue my property and ability to sell on.</p> <p>The road infrastructure will add pollution and noise...traffic is already horrendous travelling to the high school to town and this will increase severely.</p> <p>There are so many reasons why I strongly object to these proposals.</p> <p>PLEASE DO NOT DESTROY OUR COUNTRYSIDE.</p>
	LPP0126	Object	<p>Formal objection to the proposals option A to expand housing around the Spennells estate area.</p> <p>I have serious concerns about the effect these proposals will have on our daily life and most importantly worried</p>

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			<p>about the detrimental effects they will undoubtedly have on the whole of the Spennells estate.</p> <p>We visit the fields on a daily basis, for dog walking, taking our children on bike rides and nature walks, jogging and exercise to keep healthy. Beautiful nature spot, literally on our doorstep, is a gift which we are desperate not to lose. Proposal will bring problems of pollution and overcrowding.</p> <p>Our children go or have been to Heronswood primary school. Our new intake has already increased to 60 per year which will now continue as the children move through the years. The school is at bursting point. Limited amount of playing fields...the school will not cope if Spennells almost doubles in size. Facilities are not there to cope with increased numbers.</p> <p>The stores by the school already have problems with kids hanging around....will worsen if the proposed building works go ahead.</p> <p>Our boys regularly play and ride bikes around the fields...and we allow them to as they are close by....if you get rid of this, the countryside will be too far out for the children to safely reach and play.</p> <p>Many other sites in Kidderminster that could be used...half of the town centre is made up of unused retail shops...surely these areas should be considered?</p> <p>Green Belt land is a valuable and necessary asset we should be protecting and I am disgusted that it is being considered as an option to build on.</p> <p>We specifically bought our house in this area for the direct access it offers to the fields. The plans will devalue our property and negatively affect our ability to sell.</p> <p>The road infrastructure will add pollution and noise. Traffic is already horrendous when travelling to the high school and to town and this will increase severely if the number of residents increases so dramatically.</p>

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			<p>There are so many reasons why I strongly object to these proposals.</p> <p>PLEASE DO NOT DESTROY OUR COUNTRYSIDE.</p>
	LPP0127	Object	<p>Oppose option A in the current planning review. I believe the following issues will occur with the implementation of option A;</p> <p>The fields upon which the new housing will be built are used extensively by local people to walk, jog, walk dogs, cycle, ride horses, etc. The loss of this site would diminish the mental health and physical well being of the people who use the field.</p> <p>Increased traffic, noise and higher emissions of exhaust fumes will result in risk to health and further reduce the air quality. Alternatively building housing in the town centre will reduce car journeys and pollution.</p> <p>Local schools being stretched further with fewer resources per student.</p> <p>Increased pressure on doctors, dentists, hospitals and opticians.</p> <p>Loss of Green Belt status which protects our countryside from urban sprawl threatening the existing public right of way.</p> <p>Loss of wildlife habitat.</p> <p>Loss of good quality productive agricultural land.</p>
	LPP0190	Object	<p>I want to put on record my total horror and opposition to “option A” going forward. I live on the edge of Spennells and overlook land that is outlined in option A. I do not want to see this development go ahead as it will affect our quality of life. More specifically,</p> <ul style="list-style-type: none"> I am disappointed that the plan names option A and Option B which suggests that option A is the preferred

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			<p>option of the planners. There are two options, one to use green field sites or alternatively to use existing other sites located throughout the district.</p> <ul style="list-style-type: none"> • The land is designated Green Belt and should not be used so to prevent relentless urban sprawl. Building on Green Belt should be the last possible option. • Proposal A would see housing located partly on the brow of a hill and so spoil the aesthetics of the surrounding countryside. (look at the Brierley hill flats as an example of bad planning, on the top of a hill, that can be seen as far away as the Clee hills) Option A, in my view is nothing short of environmental vandalism. • In my time on the Spennells estate, heavy rain “run off” from the fields behind my house, has flooded our garden and around the house up to damp course level, on a number of occasions, to the extent I have had to install additional drainage. I am concerned that development up to the rise of the hill will exacerbate this run off flooding water even further. • One of the pleasures I have in the summer is the sound of Skylarks singing. There are many Skylark nests on this field that should not be disturbed. Skylarks are on the red endangered list in this country. What right do we have to take away their habitat? I suspect the RSPB will have an interest. • The land in option A, I can attest for the last 35 years, (despite being described in the consultation document as poor agricultural land that is poorly maintained) has always grown healthy crops. These crops being mixed cereals, sugar beet, and oil seed rape. Other land in option A has been used for monthly agricultural auction and as a horse gallop. Numerous dog walkers also use the rights of way on these fields to exercise their pets and themselves. The pathways are in constant use throughout the day seven days a week. <p>I understand that Option A is the easy option and one likely to be preferred by developers, but it is us who have to live with the consequences of the impact on our quality of life. Please don't blame the government; we have a choice let's make the correct one, protect the Green Belt.</p>
	LPP0193	Object	<p>I oppose the proposed option site for future housing around the Spennells area. On the grounds that.</p> <ol style="list-style-type: none"> 1. There are surely "brown fields" sites that can be developed, more difficult to build on, but will not occupy Green Belt land.

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			<p>2. Empty retail town centre buildings can be converted into much needed flats.</p> <p>3. The increase in local traffic around Stanklyn Lane and Bromsgrove Rd will result in major road traffic jams around the surrounding junctions.</p> <p>4. Public services/ amenities and other infrastructures will have to be expanded greatly to cope with the increase in population, at great cost to the public purse.</p> <p>5. The water run off from these new properties that will occupy virgin land, which is a natural soak away, will probably result in far more extensive flooding in Spennells Valley.</p> <p>Thank you for the opportunity to object.</p>
	LPPO194	Object	<p>We wish to strongly object to the development of the whole area of OPTION A nearly doubling the size of Spennells.</p> <p>This would lead to a larger loss of Green Belt which in the face of climate change has an increasingly significant role in storing carbon and preventing flooding and is a vital economic resource for food security and soil protection.</p> <p>The fields are farmed for crops and provide annual nesting grounds for declining bird species such as Skylarks and other wildlife habitat.</p> <p>The fields are used extensively to walk, jog, walk dogs and ride horses, with mental health on the increase the loss of these fields would have a detrimental effect on all who live in this area not to mention physical well being especially as the district has one of the highest levels of obesity.</p> <p>Existing rights of way threatened i.e. Bridal paths Increased traffic noise and pollution resulting in increased risk to health putting pressure on local medical services.</p> <p>Option A is too large a development for one area, whereas Option B would be a better solution as less Green Belt</p>

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			<p>would be used, not concentrated in one area but dispersed across the district so less impact on local infrastructure.</p> <p>Rather than encroach upon our countryside we urge the council to develop and regenerate town centre sites including unused shop premises which should be considered as a priority in all three Wyre Forest towns.</p>
	LPP0197	Object	<p>All of these sites use Green Belt Land and I quote the following from the Wyre Forest Site Allocations and Policies Local plan adopted 2013:</p> <p>“Agricultural Land Quality</p> <p>7.110 Within the District, land quality is generally very high in the area running from east and south-east of Kidderminster eastwards to the District boundary. Other significant blocks of high quality land <i>can</i> be found to the north of Kidderminster and around Rock</p> <p>Policy SAL UP14</p> <p>Agricultural Land Quality</p> <p>Development of the best and most versatile agricultural land will not be permitted unless it can be demonstrated that the development cannot be located on previously developed land, within the boundaries of existing settlements or on poorer quality agricultural land.</p> <p>Development on agricultural land should not prejudice the viability of farming operations on any remaining land.”</p> <p>The Green Belt In the sites quoted above are farmed by a tenant farmer, and shortly <i>after</i> the photographs shown In the report Amec Foster Wheeler Environment & Infrastructure UK Limited chose to use, when the fields were fallow, was subsequently fully planted with cereal crops, which are now close to harvesting, These fields are classed as Grade 2 Agricultural land and since I took residence in 1979 have always been planted with either cereal or in the past sugar beet crops.</p> <p>These fields also have footpaths and permitted paths running around and thru them, which are used by the public, some having walked thru the Nature reserve at the front of the Spennells estate</p> <p>The loss of this Green Belt will be detrimental to the environment and there be the loss of the mental and physical wellbeing of the many people who visit the area from local and adjacent communities to enjoy the amenities these fields provide.</p> <p>People benefit from being able to go to a rural setting, see and observe local wild life, birds, wild flowers, and various</p>

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			<p>creature/birds habitats. You can do all this whatever your age and mobility and without having to pollute the environment by using a car. Children learn how agriculture works to provide crops which we need; With the number of homes that are proposed to be built under this review is the infrastructure of Kidderminster itself going to be able to cope with the increase in population?</p> <ul style="list-style-type: none">• Out local Kidderminster Hospital has been downgraded and our Worcester Hospital is in special measures• Doctors surgeries are now saying that their patient lists are full,• National Health Dental Surgeries have full patient lists.• Local schools are full or have limited places available. If places are not available close to your home Children have to travel to where places are available, which in many cases necessitates the use of a car, causing air pollution <p>I believe children living on the new development called Silver Birch located on the Stourport Road are commuting to Heronswood School located on the Spennells Estate.</p> <p>I am against any use of Green Belt land, however Option B appears to use slightly less Green Belt for a very similar number of dwellings to be built.</p> <p>I feel that we would be better to use every available piece of land already within our boundaries before contemplating the use of any of our Green Belt in either plan A or B.</p> <p>I quote from a Press Release from the Government In February 2017— Page 5 Green Belt</p> <p>“Government announces ambitious plan to build the homes Britain needs</p> <p>From: Department for Communities and Local Government, The Rt Hon Gavin Barwell and The Rt Hon Sajid Javid MP</p> <p>Part of: Housing white paper, Rented housing sector and House Building</p> <p>Published: 7 February 2017</p> <p>“Green Belt</p> <p>Ministers have reaffirmed this government’s commitment to the Green Belt - that only in exceptional circumstances may councils alter Green Belt boundaries after consulting local people and submitting the revised Local Plan for examination, and set out for the first time all the actions local authorities must take before considering the Green Belt.</p> <p>The plan for ‘Urban Regeneration’ includes: strengthening national planning policy to create a ‘de facto’ presumption in favour of housing on suitable brownfield land and to drive up density levels in high demand areas while ensuring that developments are well-designed and respect the character of the local area.</p> <p>Also taking action to radically increase brownfield development and to bring life back to abandoned sites. That</p>

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			<p>means high quality housing for families in town centres, breathing new life back into our high streets, turning abandoned shopping centres into new communities and increasing density of housing around transport hubs to build homes that people want to live in.”</p> <p>The proposed expansion using plan A will be an</p> <p>People benefit from being able to go to a rural setting, see and observe local wild life, birds, wild flowers, and various creature/birds habitats. You can do all this whatever your age and mobility and without having to pollute the environment by using a car. Children learn how agriculture works to provide crops which we need;</p> <p>With the number of homes that are proposed to be built under this review is the infrastructure of Kidderminster itself going to be able to cope with the increase in population?</p> <ul style="list-style-type: none">• Out local Kidderminster Hospital has been downgraded and our Worcester Hospital is in special measures• Doctors surgeries are now saying that their patient lists are full,• National Health Dental Surgeries have full patient lists.• Local schools are full or have limited places available. If places are not available close to your home Children have to travel to where places are available, which in many cases necessitates the use of a car, causing air pollution <p>I believe children living on the new development called Silver Birch located on the Stourport Road are commuting to Heronswood School located on the Spennells Estate.</p> <p>Having read the review I am against any use of Green Belt land, however Option B appears to use slightly less Green Belt for a very similar number of dwellings to be built.</p> <p>I feel that we would be better to use every available piece of land already within our boundaries before contemplating the use of any of our Green Belt in either plan A or B.</p> <p>I quote from a Press Release from the Government In February 2017— Page 5 Green Belt</p> <p>“Government announces ambitious plan to build the homes Britain needs</p> <p>From: Department for Communities and Local Government, The Rt Hon Gavin Barwell and The Rt Hon Sajid Javid MP</p> <p>Part of: Housing white paper, Rented housing sector and House Building</p> <p>Published: 7 February 2017</p> <p>“Green Belt</p> <p>Ministers have reaffirmed this government’s commitment to the Green Belt - that only in exceptional circumstances</p>

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			<p>may councils alter Green Belt boundaries after consulting local people and submitting the revised Local Plan for examination, and set out for the first time all the actions local authorities must take before considering the Green Belt.</p> <p>The plan for 'Urban Regeneration' includes: strengthening national planning policy to create a 'de facto' presumption in favour of housing on suitable brownfield land and to drive up density levels in high demand areas while ensuring that developments are well-designed and respect the character of the local area.</p> <p>Also taking action to radically increase brownfield development and to bring life back to abandoned sites. That means high quality housing for families in town centres, breathing new life back into our high streets, turning abandoned shopping centres into new communities and increasing density of housing around transport hubs to build homes that people want to live in."</p> <p>Option A is an extremely large expansion of housing and roads on the eastern side of Kidderminster, which will be a large urban sprawl. The Spennells Estate will connect to Summerfield and be extremely close to Stone.</p> <p>Overall I feel that the plan is unethical, and environmentally disastrous. You have to consider the environment you create for living. It must be greater than a house and a road on which to gain access to your place of work. It must be a place you can live and enjoy life with your family, be contented, happy and relaxed in an environment of peace and tranquillity.</p>
	LPPO199	Object	<p>I would like to lodge my objection to the reclassification of the Green Belt and the proposed options for development A & B on fields adjacent to Spennells. Clearly to locate such a massive development in one location is a huge mistake. Whilst one has to plan for the future it would be more appropriate to identify a number of separate locations spread around the area. Further reasons for my objection are as follows:</p> <ol style="list-style-type: none"> 1.The proposal is next to a designated Nature Reserve. Huge residential and industrial development would have a severe detrimental impact on the habitat of the fauna and flora and deface the natural environment. 2. The area is used by local people for recreational and dog walking along with other activities such as cycling and jogging. This is important since the existing area has no other community benefits whatsoever and further development would exacerbate this unsatisfactory situation. 3. Increased traffic flow would be inevitable and result in unsociable noise which at times is already a nuisance from the nearby A (Kidderminster— Worcester Road). I.e. speeding motor cycles and constant traffic hum' particularly at busy times. There would be increased air pollution from exhaust gases which is a health hazard.

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			<p>4. I would express concern at the potential impact of surface water run off generated by rainfall causing localised flooding and the distress that this would cause. It would have a detrimental impact on house prices when trying to sell a property. Maintenance of downstream channels and culverts would also be a problem. They are probably inadequate and never designed to accept the increased flow.</p> <p>5. Development would result in loss of valuable productive agricultural land.</p> <p>6. Brownfield sites in the area should be developed before virgin land is encroached on. There seems to be numerous disused buildings in Kidderminster that could be utilised which apart from accommodation would greatly improve the aesthetic appearance of the town. It certainly needs it.</p> <p>7. There will be further pressure on the current medical services (doctors, hospital. dentists etc) and also the local school</p> <p>8. In view of the relative static population in Kidderminster It is questionable if the proposed development is necessary anyway. Who exactly is it for?</p>
	LPPO221	Object	<p>I walk along the footpaths in the fields round Spennells, enjoying the outlook and watching the countryside change with the seasons. Many people walk the paths through the fields for the good of their health. There are people with various complaints, including an elderly gentleman with asbestosis, who rely on this facility.</p> <p>From January onwards there are Sky Larks singing away, cheering folks up. They must nest somewhere.</p> <p>We have so few facilities in Kidderminster. The site will be seen from a large distance. You must have brown field sites that could be used so that housing could be in small blocks.</p> <p>Easter Park has still got vacancies; this has taken years to fill. I am told that there are also vacancies on the Hoo Farm estate.</p> <p>Kidderminster is not a beautiful town and you are about to spoil it again.</p> <p>I know this is an easy option but please think hard, once our beautiful landscape is gone it will never come back.</p>

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	LPPO222	Object	<p>We object strongly to Spennells expansion including OC/13 WFR/ST/2 WFR/ST/1 AS/10.</p> <p>We object on grounds of:</p> <p>1 loss of Green Belt. Beautiful fields and hedgerows loss of current public rights of way.</p> <p>Brown sites should be used</p> <p>2 increased traffic noise and air pollution. Reduction of mental health and well being. Loss of leisure space</p> <p>3 loss of wildlife habitat for example skylarks and linnets</p> <p>4 increased pressure on public services e g schools doctors hospitals</p> <p>5 loss of agricultural land which helps feeds the nation</p> <p>We don't want urban sprawl we do want the council to develop and regenerate the town centre.</p>
	LPPO223	Object	<p>I wish to object to option A.</p> <p>The fields provide a real sense of community to the people of Spennells & local areas due to the social aspect of how many people use them to either walk dogs or meet with friends & walk socially. Using this Green Belt land for housing development would have a massive negative impact on the local community.</p> <p>I know the huge impact destroying these fields will have on our local wildlife population.</p> <p>Having easy access to these fields have really helped children in their development & understanding of community.</p> <p>I feel option B would be more suitable.</p>
	LPPO224	Object	<p>We strongly object to the building of 1,735 homes.</p> <p>The whole of option 'A' is Green Belt land; impact on habitat for the nature contained therein will be catastrophic.</p> <p>UK Skylark population has diminished by 50% over recent years yet it is proposed to reduce their habitat.</p>

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			<p>The housing will diminish views from the properties overlooking the fields from Spennells and Stanklyn Lane.</p> <p>Bridleways and public rights of way are heavily used by many from Spennells. Taking these pathways and views away from existing residents will negatively impact on all who use them.</p> <p>This proposal will be visually overbearing, is inappropriate and totally out of keeping alongside a present large development. Especially when considering there are a number of brown field sites that need to be utilised.</p> <p>We have no doubt that the proposal also includes road links onto Spennells estate. This will cause noise, pollution and level of traffic that the estate was not designed for. Furthermore, any link to the A448 will again cause chaos to roads permeating away from the town, in particular Mustow Green.</p> <p>There appears to be no mention of infrastructure required to meet the needs of residents living in the proposed new homes. Spennells has a small but very much needed supermarket, a pharmacy and take away restaurant(s). These shops are already well patronised and parking is often at a premium. Any increase in traffic will place strain not only on road infrastructure but parking and the shops themselves.</p> <p>Fundamentally, to even consider utilising this Green Belt land we feel is unacceptable.</p>
	LPPO225	Object	<p>I object to the proposal to build on the Green Belt adjacent to Spennells. My reason are:</p> <ol style="list-style-type: none"> 1) Plenty of Brownfield sites available. 2) These should be built on first before using any Greenfield sites. 3) Spennells already well populated area, further housing would add to pressure on local schools and shops etc.
	LPPO226	Object	<p>The Spennells Estate is big enough already. Previous mistake was allowing large scale unsuitable and ill-considered development.</p> <p>Further development with expansion into the Green Belt undermines the original thinking behind the design of Spennells and its Nature Reserve. Residents and others take advantage of the outdoor amenities provided by the existing Rights of Way and access to the fields off Stanklyn Lane.</p> <p>Not be possible without bulldozing the whole area to create an infrastructure which will cope with such an increase in occupation. Already impossible sometimes to access the Spennells Valley Road, traffic queuing down the Worcester Road beyond the traffic lights at the Droitwich turn on the A449.</p> <p>Siting the total development in Spennells is a quick fix easy option.</p> <p>Planning a dispersed option would better enhance Kidderminster in general.</p>

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	LPPO227	Object	<p>I express my concerns.</p> <p>I moved to Spennells for the quality of life and beautiful surrounding countryside. This area had lakes, nature reserves and open countryside to exercise, relax and enjoy. Safe place traffic wise. My Children had good schools, safe areas to play and learned about the environment and nature. We walk around Spennells fields & countryside. We watch the seasons change and the creatures that live there, Sky larks, finches, Owls and Buzzards & the Green Wood Peckers and other red-listed birds all live here too and have been here longer than all of us.</p> <p>The Councils are obligated to supply housing but I do not accept obliterating our area is the best answer.</p> <p>I urge the Council to do what's right for the Town and its people.</p>
	LPPO229	Object	<p>Please look alternatives rather than expanding Spennells.</p> <p>Green Belt around Spennells is an essential habitat for skylarks their numbers have increased. Their habitat should not be destroyed and consequently their survival.</p> <p>The area is an unspoilt rural setting, fresh air, meeting others experiencing similar, definitely helped my getting back to work and recovery from depression.</p> <p>Traffic getting in and out of Spennells is sometimes gridlocked, and have a negative effect on air quality and safety in the area.</p> <p>Please listen and act on comments of people who care about the health and wellbeing of the residents.</p>
	LPPO231	Object	<p>I formally object to the LPR especially with regard to proposed building of houses and a relief road to the side of Spennells Estate. I base my objections on the following :</p> <ol style="list-style-type: none"> 1. This stretch of land is Green Belt land and is therefore protected 2. This stretch of land contains 2 pools, woods, a bridle path and public rights of way which in their own rights are

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			<p>protected.</p> <p>3. This stretch of land is used for walking, running, dog walking, horse riding, fishing, bird watching and other leisure activities</p> <p>4. National trends show house demand to be flat lining therefore there is no justification to build more houses.</p> <p>5. No infrastructure to support an additional 6000 families and associated transport, schools, doctors, dentists, hospitals, Police support, Fire support. We have downgraded most of our public services and our town centre is half empty.</p> <p>6. The so called relief road has been poorly consulted and there is no justification to build one if the 6000 homes are not built. We have reduced the main route out of Kidderminster to a single carriageway and the same with the Worcester Road. If you want to improve communications then widen them again. Simply building another road is not the answer.</p> <p>7. Where is work for another 6000 jobs coming from? Most of the available brownfield sites are down to failing industry. You have just allowed a massive build on the old sugar beet factory are all those houses taken up? Could the new leisure facilities cope, no one can find a parking spot there.</p> <p>8. The people on Spennells do not want this.</p>
	LPPO335	Object	<p>I wish to object to Option A and my reasons are as follows:</p> <p>Pollution</p> <ul style="list-style-type: none">• -As the fields in Option A are in a valley, building roads and houses here make the area more polluted as the fumes cover and stay in the area.• -The increased pollution from car fumes etc... Will cause higher rates of asthma.• -With no crops being grown in the fields food will be grown further away which will increase car fumes.

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			<p>Wildlife</p> <ul style="list-style-type: none">• -There are a number of species of animals whose habitat can be found on this land. E.g. - badgers, bats and birds are just a few. Having looked at the RSPB website Corn Bunting is in danger of extinction. I have seen these birds when walking my dog.• -Loss of the fields would be bad for dogs as they would have to walk in the streets. This would mean they have to stay on leads. Dogs would also have to walk by car exhausts, which are located close to their mouth and nose.• -Building the houses on the fields will increase global warming and impact other animals not just in the fields. <p>Health</p> <ul style="list-style-type: none">• -The fields are used by a variety of people of all ages to interact and exercise. The fields are a free resource and you do not have to drive there.• -Cyclists have a higher chance of getting knocked off bikes with the proposed development. <p>Infrastructure</p> <ul style="list-style-type: none">• -As the town centre is not used by many residents, I propose that houses are built on Brownfield sites near the town centre as it will encourage the residents to spend money in local shops. This could encourage more shops to come to Kidderminster. <p>I hope you consider the points carefully. We need to protect the Green Belt for future life.</p>
	LPPO336	Object	<p>I strongly object to Option A, i.e. Large scale development of fields adjacent to Spennells with associated infrastructure changes.</p> <ol style="list-style-type: none">1. This is a beautiful area of Green Belt used by walkers and dog walkers. Giving a place to exercise.2. The school is too small and would create extra traffic problems around the area.

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			<p>3. We already have congestion. The area cannot cope with extra vehicles on the roads.</p> <p>This area was originally supposed to have a church and a pub. Where are they?</p>
	LPPO341	Object	We strongly object to the proposal to expand Spennells by robbing the very distinctive Green Belt to build new dwellings on. The very special character of the estate blends well into the Spennells Valley Nature Reserve and would be totally destroyed by a further 1700 dwellings, which would result in an urban sprawl. Kidderminster is a lovely Market town. By building further, we would have our own 'Castle Vale' estate on the edge of town, with most of the residents commuting to Birmingham or the Black Country.
	LPPO665	Object	<p>Proposed development between Spennells Estate and Stanklyn Lane raises number of concerns:</p> <p>1 proposed relief road - visual and noise impact - significant screening needed</p> <p>2 junction with A449 likely to cause further traffic flow issues</p> <p>3 Land between proposed road and Stanklyn Lane unlikely to remain viable for farming - concerned re future uses</p> <p>4 should consider reusing empty buildings in town centre before releasing Green Belt land. Persuade more elderly to downsize and free up family homes.</p>
	LPPO754	Object	<p>Shocked to see how many houses are proposed on fields at Spennells.</p> <p>Area is used by lots of people, area cannot cope with another 2 to 3,000 people, cars and children, roads cannot cope now. Fields needs to be kept for conservation and recreation, not enough open spaces for people to walk.</p> <p>Look at Brownfield sites and the town centre, lots of empty spaces and CROWN HOUSE which has been empty for years.</p> <p>Save Our Spennells.</p>

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	LPPO758	Object	<p>Development of GREEN BELT LAND south of Spennells would have an adverse affect on the amenities of this agricultural land.</p> <p>Residents use this land for walking, exercising their dogs appreciating wildlife, hedgerows and the ambience of the area.</p> <p>If housing were built on this Greenfield site it would have an adverse impact on local amenities. Traffic density which is already substantial and the road system would need significant expansion and widening.</p> <p>Proposed expansion of Spennells towards Stanklyn Lane would increase traffic density on Stanklyn Lane itself. This would entail extensive road and railway bridge widening.</p> <p>Residents on Spennells chose this location as adjacent to beautiful open countryside and opportunities for enjoyment, exercise and peaceful relaxation.</p> <p>Doctors, Dentist and the community healthcare services, including the hospital and emergency services are already overstretched.</p> <p>Logical to build houses on Brownfield Sites between Kidderminster, Bewdley and Stourport on an infill basis. This could contribute to the regeneration of these towns.</p>
	LPPO760	Object	<p>I object to the proposed development on Green Belt fields at Spennells.</p> <p>Concerns are:</p> <ul style="list-style-type: none"> • Loss of prime fields with associated footpaths & bridleways • Loss of already endangered songbirds, namely Skylarks • Loss of other wildlife that use the fields, trees or hedgerows. • Massive impact on already very busy access roads. • Local school, doctors etc will be put under even more pressure to deal with the enlarged community.

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			<ul style="list-style-type: none"> • A massive negative impact on Spennells. • We need the green space around the existing estate.
	LPP0762	Object	<p>We object to change Spennells fields from Green Belt to enable houses etc to be built.</p> <p>So much wildlife to be disturbed. Many people enjoy these fields, families feel safe using it with their children. Dog walkers and lots of people who walk alone. There is not enough open spaces now for an estate of this kind.</p> <p>No facilities for young or older people to get together now, so more people will make it worse. People benefit from our green spaces, both physically and mentally, they are so important. Housing is just as important but it's too easy to take green spaces rather than develop derelict spaces.</p>
	LPP01686	Object	Loss of valuable agricultural land for recreation would affect users physical/mental wellbeing and wildlife.
Spennells Against Further Expansion	LPP01717	Object	<p>The fields are productive, agricultural land which also serves as popular recreational and social facilities for walkers, joggers, cyclists, dog walkers, photographers and horse rider.</p> <p>The area offers a number of different habitats for wildlife, including important nesting sites for corn buntings, larks and linnets (all of which are included on the red list as endangered birds), badger setts and bats.</p> <p><u>Landscape and Visual Amenity Appraisal</u></p> <ul style="list-style-type: none"> • The 'Guidelines for Landscape and Visual Assessment Report' published in 2013 emphasised the need to improve the quantity and quality of publicly accessible open spaces and yet this is something that this Local Plan removes. • The Local Plan's suggested Option A, building houses to the north of Stanklyn Lane would be to the detriment of the visual landscape. To build houses in these fields would spoil the current visual amenity and represent clear evidence of Urban Sprawl. This would be evident from the A449 trunk road approach to

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			<p>Kidderminster and from the railway line as it approaches Kidderminster in a northerly direction.</p> <p><u>Drainage</u></p> <ul style="list-style-type: none"> • There are also historical drainage ditches in this area of archaeological importance that should be protected and enhanced. • During the last 20 years, there have been severe flooding issues on Spennells estate around the Linnet Rise area. • Development of these sites will reduce the natural drainage maintained by the fields, crops, trees and hedgerows, and not only pose real issues to flooding for the new development, but exacerbate and pose further flooding issues for the existing properties and road structures already in place • This is well-farmed prime grade 2 arable land which needs to be protected <p><u>Health and Wellbeing of residents</u></p> <ul style="list-style-type: none"> • The open space, public footpaths and Rights of Way across the fields are intensively used by local residents which have positive effects upon their physical and mental wellbeing. A cycling route through a housing estate could not claim to meet the needs of all the current users of the PROWs and Bridle paths. Footpaths that allow walking in the open countryside cannot be equated with 'Green Corridors' between housing developments. • Kidderminster has higher obesity levels than the national average and this would be exacerbated by reducing local access to these fields for local health and recreational. • Other threats to the health and wellbeing include: • The proposed new road (Eastern Relief road) causing increased traffic noise, air pollution, light pollution and additional traffic vibration to Spennells' residents. • Increased demand on infrastructure including medical facilities and schools • Social problems; evidence exists that large housing estates suffer more crime and anti-social behaviour (as acknowledged in the WFIDP May 2017).

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			<p><u>Strain on local infrastructure</u></p> <p>A new large residential development requires proper infrastructure to support its current and future residents. In particular:</p> <ul style="list-style-type: none"> • Hospital services • GP & Dental surgeries • Schools – Existing local schools are nearly full. We are not confident that extra school places will be made available in time for the projected new arrivals to this part of town. • Local shops, pharmacy and post office – We are not confident that adequate additional local shops will be constructed to serve any enlarged Spennells • Local leisure such as a village hall, pub, and fitness centre/gym – We are not confident that adequate local leisure facilities will be built to serve an enlarged estate, leading to a soulless estate with heightened youth alienation, graffiti and crime. • Local roads and transport – The absence of adequate schools, shops and leisure facilities will increase car journeys which will contribute to local air pollution and traffic congestion. The building of an estate on the fringe of Kidderminster will see more car journeys rather than walking and cycling, compared to development closer to the centre on brownfield sites. <p><u>Loss of Green Belt</u></p> <p>The purpose of Green Belt is to:</p> <p>a. Check unrestricted urban sprawl. The proposed Option A development would increase the boundaries of Kidderminster extensively, whereas development under Option B would have a more dispersed effect upon a range of town boundaries. The Wyre Forest Review states that "The parcel is largely open in character, part of the strong division between the built edge and open countryside." The claim in the LPR that "extending the built edge of Kidderminster south-eastwards would not constitute urban sprawl" is contradicted later in the Report by the need to "reduce the impression of urban sprawl" in the Green Belt evaluation (LPR Appendix C).</p>

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			<p>b. Stop neighbouring towns from merging. The development on this land would mean that Spennells would merge with Summerfield and Stone, thus losing their separate identities.</p> <p>c. To assist in safeguarding the countryside from encroachment. The development in Option A would encroach significantly into open Green Belt land.</p> <p>In the Green Belt Review Report on both Sprawl and Encroachment, weightings were scored as 'Considerable' for this parcel of land (SE1). This parcel of land also scored 2 'considerables' but was weighted alongside other areas (not selected for development) that scored only 1 'considerable' impact assessment.</p> <p>The proposed Option 'A' plan removes 22% (48 Hectares) more Green Belt from Wyre Forest than Option 'B' and we strongly support the minimum removal of Green Belt land.</p> <p><u>Wildlife and Bio Diversity</u></p> <p>The Spennells fields have a diverse and flourishing wildlife population. There are protected trees and ancient hedgerows that are home to, and provide a vital food source for, a wide range of birds, mammals, insects and bats. There is evidence of Red and Amber Listed Bird species such as Corn Buntings, Skylarks and Linnets in this area and sightings of European otters, 3 species of Bats and badgers setts with breeding pairs. We suggest that you fully consider the ecological impact of continuing with your proposed development on these fields.</p>
	LPP01798	Object	<p>The housing proposed in Option A is enormous to say the least.</p> <p>The mere thought of constructing a bypass road so close to the existing Spennells estate is a preposterous proposal; the diabolical row from fast moving traffic would be unbearable.</p> <p>A shame to lose the protected bats that dwell on the fields.</p> <p>The skylarks are a wonderful asset that will also be lost.</p>

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			<p>The fields contain excellent barley growing soil.</p> <p>Dog walking and recreational space is so vital to the existing Spennells population.</p> <p>Taking all of this into consideration the choice of option A is totally out of the question.</p>
	LPPO1828	Object	<p>I would like to object to option A of the local plan review.</p> <ul style="list-style-type: none">• This option is totally unjust for the people of Spennells and surrounding areas due to the disproportionate size of the proposed build.• Spennells does not have the infrastructure to cope with 1065 extra houses.• Herenswood School is already overcrowded and there is no room for expansion without the loss of playground.• The District suffers with a huge child obesity problem, taking the fields on which we exercise and reducing the school playground will worsen this.• The fields at the rear of Spennells are valuable grade 2. With Brexit looming we ought to be saving our agricultural fields until we are sure of our future in the importation market.• Believes that Option A has been pushed by WFDC and the whole report is heavily weighted towards it. Questions that it's already a 'done deal.'
	LPPO1844	Object	<p>Object to using Green Belt land adjacent to Spennells to build 1700 new homes. The fields are used for exercise, and provide access to the countryside close to the already large housing estate. It provides an escape for humans and is also a home to wildlife/threatened species. Spennells is already large/too large and is the largest estate in Wyre Forest. Why make it larger?</p>
	LPPO1845	Object	<p>A bypass road so close to the existing Spennells estate is a preposterous proposal; the diabolical row from fast moving traffic would be unbearable.</p> <p>A shame to lose the protected bats that dwell on the fields.</p>

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			<p>The skylarks are a wonderful asset that will also be lost</p> <p>The fields contain excellent barley growing soil</p> <p>Dog walking and recreational space is so vital to the existing Spennells, population.</p> <p>Taking all this into consideration the choice of Option A is totally out of the question</p>
	LPPO1855	Object	<p>Objection to proposed development to the rear of Spennells.</p> <p>Fields are used for exercise and observing nature locally including bats, building would be detrimental to the local wildlife.</p> <p>Services and schools oversubscribed and doctors' surgery is always busy.</p> <p>The traffic is already awful and the local infrastructure cannot support hundreds more cars. Only solution is an Eastern relief road, ripping up more Green Belt land, this is also an awful idea that should not be entertained for any reason.</p> <p>Developers want to maximise profit by building on Green Belt land to command higher selling prices for the houses they will build.</p> <p>There are several other sites that could be developed that aren't Green Belt. Say NO!</p>
	LPPO1859	Object	<p>Object to the proposed 'Option A' involving the building of 1735 new homes on land adjoining Spennells.</p> <p>We do not believe that there is a need for so many new homes in Wyre Forest, and feel that it would be sensible to wait until the Silverwoods site is completed an every property sold, and to utilise other brownfield sites such as Lea Castle.</p>

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			<p>The proposed development would create significant additional traffic on our already congested roads, causing pollution and frustration. This valued Green Belt land should be protected, and only lose its status if all other options are exhausted and it is really needed.</p> <p>There are few employment opportunities locally, so unless new industry is brought into the area, where would the occupants work? If they do not have employment then they will not be able to afford to buy these homes, but by then it will be too late.</p>
	LPPO1865	Object	<p>Objects to proposal to build on Green Belt land to the rear of Spennells.</p> <p>Main reason for objecting is due to the health benefits that access to the land gives to local people.</p> <p>The fields are used for exercise for young and older people, as a place to learn about wildlife and nature for children, a safe place where they can build confidence and be away from roads.</p> <p>Older people use the space for exercise and socialising to combat isolation.</p> <p>The area provides so many benefits to both physical and mental wellbeing and is easily accessible for local residents.</p>
	LPPO1879	Object	<p>Spennells estate is large enough. Unacceptable to extend it further and destroy open field lands. The environmental impact would be devastating. The area supports a vast variety of wildlife that would be lost for all time. These include insects, butterflies, plants, grasses, birds, mammals and amphibians. Larks losing another site to breed. The ecology would be destroyed.</p> <p>Many people walk this area to enjoy the wildlife and fresh green open space. Protect what we have now.</p> <p>All the extra traffic etc would impact on health, heavier air pollution. Asthma sufferers but it much more than just that.</p>
	LPPO1919	Object	<ul style="list-style-type: none"> Spennells Estate is already a very large estate and does not need further expansion on to the Green Belt.

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	LPPO1930	Object	We object to the proposal of the development which will cause huge problems to the environment and infrastructure of the Spennells Estate, in particular schools, medical facilities, shops, roads traffic congestion.
	LPPO1938	Object	<ul style="list-style-type: none"> • Spennells is set in lovely surroundings. • Facilities of the estate would not be enough if the development went ahead. • School is full to capacity. • Loss of Green Belt. • Very little work in Kidderminster currently - where will the influx of people work? • There are a number of empty shops and factories which could be put to use for living accommodation instead. • Object plans A&B as there is no sense in the developments.
	LPPO1945	Object	<p>I strongly oppose new houses on the fields at Spennells. Therefore I oppose option A.</p> <p>Do not believe that Wyre forest is expanding by such an amount and question the need for so many houses, other than for the council to receive a government payout for each dwelling built.</p> <p>It would put huge pressure on existing roads, schools, shops, doctors and dentists, the police and hospitals. I do not think that the infrastructure is there to support such a huge growth in population.</p> <p>The fields, which are part of the Green Belt for a reason, are enjoyed by huge numbers of people each day of the year. It inhabits a wealth of wildlife which would be disrupted.</p> <p>I believe that affordable housing could be built in other areas of Kidderminster and that enough land lies derelict on brownfield sites to cater for the population growth</p>
	LPPO1947	Object	<p>Object to development around Spennells. I walk there daily; it is both physically & mentally uplifting. Our estate will lose its identity if the fields were built on.</p> <p>Our town centre is practically dead. There is so much space there that could be built on without destroying our much</p>

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			loved fields & all the wildlife that inhabits it. Why else are all our roads named after birds?
	LPPO1950	Object	<ul style="list-style-type: none"> • Objects to development at the rear of Spennells Estate. • Development would see wildlife lost.
	LPPO1954	Object	<p>We are writing to raise objections to the proposed further expansion along the southern edge of Spennells estate from the railway line to the A448 Bromsgrove Road.</p> <p>We enjoy walking in the Green Belt land and have done so for the past 39 years. Many people from the community benefit from easy access to the public footpaths and rights of way alongside beautiful countryside. We enjoy meeting other residents walking dogs and pushing prams. Access to the countryside enhances wellbeing, physical and mental, and helps to promote community.</p> <p>The proposed area for development is very attractive countryside. There are woodlands, pools, streams, agricultural fields, hamlets, wildlife habitats, lanes with blackberries for foraging, and many varieties of birds. This is one of the most attractive parts of the Green Belt around Kidderminster.</p> <p>There are plenty of areas of Kidderminster which need to be improved and this is not one of those areas. Our preference would be more development on brownfield sites in the urban area.</p> <p>Kidderminster town centre has been badly affected by poor historic planning decisions and now needs substantial investment. If additional housing is needed in the area, we would prefer for this to be concentrated on the town centre in order to provide investment and much needed improvements. A greater sense of community would be developed when compared with a satellite commuter suburb. Housing in the town centre would also encourage use of public transport, such as the train and walking, rather than more cars.</p> <p>The proposed development would also cause additional traffic congestion on already busy roads and would put additional pressure on already stretched public services, such as hospitals and schools.</p>

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	LPPO1969	Object	<p>I object to “Option A”</p> <p>I use these fields everyday,</p> <p>What happens to the wildlife that currently lives there?</p>
	LPPO1970	Object	<p>I object to both options A and B and core housing sites for the following reasons:</p> <ul style="list-style-type: none"> • My property backs onto the A448 which is already a very loud and busy road. I am worried about the level of extra road noise in my garden. I have 2 small children who love to play outside and I believe this would have a detrimental effect on the wellbeing of my family • Increase in traffic volume. The island at Stone Manor and Spinals Valley Road are both already heavily congested at peak times. • There is no evidence that this has been thoroughly planned and where this road would go to support the traffic from extra houses. • There are only plans to provide 1 extra primary school but no plans for any extra services such as doctors or another secondary school. • Loss of Green Belt. There are many brown site areas around Kidderminster sitting derelict and dangerous where houses could be built. Churchfields, old carpet factories in the town centre and the old Sion Hill School site to name a few. • The fields are a beautiful part of town they provide so much happiness to residents in and around Spennells as well as support wildlife and birds
	LPPO1973	Object	<p>Please registrar my objection to the planned use of Green Belt on Spennells Fields. The Hospital is already unable to cope, Doctors Schools are struggling, Railway and Station needs further development</p>
	LPPO1985	Object	<p>Our objections regarding Option A the building of 1735 dwellings between the Birmingham to Worcester railway line and the A448 Bromsgrove Road to the south of the Spennells Estate are as follows:-</p>

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			<p>Objection 1</p> <p>Very few job opportunities in the area. The majority of the new residents will travel further afield for work i.e. the West Midlands area. Extra commuters will impact on the local environment because the only viable method of commuting is by car.</p> <p>The only industrial addition is an extension to the Easter Park site. This will only provide few warehousing and retail jobs. This is not an addition of facilities that will provide a large number of well paid jobs for the new residents.</p> <p>A local Kidderminster estate agent stated that there are large numbers of families that would like to move from the West Midlands to the Kidderminster area. Houses are being built to accommodate West Midlands overspill NOT extra housing needed for Wyre Forest residents. Extra housing should be located nearer to industrial areas where jobs are available, better for the environment with a reduction in the pollution from commuting cars.</p> <p>Objection 2</p> <p>If an extra 1735 houses are built the current road network in the Spennells area will not be able to cope with congestion and increased pollution at peak times.</p> <p>No current plans to improve the road network, the best option for residents is to drive towards Kidderminster town centre via Heronswood and Spennells Valley Roads and being that there are only currently two exits from Spennells this would lead to high traffic congestion.</p> <p>Because of this the development is not viable.</p> <p>Objection 3</p> <p>Another objection is effect on schools and recreation facilities in the area. No concrete plans to build extra school buildings or to improve recreational facilities. Without extra provision for schooling the additional homes are not</p>

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			feasible. What is needed is a plan not just showing extra homes but also the infrastructure to support this plan (roads, schools and recreation facilities). The plan including this should be presented to county council and central government and then a plan presented to the current residents that shows new roads, schools etc. with time frames.
	LPPO1998	Object	I object to further building on the area between Spennells estate and Stanklyn Lane. This Green Belt area is so precious to people on the estate, it's a free social area where like minded folk meet daily for a breath of fresh air, relaxation and mental welfare. The wildlife there is beautiful, sky larks nest there, and the Corn Bunting bird which is extinct in Wales and Herefordshire is nesting and breeding there. The Green Belt should be protected for future generations.
	LPPO2016	Object	Objects to proposed development at Spennells and Stanklyn Lane for the following reasons: <ul style="list-style-type: none"> • Loss of fields that are an important source of well-being for local residents. Fields are used extensively by local people for; relaxation, exercising, walking, jogging, dog walking, mindfulness and contemplation. • Increase in traffic. The noise and higher emissions of exhaust fumes will result in a greater health risk, particularly to those living in the immediate area. • Strain on existing education providers. • Increase pressure on doctors, hospitals, dentists, police, fire and other services. • Result in the loss of the Green Belt area which protects the countryside and existing Public Rights of Way. • Result in the loss of wildlife including: Skylarks, swallows, linnets and other red-listed birds as well as squirrels, foxes and badgers. • Result in the loss of agricultural land. • Result in the loss of hedgerows, which are conservation areas, along Stanklyn Lane. • Result in the reduction of property prices in the surrounding area.
	LPPO2049	Object	<ul style="list-style-type: none"> • The Green Belt in these areas is thriving. The birds and hedgehogs and their habitats rely on all the hedgerows you intend to build over. • Residents use these fields daily to walk round with their children and dogs.

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			<ul style="list-style-type: none">• The Spennells estate is already over populated.• The park for children is already too busy.• The facilities on the Spennells estate are too small to cope with more houses.
	LPPO2053	Object	<p>I object in the strongest possible terms to the invasive expansion in Spennells area.</p> <p>Expansion on the Green Belt land is lazy, and done simply because it is cheaper and quicker, but it is utterly irresponsible. Green Belt expansion should only be developed as a last resort; these houses will not be affordable.</p> <p>Brown Field sites that are in need of renovation could serve far better as locations for new houses, for example the area of the old Leisure Centre at Stourport.</p> <p>Strain on local resources such as schools and doctor's surgeries.</p>
	LPPO2058	Object	<p>We object strongly to the above development. The area is unspoilt countryside (Green Belt) and benefits: views, walks, bike rides, dog walking, picnics and observing and appreciating the countryside. Greenfields are accessible to all. We are encouraged to do more exercise for our physical and mental wellbeing. Walking is a cheap and therapeutic form of exercise. Skylarks, linnets and other red-listed birds are to be found in the fields</p> <p>The Green Belt is part of our heritage and our children's, once it has disappeared will not be restored.</p> <p>Relevant searches on the immediate area did not reveal plans for the abovementioned development, so why were we not told about the development by the council?</p> <p>How will people on average salary (£26,000) in Kidderminster be able to afford the executive homes which will be built on Green Belt land? People will buy them from further afield,</p> <p>Plenty of brownfield sites in Kidderminster and Wyre Forest areas, among them, former carpet</p>

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			<p>factories/warehouses, e.g. Tomkinsons Carpets at Churchfields, Bouchers Textiles Ltd on Green Street, Lionfields on Worcester Street and Sion Hill Middle School on Sion Hill. Possibly using the facades of the aforementioned buildings (if they have historical significance) and turning them into stylish yet affordable homes... If used for dwellings it would reduce car journeys and pollution. If brownfield sites used it will improve the local environment.</p> <p>Infrastructure has to be further developed. This will increase pressure on health services, schools, bus services and emergency services. This is a substantial argument for greater employment, but will local people get these jobs?</p> <p>Finally, if Green Belt is developed on, good quality agricultural land will be used up and "buying local" means buying from Herefordshire, Gloucestershire and further afield?</p>
	LPPO2061	Object	<p>I object to option A because it relies on the use of Green Belt land which should be kept for food production.</p> <p>The evidence on size of future population growth/new employment opportunities are unconvincing.</p> <p>Housing on the eastern side of Kidderminster in option A would end up as commuter suburbs and create overwhelming demand on public services.</p> <p>The eastern relief road, which forms part of option A, would funnel increased traffic from new housing onto the already busy A456, A448 and A449 roads esp. at rush hour.</p> <p>Option A offers very little 'affordable housing'.</p> <p>Kidderminster town centre should be regenerated and more housing built there.</p>
	LPPO2088	Object	<ul style="list-style-type: none"> While there is a desirable need for town centre redevelopment, particularly in the retail area of Worcester Street, there is no logical sense to build new housing on the Spennells fields. These fields, while serving the local agricultural economy have for many years provided the local community a place of recreation where people of all ages can relax and unwind from their ever increasing pace of life. There is a rich abundance of wildlife thriving all year round. Birds, small insects, butterflies and wild flowers

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			<p>and plants all play a part in these fields. It is their habitat and must be allowed thrive without human interference.</p> <ul style="list-style-type: none"> • Provisions for schools, hospitals, GP surgeries and other public services will be under further strain. • The road network even with a nearby relief road built will still suffer further congestion with Hagley and Halesowen taking the full brunt of commuter traffic between Kidderminster and Birmingham. The same will apply to commuter traffic from Stourport, Bewdley, Bromsgrove, Worcester and Wolverhampton etc. • The only bus service serving the Spennells is not a reliable service and it wouldn't be able to serve an expanded Spennells estate.
	LPPO2110	Object	<p>I am particularly objecting to Plan A and the Spennells' fields:</p> <ul style="list-style-type: none"> • These fields are used daily for walking, cycling, horse riding, dog walking etc by people for a number of reasons such as recovering from illness/surgery, mental health problems, trying to keep healthy and lose weight, some just to socialise. It is a "feel good" aspect of living which is free. • The fields behind Spennells are used for agriculture. Less locally grown vegetables will mean having to import goods at a higher price, thus making us all poorer; this doesn't make sense to me in this unknown time of Brexit. • Then there is the wildlife on Spennells fields. • The impact of development on infrastructure such as the hospitals, local surgeries, schools. • Traffic - it can take up to twenty minutes to get off the Spennells estate when traffic is heavy. The proposed "relief road" will do nothing to help this, in fact it would probably become a rat run and become dangerous within this built up area. • Brexit will mean less immigration so we will need fewer houses.
	LPPO2158	Object	<p>I am writing to object to 'Option A' - the proposed development of houses on the Spennells fields.</p> <p>I use these fields every day to travel to and from work. I do this as a healthier option for me, and also a healthier option for the environment. Me and my family also regularly go for walks over the fields on the weekend to take in</p>

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			<p>the beauty, fresh and wildlife this area has.</p> <p>By removing this area to use for housing it would mean we wouldn't have somewhere to go that is just on our doorstep. It would mean I may have to drive to work, rather than walk meaning an already congested road system around the area would be a lot more pressured.</p> <p>In addition removing Green Belt land which is already so precious in the area rather than using the Option B area, would mean a lot less Green Belt land lost. Surely this is a much better option for the environment and families around the Spennells area.</p> <p>My preferred option is Option B.</p>
	LPPO2167	Object	<ul style="list-style-type: none"> • Development is to facilitate the building of the Kidderminster ring road. The resulting bypass would increase traffic, raise noise and emission levels from exhaust fumes, a risk to the health of the local population. • Land is good agricultural land, also used for recreation or leisure purposes, Walking In the countryside offer huge benefit to health saving huge amounts of money and pressure on local healthcare services as a result. • Schools hospitals are already struggling. This plan would put added pressure on the existing education system in Wyre Forest. • Brownfield sites alone should be a good alternative to expansion of Spennells. Save our countryside ONCE ITS GONE IT GONE
	LPPO2169	Object	<p>Development is unnecessary and irrevocably damaging to the local environment. Why build on Green Belt land when there are brownfield sites such as The Lion Works” on Worcester Street, Boucher Textile Engineering Ltd on Green Street which could be made Into apartments, keeping their façades in order to preserve their architectural historicity. Such buildings could actually be purchased by Kidderminster residents. Kidderminster residents could never afford proposed houses.</p> <p>Keeping the countryside is good for local tourism and economy; such as pubs and restaurants which are frequented</p>

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			<p>for their rural charm.</p> <p>Damaging as loss of the habitats of skylarks and linnets, and damaging to residents of Spennells, Stone and surrounding areas. Many use the fields for jogging, walks, picnics and dog walking. Walking is available to young, old, regardless of budget or socio-economic background. We're also being told to buy local British produce, but how can we do this if fields where crops are grown are being developed?</p> <p>Once this rural and unspoilt "green and pleasant land" is gone, it's gone. We must not and will not lose our beautiful English countryside for which our county and Indeed country is renowned.</p>
	LPPO2181	Object	<p>Object to development There are many Brownfield sites that could be developed. One example of these is a factory on Green street formally called Bouchers Textiles LTD.</p> <p>I use the fields at Spennells for walks with family, dog and friends.</p>
	LPPO2182	Object	<p>I object to the proposed expansion of Spennells in the Local Plan review. This objection is for to Options A, B and also the Core housing sites.</p> <p>My reasons for the objection are as follows.</p> <ul style="list-style-type: none"> • effects on health and wellbeing: <ul style="list-style-type: none"> ○ Noise pollution from Increase the amount of traffic travelling along the A448. ○ Air pollution that will be caused by the construction of development between now and 2034. ○ Light and noise pollution that will be caused due to the number of houses in such a small area. • The eastern relief road should not still be under negotiation. Residents are not being provided with all the necessary information in order to make an informed decision. • Lack of infrastructure to support development – schools, hospitals, doctors, roads. • Increase in vehicle traffic. The roundabout at Stone Manor is already deeply congested at peak rush hour times development will cause further traffic congestion to this area. • Green Belt should be protected for future generations.

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			<ul style="list-style-type: none"> There are more brownfield sites across Wyre Forest that should be considered prior to building on Spennells Green Belt land. Such as Churchfields, Sion Hill School and areas of Kidderminster town centre which have become abandoned and desolate.
	LPPO2197	Object	<ul style="list-style-type: none"> Building on Spennells Green Belt is unnecessary when there are plenty of brown field sites available. Using brown field sites would help regenerate the town. Regenerating existing sites will reduce the need for commuting and extra traffic on stretched infrastructure. Spennells roads/Stanklyn Lane are already gridlocked. Local schools are full.
	LPPO2233	Object	<p><u>Loss of Green Belt and Urban Sprawl:</u> Option A would take 2% of the area's Green Belt and would almost double the size of the Spennells estate. Green Belt should only be used in exceptional circumstances; it is to prevent urban sprawl. Inclusion of the Green Belt adjacent to the Spennells estate would join Spennells to Summerfield, Stone, Comberton and Offmore, a huge area of urban sprawl. I suggest that building west of Kidderminster should be take place instead. The expanded Lea Castle site should be fully developed for housing, with associated provision of a primary school, shops etc. The plan has not considered Blakedown. Parking at Kidderminster station cannot be expanded but there is scope at Blakedown. Consideration should also be given to building at Chaddesley Corbett and Wolverley, rather than focusing upon the area joining the east of Kidderminster. The plan should be revised to include this option.</p> <p><u>Loss of Agricultural Land:</u> The area adjacent to Spennells is very good quality, agricultural land, currently being well farmed and yielding well. This year a fine crop of barley has been harvested from the central field (WFR/ST2) and the fields running from Captains Pool to Stanklyn Lane (OC/13) are currently growing acres of carrots. In past years potatoes, spring onions, peas and sugar beet have been grown, as would not be the case if the land were of lower quality.</p> <p>This very good quality and productive agricultural land, graded as high as any in Worcestershire should not be used for housing, it would be a crime. Where is food to come from if productive land is used for housing? Option B would</p>

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			<p>avoid building upon so much highly productive farmland.</p> <p>Traffic: Large scale development to the SE of Kidderminster would put increased pressure upon the existing roads. The A449, A448 and A456 are already full to capacity at peak times. The proposed Eastern link road would not solve this problem. Moving heavy traffic from one road to another would cause unacceptable noise and pollution from exhaust emissions in a residential area.</p> <p>The B450 already provides a link from the Worcester road to the Birmingham road. If the low railway bridge at Tortan was modified and the roundabout at Mustow Green improved then this route could be used for heavy traffic seeking to avoid Kidderminster.</p> <p>Full use of the extended Lea Castle site, as suggested in Option B, would not put additional pressure upon roads to the east of Kidderminster. Development at Blakedown would have good access to the A456 and the wider motorway system for those heading for work in and around Birmingham.</p> <p>Access to new development through Spennells would lead to existing traffic problems. At peak times there are already long tail backs at both entrances to the estate.</p> <p>Rail Transport: Housing adjoining the SE of Kidderminster would be too far from the railway station (1 hours walk or a greatly improved bus service). Is there to be additional parking at the new station? Why does the new station need to be so grand and expensive?</p> <p>Option B with development around the town centre would have much easier access to the station. Inclusion of Blakedown in the plan would give easy rail access.</p> <p>Physical and Mental Health Issues: The report raises concerns over the level of obesity within the local population. The footpaths and bridleways within the rural area adjoining the Spennells estate are regularly used by walkers, runners and cyclists seeking to remain fit and healthy. (Wear on footpaths bears witness to this.)</p>

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			<p>Access to open countryside and the opportunity to engage with nature is a proven factor in maintaining and improving mental health.</p> <p>I and many like me have chosen to live on Spennells because of the semi rural environment that it offers. Option A would remove this facility by surrounding the estate with a built up area, increasing its size by 85% and making it a more stressful place to live.</p> <p>The report implies that walking and cycling to the town centre will improve the fitness of the population. This is not a realistic expectation for walkers because of the distance involved. Provision for cyclists is not good.</p> <p>I propose that the area adjoining Spennells should remain open countryside (Option B) and continue to be used by all to remain healthy. Provision for cyclists wishing to access Kidderminster town centre should be improved.</p> <p><u>Loss of Wildlife Habitat:</u> Option A will have a detrimental impact upon wildlife. While the Spennells fields are not areas of great biodiversity, they with their associated hedgerows and the woods and lakes that they enclose, do provide extensive habitat for wildlife that lives and feeds within the area.</p> <p>I regularly see groups of fast flying Bats feeding over my garden and the fields at dusk. <i>In Britain all Bat species and their roosts are protected by British and international legislation.</i> I suspect that there may also be slower flying night feeding bats in the area. I am informed by an expert carrying out research into bat behaviour, that Bats use hedgerows to navigate, building would disrupt feeding patterns. Bats will be using the local pools to drink; lighting associated with housing would disturb them. Before any building takes place research into Bats in the area must take place.</p> <p>There are Badgers in the area. Badgers are fully protected by UK law.</p> <p>I have often heard Foxes in the fields.</p> <p>Skylarks constantly fly above their nests in the fields in Spring and Summer. <i>The skylark is a Red Listed endangered</i></p>

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			<p><i>species, fully protected under the Wildlife and Countryside Act 1981, which makes it an offence to kill, injure or take an adult skylark, or to take, damage or destroy an active nest. The only exception is farming practices that cannot be delayed, although farming methods can often be modified to reduce impact on the skylarks.</i> Late harvesting of corn this year, beyond the end of July, has meant that second batches of young skylarks have had time to fledge.</p> <p>There are also Linnets, another Red listed bird, nesting in the area and wild geese feed upon the stubble fields in the autumn and winter.</p> <p>I have recently seen a Kestrel, another protected species, flying over Spennells fields and a neighbour has photographed it sitting upon her fence.</p> <p>I object to Option A as it would be unlawful in not protecting wildlife and does not encourage biodiversity, one of the council's objectives. Spennells fields should remain as agricultural land which supports wildlife.</p> <p><u>Schools and Medical Care and Crime Prevention:</u> Expansion to the SE of Kidderminster of the proportions proposed in Option A would put extra strain upon existing infrastructure. It is claimed in the report that a new school will be built to serve the area. Wyre Forest no longer provides new schools. Would an existing academy want to build a new Primary School? 1000 new homes need to be built before a school has to be provided. If just 700 new homes are built where do the children go to school? Where will children of High School age go, King Charles High School does not have room for expansion? The Council are committed to raising educational standards. Higher population would put additional pressure upon existing schools. Larger class sizes do not lead to rising standards. If local schools become full, children would need to travel further afield leading to more pollution from additional traffic.</p> <p>GP surgeries are already struggling to cope with case load. How would the health care of an expanded population be catered for? Worcester hospital is already unable to cope at times of high demand and Kidderminster hospital has been downgraded. Will more money be made available to increase hospital provision or is a poorer standard of care throughout the community to be expected?</p> <p>Expansion to the SE of Kidderminster will almost double the urban area. Greater density of urban areas leads to</p>

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			<p>more antisocial behaviour and higher crime figures. Will extra funds be available to increase the police force?</p> <p>Option B, with a more widely dispersed population and major expansion centred on the expanded Lea Castle site would result in less pressure upon the existing infrastructure.</p> <p>Conclusion: I strongly object to the proposals laid out in Option A of the Draft Local Plan for Wyre Forest and support the proposals in Option B, as I feel that these best meet the needs of the local area and its people.</p>
	LPPO2237	Object	<p>I wish to object to the Option A redevelopment as described in table 6.0.6.</p> <p>I believe the council's fixation on an eastern relief road does not address the congestion issues experienced within Kidderminster town centre. Table 6.0.6 suggests that this road will reduce congestion on the Kidderminster ring road and Horsefair area which. Surely people living in all these new homes around Kidderminster will want to travel into the town centre via the current roads including the ring road to shop etc. An eastern relief road would do nothing in reducing this congestion.</p> <p>This table covers the expansion of new schools. If the council were to choose Option A then the table describes a requirement for 4x 1 form entry expansions to current secondary schools in Kidderminster. Has the Council fully considered this; our secondary schools are already full and there is not the funding/pace for this sort of expansion so pupils in Kidderminster will suffer from increased class sizes and less teaching support leading to lower exam results in the area.</p> <p>It would be most beneficial to concentrate funds on the regeneration of Kidderminster town centre and improve current infrastructure, before the strain of an increased population appears. By improving current infrastructure, like schools, the hospital and bus service then Kidderminster will become a more desirable area to live in and possibly result in increased demand for housing which would then warrant such a development as described in the preferred options document.</p> <p>Table 2.0.1: I wish to comment on this table in relation to the proposed redevelopment, known as option A.</p>

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			<p>The fields surrounding the Spennells Housing estate are used extensively by residents for activities such as (dog) walking, jogging and riding. I have found the fields to be perfect for jogging, improving both my physical and mental health. Table 2.0.1 in the council's 'Preferred options document' states that the district has problems with high obesity levels; How does the council expect to reduce these levels when the only outdoor safe space for physical activity is taken away? Walking the dog in these beautiful fields also allows residents the time to reflect and get away from their stressful everyday lives. I believe this is very important in maintaining a positive mental outlook and makes Spennells a desirable place to live. By taking this away from the residents I believe Kidderminster will only continue to decline, and with Kidderminster hospital in the state it is in, only encourages an unhealthy population. Furthermore, point 8 of the plan objectives includes maximising 'the benefits of walking and cycling'. Where are residents expected to enjoy these benefits with the redevelopment of this land?</p> <p>It is also imperative to consider the knock-on effect this change would have on the local wildlife in such a green and biodiverse area. Within the Spennells nature reserve we are fortunate enough to hold a population of Black Poplar trees. These are one of Britain's rarest native species which are rapidly reducing in number, hence their protected status under Section 13 of the Wildlife and Countryside Act, 1981. If the surrounding fields are no longer Green Belt then this species will not have the space it needs to reproduce and spread further.</p>
	LPPO2252	Object	<p>I would like to express my concerns about the draft Local Plan in particular Option A.</p> <p>Green Belt is a very valuable asset and although I accept that in some cases there may be marginal degraded areas within the Green Belt that could be removed from Green Belt status and usefully redeveloped this does in no way apply to the area between the Spennells and Stanklyn Lane. According to the National Planning Framework Local policy for managing development within a Local Green Space should be consistent with policy for Green Belts, take account of the different roles and character of different areas, promoting the vitality of our main urban areas, protecting the Green Belts around them, recognising the intrinsic character and beauty of the countryside.</p> <p>Local planning authorities with Green Belts in their area should establish Green Belt boundaries in their Local Plans which set the framework for Green Belt and settlement policy. Once established, Green Belt boundaries should only be altered in exceptional circumstances, through the preparation or review of the Local Plan. At that time, authorities should consider the Green Belt boundaries having regard to their intended permanence in the long term,</p>

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			<p>so that they should be capable of enduring beyond the plan period.</p> <p>There is no good case for removing this area from Green Belt status. Certainly there are no exceptional circumstances.</p> <ul style="list-style-type: none"> It is high quality agricultural land. A light sandy soil with a south facing aspect the soil is quick to warm up in the spring giving crops a good head start and high yields. This is the sort of land we can ill afford to lose to production, especially with the prospect of leaving the EU in the near future we need to aim to be more self-sufficient in agriculture. This is an area with high amenity value, the footpaths and bridleway are well used by walkers, with or without dogs, cyclists and horse riders. Not just from the immediate area. Wildlife, the field margins provide a good habitat to a wide range of wildlife, recently the area has been teeming with butterflies. Birds: This area supports a wide range of birds. In particular very large numbers of larks. Nationally this species is in decline so we can ill afford to lose habitats which support it. I would remind you that the presumption in favour of sustainable development does not apply where development requiring appropriate assessment under the Birds or Habitats Directives is being considered, planned or determined. Due to its importance such an assessment should definitely take place. <p>In my Opinion Option B is preferable.</p>
	LPPO2253	Object	<p>I have looked at the local plan review and I object to Option A, as it will use a greater amount of Green Belt land. This will have a dramatic effect on the wildlife in these areas, which once lost can never be enjoyed by future generations. Core principles of the National Planning Policy Framework are that 'planning should recognise the intrinsic character and beauty of the countryside. Local plans should include strategic policies for the conservation and enhancement of the natural environment' There is only one mention made about wildlife, this is the proposed Stourminster site and the badgers that live in the woods, though we have skylarks and other RSPB red-listed birds nesting in this Green Belt area. We also have bats and badgers, protected species, living in the core sites mentioned as well as on the other areas shown in Option A.</p>

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			<p>The Local plan states ‘As previously stated, there is insufficient sustainably located readily available brownfield or non-Green-Belt land to accommodate the necessary housing and employment growth required in the plan period’ I believe that there are sufficient readily available brownfield sites that can be used before we use the Green Belt land in either Option A or Option B. Of course, builders will prefer to use Green Belt land but we urgently need to regenerate parts of Kidderminster including the rest of Silverwoods, now it is not going to be used for the Emergency Services Hub, Worcester St, Bromsgrove St, Sladen School, Sion Hill School and Park Lane. All of these sites should be used for housing, before we use our Green Belt land. There are also brownfield sites available in Stourport e.g. Bewdley Rd.</p> <p>I object to Option A as it will mean creating a huge amount of housing on the eastern side of Kidderminster this will put pressure on the doctor’s and dentist’s surgeries and other facilities on this side of town. Planning officers stated that if Option A is taken then a primary school could be provided, this assumes that all children moving into these houses are below the age of 11. King Charles the only secondary school on the eastern side of town is already working on a split site causing problems for teachers and students in wasted time during the school day moving from upper site on Comberton Rd to lower site on Borrington Rd and vice versa. It will also lead to more traffic, air pollution and noise in this area.</p>
	LPPO2256	Object	<ul style="list-style-type: none"> • Why are you not building on brownfield sites before using Green Belt sites? • Why not develop the derelict area in the town centre, for example Sion Hill, Sladen School, Worcester Street and knock down the old Post Office building and develop. Consider building in Blakedown instead. • Increase in noise, traffic and pollution from cars, it will become unsafe for me to play outside and will harm my mental health. • More pressure on local schools, class sizes will be more than the government recommended size, less resources and parents will be using cars to bring children to school so more pollution. • Wildlife will be lost which uses the fields as a source of food and grazing I'd linnets, dormouse and skylarks. The vast majority of the trees on this estate have Tree Preservation Orders on them, they need to be protected. • There will be a loss of agricultural land which is of a good quality. • Public right of way across the fields will be lost. This will affect my mental health and may lead to illness. • Further increase and pressure on doctors surgeries, hospitals, dentists and opticians including schools and

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			<p>the nursery.</p> <ul style="list-style-type: none"> • There will be a loss of internet speed and quality. • Drainage issues as the fields are a soak away; the showers would lose water pressure. • Extra buses and traffic will be on the estate and will be a safety issue. • A lot of people use these fields to walk, run, meet friends, recuperate from illnesses, just to get a bit of fresh air, exercise. • Traffic congestion is already an issue as there is only one road on and off the estate, more pollution and more accidents.
	LPPO2257	Object	<p>I strongly object to option A on the following grounds:</p> <p>Kidderminster is historically a town with a carpet industry; which has declined in recent years leaving an unattractive town centre that has many vacant properties, with few shops that will encourage people to this area.</p> <p>If any building takes place on Green Belt this contravenes Government policy of keeping any urban sprawl to a minimum. If any building is carried out on the Green Belt land behind Spennells this will merge Kidderminster into Summerfield, Stanklyn and Stone thus creating a mass of houses. This is a semi- rural area and this boundary should be maintained at all costs.</p> <p>The fields behind Spennells are farm land is Grade 2, the best Worcestershire has, as we prepare to leave the EEC we will have to provide more home grown crops for our UK population, we should be ring fencing this type of farmland for the future crop now so we can protect British jobs and reduce our imports and follow what has been suggested by central government becoming more self-reliant.</p> <ul style="list-style-type: none"> • Trees on the edge of Spennells are covered by the blanket Tree Preservation Order. These trees now over 50 years old should not be felled. • Bats, Skylarks and Badger sets are all present around the perimeter of Spennells and fields which are protected by British and European Legislation.

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			<ul style="list-style-type: none"> By not encouraging Bio diversity you are actually contravening the Councils Planning Policy statement 9. <p>Many people, not only the residents use these fields for a variety of leisure pursuits, walking, birdwatching, keeping fit and dog walking, running. Government / Local government are trying to encourage this in order to reduce NHS costs by encouraging a healthy lifestyle. Using the local countryside cuts down on vehicle emissions and helps with people's health and well – being both physically and mentally. People would not tend to walk around the streets so this would be a detrimental step to health and well- being.</p> <p>If these houses were built it would put an extra 2000 / 3000 cars onto the road system in rush hour – our road system simply cannot cope with this extra traffic.</p> <p>Rush hour traffic at the viaduct island is already queuing up the Worcester road and this often starts before the children leave school in the afternoon, so what's it going to be like with a further 2000 houses being built.</p> <p>Access to these properties would have to come from behind Spennells due to volume of the extra cars & commercial vehicles and safety. Spennells cannot be used as a “rat run” for any new builds. This must not be allowed to happen.</p> <p>Drainage work has been carried out recently on parts of Spennells to help with insufficient drainage of the area. In the last 20 years Avocet Drive residents have been flooded several times as well as the area around Linnet Rise. If further building work is carried out then this will prevent any natural ground drainage thus creating the potential for further flooding in this area.</p> <p>Heronswood School cannot take any more pupils due to the lack of land.</p> <p>The town centre & surrounding area does not have enough to offer an increasing population, Doctors Surgeries, Dentists, Hospital, Police and shops need to be increased if the population is to expand. Further to this the hospital will need to have more services bought back to Kidderminster.</p> <p>My belief is that any new housing would only attract further people from the Birmingham area thus putting even</p>

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			<p>more congestion on the over crowded roads for example Hagley, Halesowen Bypass, Bromsgrove & Worcester. As these roads would not cope, the extra traffic would find alt ways cutting through side streets etc. causing more pollution and safety issues for those local residents.</p> <p>If Option A goes ahead then all brownfield sites, abandoned buildings and all empty properties should be developed before any green field sites are touched. If building takes place on the Spennells fields it has to be sympathetic to the existing area with pollution kept to a minimum, speed/weight restrictions on any new roads and low intensity housing possibly using it for bungalows to allow the aging generation to downsize, freeing up the larger family homes that are already available.</p> <p>I strongly reject Option A.</p>
	LPPO2258	Object	<p>I wish to voice my objection to the proposed further expansion of Spennells and the surrounding countryside.</p> <p>I walk my dogs here regularly, without access to this it would make life very hard for me & the dogs.</p> <p>I also use the road twice daily to commuted to work and the traffic is bad enough as it is queuing up to the roundabout at Stone....another 1735 new homes would cause major chaos on the road.</p> <p>This is not a good idea; the knock on effect will have far reaching consequences.</p> <p>As pointed out by Spennells Against Further Expansion, there are plenty of brownfields site within Kidderminster which would be a far more sensible option for regeneration.</p> <p>Please stop this madness and save our Green Belt!</p>
	LPPO2260	Object	<p>I object to option A of the Local development plan for the following reasons:</p> <p>Kidderminster is historically a market town with a carpet industry. This industry has almost completely disappeared with an unattractive town centre that is full of empty properties, minimum shops that will encourage people to the</p>

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			<p>area.</p> <p>If building takes place on Green Belt this contravenes Government policy of keeping the urban sprawl to a minimum. Historically urban sprawl policy has been to keep areas of Green Belt to minimise this. By building on the Green Belt behind the Spennells estate you will merge Kidderminster into Summerfield and Stanklyn stretching also to Stone. We are a semi-rural area and this boundary should be maintained.</p> <p>The fields behind Spennells are Grade 2 farm land which is the best Worcestershire has. As we leave the EEC we will need to provide more home grown crops for the population, therefore we should keep valuable farm land for this purpose.</p> <p>When I visited the roadshow at Heronswood School no representative was available from Highways to discuss the proposed road. The local planning officers appeared or unwilling to answer any questions with a blanket response, “well it’s a draft plan we don’t know.”</p> <p>No information was forthcoming on how you propose to cross the railway or the type of road surface, lighting etc. that would be needed, other than it would serve the houses only no other traffic would use it.</p> <p>In my opinion this is not thought through at all as large lorries would use this to get to the Worcester Road to avoid the Black Bridge or vice versa with its height restriction.</p> <p>The implications of this road to Spennells residents are the following:</p> <p>Light pollution – lighting would be required, and as the road would be used by 44 ton trucks high, bright lighting would be needed especially as a bridge flyover would be needed to clear the railway line.</p> <p>Noise pollution – the increase in traffic would increase the noise in the area, the road surface would need to be of a type that keeps noise to a minimum.</p>

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			<p>Air pollution – this would be increased and is detrimental to health and well being.</p> <p>Environmental & Countryside grounds – this area at the present time has a number of trees that are on the edge of Spennells and are covered by the blanket Tree Preservation Order. These trees are over 70 years old and should not be felled. There are also Badger setts, Skylarks and Bats all of which are protected by British and European Legislation.</p> <p>By not encouraging biodiversity you are contravening the Councils Planning Policy statement 9.</p> <p>Health grounds – many people, not only residents, use the fields for a variety of leisure pursuits; walking, birdwatching, keeping fit and dog walking. The government and local government are trying to encourage this to reduce costs to the NHS. Using the countryside locally not only cuts down on vehicle emissions but helps with people's health and well- being both physically and mentally. People would not walk around streets so this would be a detrimental step to health and well-being.</p> <p>At the moment congestion on Spennells at particular times can build up, if more traffic was accessing the newly built properties it would cause excessive problems. Therefore I do not think that if houses are built on the fields behind Spennells access should be from the existing Spennells area.</p> <p>Drainage work is currently underway on part of Spennells to help with insufficient drainage of the area. In the last 20 years Avocet Drive residents have been flooded several times as well as the area around Linnet Rise.</p> <p>Heronswood School would not be able to accommodate any more pupils due to the lack of land. This may have been hampered by the Council's lack of insight, had the Council built a middle school as well as a first school originally as they had planned this would have helped accommodate a greater number of pupils.</p> <p>The town centre and surrounding area does not have enough to offer an even greater population, Doctors Surgeries, Dentists and shops need to be increased if the population is to expand along with more services being bought back to the local hospital which in hindsight should never have been down-graded, but again local people were side-lined and ignored on local issues. I do however wonder where this population increase will come from as the growth of</p>

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			<p>the Wyre Forest has not been overly large and I question whether the figures being given are a true reflection of the population growth we can expect as the figures quoted by Wyre Forest appear to be much higher than those proposed by other Government departments.</p> <p>I am also concerned that we are being used as an overflow of the Greater Birmingham area, this incoming population would not be working locally but Kidderminster would become a commuter town to Birmingham and surrounding areas. The road infrastructure to areas beyond Wyre Forest is already congested so I would question what measures are being put in place to upgrade roads to Hagley, Birmingham, Wolverhampton, Worcester, and Bromsgrove to access the motorway systems.</p> <p>In summary I would say that until Kidderminster has a thriving shopping area, employment through local industry we should be very careful about building housing to accommodate another areas overflow, particularly as reports are now showing that as we withdraw from Europe many people are returning to their own homelands, so we could end up with empty properties built on the Green Belt thus losing valuable farm land forever.</p> <p>Should option A go ahead I feel we should insist that all brownfield and empty properties should be developed before any green field sites and if building takes place on the Spennells fields it should be sympathetic to the existing area with pollution kept to a minimum, speed/weight restrictions on any new roads and low intensity housing possibly with this land used for bungalows which would allow the aging generation to move from larger homes to allow younger families to have the larger family homes already available.</p> <p>For the above reasons and my belief that building should be kept within the footprint already here I prefer option B and object to option A.</p>
	LPPO2263	Object	<p>I write in relation to the Local Plan Review Consultation for Spennells estate in Kidderminster. I would like it known I strongly object to Option A and Option B.</p> <p>I shall outline my reasons below:-</p> <ul style="list-style-type: none">• There will be an increase in traffic, noise and pollution from cars. This will have a detrimental effect on our

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			<p>mental health and wellbeing. Unsafe for our children to play out.</p> <ul style="list-style-type: none"> • There will be an increased pressure on local schools. The class size will become too large and there would be fewer resources available to the students. Parents will have to bring their children to school in their car; again which will have an increase in pollution. • There is a good variety of wildlife in the area which will be lost, that nest on the fields i.e. Linnets, Skylark, dormouse etc. Wildlife should be protected. Also a lot of the trees on Spennells have preservation orders on them. Impact on the wildlife which feeds and grazes the land is to be protected. • It will have a loss of agriculture land which is of a good quality. • There is a public right of way on these fields which would be lost, which would contribute towards our mental health. • There would be a large increase in pressure on already stretched services for Doctors surgeries, hospitals, dentists and opticians, school and nursery on Spennells. • These fields are an important/integral part of the Spennells estate as a lot of people use the fields in a variety of ways. For instance, just going out for a stroll, walking their dog, riding/training their horses, children playing, running/jogging training, to recuperate from illness, exercise and interaction with friends for a walk and chat. • There is already an issue with traffic trying to get off Spennells during the day, this new development will only make matters a lot worse, more accidents can occur. There will be an increase in noise and car pollution which again has an effect on mental health. Extra pressure on our roads, more potholes to fill in after winter, heavy congestion. • Loss of internet speed and quality. • Extra busses and traffic which will be a safety issue for adults and children alike. • There will be drainage issues as the fields would be a good resource for soak away, showers will lose pressure.
	LPPO2265	Object	<p>Please find below my views and consequential objections to Option A for large scale development of fields adjacent to Spennells.</p> <p>As a layman in these situations it is my understanding however that planning policy should not conflict with adjacent</p>

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			<p>land use and there must be no adverse effect on existing properties typically in terms of overlooking, loss of light, noise or other disturbance such as existing enjoyment of property and the loss of well used recreational spaces for all ages.</p> <p>This proposed high density development will in no doubt adversely affect the intrinsic environmental value and rural character of the local landscape and as such will cause serious harm to the local wildlife with specific reference to birds of ‘conservation concern’ of which there are species of ‘Red Listed’ status nesting in these fields. It may also be the case that the Governments own National Planning Policy Framework could be compromised in terms of the loss of recreational areas, checks on unrestricted sprawl, wildlife and regulations that keep our air clean.</p> <p>The proposed scope of this development is on such a vast scale it will clearly dominate the local area and in turn significantly impact on the existing Spennells estate especially as the proposed feeder road is allegedly planned to run between the A449 and the A458 behind existing housing. Whilst there appears to be no current detailed information regarding the feeder road I am assuming that at some point the existing Spennells roads ending adjacent to the fields could well be opened up giving the new development access to the Spennells estate.</p> <p>As stated above, this development will result in the loss of the natural environment and the eradication of available and accessible open space and its consequential effects and also the loss of good quality productive food producing agricultural land. This is not poor Green Belt land; it has enormous value in many ways and should be preserved at all cost.</p> <p>If the proposed Option A development were to be approved, it would create a poor precedent and as such make it difficult for the Planning Appeals Commission for instance to refuse similar developments on green field sites. It is not just a case of trying to incorporate local concerns into the designs for such a vast project but perhaps more the case that the development concerns cannot be ‘designed out’.</p> <p>It should be recognised that the cumulative impact associated with any such vast singular development severely affects the character of the area and the resultant overload of local services including but not limited to, local schools, hospitals, doctors, fire services, public transport etc. Tourism and commercial development could also be</p>

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			<p>adversely affected if visitors and business find the Kidderminster area impossible to negotiate.</p> <p>Road safety has been at the forefront of local concern for quite some time now and speeding especially in the Spennells area seems to get worse year on year. With a potential for many hundreds of additional vehicles trying to negotiate Kidderminster's already crowded roads, the grid lock conditions currently the norm at rush hour, will only increase current problems not least of all the exhaust fume emissions. It seems ludicrous therefore to propose nearly 2000 new homes and associated vehicles into an already congested co2 and noise polluting urban traffic system.</p> <p>With the general trend of devolution of Central Government responsibility, many important decisions on open spaces are now being made at a local level whilst still hopefully maintaining government policies on preserving open spaces. Whilst local authorities may gain from financial contributions intended to be spent on offsetting the effects of such new developments it should not be the driving force behind this vast development. Councillors must push back against all proposals for Option A regardless of any potential accusations from senior officials of being 'anti growth'.</p> <p>It seems to me that Option B is by far the most viable proposal as it clearly allows the dispersal of new build homes across the district and allows much needed improvements to existing roads and infrastructure, area regeneration and in some cases neighbourhood revival of local families with ties and supportive social networks in the area.</p> <p>I would suggest that the Option A proposal must not succeed for the many good and valid reasons given.</p>
	LPPO2266	Object	<p>Social issues: The proposed Option A has a disproportionate negative impact on the residents of Spennells and increase the size of Spennells by 87%. Option A will encourage localized sprawl, and the merging of Spennells to Offmore & Comberton. The linear approach of the option will result in amalgamating two estates with very different characteristics. Spennells has very little green space per resident for recreational use such as physical exercise, cycling and off lead dog walking. It would be inappropriate for dogs to be off lead close to the children's play area, which is also close to the main Spennells Valley Road. Street walking ensures all are at the emissions level of any passing vehicle, therefore consideration for increase in respiratory diseases such as asthma must be given. Otherwise it is a car journey to Hartlebury, Habberley, Hurcott or further afield to take a dog for a walk – with increased congestion on the roads and additional emissions.</p>

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			<p>Green space is necessary to promote physical and mental wellbeing for all generations. The fields to the south of Spennells provide a huge recreational resource for the residents of Spennells, Stone, Stanklyn, Summerfield, Hoo Road, Aggborough, Hill Grove, Oldnall Road. The fields are used by ramblers, ornithologists, photographers, star gazers, cyclists, joggers, horse riders, dog walkers, children, families, and the elderly. The fields encourage a community spirit, which was very publicly highlighted by the protest march to the Town Hall.</p> <p>The LPR identifies the benefits of Green Belt space and the problems faced with modern society - mental wellbeing, obesity, general ill health - then appears to begrudge the residents of its very existence. I know many people who use the fields for exercise to help with medical conditions. This is a free resource, one that is costing the NHS nothing.</p> <p>Creating a linear commuter town on the southern flank of Kidderminster will be divisive for the town, as Kidderminster town centre is in desperate need of rejuvenation. If funding to improve housing and small retail units within the town centre is continually overlooked, it will become the future slums – only encouraging existing crime to escalate. A lack of policing within Kidderminster is already a problem, with needles to be found in all parks and drinking on the streets prevalent. The residents of the proposed commuter estate will be encouraged to shop in Birmingham / Worcester and their money spent outside Kidderminster's local economy. Such residents will be disengaged from Kidderminster. I believe Option A sets a precedent to place affluence above need within Kidderminster. Such a blinkered approach will lead to a rise in tension within the community, which is already evident on social media.</p> <p><u>Environmental Impact:</u> The environmental impact of releasing the Green Belt for development is huge. Two thirds of Green Belt land, is of high value, agricultural land. The London School of Economics supported by the NEA (National Ecosystem Assessment) agree that Green Belt land is high value agricultural land, both in terms of food production and 'cultural services'. The ramifications of Brexit are yet to be felt and the future population growth of the UK very uncertain. Now more than ever the UK needs to hold on to productive agricultural land to ensure consistent food supplies. The land to south of Spennells/Kidderminster is identified as some of the best (most productive), agricultural land within Wyre Forest. We must also look at food miles and carbon footprint.</p> <p>Green Belt space provides the lungs of the planet – climate change makes the value of Green Belt even higher. It is an important factor in the storing of carbon; prevention of flooding and soil protection.</p> <p>The fields to the rear of Spennells play host to a plethora of wild life Bats, Badgers – there are active sets within two of the fields. Corn Buntings, Skylarks both of which are red listed birds. Waxwings that winter visit have been</p>

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			<p>photographed. My list could be endless and is supported by Worcestershire Biological Records Centre.</p> <p><u>Economic impact:</u> PFI's (Private Finance Initiatives), and their scandalously high interest rates have ensured hospitals across the UK have debts that are beyond their control, none more so than 'CRISIS-HIT' Worcestershire Acute Hospital Trust, which has just been named one of the worst trusts in the country for A&E waiting times. This alongside the down grading of Kidderminster Hospital has now put existing resident's lives at risk. Worcestershire Hospital Trust will not be able to support the Pro-Growth Agenda actively pursued within the LPR and supported by WFDC.</p> <p>Doctors are under pressure to take up any existing slack from the hospital service – appointments requiring a weeks notice in some cases. There is a shortage of trained Doctors. So where will funding come from to extend existing practices or Doctors to open new practices? This argument extends to NHS Dentists.</p> <p>Educational standards within WFDC are lower than national average. 1000 homes required before a feeder school built. The LPR implies the 6000 'required homes' will be phased in over the time span covered by the LPR, averaging 360 homes per year. This potentially takes us up to a three year period of (continual) development on one site before additional school requirement is deemed necessary – then put out to tender. Shoehorning children into existing schools will only mean fewer resources per capita and poorer learning outcomes. Children from Silverwoods development are currently attending Heronswood Primary School. A distance that requires a car journey – not only adding to congestion on the estate during peak traffic times, but poorer health outcomes for children not being able to walk to school – perhaps we need to revisit obesity here! We currently have a population bulge within primary schools. These children will all need to receive higher education and at present that provision will again be met by existing secondary schools operating at full capacity. Where will additional children be educated? Portacabins?</p> <p>GCSE results in Wyre Forest are lower than national average, standards in schools need raising not diluting by increased pressure.</p> <p>In-migration will add to the pressure of Wyre Forest's frontline services. If finances can't provide a safe level of cover now it is blinkered to believe more housing equals more tax for better services, because more tax equals more people and more people equals more demand - status quo.</p> <p>Creating a linear commuter estate with a road that provides a direct corridor to Birmingham, Worcester and associated Motorways will ensure money from the south of Kidderminster will not be spent within the local</p>

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			<p>economy. There is very little to draw people into the town centre and it is not true to say online shopping is the cause. Lincoln and Leicester are good examples of how to manage a vibrant community - independent, small, eclectic shops working alongside flagship stores despite the availability of online shopping. Stourport and Bewdley are more vibrant than Kidderminster. Even Hagley manages to support the village centre.</p> <p>The LPR highlights the need to market Kidderminster as an attractive tourist destination to encourage money into the local economy – an over developed visual approach on the south-eastern flank to Kidderminster will not achieve this.</p>
	LPPO2279	Object	<p>Having attended one of the consultation events, I wish to object to both option A and B that relate to expansion of the fields behind Spennells Estate on the following grounds:</p> <ul style="list-style-type: none"> • <u>Insufficient information and evidence</u> at the consultation with regard to reasons why the expansion of Spennells Estate is necessary and the potential impact that either option will have on the population, residents, infrastructure and environmental issues. Residents unable to fully engage with minimal information from the council staff attending. • <u>Population in our area</u> has been static since early 1990's and therefore, I see no substantive evidence to suggest that the population is likely to grow to anything like the projections stated in the Local Plan. Furthermore, the restrictions being placed on migrants now and post-Brexit suggest that population will not increase significantly. The projections being stated are purely speculative. There is no reason for people to move to Kidderminster in large numbers and they would not move here for work. Those who will move here will continue to commute to Worcester, Wolverhampton and Birmingham and will continue to add to the congestion that already exists. • <u>All brownfield sites</u> in the region should be exhausted as should empty housing and buildings before any Green Belt should be considered. Recent communications from the council have suggested that there are sufficient brownfield sites to accommodate the housing needs. There is no substantive evidence to conclude that expansion into Green Belt land is a necessity. • <u>Climate change/CO2 emissions</u> – Worcestershire Green Infrastructure Strategy already acknowledges that Worcestershire has a higher than West Midlands average of CO2 emissions due to domestic and transport emissions. Higher emissions are found along major concentration of roads with lower emissions in more

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			<p>rural areas. Worcestershire’s Planning Policy to reduce CO2 emissions by reducing the need to travel is contrary to what is being proposed with this development and does not provide any evidence to show how such proposals contribute to the national objective of reduction in CO2 by 2050. Removal of the Green Belt would mean residents would have to travel by car to a green space whereas now they can walk.</p> <ul style="list-style-type: none"> • <u>Traffic congestion</u> leading from Spennells to Worcester Road, Comberton, Kidderminster railway station and Mustow Green is already heavy, particularly morning and evenings and start and end of the school day. Increasing the number of houses and subsequent traffic both for the estate and through traffic will do nothing but add to the existing problem. Each household will have at least two cars. We have seen significant increases in cars on Spennells over the last 15 years as families have grown up and children have purchased cars. There is also difficulty in finding sufficient car parking now where you have more than two cars and so people are parking in other roads to compensate. This also has issues relating to pedestrian safety especially with children walking to school. • <u>The overbearing nature of the expansion</u> and sprawl at Spennells affecting the population/over-population, character, beauty of the landscape whilst impacting on noise levels, disturbance, reduction in privacy, potential overlooking and proximity to green space. Also encroachment and sprawl towards Stanklyn Lane. This is not poor quality land. • <u>Healthy individuals and community</u> – Residents use the fields for walking and exercise whether that be cycling, dog walking, running to name a few, each day and the loss of this space will affect health and personal wellbeing. Proximity of the green open space increases levels of physical activity. This informal recreational space makes it a good place to live. It also created a space for other interaction with residents. Worcestershire Council Green Infrastructure Strategy makes particular reference to the importance of spaces such as this for activity and mental health. This is a key health matter, which will not be helped by these proposals. • <u>Flood Risk/Climate Change</u> - Loss of Green Belt land has the potential to increase the flood risk as there will be an obvious reduction in ground to absorb water. House building and residents need for parking will mean that even small green lawns will disappear to accommodate that aspect. This already happens. Worcestershire Planning Policy states that we should minimize hard land surfacing and hard landscaping in recognition that climate change is seeing and will see surface water increase due to short intense periods of rainfall. • <u>Natural Environment</u> – the NPPF states that we should create, protect, enhance and manage green

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			<p>infrastructure and bio-diversity. We should minimize pollution and other adverse effects on our local and natural environment. We should conserve landscape and scenic beauty, tranquillity and the riches of wildlife. These proposals present potential unacceptable risks from pollution on health, natural environment and general amenity/recreation. The policy also states that any plans should allocate land that is of least environmental value. The fields house a host of wildlife including bats, sparrow hawks, skylarks, waxwings and badgers. The land is sometimes left as a natural habitat attracting the very insects that is encouraged e.g. butterflies and bees.</p> <ul style="list-style-type: none"> • <u>Increased anti-social behaviour and crime</u> – with the doubling of the size of Spennells, this is highly likely. • <u>Infrastructure</u> – no indication as to the needs of local schools, places available and where and the resultant increase in traffic. Traffic already heavy to Heronswood, Comberton and King Charles 1. Increased demands on public health, refuse, road maintenance. Medical services – what impact on obtaining doctor and dental services and hospital facilities? Worcester hospital is already in special measures and unable to cope with demand. Kidderminster services limited. • <u>Good place to live</u> – this proposed development does not enhance my surroundings or improve my place to live.
	LPPO2280	Object	<p>Having attended one of the consultation events, I wish to object to both option A and B that relate to expansion of the fields behind Spennells Estate on the following grounds:</p> <ul style="list-style-type: none"> • <u>Insufficient information and evidence</u> at the consultation with regard to reasons why the expansion of Spennells Estate is necessary and the potential impact that either option will have on the population, residents, infrastructure and environmental issues. Residents unable to fully engage with minimal information from the council staff attending. • <u>Population in our area</u> has been static since early 1990's and therefore, I see no substantive evidence to suggest that the population is likely to grow to anything like the projections stated in the Local Plan. Furthermore, the restrictions being placed on migrants now and post-Brexit suggest that population will not increase significantly. The projections being stated are purely speculative. There is no reason for people to move to Kidderminster in large numbers and they would not move here for work. Those who will move here will continue to commute to Worcester, Wolverhampton and Birmingham and will continue to add to the

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			<p>congestion that already exists.</p> <ul style="list-style-type: none"> • <u>All brownfield sites</u> in the region should be exhausted as should empty housing and buildings before any Green Belt should be considered. Recent communications from the council have suggested that there are sufficient brownfield sites to accommodate the housing needs. There is no substantive evidence to conclude that expansion into Green Belt land is a necessity. • <u>Climate change/CO2 emissions</u> – Worcestershire Green Infrastructure Strategy already acknowledges that Worcestershire has a higher than West Midlands average of CO2 emissions due to domestic and transport emissions. Higher emissions are found along major concentration of roads with lower emissions in more rural areas. Worcestershire’s Planning Policy to reduce CO2 emissions by reducing the need to travel is contrary to what is being proposed with this development and does not provide any evidence to show how such proposals contribute to the national objective of reduction in CO2 by 2050. Removal of the Green Belt would mean residents would have to travel by car to a green space whereas now they can walk. • <u>Traffic congestion</u> leading from Spennells to Worcester Road, Comberton, Kidderminster railway station and Mustow Green is already heavy, particularly morning and evenings and start and end of the school day. Increasing the number of houses and subsequent traffic both for the estate and through traffic will do nothing but add to the existing problem. Each household will have at least two cars. We have seen significant increases in cars on Spennells over the last 15 years as families have grown up and children have purchased cars. There is also difficulty in finding sufficient car parking now where you have more than two cars and so people are parking in other roads to compensate. This also has issues relating to pedestrian safety especially with children walking to school. I have to drive a lot for my job and this will not help my journey time or experience. • <u>The overbearing nature of the expansion and sprawl</u> at Spennells affecting the population/over-population, character, beauty of the landscape whilst impacting on noise levels, disturbance, reduction in privacy, potential overlooking and proximity to green space. Also encroachment and sprawl towards Stanklyn Lane. This is not poor quality land. • <u>Healthy individuals and community</u> – Residents use the fields for walking and exercise whether that be cycling, dog walking, running to name a few, each day and the loss of this space will affect health and personal wellbeing. Proximity of the green open space increases levels of physical activity. This informal recreational space makes it a good place to live. It also created a space for other interaction with residents. Worcestershire Council Green Infrastructure Strategy makes particular reference to the importance of

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			<p>spaces such as this for activity and mental health. This is a key health matter, which will not be helped by these proposals.</p> <ul style="list-style-type: none"> • <u>Flood Risk/Climate Change</u> - Loss of Green Belt land has the potential to increase the flood risk as there will be an obvious reduction in ground to absorb water. House building and residents need for parking will mean that even small green lawns will disappear to accommodate that aspect. This already happens. Worcestershire Planning Policy states that we should minimize hard land surfacing and hard landscaping in recognition that climate change is seeing and will see surface water increase due to short intense periods of rainfall. • <u>Natural Environment</u> – the NPPF states that we should create, protect, enhance and manage green infrastructure and bio-diversity. We should minimize pollution and other adverse effects on our local and natural environment. We should conserve landscape and scenic beauty, tranquillity and the riches of wildlife. These proposals present potential unacceptable risks from pollution on health, natural environment and general amenity/recreation. The policy also states that any plans should allocate land that is of least environmental value. The fields house a host of wildlife including bats, sparrow hawks, skylarks, waxwings and badgers. The land is sometimes left as a natural habitat attracting the very insects that is encouraged e.g. butterflies and bees. • <u>Increased anti-social behaviour and crime</u> – with the doubling of the size of Spennells, this is highly likely. Already happens on the Estate in certain places. • <u>Infrastructure</u> – no indication as to the needs of local schools, places available and where and the resultant increase in traffic. Traffic already heavy to Heronswood, Comberton and King Charles 1. Increased demands on public health, refuse, road maintenance. Medical services – what impact on obtaining doctor and dental services and hospital facilities? Worcester hospital is already in special measures and unable to cope with demand. Kidderminster services limited. • <u>Good place to live</u> – I have lived here since 2001 and have regularly used this field for exercise/running. This development will not improve the place where I live.
	LPPO2281	Object	I am particularly concerned to make representations concerning the Council's Option A, requiring the massive re-designation of valuable Green Belt land to the south-east of Kidderminster and to make reference to the Council's

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			<p>stated objectives.</p> <p><u>Objective: To determine where houses are to be sited.</u></p> <p>This objection, to the Council's apparent preference of Option A as its selected area for major development, clearly shows why this option is the lesser appropriate of the 2 choices offered for public review. It also suggests that there are various other potential alternative sites, available to relieve pressure on the Council to re-designate Green Belt for housing and infrastructure.</p> <p>Incidentally, it's common practice for planners to avoid urban development across ridges into valleys, in order to take account of visual intrusion into surrounding countryside. The existing Kidderminster boundary is so screened from Summerfield. Selection of Option A would extend the boundary into the valley occupied by Stanklyn Lane, with the next ridge being a further half mile, or so, away at Shenstone. That visual intrusion could be seen as unacceptable to Summerfield residents, who will quite reasonably wish to perpetuate separation of their village from the town, both physically and visually.</p> <p>The mere nature of a mega-estate with little or no open space makes it environmentally unattractive and, as such, that prospect should be avoided.</p> <p><u>Objective: To provide necessary Infrastructure (transport, schools, health etc.)</u></p> <p>Consideration has to be given to the significant needs and the problems emanating from planned urban expansion including (a) the need for new surgeries and the lack of qualified doctors/nurses, (b) similar considerations for dental and other health services, (c) Hospital provision (Worcestershire Royal is already at breaking point), (d) a really substantial increase in the need for school places (new developments always attract young families), (e) the current lack of local bus services and the apparent inability to improve the situation, etc. Importantly, it has to be established if it's practical to provide these services and if Government money will be made available, as the cost, which will undoubtedly increase substantially over the period of the Plan, should not be borne by the local purse.</p> <p>The practicality and affordability of providing (a) road access, (b) gas supplies at required pressure - already low at peak times, (c) electricity, (d) water and sewerage, remain questionable – there's been little change since the existing Spennells Estate was developed and previous investigations considered by Tribunal identified that such works can be potentially problematical and costly.</p> <p>If Option A were to be selected:</p>

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			<ul style="list-style-type: none"> Road access will present a particular problem, (see also *** below). There's every possibility that 'Severn Trent Water' would still have "supply difficulties which would cause financial problems" The cost and practicality of contract works, and the adequacy of the water table to supply water to a massively extended Spennells Estate, will presumably need to be determined. The difficulty of dealing with surface water is another issue, requiring investigation. It's believed there's no natural drainage from the valley surrounding Stanklyn Lane and that the 'run off' from the proposed development would simply exacerbate the problem. Existing foul sewers are unlikely to have the capacity to handle sewerage from a vastly expanded estate. It's understood there's a small 'pumping station' in Summerfield (Wychavon) but, it's probable that entirely new contract works, with related costs and difficulties, will be necessary. Broadband has now become a further consideration. <p><u>Objective: To avoid traffic congestion and resulting health and nuisance issues.</u></p> <p>There should be no need for new motorways and trunk roads, but simply to improve communications to resolve local issues.</p> <p>In this context, any proposal for development of Green Belt between Spennells, Stone and Summerfield is premature. It is questionable as to how the proposed site can be served by roads. There are two road exits from the existing Spennells Estate on to Spennells Valley Road which, at times, are already heavily congested. These exits could not possibly cope with a massive expansion of the estate, which would simply exacerbate existing traffic problems and certainly not provide safe pedestrian and vehicular access. Any decision to select Option A, therefore, should not be concluded until it can be established that additional access is both practical and affordable.</p> <p>It's reasonable to submit that further development of Spennells would require a completely separate road network. The only obvious alternative being access from Stanklyn Lane, which is not practical, as the existing junction with Worcester Road is already dangerous and inadequate for present needs. Access to the Bromsgrove Road is understood to have similar difficulties.</p> <p>It can only be assumed that the Council's plans are reliant upon the future potential for the construction of the long-postponed Kidderminster Eastern Relief Road, which would require massive expenditure, including for the bridging of the railway from Worcester Road. The financing of any such project would be the responsibility of Worcestershire</p>

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			<p>County Council and, presumably require Government financing. Recognising that available finance is extremely difficult to secure and that the Government has many other major priorities, it has to remain in doubt as to whether such a major project would receive the necessary backing.</p> <p>It goes without saying that increased volumes of traffic = more emissions = more illness and early deaths, noise pollution, vehicular and pedestrian hazards, nuisance etc. The Council's planning does not appear to have addressed this problem, which has no obvious solution.</p> <p><u>Green Belt is valued</u></p> <p>The countryside (particularly Green Belt), is a valuable asset in its own right. It should be safeguarded, and indeed restored where possible.</p> <ul style="list-style-type: none"> • The economy of Wyre Forest is to a large extent dependent on tourism and the District's natural environment is part of its attraction. • The Worcestershire Wildlife Trust is aware that the land designated for Option A has, for many years been habitat for nesting skylarks and more recently to substantial flocks of corn buntings, varying numbers of wintering fieldfares, redwings and waxwings. Song thrushes have returned, as have linnets, house sparrows and starlings, all of which appeared amongst the 67 species identified on a recent 'Red List' of endangered species. Even the herring gulls we see in our fields are on that list. We are also privileged to share our local area with swallows, goldfinches, greenfinches, chaffinches, siskins, jays, carrion crows, rooks, nuthatches, dunnocks, great spotted and green woodpeckers, kestrels, buzzards, tawny owls, and other bird species. The area is also home to various moth and butterfly species, most of which are in serious decline, foxes, badgers, rabbits and, importantly, bats ... a really fantastic biodiversity to protect! • The Green Belt provides a buffer zone between the large urban areas and the pleasant surrounding country residential areas of Stone and Summerfield. • Retention of Green Belt avoids the possibility of the whole area becoming a built up urban sprawl. • It's an invaluable asset for public recreational use – Healthy exercise and relaxation, use of the bridle path and public rights of way for walking, jogging/running, , horse riding, dog walking, nature /bird watching etc. and simply the peaceful enjoyment of open 'green space'. • Agriculture – It was confirmed in writing, some years ago, but nevertheless still relevant, that most of the land in question (Option A), had been surveyed by the Ministry of Agriculture Fisheries and Food and had

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			<p>been classified as “Grade 2, with a small proportion falling within Grade 3a”. It was then made clear by the Ministry that this land is “of a high quality and should be retained in agricultural production”.</p> <p><u>Objective: The protection of, and support for the role of the Green Belt - limited strategic release.</u></p> <p>The Green Belt is an important aspect of regional planning.</p> <p>The Council has had a Green Belt Review carried out by Planning Consultants, as part of the Wyre Forest Local Plan. It’s apparent however that, until recently, there’s been no public consultation on this issue.</p> <p>Every effort should be made to retain this important asset for the District. The Green Belt gives legal protection to the English countryside, whilst avoiding urban sprawl, notwithstanding the significant pressures being put on Councils to provide for unrealistic housing and infrastructure.</p> <p>The Council’s planning, so far as it relates to Option A, makes no attempt to achieve its stated objective of a “limited strategic release”. It is indeed planning for the wholesale destruction of a most valuable, local asset.</p> <p>N.B. If this plan were to go ahead, there would be little, if any, remaining Green Belt where Kidderminster (Wyre Forest) adjoins the District of Wychavon.</p> <p><u>Access to Option A and other potential alternatives</u></p> <p>If, and only if, all other avenues have been investigated and it is established beyond doubt that there is no other alternative than to remove some selected areas from Green Belt protection, it will be entirely preferable for the burden to be shared, so far as possible. All interested parties will have some empathy with the efforts of other groups to protect their local environment and most will have persuasive representations. However, the foremost considerations in such circumstances must essentially be the comparative practicality and cost of constructing access to the selected land and the provision of related infrastructure. In selecting Option A, the Council is gambling on the most unlikely prospect of a massive injection of Government money to finance the Kidderminster Eastern Relief Road.</p> <p><u>Objective: To give due consideration to Nature protection issues.</u></p> <p>Clearly the proposed development of massive areas of countryside, including Green Belt to the south and east of Kidderminster, takes very little consideration for the protection of nature in this area. It simply suggests that other areas may have been given more favourable consideration. The value to nature of the land designated as Option A, particularly to endangered species of birds and bats, is the subject of earlier comment. To develop this land will,</p>

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			<p>therefore, be counter-productive in achieving the Council's objective.</p> <p><u>Objective: To help resolve traffic issues in Kidderminster by providing an alternative route for through traffic and enhancing rail services.</u></p> <p>Comments concerning the reliance on Government funding and the lack of any certainty regarding the construction of the long-planned Kidderminster Eastern Relief road are given above. The Council should re-address this objective. The rebuilding of the Rail station at Kidderminster will result in a much better image for the town, as will a new bus station on Comberton Hill. It will, however, be much more difficult to persuade rail operators to enhance the quality and regularity of services and the cost of public transport generally is offputting. Neither rail nor bus services are relevant to the objections included in this communication.</p> <p>The local traffic issues on Spennells have been created by the excessive use of land for housing and past failure to plan adequate vehicular access for such a large residential area. To proceed with plans to develop Option A without planning an entirely new road access, irrespective of proposals for through traffic, will simply exacerbate the problem and, for that reason, any consideration of this option is premature.</p> <p><u>Summary</u></p> <ul style="list-style-type: none"> Residents may be forgiven for believing that local planning is bureaucratic and unproductive and, that their participation is unlikely to make a difference. Since the widespread loss of valuable agricultural land was identified after World War II and the Town & Country Planning Act of 1947 established rules for the long term protection of farmland and the monitoring of planning decisions, land loss to urban sprawl has continued at an increasingly alarming rate. That will, if allowed to continue, decimate most of the Country's green spaces. This 'creeping' phenomenon is now seriously threatening quality of life in Wyre Forest and must be addressed. It cannot be reasonable for planning 'blight' to continue enforcing one new housing development after another, each leapfrogging over the last incursion into Green Belt, ad infinitum. Spennells was originally planned in the late 1970's/ early 1980's, as a 'village type' development. In subsequent years, however, this ambition has got completely out of hand. Further expansion and consequent deterioration of residents' quality of life is, in itself unacceptable but, where does this stop? Continuing development is self-perpetuating. It goes without saying that more roads/industry/housing = more population = more development = more need for development land, ad infinitum. It's important therefore, for planners to keep expansion under control and take account of the damage being done to a

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			<p>desirable residential district by an over-indulgence in the use of tarmac, concrete, bricks and mortar.</p> <ul style="list-style-type: none"> The National Planning Policy Framework, as the main statement of Government policy, explains that Green Belt is fundamentally designed “to prevent urban sprawl by keeping land permanently open”; the essential characteristics being “openness” and “permanence”. Any decision to remove that “permanent” protection should only be considered therefore, in the most exceptional circumstances. It has to be recognised that, once Green Belt protection is lost and land developed, it can never be returned to the countryside. Indeed, the loss of that protection simply puts under threat the next area of our countryside environment. Green Belt protection should therefore be the first consideration of any Local Authority’s Structure Plan. No Green Belt land should be lost unless it can be shown beyond doubt that there’s an imperative need which cannot be resolved in any other way. The land designated as Option A has been previously proposed by the County Council for re-designation but after due consideration by Planning Tribunal has retained its protected status. The existing Green Belt in Wyre Forest and, specifically that between Spennells Estate, Summerfield and Stone has functioned well for the last 35/40 years or so and, has continued to achieve its objectives. , Should it be established beyond doubt that there is no alternative than to plan for selective development of Green Belt, there are more suitable alternatives to Option A, including those designated as ‘core’ sites. The main considerations are (a) ease of access (b) uncertainty of the availability of Government finance, (c) fewer problems in providing infrastructure/services and, (d) relative development costs. Wyre Forest District Council was successful in supporting the Spennells Valley Residents’ Association, in 1983, when objecting to the County Council’s Structure Plan proposal to remove from the Green Belt the land now designated as Option A. There has been much changed in the meantime but, if the District Council is to press on with its apparent preference for development of Option A, residents should have sight of the Council’s objections to the Hereford & Worcester County Structure Plan, for which an Examination in Public was held in October 1983. There will undoubtedly be continuing issues even after the passage of time. <p>And finally</p> <ul style="list-style-type: none"> Protection of Green Belt is of much greater value than that of open countryside.

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	LPPO2282	Object	<p>Having attended one of the consultation events, I wish to object to both option A and B that relate to expansion of the fields behind Spennells Estate on the following grounds:</p> <ul style="list-style-type: none"> • <u>Insufficient information and evidence</u> at the consultation with regard to reasons why the expansion of Spennells Estate is necessary and the potential impact that either option will have on the population, residents, infrastructure and environmental issues. Residents unable to fully engage with minimal information from the council staff attending. • <u>Population in our area</u> has been static since early 1990's and therefore, I see no substantive evidence to suggest that the population is likely to grow to anything like the projections stated in the Local Plan. Furthermore, the restrictions being placed on migrants now and post-Brexit suggest that population will not increase significantly. The projections being stated are purely speculative. There is no reason for people to move to Kidderminster in large numbers and they would not move here for work. Those who will move here will continue to commute to Worcester, Wolverhampton and Birmingham and will continue to add to the congestion that already exists. • <u>All brownfield sites</u> in the region should be exhausted as should empty housing and buildings before any Green Belt should be considered. Recent communications from the council have suggested that there are sufficient brownfield sites to accommodate the housing needs. There is no substantive evidence to conclude that expansion into Green Belt land is a necessity. • <u>Climate change/CO2 emissions</u> – Worcestershire Green Infrastructure Strategy already acknowledges that Worcestershire has a higher than West Midlands average of CO2 emissions due to domestic and transport emissions. Higher emissions are found along major concentration of roads with lower emissions in more rural areas. Worcestershire's Planning Policy to reduce CO2 emissions by reducing the need to travel is contrary to what is being proposed with this development and does not provide any evidence to show how such proposals contribute to the national objective of reduction in CO2 by 2050. Removal of the Green Belt would mean residents would have to travel by car to a green space whereas now they can walk. • <u>Traffic congestion</u> leading from Spennells to Worcester Road, Comberton, Kidderminster railway station and Mustow Green is already heavy, particularly morning and evenings and start and end of the school day. Increasing the number of houses and subsequent traffic both for the estate and through traffic will do nothing but add to the existing problem. Each household will have at least two cars. We have seen significant increases in cars on Spennells over the last 15 years as families have grown up and children have purchased

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			<p>cars. There is also difficulty in finding sufficient car parking now where you have more than two cars and so people are parking in other roads to compensate. This also has issues relating to pedestrian safety especially with children walking to school. I have to drive a lot for my job and this will not help my journey time or experience.</p> <ul style="list-style-type: none"> • <u>The overbearing nature of the expansion</u> and sprawl at Spennells affecting the population/over-population, character, beauty of the landscape whilst impacting on noise levels, disturbance, reduction in privacy, potential overlooking and proximity to green space. Also encroachment and sprawl towards Stanklyn Lane. This is not poor quality land. • <u>Healthy individuals and community</u> – Residents use the fields for walking and exercise whether that be cycling, dog walking, running to name a few, each day and the loss of this space will affect health and personal wellbeing. Proximity of the green open space increases levels of physical activity. This informal recreational space makes it a good place to live. It also created a space for other interaction with residents. Worcestershire Council Green Infrastructure Strategy makes particular reference to the importance of spaces such as this for activity and mental health. This is a key health matter, which will not be helped by these proposals. • <u>Flood Risk/Climate Change</u> - Loss of Green Belt land has the potential to increase the flood risk as there will be an obvious reduction in ground to absorb water. House building and residents need for parking will mean that even small green lawns will disappear to accommodate that aspect. This already happens. Worcestershire Planning Policy states that we should minimize hard land surfacing and hard landscaping in recognition that climate change is seeing and will see surface water increase due to short intense periods of rainfall. • <u>Natural Environment</u> – the NPPF states that we should create, protect, enhance and manage green infrastructure and bio-diversity. We should minimize pollution and other adverse effects on our local and natural environment. We should conserve landscape and scenic beauty, tranquillity and the riches of wildlife. These proposals present potential unacceptable risks from pollution on health, natural environment and general amenity/recreation. The policy also states that any plans should allocate land that is of least environmental value. The fields house a host of wildlife including bats, sparrow hawks, skylarks, waxwings and badgers. The land is sometimes left as a natural habitat attracting the very insects that is encouraged e.g. butterflies and bees. • <u>Increased anti-social behaviour and crime</u> – with the doubling of the size of Spennells, this is highly likely.

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			<p>Already happens on the Estate in certain places.</p> <ul style="list-style-type: none"> • <u>Infrastructure</u> – no indication as to the needs of local schools, places available and where and the resultant increase in traffic. Traffic already heavy to Heronswood, Comberton and King Charles 1. Increased demands on public health, refuse, road maintenance. Medical services – what impact on obtaining doctor and dental services and hospital facilities? Worcester hospital is already in special measures and unable to cope with demand. Kidderminster services limited. • <u>Good place to live</u> – I have lived here since 2001 and have regularly used this field for exercise/running. This development will not improve the place where I live.
	LPPO2283	Object	<p>Having attended one of the consultation events, I wish to object to both option A and B that relate to expansion of the fields behind Spennells Estate on the following grounds:</p> <ul style="list-style-type: none"> • <u>Insufficient information and evidence</u> at the consultation with regard to reasons why the expansion of Spennells Estate is necessary and the potential impact that either option will have on the population, residents, infrastructure and environmental issues. Residents unable to fully engage with minimal information from the council staff attending. • <u>Population in our area</u> has been static since early 1990's and therefore, I see no substantive evidence to suggest that the population is likely to grow to anything like the projections stated in the Local Plan. Furthermore, the restrictions being placed on migrants now and post-Brexit suggest that population will not increase significantly. The projections being stated are purely speculative. There is no reason for people to move to Kidderminster in large numbers and they would not move here for work. Those who will move here will continue to commute to Worcester, Wolverhampton and Birmingham and will continue to add to the congestion that already exists. • <u>All brownfield sites</u> in the region should be exhausted as should empty housing and buildings before any Green Belt should be considered. Recent communications from the council have suggested that there are sufficient brownfield sites to accommodate the housing needs. There is no substantive evidence to conclude that expansion into Green Belt land is a necessity. • <u>Climate change/CO2 emissions</u> – Worcestershire Green Infrastructure Strategy already acknowledges that Worcestershire has a higher than West Midlands average of CO2 emissions due to domestic and transport

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			<p>emissions. Higher emissions are found along major concentration of roads with lower emissions in more rural areas. Worcestershire's Planning Policy to reduce CO2 emissions by reducing the need to travel is contrary to what is being proposed with this development and does not provide any evidence to show how such proposals contribute to the national objective of reduction in CO2 by 2050. Removal of the Green Belt would mean residents would have to travel by car to a green space whereas now they can walk.</p> <ul style="list-style-type: none"> • <u>Traffic congestion</u> leading from Spennells to Worcester Road, Comberton, Kidderminster railway station and Mustow Green is already heavy, particularly morning and evenings and start and end of the school day. Increasing the number of houses and subsequent traffic both for the estate and through traffic will do nothing but add to the existing problem. Each household will have at least two cars. We have seen significant increases in cars on Spennells over the last 15 years as families have grown up and children have purchased cars. There is also difficulty in finding sufficient car parking now where you have more than two cars and so people are parking in other roads to compensate. This also has issues relating to pedestrian safety especially with children walking to school. • <u>The overbearing nature of the expansion and sprawl</u> at Spennells affecting the population/over-population, character, beauty of the landscape whilst impacting on noise levels, disturbance, reduction in privacy, potential overlooking and proximity to green space. Also encroachment and sprawl towards Stanklyn Lane. This is not poor quality land. • <u>Healthy individuals and community</u> – Residents use the fields for walking and exercise whether that be cycling, dog walking, running to name a few, each day and the loss of this space will affect health and personal wellbeing. Proximity of the green open space increases levels of physical activity. This informal recreational space makes it a good place to live. It also created a space for other interaction with residents. Worcestershire Council Green Infrastructure Strategy makes particular reference to the importance of spaces such as this for activity and mental health. This is a key health matter, which will not be helped by these proposals. • <u>Flood Risk/Climate Change</u> - Loss of Green Belt land has the potential to increase the flood risk as there will be an obvious reduction in ground to absorb water. House building and residents need for parking will mean that even small green lawns will disappear to accommodate that aspect. This already happens. Worcestershire Planning Policy states that we should minimize hard land surfacing and hard landscaping in recognition that climate change is seeing and will see surface water increase due to short intense periods of rainfall.

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			<ul style="list-style-type: none"> • <u>Natural Environment</u> – the NPPF states that we should create, protect, enhance and manage green infrastructure and bio-diversity. We should minimize pollution and other adverse effects on our local and natural environment. We should conserve landscape and scenic beauty, tranquillity and the riches of wildlife. These proposals present potential unacceptable risks from pollution on health, natural environment and general amenity/recreation. The policy also states that any plans should allocate land that is of least environmental value. The fields house a host of wildlife including bats, sparrow hawks, skylarks, waxwings and badgers. The land is sometimes left as a natural habitat attracting the very insects that is encouraged e.g. butterflies and bees. • <u>Increased anti-social behaviour and crime</u> – with the doubling of the size of Spennells, this is highly likely. • <u>Infrastructure</u> – no indication as to the needs of local schools, places available and where and the resultant increase in traffic. Traffic already heavy to Heronswood, Comberton and King Charles 1. Increased demands on public health, refuse, road maintenance. Medical services – what impact on obtaining doctor and dental services and hospital facilities? Worcester hospital is already in special measures and unable to cope with demand. Kidderminster services limited. • <u>Good place to live</u> – this proposed development does not enhance my surroundings or improve my place to live.
	LPPO2291	Object	<p>Why use green fields when there are Brownfield sites which will help regenerate Kidderminster.</p> <p>Houses are required but with this comes more schools, health facilities and roads. Green Belt must be protected for the future.</p>
	LPPO2292	Object	<p>Concern regarding Spennells, we use the proposed areas for jogging. Dog walking; relieve stress, bridle paths for to ride horses.</p> <p>More houses would affect the local primary school by increasing class sizes and reducing resources per student, they are already stretched now.</p> <p>Loss of Green Belt, loss of wildlife habitat, skylarks, linnets, badges, hedgehogs and field mice.</p>

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			<p>Increased pollution both noise and emissions from heavier traffic which will increase the risks to our health and well being.</p> <p>It is good quality agricultural land which should be used to grow food reducing our carbon footprint.</p> <p>Alternative land should be found as there are plenty of unused, derelict properties and grounds that could be used instead for homes instead of destroying countryside.</p>
	LPPO2293	Object	Object to the proposal to develop Green Belt land at Spennells. Will exacerbate already bad traffic congestion; ruin the countryside which is extremely important for physical and mental wellbeing. Please consider the wider impact on people than meeting government targets.
	LPPO2294	Object	Object to the proposals at Spennells fields being built upon. It would cause terrible congestion, stop walkers enjoying the countryside; and destroy wildlife.
	LPPO2299	Object	I do not think the benefits of easier school provision and eastern bypass option outweigh large scale expansion east of Kidderminster.
	LPPO2300	Object	<p>I object to proposed development at Spennells (Option A).</p> <p>We use these fields.</p> <p>Green Belt land - original purpose of Green Belt, was to contain sprawl of urban development and provide green space between towns.</p> <p>Health and wellbeing of residents. Childhood obesity is on the rise, we should encourage children to stay active and healthy by taking regular exercise.</p>
	LPPO2304	Object	We have regularly used the footpaths from Spennells to Stanklyn Lane, Stone and Captains Pool to relax, walk, jog, cycle and see the wildlife, hedgerows and the agricultural crops. The loss of the Green Belt fields would severely affect our wellbeing and quality of life. Whilst respecting the need for housing developments I believe that this part of the Green Belt, with its strong links to the local community, must be protected.

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			<p>I do not believe, for the following reasons, that the south east of Kidderminster, in particular the fields between Stanklyn Lane and Spennells, are a suitable or sustainable location for urban expansion:</p> <ul style="list-style-type: none"> • The WFDC housing strategy in the Preferred Options Document is driven by a desire to build a Kidderminster eastern relief road. It is of concern that the road proposal is not contained in the WFDC 'Infrastructure Delivery Plan (2012)' and that there has not been any visible planning and public consultation for it. The desire for a new road has placed a bias on the proposal for housing developments to the south and eastern side of Kidderminster (core and option A) whilst disregarding other potential areas to the north and outer regions of the town. WFDC are using the government housing demands with potential funding from the housing contractors to remake their case to government for a relief road, regardless of the impact of such a development and road near to existing communities. This appears to be a backdoor approach to planning and shows a total disregard for the communities affected. • The land between Spennells and Stanklyn Lane is of the highest agricultural quality in the Kidderminster area and is well managed. The Preferred Options Document is in error as it states that the land is of poor agricultural quality and poorly managed. • The fields between Spennells and Stanklyn Lane are in the Green Belt and combine good agricultural land with a multitude of footpaths, bridle paths and hedgerows. The elevated position also provides views of Stone Church, the Abberley Hills, Habberley, the Clee Hill, the Brown Clee and across Kidderminster. The footpaths and bridle ways are well worn and used extensively by Spennells, Stanklyn, Stone and Summerfield communities for walking, jogging, cycling, dog walking and horse riding. They are also accessible for people of all ages. Loss of this Green Belt would deprive the community of a much used and valued open space, essential for their health and wellbeing in this age of stress and obesity. • If the fields between Spennells and Stanklyn Lane are built on then accessible open spaces for residents will be lost as the Green Belt to the south of Stanklyn lane does not have public access. • Building on this elevated area of Green Belt would have a significant visual impact on Spennells Summerfield and Kidderminster alike, particularly for those residents who are adjacent to the Green Belt. • The elevated position of the fields has caused flash flooding to Spennells residents on two occasions to my knowledge. Building on the fields could increase the risk. • The Spennells community is large and further expansion could not be accommodated by the school. The school acquired the community hall to accommodate current levels of intake.

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			<ul style="list-style-type: none">Traffic congestion during Spennells School opening and closing times is already high, further housing development would render this intolerable.
	LPPO2306	Object	<p>Object to proposed development on Green Belt land between Spennells Estate, Stanklyn Lane, A448 and the A449.</p> <p>Spennells is one of the largest estates in the Wyre Forest area, but because of the fields and footpaths everybody can walk into countryside. There are no public footpaths south of Stanklyn Lane.</p> <p>New relief road will add to pollution and traffic around Kidderminster making the A449 even busier. Often long queues starting before the Black Bridge. Encourage lorries to stay on the motorway and not head for Kidderminster.</p>
	LPPO2312	Object	<p>Option A. Building on fields at Spennells. Locals and others enjoy walking, walk dogs, countryside, enjoy nature.</p> <p>Relief road - poorly thought out as 5 junctions between new Hoobrook/Stourport Rd relief road and Droitwich Road turnoff which causes long tailbacks for all especially at peak times.</p> <p>Currently getting out of our lane is a nightmare as very busy and been the scene of numerous accidents. This will only get worse if more traffic is added.</p> <p>More pollution to the local area.</p>
	LPPO2315	Object	<p>Object to the Spennells proposal.</p> <p>We need more houses, but only if the residents have local jobs, therefore encourage investment in industry for the town.</p> <p>We need a better transport infrastructure, upgrade the A456, and A449 to a dual carriage way.</p> <p>We need improved rail infrastructure, we need more trains, and bigger trains. A large number of homes would need</p>

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			<p>more energy whereas a smaller number of homes could benefit from a solar/wind farm.</p> <p>The bypass from Stourport road to Worcester Road has eased traffic going towards Kidderminster but prior to it, at peak times is backed. Roads need sorting before more housing or better public transport.</p>
	LPPO2319	Object	<ul style="list-style-type: none"> • Objects to Option A - Spennells development. • Recently moved to the area and the main attractions were the countryside and views. • Have opportunity for exercise and do leisurely activities such as bike rides, walking etc. regardless of financial status. • Countryside is good for our wellbeing. • Our children enthuse about the local wildlife. • Children from nearby schools visit these fields to appreciate the wildlife. • Once Green Belt is gone it will not be restored. • Concrete playground is no substitute for green fields. • Our solicitor did relevant searches on the immediate area - they were not told about this development by the council. • Local people will not be able to afford new homes built on Green Belt land. • There are plenty of brownfield sites which could be used instead to create affordable homes - therefore reducing car journeys and pollution. • Using brownfield sites would improve the local environment. • Good quality agricultural land will be lost if Green Belt land is developed - how are we expected to buy local produce and reduce carbon footprint if it is not produced locally.
	LPPO2328	Object	<p>Looking at the proposals it appears that there are plenty of brownfield sites already available for redevelopment which should be used before any new areas are considered for development.</p> <p>The case for such a large increase in house building in the area appears to be based mainly on optimistic guess work which will need a large expansion of the employment prospects within the area. This at the present time appears most unlikely. If the employment prospects are not available a large increase in housing will bring in people who</p>

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			<p>become commuters and the current infrastructure, roads and rail, will not cope with this, meaning large investment in the area. Is this funding available in the current economic climate, which with Brexit about to happen could well cause economic cutbacks to extend well into if not beyond the local plan period.</p> <p>The area to the rear of Spennells estate in option A should remain in the Green Belt. The footpath/bridleway and the edges of the fields are currently used for people exercising and walking their dogs, not all of these people are Spennells residents. I object to this facility being lost as we are all urged by the Government and medical professions to take more exercise to keep healthy.</p> <p>The fields are currently productive from an agricultural viewpoint, if this land is reclassified this will be a loss not only to the farmer but to the country as a whole. I therefore object to the reclassification on these grounds as with Brexit approaching we are told we need to be more self-sufficient in our food/drink needs. The Barley regularly grown on these fields must help with this need.</p> <p>There is a small coppice adjacent to the southern boundary of Spennells, this includes several Scots Pine and Oak trees all of which have preservation orders on them. Also this area is visited by many species of birds which are not common in our gardens as well as bats and badgers. Both of which are subject to legal protection, therefore I object to this area being removed from the Green Belt.</p> <p>I strongly object to the fields to the south and south east of Spennells being reclassified and developed, if this should be done it should be subject to very strict planning rules, because it will cause urban sprawl linking Kidderminster to Summerfield, Torton and Stone.</p> <p>There should be no direct vehicular access to the new housing development from the existing estate. Currently at peak periods there is frequently a 20 minute waiting time to access Spennells Valley Road and then further congestion to the Worcester Road. I therefore object to any further vehicular access being provided from the existing estate roads. Not only will it cause increased traffic congestion but it will affect the quality of life for existing residents by increasing pollution, which the council are supposedly trying to improve.</p> <p>To sum up this is a very vague plan with no decisions being made until it is adopted. There is nothing included to</p>

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			<p>improve the quality of the town centre. This would attract business and employment to the area, which would increase the requirement for housing within the whole of the Wyre forest district and not just Kidderminster which the plan proposes.</p> <p>I therefore prefer Option B and object to Option A.</p>
	LPPO2330	Object	<p>Preferred Options Document Consultation flawed; Option A offers little benefit.</p> <p>The proposed housing projection overstated.</p> <p>Is this another attempt at getting a relief road (para. 31.5), existing road system is insufficient more houses would exacerbate</p> <p>The Council's track record for building new roads poor.</p> <p>How will already over-stretched Health/Social Care Services cope with aging population</p> <p>Building on Green Belt = less outdoor exercise opportunities</p> <p>Evidence suggests enlarging Spennells could lead to an increase in crime</p> <p>The town centre has already and continues to decline</p> <p>Multi-plex cinema a non-starter</p> <p>With increase in online shopping, use town land for housing</p>
	LPPO2338	Object	<p>Strongly objects to Option A.</p> <p>There Is No Significant Natural Interest in Spennells Fields. Rather than meet the required objective of enhancing</p>

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			<p>biodiversity and geological conservation, Option A will destroy an area which the report incorrectly states has no natural interest. As an owner and breeders of award winning show dogs, in recent years we have walked in Spennells Fields more than 200 times each year. The fields are teeming with wildlife with over 90 species of birds being identified on Captains Pool and a further 20 species in and around Spennells Fields. Many of the birds listed in these records are Red and Amber listed (Birds Of Conservation Concern 4) including on the Red List Lapwing, Merlin, Skylark, Starling, Ring ouzel, Fieldfare, Song thrush, Redwing, Mistle thrush, House sparrow, Yellow wagtail, Grey wagtail, Linnet, Yellowhammer and the Corn bunting.</p> <p>In addition to the bird life there are badgers and foxes present (the boundary to the south of Captains WFR/ST/1) comes within 2m of a very large fox earth. Foxes are protected under a series of wildlife protection laws against poisoning, gassing, asphyxiating, maiming, stabbing, impaling, drowning, clubbing and most forms of snaring, with anyone convicted of carrying out such acts liable to 6 months imprisonment and/or a £5,000 fine per animal. The fields and hedgerows of this area are where the animals forage.</p> <p>Grass snakes are widely distributed in the area of Spennells fields and in 2016 there was signage warning walkers that adders were in the area.</p> <p>Four species of bats are identified in and around Stone Hill South (OC13). These include Long Eared Bats, Pippistrelles, Soprano Bat and Daubentons Bat.</p> <p>A large number of moths and butterflies have also been noted in the area widely now known as Spennells Fields.</p> <p>The Infrastructure Demands Are Inadequately Addressed. If all the development takes place as in Option A, there would not be the pupil numbers required to build a new primary school for a number of years. Heronswood Primary does not have the capacity to expand exponentially during this time.</p> <p>Secondary schools in Wyre Forest are underperforming BUT if option A is adopted the secondary school in the Wyre Forest with the least opportunity to expand is King Charles, where the upper school site is landlocked. Other schools have greater possibilities for quality expansion of resources and so it would be sensible to distribute the new units</p>

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			<p>around the area as in Option B.</p> <p>Hospitals throughout Worcestershire are in Special Measures. This issue should be addressed before either Option is adopted. It is also becoming increasingly difficult to obtain a doctor's appointment. This matter also requires rectification if and when Wyre Forest expands further.</p> <p>Open Space and PRoW's do not as such feature in our community facilities plans in the detail we would expect, and yet this is the reason that the area of Spennells Fields is so admired. It is a natural community asset which must not be lost as would be the case in Option A</p> <p>If Spennells doubles in size how could traffic enter and exit the estate? The results of the complete adoption of Option A will be unbearable for current residents of the area.</p> <p>Policing costs also appear greater in Option A and it is also probable that doubling the size of Spennells Estate would promote anti-social behaviour.</p> <p>With a modified Option B development (making greater use of Blakedown and Wolverley) across the Wyre Forest will maximise the use of current resources and as a consequence reduce demands on the infrastructure of one area.</p> <p>Option A will not address the need for affordable homes. WF Council require 30% of new homes to be affordable. Yet the Local Plan Review suggests that WF is an area with a household income that is below average. The percentage of affordable homes therefore needs to be greater in order to attract a greater proportion of younger families to Wyre Forest and to allow these families to purchase a property and to make Wyre Forest a desirable place to live.</p> <p>The Campaign for Rural England has produced a report stating that dwellings built on green land often do not meet such criteria. Based upon planning consultant Glenigan data shows demonstrates that just 16% of houses built on Green Belt land since 2009 outside local plans were classed as 'affordable'.</p>

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			<p>A point which applies to all development is the capacity of large companies to avoid even a 30% target as they have greater resources to call upon than local planning officers who are working with small teams on limited budgets.</p> <p>There will be a major and significant loss of amenity to the residents of Spennells should Option A be adopted, and no details are given relating to the compensatory amenity that residents will enjoy.</p> <p>Proposals within, or conspicuous from the Green Belt, must not be detrimental to the visual amenity of the Green Belt, by virtue of their siting, materials or design. The openness of the Green Belt is its most important attribute. By placing a very large proportion in this one area as detailed in Option A this openness will be lost. It would be further compounded if the bypass were also to go ahead as this would require a large buffer on both sides of such a route in addition to the area required for four carriageways and a central reservation.</p> <p>The removal of these open spaces in largely one area will have a detrimental effect upon active lifestyles of Spennells residents and damage the biodiversity of an area it seeks to enhance.</p> <p>The visual amenity and unique landscapes of Spennells Fields will be lost forever’ and the southern and eastern routes into Kidderminster damaged.</p> <p>Watercourses. Whilst the major watercourses of the Severn, Stour and Canal are detailed in the report, the series of pools leading to Stanklyn Pool and onto Captains Pool receive little attention. This area in the early 1990’s was classified as a site of ecological interest forming part of the linear landscape leading to Spennells nature reserve.</p> <p>We have addressed this issue further in our consideration of developing site OC/12</p> <p>Loss of Green Belt and Arable Land and Hedgerows. Although both Options appear to use roughly the same amount of Green Belt land, the amount used of around 2% is double that which the Government recommends. With Option A this is compounded should the southern/eastern bypass go ahead as this will consume considerably more of the Green Belt to the south of Wyre Forest. The rural nature of Stone Parish will be destroyed.</p>

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			<p>Spennells Fields also provide a green space enjoyed by many of the residents of the current Spennells estate. This space is essential for the well-being, air quality and health of the population. There are also numerous PRow in the Fields the character of which would be destroyed should Option A proceed. These assets have for decades been used and enjoyed by residents.</p> <p>Furthermore it is not only the development of the fields themselves to consider but also the accompanying destruction of the hedgerows which are an environment for many forms of natural life.</p> <p>Spennells Fields are also used intensively for the production of both cereal and vegetable crops. A stated objective in the plan is to prohibit the development of the best and most versatile agricultural land. Development will only be permitted if it can be demonstrated that it cannot be located on previously developed land, within the boundaries of existing settlements or on poorer quality agricultural land. The case to develop this land has not been made.</p> <p>Summary. The use of all the fields suggested in Option A is not a stand-alone decision as the development of a southern/eastern bypass would have a compounding effect in this one area.</p> <p>The doubling in size of Spennells estate will place an unacceptable proportion of the new housing in the Wyre Forest, an area which does not have the infrastructure which can be developed, whereas an amended Option B including both Blakedown, and Wolverley and a development of Lea Castle are better served by the existing infrastructure in terms of transport and schools than is the case in Option A.</p> <p>The doubling in size of Spennells may well increase anti-social behaviour in the area.</p> <p>Unless planning conditions are enforced with vigour the plan would not develop the required number of affordable homes. It is widely accepted that many large building companies often do not deliver the infrastructure promised in their original plans. Therefore whatever plan goes forward it must contain watertight conditions that ensure development companies do not renege on any undertakings made.</p>
	LPPO2341	Object	<ul style="list-style-type: none"> I object to Option A Fields used extensively for recreation would be lost and users would have to travel to similar increasing

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			<p>traffic congestion/pressure on public areas</p> <ul style="list-style-type: none"> • Loss of farmland/wildlife • Use Brownfield first and plan better so units are not built and left unused where houses could have been built. • Option B provides preferred.
	LPPO2344	Object	<p>Objection to Option A:</p> <ul style="list-style-type: none"> • Increase in traffic already congested at peak times = impact on air quality/noise • There is no objective assessment of future trends • Loss of recreation space used for health and wellbeing/impact on landscape • Loss of wildlife, should sustain biodiversity. • Impact on the water environment in the area; affecting local drainage in • Detrimental visual impact forever. • The proposal to build next to one of the already largest housing estates in the area is poorly considered. <p>Regenerate brownfield areas to attract new businesses. Implement plan B - more dispersed strategy across the district</p>
	LPPO2345	Object	<p>Objection to Option A:</p> <ul style="list-style-type: none"> • At event Council staff appeared before end of consultation period to favour Spennells in hope of getting bypass which I don't think is needed • Use brown field sites first e.g. Lea Castle/former Sion Hill school/land next to Wolverhampton road - already good transport links. • Regenerate town centre with affordable housing for residents not large detached properties for commuters. • Loss of recreation space/healthcare provision issue/increase in air and noise pollution • Are housing needs figures correct?

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			<ul style="list-style-type: none"> No more industrial units needed, Easter Park still has some empty units <p>This is not a done deal take people's views into account</p>
	LPPO2346	Object	<p>I object to the plans to build east of Kidderminster:</p> <p>It's Green Belt land, wildlife be lost/increase in traffic on already congested roads/School capacity issue</p> <p>Everything is in favour of LEA CASTLE</p>
	LPPO2347	Object	<p>I wish to raise my strong objection to the above with regard to plan A - the proposal to use Green Belt land to the east of Kidderminster with associated infrastructure (land adjacent to Spennells and Offmore).</p> <p>My grounds for objection are as follows -</p> <ol style="list-style-type: none"> 1. The proposal will result in a huge increase in traffic volumes on minor local roads which are already heavily congested particularly during school term times and bad weather. 2. This increase in traffic will lead to a significant increase in impacts on air quality and a significant increase in noise causing nuisance issues for local residents. 3. The fields are used by many local residents for walking; the loss of this community facility will have an impact on both the physical and mental well being of residents. The plan will result in the loss of this open space. 4. The loss of the fields will have an impact on the diversity of wildlife living in and around the habitats in the area of the fields; we have a responsibility not only to retain suitable areas for wildlife but to improve upon them. The plans to use this Green Belt destroy this valuable space. 5. The building of houses on this area will have a significant detrimental visual impact on the natural beauty of the

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			<p>area forever.</p> <p>6. The proposal to build so many properties in a concentrated area in addition to what is already surely one of the largest housing estates in the area is poorly thought through.</p> <p>7. There are many brownfield areas in Kidderminster and the surrounding area which would benefit greatly from redevelopment and regeneration. This could ultimately encourage new businesses to those areas.</p> <p>8. The current infrastructure will not be able to accommodate the increased pressures from so many new homes, families and traffic in an already large housing estate.</p> <p>9. The loss of the Green Belt land to development will have a significant impact on the water environment in the area; affecting local drainage leading to an increase in surface run off.</p> <p>I strongly request the above concerns are taken into consideration and ask that plan b is implemented - the proposal to have a more dispersed strategy across the district to accommodate the required development</p>
	LPPO2349	Object	Object to Option A: Loss of Green Belt/impact on residents/wildlife/local infrastructure which will not cope
	LPPO2354	Object	<p>Object to plans for area adjacent to the Spennells. Serious concerns about the negative impact that the proposed building works would have on both the estate itself, and on the area as a whole.</p> <p>Primary concern is with the already problematic traffic in and around the Spennells estate. Insufficient road infrastructure to support additional traffic as it is already heavily congested at busy times. The provision of the suggested eastern relief road would not solve the problem of the additional traffic volume entering towards the town.</p> <p>Spennells offers a safe, semi-rural area with easy pedestrian access to nearby countryside. To take away a large section of the surrounding Green Belt land would be damaging enough to the environment, not to mention the detrimental effect it would have on the wellbeing of the local residents. It also seems highly unreasonable that the</p>

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			<p>Kidderminster vicinity alone should bear the majority of the development, when there are so many areas across other nearby towns far more suited for this purpose. This would distribute the housing requirements more fairly and provide opportunities for people on a wider, but still local, scale.</p> <p>Another great concern is the pressure the proposed plans would have on the provision of all the necessary services. The local schools are already stretched to their limits. Sufficient educational facilities would be required to accommodate around 2500 children over the coming years in this area alone. More imperatively, healthcare and emergency services would require huge supplementation both practically and financially in order to suffice the inevitable increase in demand.</p> <p>To summarise, we believe strongly that the proposals to use all of the land adjacent to the Spennells estate for the purpose of housing would be hugely detrimental to the local vicinity. We feel that the best option would be to disperse the housing requirements more evenly across a wider area, using previously developed land first, and Green Belt land only as a last resource once all other available areas have been exhausted.</p>
	LPPO2361	Object	<p>Loss of recreational asset</p> <p>Capacity issues for schools, doctors, hospitals</p> <p>Use Brownfield sites before Green Belt</p> <p>Traffic already bad would be much worse</p>
	LPPO2369	Object	<p>Object Spennells:</p> <ol style="list-style-type: none"> 1. Roads already regularly gridlocked/new link road has added to it 2. Local schools are already full and hospitals are unable to cope

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	LPPO2377	Object	<p>Object to Spennells:</p> <ul style="list-style-type: none"> • Loss of open countryside for recreation • Impact on local farms/wildlife • Increase in traffic • Schools - capacity issue • Large housing developments can encourage poor/anti social behaviour • This is significant in size, use other key Kidderminster sites first
	LPPO2380	Object	<p>Object to Spennells.</p> <ul style="list-style-type: none"> • Loss of fields for recreation/education • Extra pollution/congestion, more dangerous for children • Strain on local schools, doctors, shop
	LPPO2382	Object	<p>Object to Spennells.</p> <ul style="list-style-type: none"> • Use Brownfield sites first, e.g. Kidderminster town centre • Loss of recreational land/wildlife • Traffic already heavy would be worse
	LPPO2383	Object	<p>Object Spennells/Stanklyn Lane Area:</p> <ul style="list-style-type: none"> • Loss of recreational land • Increase in traffic/noise/fumes • Strain on existing education providers/medical services/emergency services • Loss of Green Belt/rights of way/wildlife/agricultural land/ conservation areas (hedgerows), along Stanklyn

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			<p>Lane.</p> <ul style="list-style-type: none"> • Fall in property prices • Use Brownfield sites instead
	LPPO2384	Object	<p>Object Spennells/Stanklyn Lane Area:</p> <ul style="list-style-type: none"> • Loss of recreational land • Increase in traffic/noise/fumes • Strain on existing education providers/medical services/emergency services • Loss of Green Belt/rights of way/wildlife/agricultural land/ conservation areas (hedgerows), along Stanklyn Lane. • Fall in property prices • Use Brownfield sites instead
	LPPO2387	Object	<p>The document contradicts itself, P14 'Virtually static growth' and P33 'needs of the growing population' Wyre Forest population has not grown on the last 10 to 20 years, so assumptions and rounding up of figures have been done to justify building on Green Belt land. Use actual numbers and don't round up housing can be supported by brownfield development. The document should be rejected.</p> <p>The plan appears unbalanced with major expansion to the east of Kidderminster with little to the west. Development of the town centre is not balanced, with plans for a cinema multiplex around the old Glades leisure centre, this could be improved by moving the multiplex into Worcester Street (number of large stores vacant or little used), and use the Glades area for housing, keeping the multiplex closer to the current shops.</p> <p>On expansion to the east of Kidderminster, there would be a loss of Green Belt land and subsequent quality of life, with loss of fields used by Skylarks and other field birds. Option A should be dropped for Option B (lower loss of Green Belt Land).</p>

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			<p>Using the fields to the east of Spennells would effectively merge the communities of Spennells, Stanklyn Lane & Stone which is contradictory to Green Belt rules which is there to prevent communities being merged.</p> <p>Section 31.6 talks about keeping Stanklyn Lane community separate from the proposed development however Option A shows it going right up to the edge of that community, even if only 50% is developed this is still contradiction so Option A should be rejected.</p> <p>Section 31.6 also talks about keeping the view up to Stone church clear yet Appendix A map shows development right along the A448 another contradiction.</p> <p>Option A land adjacent to the railway line (Rear of Spennells & Easter Park (AS/10)) is this within a 600 metre blast zone of the Roxel Summerfield site?</p> <p>The plan talks about a relief road from the A449 to the A456 though this proposed development, this should be dropped along with Option A and develop relief road starting around the around the A449 / A450 Black Bridges area.</p>
	LPPO2400	Object	<p>Object Spennells area:</p> <p>Impact on wildlife/Increased traffic congestion/School capacity issue</p>
	LPPO2406	Object	Object to the Spennells planning proposals
	LPPO2407	Object	<p>As AS/10, WFR/ST/2, OC/13and WFR/ST1 all of which lie at the rear of Spennells estate.</p> <p>My reasons are that the land is greenfield and should remain so. Also the extra traffic on the already congested A449 from Hoo Brook would become intolerable. Added to the extra number of new inhabitants the already struggling schools in the catchment area would not cope, Heronswood Primary school has no scope for expansion and is already having to use portacabins. The local infrastructure is sufficient but would not be able to handle an influx of the number expected.</p>

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	LPPO2417	Object	We wish to object in the strongest possible terms to the proposed extended development of Spennells estate on the grounds of Green Belt destruction instead of use of brownfield land.
	LPPO2418	Object	<p>Object to building on Green Belt land within Kidderminster especially the fields between Spennells and Stanklyn lane.</p> <p>Housing requirements within Kidderminster, based on previous growth, do not warrant anywhere near the proposed amount of houses to be built. There are enough brownfield sites within Kidderminster to meet the current demand.</p> <p>I would like to see evidence of a compiled list of brownfield sites within Kidderminster, including an estimate of the number of dwellings possible on these sites as a total, before considering eating into our precious Green Belt. Suggestions include the old Sladen school site on Hurcott Road, the Old Magistrate's Court and Glades Leisure Centre. There are many more brownfield sites with dwelling potential as you will be aware.</p> <p>We are regular visitors to the fields backing Turnstone Road and have been for many years. On our walks we have seen some wonderful wildlife, including Skylarks, Starlings and Corn buntings (All of which are on the Red List), an array of amazing insects as well as evidence of Badgers (I have photos of their Sett).</p> <p>Once Green Belt is built on it can never be regained. We obviously need the Green Belt to prevent urban sprawl but it also provides a corridor for wildlife.</p> <p>I think that the council should concentrate on regeneration of the ghost town centre and its many empty derelict buildings which could be converted to dwellings.</p>
	LPPO2424	Object	<p>I should like to register my opposition to the proposed plans you have outlined to use Green Belt land at the rear of Spennells and Stanklyn to build further residential homes.</p> <p>My reasons for my opposition are as follows:</p> <ol style="list-style-type: none"> 1. Spennells is already a sprawling residential development, and at peak times the surrounding area suffers from traffic congestion, almost doubling the size of the estate will only serve to increase this congestion. I

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			<p>understand that the current road layout within Spennells and the surrounding areas will not be changed. You have indicated a through road but this will not reduce the amount of traffic needing to access an expanded housing development. Increasing traffic will not only create further congestion but also increase air pollution which has been highlighted in recent studies as a factor contributing to thousands of deaths in the UK each year.</p> <p>2. Published data indicate that the population in Wyre Forest has increased only slightly over the last 15 years, whilst surrounding areas have increased at a much faster rate. Predictions used to justify this development somehow predict a much faster rate of future population increase than indicated by the ONS. I am concerned that this Green Belt land is earmarked for development not to cope with future population increase in the Wyre Forest area but to solve the housing problems of surrounding areas who presumably are reluctant to build on their own Green Belt land. This should be investigated thoroughly.</p> <p>3. Green Belt land is surely in place to protect our green open spaces and to stop further urban sprawl, what green space will we be left with? All possible alternatives should be thoroughly explored before the use of any Green Belt land is approved. To me there seems to be a number of sites in Kidderminster that could be used and redeveloped first. These include disused and derelict buildings like those in park lane (by Matalan), the old indoor market, the old Woolworths and the ugly crown house. I understand that the old leisure centre site will be redeveloped into a cinema complex! If the need for housing is so great then surely it would be better to develop this land into town centre affordable apartments. Many areas within the town are ripe for regeneration into low cost housing and should be regenerated before any consideration is given to destroying Green Belt land. Owners should be obliged by law to regenerate disused buildings or land themselves or sell to those who are prepared to develop these sites. Better use of these urban areas would negate the need to expand into our surrounding countryside.</p> <p>4. It is an area enjoyed my many children, walkers, exercisers, birdwatchers & nature photographers from Spennells and beyond. It is a great place to relax, de-stress and enjoy the natural environment. These recreational activities are important to the mental health and physical wellbeing of those who live in Kidderminster. The area also attracts a wide variety of species and wildlife, I understand that bats and some rare birds nest within the fields. Destroying this Green Belt space will have a devastating impact on the existing community and the natural wildlife that exists within it. We will never get this wildlife back once it is destroyed.</p>

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			<p>5. I cannot see the justification in placing such a large proportion of the proposed new homes in this Green Belt area. You have an option B, which almost provides the same housing yet is more evenly distributed throughout Kidderminster. This should not just be about efficiency, cost and profit. Impact on the environment, existing communities, natural habitats, local services and infrastructures all need to be considered.</p> <p>6. Adding a large number of houses in one area will put huge pressures on already oversubscribed services like local schools, doctors, dentists and hospitals. How will this be addressed if we are adding a large number of new homes and therefore increasing the population in this one area alone? I have seen very little information about how this increase in population will be catered for. The closest hospitals in Worcester and Redditch are already struggling to cope with the demand placed upon them and are currently in special measures due to poor performance.</p> <p>In conclusion do not let Kidderminster become an overflow for commuters from other areas. Look at realistic predictions of future population increase. How many residential properties are actually needed compared to how many the developers want to build in order to maximise their profits? Look at all the unoccupied, empty derelict buildings around Kidderminster first. Surely it is better to regenerate buildings that stand empty or vandalised and breathe life back into the town centre before considering any development that will destroy surrounding Green Belt land.</p> <p>I object to both proposals put forward but if I have to choose an option then I choose Option B which more evenly distributes the developments around the town of Kidderminster.</p>
	LPPO2428	Object	We object to the use of Green Belt land for housing development to the rear of Baldwin Road and Spennells fields etc. This would irrevocably destroy the appeal and beauty of the area and bring with it added health, pollution and social problems.

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			<p>Alternative brown field sites are available along with pockets of derelict land ripe for redevelopment.</p> <p>The amount of development required has also been vastly overestimated and the actual amount needed could be sustained on alternative brown sites (Lea Castle, disused pubs, disused factories such as those in Park Lane, Sladen/Sion Hill schools).</p> <p>Pollution: Any development of these areas would substantially increase the already heavy traffic pollution.</p> <p>We have monitored the traffic in the Hurcott area. Much is from non residents travelling to the West Midlands. Also the speed of this traffic is seriously dangerous, especially to children, the vulnerable and animals. This development would further impact on air quality and is contrary to NPPF para. 109-124. Add to this an increase in the already incessant traffic noise levels.</p> <p>I would not wish to see a further increase in traffic using Hurcott Road.</p> <p>The proposed development to the rear of Baldwin Road infers that Hurcott Lane will require the road to be blocked for vehicle access at either the Birmingham Road or Stourbridge Road ends but this will not prevent traffic flow just divert more traffic into Hurcott Road increasing pollution and volumes of traffic on roads only designed for local residential traffic which have inadequate flow characteristics.</p> <p>In conclusion, this is not a healthy and community spirited decision to develop the area. Baldwin Road is similarly treated like a rat run and as for the Horsefair how much more can this bottle neck sustain? We are trying to improve the look of this run down area not destroy it and end all hope of engendering a happy community spirit. Extra housing would require a by-pass to be built as the aforementioned roads just cannot sustain more traffic and the pollution it brings.</p> <p>Wildlife: The area is known and loved for its beauty and wildlife. This Green Belt plays an aesthetic role in separating the town from the West Midlands conurbation and these green fields are the first glorious introduction to Kidderminster on the A451 and A456. Do not bulldoze this asset as safeguarding the district's Green Belt preserves its attractiveness to both locals and visitors. Consider the importance of recreational activities in terms of health,</p>

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			<p>wellbeing and tourism. People need space to thrive. It's unlikely developers would provide sufficient open spaces or parks. Compared with neighbouring towns like Stourbridge we are lucky to have such big green spaces. Don't destroy it for future generations when alternative brown or derelict sites are available. Endangered species, indeed wildlife in general would be threatened. Development would seriously impact and cause irrecoverable change to wildlife habitats especially on buffer zones for Hurcott and Podmore SSSIs.</p> <p>Some proposed development sites have steep gradients which could raise the risk of potential flooding. The proposed development behind Baldwin Road has the potential to flood, on one side with run off towards the Birmingham Road with a natural hollow in the main road and on the other side run off towards the lower end of Hurcott Road where it is a narrow lane which in turn would run off into the outfall from Hurcott Pool and transfer to Broadwaters with the potential for flooding the adjacent main road.</p> <p>Land to the rear of Offmore and Baldwin Road is generally much higher than the rest of the area so any development would be very visible and not blend in spoiling the beauty of the area. The field height to the rear of Baldwin Road means that the proposed properties would adversely overlook the existing properties & their gardens at the lower end of Baldwin Road.</p> <p>The Government's own policy regarding planning decisions is to prevent harm to biodiversity and geological interests. In brief all planning decisions must consider location on alternative sites to green fields.</p> <p>Amenities and Community Spirit: We already suffer from a lack of amenities in this area. One shop in which our post office was taken off us. A smattering of shops in Spennells and Offmore. Can local schools accommodate extra housing on this level? Offmore is already full and can't be developed. We no longer have an acute hospital so all this extra population would place more pressure on Worcester Royal already facing special measures. This also raises questions with regards the existing level of doctors, dentists and opticians in the area. Public transport is poor and infrequent.</p> <p>Big developments generally have no community spirit. Building on smaller pockets of land fosters integration. Large sprawling estates increase social isolation, antisocial behaviour and crime rates as acknowledged by the WFIDP.</p>

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			<p>Doubling the size of Spennells would not be a wise move.</p> <p>Conclusion: We need smaller numbers of houses proposed which can be sustained by brown sites like Lea Castle. Smaller pockets of once used land should be considered like factories on Park Lane, closed pubs (The Broadwaters?) closed schools like Sladen and Sion Hill.</p> <p>We need to reinvigorate existing eyesores such as disused schools & factories which are frequently vandalised and this will improve some of the more rundown areas rather than permanently erode Green Belt sites, which once gone they are gone forever.</p> <p>Don't bulldoze green field sites prior to using up every brown field or derelict site in the locality.</p>
	LPPO2437	Object	<p>Please note my objections to the proposed expansion option A, on the following points:</p> <ol style="list-style-type: none"> 1. The already large Spennells estate has not got the infrastructure to support the amount of housing proposed, the school is small and to expand this would cut necessary recreation facilities in the school going against government objectives for healthier lifestyles and more exercise for children. If, as what is suggested in the report, the population of elderly is to rise significantly, local doctor and hospital services, already heavily burdened would collapse. Even with the proposed link road onto the A449 from the expanded estate, traffic is ALREADY struggling at other points along the A449, at the Droitwich turn, at Black Bridge, at Sytchampton school to name a few. As Kidderminster has very little work one would suppose new residents would also need to commute using this road towards Worcester or the more industrialised areas of the West Midlands. The A449 certainly cannot cope on most weekdays with the amount of traffic it already has, let alone looking to increase this. 2. Taking away the last vestiges of Green Belt land under Wyre Forest control to the east of the district leaves the District Council with no future control to the east of urban sprawl. It will be for Wychavon to protect against further expansion. This cannot be right, please look at this again. 3. The fields to be lost are not poor agriculturally as is required for Green Belt land to be considered for change of use, otherwise peas, carrots and spring onions that have been grown in rotation in previous years, not to mention other high value crops such as potatoes, beet and oats would not have been produced in

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			<p>abundance.</p> <p>4. The wildlife to be lost by these proposals is frankly unacceptable. The fields behind Spennells are rich in rare bird, mammal and insect life. Skylarks frequent the fields, as do a large number of bats easily seen at dawn and dusk around the edges of the fields, along with several badger colonies (3 active setts of which were purposely razed to the ground earlier this year by a tractor then ploughed through).</p> <p>I strongly think both proposals are not acceptable. Please go back and rethink. The figures and assumptions made on the scale of expansion required by the town are very debatable and as such need to be looked at in more depth before a huge and irreversible decision such as this is made. You as our representatives have one chance to get this right and an absolute duty to be sure of your facts and make completely informed assumptions. More work is needed, reconsider!</p>
	LPPO2438	Object	<p>I wish to object to the council plan to possibly build up to 2000 new houses in the Spennells area, this includes Captains Lodge and opposite side of A448 Bromsgrove Road. Objection is based on:</p> <p>1) Spennells estate is already big enough you will have to provide more schools as Spennells, Comberton and King Charles Schools would not be able to cope with possibly 2000 extra families, not forgetting shops etc also.</p> <p>2) The roads on this side of town are choked at peak times of the day already, you can't say that you will build an eastern bypass because this has already been turned down by Ministry of Transport. On this side of town at 8.00am there are queues at Comberton Hill, Low Hill, Goldness Corner (Black Bridge) and Mustow Green.</p> <p>How do you relieve this situation?</p> <p>3) Kidderminster is not a growing town, a lot of businesses are closing, especially carpet related companies or moving to other areas in the country. I would suggest you wouldn't require anything like 2000 new houses over the next 15 years i.e. 2019-2034.</p> <p>Please don't pile more misery on the residents of Spennells. I hope common sense will prevail. The council should use common sense and don't do anything at the moment.</p>

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	LPPO2443	Object	<p>I write in objection to any proposed development of the “Spennells Green Belt Fields” located at the end of Turnstone Road/Imber Place.</p> <p>My Objections are:</p> <ul style="list-style-type: none"> Any Development would increase the traffic access/exit on Turnstone, Captains Pool and Heronswood Roads. (In support of this point I would draw attention to the Severn Trent Water works in Linnet Rise during the recent months of 2017 which caused a considerable increase in traffic delays exiting the estate at school/work time.) The additional traffic would also put children at <i>extra risk</i> during the walking commute to the local school. I don’t believe there are sufficient local services to support further development. Encroaching onto Green Belt areas when there are other brownfield areas more suitable to use. <p>My Reasons are:</p> <ul style="list-style-type: none"> The space is currently a superb natural nature habitation. This Green Belt is so important to the locality and balances the light industrial/commercial investment with the current levels of housing of the Wyre Forest Area. I support the practice of ‘infill house builds’ vs. ‘creeping into Green Belt space’ as this brings a balance to areas and uses space that is/or could be wasted. By spreading the development over ‘smaller brownfield sites’ the required local services will also be spread making it a more viable plan. It is of prime importance that as an island we retain Green Belt areas.
	LPPO2450	Object	<p>I feel strongly about the fields of Spennells being saved as these fields mean so much to myself and the local community.</p> <p>There are lots of brownfield sites that could be used to build on instead rather than our beautiful countryside.</p>

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			<p>If that is not an option, please just save two fields so that we have somewhere to walk our dogs and play with our children.</p> <p>Spennells doesn't have the facilities such as schooling and shops to cope with the large growth you are proposing.</p> <p>I have just bought my first house on Spennells and that heavily was based on the surrounding areas and the village like feel the area has to it.</p> <p>Please do not ruin all of our beautiful fields, at least meet us in the middle.</p>
	LPPO2453	Object	<p>I herewith put forward my objection to the building of homes on the Spennells fields.</p> <p>Family walks are taken along the fields throughout the year enjoying the ever changing fields of poppies, wheat etc.</p> <p>To lose this whole area to housing is an utter disgrace. Along with the extra traffic, noise and the loss of wildlife it would be completely wrong go ahead with such plans.</p> <p>I hope that my objection along with the other objectors will be enough to change the decision.</p>
	LPPO2454	Object	<p>We object to the development of the whole area of Option A as shown on the plan for Spennells for the following reasons:</p> <ul style="list-style-type: none"> • These fields are used extensively by local people to walk, jog, cycle, walk dogs and ride horses which aids physical and mental health. • Traffic and noise pollution causing harm to health. Alternatively building higher density homes in the town centre will reduce car journeys and pollution. • Local schools having larger classes and fewer resources per student • Increased pressures on our hospitals, doctors, dentists and opticians • Loss of Green Belt and threat to the existing public Rights of Way • Loss of wildlife habitat; there are skylarks, linnets and other red-listed birds.

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			<ul style="list-style-type: none"> • Loss of good quality, productive agricultural land • Traffic entering and exiting the new development from Spennells would cause further traffic disruption to an already busy road at peak times. <p>Build on Brownfield sites within Kidderminster which will regenerate the town centre.</p>
	LPPO2460	Object	<p>I believe the quality of life on Spennells estate will reduce not increase if the new development on the southern edge of Spennells goes ahead. The reasons are:</p> <ul style="list-style-type: none"> • The removal of fields that are used extensively by local people on the estate for recreational purposes • The impact on the wildlife within those fields and hedgerows and surrounding Green Belt area. There are a number of red listed birds within these fields and area such as Skylarks and linnets • Increased traffic and noise – the estate can get congested now and the roads that service Spennells will not cope with the extra through Hoobrook onto Worcester. • The internet quality is very poor already and this will add extra pressure to another service that probably isn't scheduled to be upgraded • There will be an impact on drainage as the fields offer a soak away • The quality of housing and space allocated for frontages, drives and gardens need to be consistent with the current estate and planners ensure that there are drives on the front of houses not used group parking areas. The housing companies need to make a few less homes and money to ensure that the area is decent • There seems to be no additional plans for road infrastructure changes or additional public transport services and impact assessments on the increase in population to additional services for GPs, schools, hospital, benefit offices, council services, etc. • Loss of the Green Belt status means an impact on protecting further urban spread, it sets a precedence and is an “easy option” as its cheaper for the builders than insisting the spend extra money preparing derelict or brownfield sites. <p>The plan mentions 10% of the population in the district currently attend swimming or gym and the new leisure centre has not been built to sustain the increase in usage for the next 10 years so already this is a short-sighted approach by a council who knew they would need to expand within the next 15 years. The current site cannot be</p>

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			<p>expanded to take this increase.</p> <p>It would be useful to ensure that the contracts with the building companies who want to buy the land actually put something back into the community by way of renovating something else - be it a building or park space or similar as part of their Corporate Social Responsibility and therefore the council get something extra than just easy money for easy land.</p> <p>The town centre needs to be regenerated otherwise all the money that additional residents will bring will be spent outside of the town because it looks deserted and run down.</p> <p>The land is currently Green Belt and there are plenty of areas in Kidderminster that are rundown or derelict and these areas/buildings could be renewed to make the place more pleasant to live in as a while not just expand the edges with nice new homes and keep the old all rundown. The whole Kidderminster town has become dis-jointed from many years of different decision making on development in the centre. Sadly it is more expensive for the builders to renovate and regenerate sites then build on land that doesn't need work and this influences the decisions.</p> <p>I don't believe that the surrounding infrastructure, roads, schools, shopping areas, supermarkets will be changed enough to managing the increase in population.</p>
	LPPO2462	Object	<p>The parcels adjacent to Spennells estate – designated “Rear of Spennells & Easter Park AS/10”, “Land off Stanklyn Lane WFR/ST/2”, “Stone Hill South OC/13” and “Captains and the Lodge WFR/ST/1” – should remain as Green Belt and not be subject to housing development.</p> <p>Green Belt: the purpose of Green Belt is to:</p> <ul style="list-style-type: none"> • Check unrestricted urban sprawl. The “Option A” proposal would increase the boundaries of Kidderminster extensively, while development under “Option B” would still have a more dispersed effect upon a range of town boundaries. • Prevent neighbouring towns from merging. The development adjacent to Spennells would mean that

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			<p>Spennells would merge with Summerfield and Stone, thus losing their separate identities.</p> <ul style="list-style-type: none"> • To assist in safeguarding the countryside from encroachment. The development in “Option A”, in particular, would encroach significantly into open Green Belt land. • To preserve the setting and special character of historic towns. • To assist in urban regeneration, by encouraging the recycling of derelict and other urban land – Thereby providing the planning imperative to use brownfield sites first. <p>Once an area of land has been defined as Green Belt, the stated opportunities and benefits include and are clearly seen in Wyre Forest:</p> <ul style="list-style-type: none"> • Providing opportunities for access to the open countryside for the urban population. • Providing opportunities for outdoor sport and outdoor recreation near urban areas. • The retention of attractive landscapes and the enhancement of landscapes, near to where people live. • Improvement of damaged and derelict land around towns. • The securing of nature conservation interests. • The retention of land in agricultural, forestry and related uses. <p>Building on Green Belt is fraught with issues of:</p> <ul style="list-style-type: none"> • Destruction of the natural environment and habitat of rare and threatened species; • Infrastructure provision; • Loss of countryside’s positive effects on health and wellbeing; • Increased risk of flooding; • Loss of productive farming land; • Increasing car dependency; • Large new developments placing strain on local infrastructure. <p>I assert that no Green Belt is necessary to meet a realistic population growth projection, with all housing demand being met on brownfield sites, including at Lea Castle, up to 2034.</p>

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			<p>Protection for the Natural Environment: There are supportive words in the Draft Local Plan about “protecting and enhancing biodiversity and geological conservation”. However, any development on the natural environment in countryside areas will have serious negative impacts.</p> <p>Spennells Fields is said to have no nature conservation interests pertaining to them, however the area offers a number of different habitats for wildlife, including important nesting sites for corn buntings, larks and linnets (all of which are included on the red list as endangered birds), badger setts and bat roosts. Also sighted in Wyre Forest in areas earmarked for development are European Otters. The rare and protected Tower Mustard plant thrives along the lanes adjoining Stanklyn Lane.</p> <p>Endangered species like the Corn Bunting, Linnets and Skylarks would not nest in an area of “Green Corridor” adjacent to a large housing development as they need wide, open spaces to thrive. Tree Preservation Orders on old and venerable trees and woodlands must also be respected.</p> <p>I am concerned that issues of drainage and flooding have not been given serious enough consideration in the Draft Local Plan. Countryside typically has trees and hedgerows upon it which assist in water absorption and mitigates run-off, so replacing fields and hedgerows with urban development will literally have downstream effects.</p> <p>There is no indication/mention in the Local Plan of a Design Exceedence Flow Pathway, indicating what would need to be built into any new development in the event of a ‘Flash Flood’, to prevent ‘runoff’ from any new development causing flood damage to existing properties.</p> <p>Much of the Green Belt land, notably Spennells Fields, are used for productive farming activity which should be maintained and enhanced on ecologically sustainable principles rather than destroyed. Section 5.6 mentions “...promotion of local food production.....” whilst the planned intrusion into the Green Belt will reduce local food production. The proposed extension of Spennells, for example, will mean the loss of good quality agricultural land which in summer 2017 was growing barley. Past years have seen crops of wheat, peas, potatoes and beets.</p> <p>Recreation Landscape and Visual Amenity: Many fields threatened by this Draft Local Plan serve as popular recreational and social facilities for walkers, joggers, cyclists, dog walkers, and horse riders, amateur astronomers and wildlife and landscape photographers. There are a number of well-used Public Rights of Way and bridle ways across the fields which allow fast and easy access to open countryside.</p> <p>The landscape around many areas, such as Spennells, is an important part of people’s lives, contributing to individual, community and national identity and offering a wide variety of benefits in terms of quality of life, well-</p>

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			<p>being and economic opportunity. The 'Guidelines for Landscape and Visual Assessment Report' published in 2013 recognised that Landscape provides a shared resource which is important in its own right as a 'public good' - something which is very obvious by the current use of Spennells' residents as a local amenity on the Public Rights of Way. This Report also emphasised the need to improve the quantity and quality of publicly accessible open spaces and yet this is something that this Local Plan removes.</p> <p>Implications for Health and Wellbeing: There are already well-used and designated Public Footpaths and Rights of Way across the Spennells Fields that the Local Plan recognises as being intensively used by local residents (people of all ages) – with the positive effects this produces upon their Health and Wellbeing.</p> <p>Many reports (e.g. World Health Organisation April 2017) have identified the positive effect that natural open spaces have on people's physical and mental wellbeing. Access to the countryside has been proved to promote physical activity, positive mental wellbeing and healthy childhood development. Regular physical activity contributes to the prevention and management of over 20 conditions including coronary heart disease, diabetes, certain types of cancer and obesity. Access to the countryside has also been shown to have a positive impact upon mental health. Responses to nature include feelings of pleasure and a reduction in anxiety. Moderate outdoor activity is claimed to be as successful at treating depression as medication. Children with access to safe green spaces are more likely to be physically active and less likely to be overweight. Outdoor play also encourages healthy brain development and promotion of healthy wellbeing through to adulthood. Indeed, the Wyre Forest Public Health Profile 2016 lists improving mental health and wellbeing, along with increasing physical activity in the area, as its main priorities. The Sustainability Appraisal (May 2017) states that it recognises the "positive effect of links via pathways and cycleways" and intends to provide wide cycle paths in any new development. However, a cycling route through a housing estate could not claim to meet the needs of all the current users of the PROWs and Bridle paths. Footpaths that allow walking in the open countryside cannot be equated with 'Green Corridors' between housing developments. I feel that the LPR does not sufficiently acknowledge the role of the threatened fields in the provision of access to safe countryside for existing residents of Wyre Forest and certainly has not made any suggestions for protecting or safeguarding this access.</p> <p>It has already been recorded that Kidderminster has higher obesity levels than the national average (Wyre Forest Public Health Profile 2016) and this is a position which would be exacerbated by reducing local access to local fields for health and recreational use. The fact that the new Wyre Forest Leisure Centre has now been moved out of the town centre has already reduced access to some residents, especially children without their own transport, which</p>

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			<p>again is likely to cause reduced exercise and increased obesity.</p> <p>Other threats to the health and wellbeing of residents arising from development of Green Belt adjacent to existing homes include:</p> <ul style="list-style-type: none">• The proposed new road (Eastern Relief road) causing increased traffic noise, air pollution, light pollution and additional traffic vibration to Spennells' residents.• Increased demand on infrastructure including medical facilities and schools.• Social problems arising from increasing the size of the estate; evidence exists that large housing estates suffer more crime and anti-social behaviour (as acknowledged in the WFIDP May 2017). <p>Many of the six key areas which affect health will be dependent on agreement with developers to provide these facilities. The provision of public open spaces, a network of good quality cycling and walking routes, and easily accessed health facilities are important both for public health and the development of a community.</p> <p>Strain on Local Infrastructure: The claimed 6,000 homes by 2034 mean approximately 20,000 new people in Wyre Forest District. How will the Hospital and emergency services cope with this growth? Even halving this number to the number which I believe is realistic requires significant investment.</p> <p>An expanded residential development requires proper infrastructure to support its current and future residents. I have found no evidence of future funding to support this at Spennells. In particular:</p> <ul style="list-style-type: none">• Hospital services<ol style="list-style-type: none">1. Kidderminster Hospital (which is on the opposite side of the town centre, so there are issues with travel time) continues to see services downgraded or taken away.2. Worcestershire Health and Care NHS Trust, which runs Kidderminster, Worcester Royal and Redditch Hospitals, is struggling and is one of the worst performing trusts in the country.3. Mental health services have been reduced at Kidderminster, with service users and their relatives needing to travel to Redditch• GP & Dental surgeries – I am not confident that there will be adequate provision of GP and dental services in

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			<p>a greatly enlarged Spennells.</p> <ul style="list-style-type: none"> • Schools – Existing local schools are nearly full. I am not confident that extra school places will be made available in time for the projected new arrivals to this part of town. Temporary portacabin classrooms and long travel times for pupils to get to a school with capacity will lead to poorer educational outcomes. The funding that is supposed to be made available for a new school if the housing development surpasses 1000 homes is no guarantee that the school will actually be built. Car parking outside many schools is already extremely hazardous at the beginning and end of the school day. • Local shops, pharmacy and post office – I am not confident that adequate additional local shops will be constructed to serve any enlarged Spennells community and there is no capacity to enlarge the existing shops and car park at Warbler Place. • Local leisure such as a village hall, pub, and fitness centre/gym – I am not confident that adequate local leisure facilities will be built to serve an enlarged estate, leading to a soulless estate with heightened youth alienation, graffiti and crime. • Local roads and transport – The absence of adequate schools, shops and leisure facilities will increase car journeys which will contribute to local air pollution and traffic congestion. The building of an estate on the fringe of Kidderminster will see more car journeys rather than walking and cycling, compared to development closer to the centre on brownfield sites.
	LPPO2464	Object	<p>I write to object to the proposed development of the Green Belt fields designated 'Rear of Spennells & Easter Park AS/10', 'Land off Stanklyn Lane WFR/ST/2', 'Stone Hill South OC/13', and 'Captains and the Lodge WFR/ST/1' (marked Option A and a Core area on the Draft Local Plan).</p> <p>In support of my objection I wish to make the following observations:</p> <ul style="list-style-type: none"> • The population of Wyre Forest district has hardly grown in the past 25 years, so the quantity of houses that has been projected as being necessary has been over-estimated or even exaggerated. Brownfield sites and regeneration of Kidderminster town centre could provide sufficient land for new housing without resorting to taking Green Belt. Green Belt should only be taken as a last resort and we have not reached that point yet.

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			<ul style="list-style-type: none"> The infrastructure is not in place to support a huge increase in the number of households in the area. Our medical establishments are already at breaking point, our schools almost full. Our road network cannot support more vehicles. An immense area of wildlife habitat would be lost which currently supports a number of rare species of animals and plants. Currently the fields are in use – they are not left barren. The Spennells fields area is a valuable natural open space which has a positive effect on people’s physical and mental wellbeing. The public footpaths and bridleways across these fields are used by walkers, dog-walkers, joggers, horse-riders, photographers and birdwatchers and people of all ages and levels of fitness. This is a convenient location for taking exercise without first having to jump in a car. If these fields were to be given over to housing, tarmac roads and driveways, what would happen during periods of heavy rain? How would drainage be managed to avoid causing flooding in the lower-lying area of Stanklyn/Summerfield? <p>Once our Green Belt has gone we cannot get it back. Once a habitat has been lost we cannot get our flora and fauna back. I urge you to make the right decision – a decision which leaves Spennells fields Green Belt land intact.</p>
	LPPO2468	Object	<p>Object to the proposed building of houses on the Green Belt land behind Spennells for the following reasons:</p> <ul style="list-style-type: none"> Incorrect figures submitted on housing requirements. There are plenty of brown field sites to use before Green Belt land should be considered. The protection of the environment should be important (as agreed by the Prime Minister Theresa May at the G20 summit). The devastation of the wildlife, birds, bees, butterflies, bats, badgers, field mice etc. The loss of good productive agricultural land. Insufficient infrastructure in the local area - Hospital, roads, Loss of recreational land used by the local community (dog walkers, walkers, runners, cyclists, horse riders etc) <p>The town centre needs the regeneration and affordable housing – not Spennells.</p>

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	LPPO2471	Object	<p>Objects to the proposed building of houses on the Green Belt land behind Spennells housing estate/land adjacent to Stanklyn Lane for the following reasons:</p> <ul style="list-style-type: none"> • Wyre Forest District has a virtually static population growth. How have the figures have been calculated for the suggested number of new houses? • Development will take away open spaces that are used recreationally on a daily basis by joggers, dog walkers, cyclists, horse riders. Benefitting physical and mental health. Also helps to address the high obesity levels in the district. • Loss of local good productive agricultural land. • There are plenty of brown field sites to use before Green Belt land should even be considered. • Development should not impact on our wildlife. This land is home to many birds, bees, butterflies, bats, badgers, foxes, rabbits, field mice etc. • Road infrastructure is already extremely poor in this area. • What provision will be made to ensure our local hospital and schools will be able to cope with the extra residents that will potentially move to the district? <p>The regeneration of the town centre should be a priority. Affordable housing could be built closer to the centre of town allowing easy access to its facilities and amenities.</p> <p>Why has no development been proposed in Wolverley?</p>
	LPPO2477	Object	<p>There are many areas of Kidderminster which would be better suited to be developed before you have to destroy fields. Town centre living, Park street by Matalan, Stourport road Golf course to name but a few.</p> <ul style="list-style-type: none"> • Kidderminster needs investment in the town and building more houses will not help this. • These houses are to ease Kidderminster's existing housing problems but the houses are not solely for the purchase by Kidderminster residents so if they all sell to outside people this will not ease anything. • The types of houses that will be built and the prices they will cost are not the types of houses that are needed to ease any problems. • The houses would be better spread out around the area. That way more shops and local businesses from

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			<p>around the area will benefit from an increase in footfall and trade and not just the Spennells side of town.</p> <ul style="list-style-type: none"> • The local infrastructure is not sufficient for any major influx of people. Estates are already poorly maintained, so this tells me the council is already stretched. The hospital, Police, Ambulance and Fire don't have enough staff at the moment, let alone with more people to look after. • The existing road network on and off Spennells estate is already beyond capacity, based on the traffic jams at peak times that already exist. Opening up the Spennells estate as an access route to the new development will only add to these problems. • The increased traffic from opening up Spennells will increase the risk to the existing residents of road accidents. Noise and air pollution will also increase and this is not acceptable. • The school on Spennells is already at capacity and cannot take further children. • The fields are a good educational tool for young children. Encouraging exercise to combat the growing obesity crisis. <p>There are many more reasons why this is a bad idea and why I object in the strongest possible way.</p>
	LPPO2480	Object	<p>Object to Option A and B:</p> <p>Loss of recreational land/effect on health/loss of wildlife</p> <p>impact this development would have on the towns local infrastructure, medical care/schools/traffic/pollution</p>
	LPPO2481	Object	<p>I would like to register my opposition to the proposed plans to use Green Belt land for residential homes near the Spennells estate and Stanklyn Lane. My reasons for this rejection are as follows:</p> <ol style="list-style-type: none"> 1. I feel that there are sites that could be used without using this land such as Lea castle, Sion hill middle school and other areas in the town such as the leisure centre which could be developed. 2. Mental well being-research shows that the colours, sounds and smells we can encounter outdoors stimulate our senses in a way that the gym or urban environments may not. These fields are used by many for leisure activities

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			<p>such as walking or cycling giving them the chance to switch off from the pressures of life therefore relieving stress.</p> <p>3. Wildlife-it is a natural habitat for many species and attracts a variety of creatures such as birds, bats, hedgehogs and insects.</p> <p>4. Increased air pollution- due to an increase in population and trees/green space being destroyed there will be more air pollution.</p>
	LPPO2484	Object	<p>Object to Plan A where all the supposed houses required immediately will be build on Green Belt land and impact solely on Spennells and the area around Stanklyn Lane. The amount of homes talked about cannot be quantified as figures have shown that population of Kidderminster has only grown 2% in last 10 years. Why are we building homes for Birmingham and its suburbs when there is plenty of land green and otherwise between them and us?</p> <p>Plan should encompass all parts but especially brown sites and vacant properties and the town centre (which is never going to be developed into the cultural centre of Worcestershire). With internet shopping increasing all the time who is going to want to try to run a business in the run down street. The empty shops show that. Build fair price houses and apartments.</p> <p>Spennells: this is Green Belt. Surely there must be a conscience about the facilities and lifestyle that Plan A would inflict on all local residents. Lack of schools, hospitals, doctors, jobs with businesses closing with regularity, social amenities, buses the list is endless. The new leisure centre is already too small and has far too few parking spaces. Traffic disruption, which is already high in the area. Talk of a road across the Green Belt fields and around the perimeter of the housing is horrifying.</p> <p>The Green Belt fields on which are now farmed must be part of a water table which would change dramatically should hundreds of houses be built on it.</p> <p>We are told that a great many in this country are obese but take away our fields and our areas to walk, run, cycle, play in is not a way to encourage exercise. There are not too many places to do these things around here. It is much simpler to walk, run round a field, ride a bike than travel to gyms, pay exorbitant prices to exercise. It's not only</p>

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			<p>Spennells residents who use the lovely fields. Wildlife is abundant. We are always being told we need bees birds and nature of all sorts to make our world liveable. Why destroy it.</p> <p>I hope that someone somewhere would think again about these awful plans and try to come up with a plan that suits all the affected residents.</p>
	LPPO2487	Object	<p>The only people who use Turnstone Avenue are the home owners, prospective buyers, dog walkers and driving instructors. The cul-de-sac is safe and secure for children and homes. Now this is all put under threat because, we are told, there is a requirement for more housing for future generations.</p> <p>Firstly, I would argue that the future generations will not be able to afford to live on the Green Belt land as it will surely offer a much higher price than they can afford. Similarly to make the houses affordable that will bring down the quality of the houses at this end of the estate.</p> <p>Secondly, the brownfield areas of Kidderminster will be more enticing to the youth of today, in the same way that Merry Hill has been developed for the 'younger' generation I personally would never think of living there. Young people would much rather live where there is a nightlife close at hand without the additional expense of taxis home.</p> <p>The Green Belt around our town needs to be protected otherwise this country will just become a brick filled land. I work in education and already know that there are students who attend our school that do not benefit was fortunate backgrounds, so a simple trip to the countryside is amazing for them. If we take away these opportunities close-by then they, the future generation, are losing out. It is important that the wildlife themselves are protected too from developments that are unnecessary.</p> <p>With regard to education in the area, this is another issue that needs consideration. I know the school I work at is almost at full capacity per year group, I believe this may be the case for most schools in the Wyre Forest area. If houses were built on the Spennells Fields where exactly would these children be educated?</p> <p>These are some of my objections, I know that many of my neighbours have listed theirs at great length too, I could also mention increased traffic to the area. On Turnstone Road already there are an increased number of cars parked</p>

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			<p>along this narrow road due to families with grown-up driving children. This is not only a safety hazard as it is, however if this were to become a public right of way onto the fields themselves I can see a higher risk in accidents.</p> <p>I feel that we all need to be heard and consideration given to NOT allowing the option to build along the Green Belt of the Spennells Fields and Stanklyn Lane, especially when there are great areas of Kidderminster Town Centre that lie empty or derelict, which can be regenerated and make Kidderminster the town it once was.</p>
	LPPO2489	Object	<p>Object to Options A & B especially A:</p> <p>No regeneration of the town included despite potential larger population.</p> <p>Is this another attempt at getting a Bypass approved?</p> <p>More building would make Kidderminster a commuter town</p> <p>Infrastructure, schools medical services already stretched</p> <p>Wyre Forest has agreed to reduce its carbon footprint but pollution would be increased with extra traffic</p> <p>Loss of agricultural land/Green Belt/recreational space which benefits health/wildlife</p> <p>Use brownfield sites for regeneration first</p>
	LPPO2491	Object	<p>We would like to voice our concern and ill thought plans to cover our countryside in houses.</p> <p>I, like many, love the open countryside that the surrounding areas of Kidderminster provide and although my initial thoughts were that the land has “build on me “written all over I do believe that the plans are being thought through.</p> <p>All points already raised are also my concerns,</p>

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			<p>Life styles and well being of current local residents. The land is used daily by numerous people for all activities.</p> <p>Increased traffic on roads that are already fast driven and often dangerous.</p> <p>Impact on local schools, hospitals , and surgeries etc</p> <p>Green Belt status setting a precedent for future land to be used.</p> <p>Wildlife and habitat.</p> <p>Are all these concerns being heard? If so what is the thought and reply from within the council?</p> <p>The development that is planned would not have any serious impact of any positive consequence.</p>
	LPPO2494	Object	<p>I wish to register my strong objection to the possible removal of Green Belt status to land at the back of Spennells Estate.</p> <p>The fields are a well used community asset with walkers, dog walkers and cyclists. In these days of obesity warnings, to have such an amenity can only be a benefit for physical and mental health of all who use it. That includes families, people of all generations and people of varying physical ability.</p> <p>These fields also provide an easily accessible opportunity to get an appreciative sense of nature and wild life. A fantastic amenity particularly for children. From being able to watch the crops grow from seed, to seeing a vast variety of wild flowers, birds, butterflies and insects.</p> <p>In addition, the access to Spennells is already at certain times very congested. There is no other viable access to those fields so the congestion and therefore pollution would increase.</p> <p>As I understand it there are options to develop ONLY next to Spennells, or to spread the developments across Kidderminster. I urge you NOT to completely remove such a valuable amenity that is close to so many people, and at</p>

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			<p>the very least to have a sense of fairness and spread the new housing across the town.</p> <p>Further to my objection previously entered, I now have further understanding of the proposal and therefore additional objections.</p> <p>In the Wyre Forest District Local Plan Review, section 8.7 says that the '..... 300 dwellings per annum is at the upper end of the requirements suggested by the various demographic scenarios....'. And then in the very next paragraph 8.8, the statement seems conclusive -</p> <p>'Housing market signals suggest that the housing market in Wyre Forest is relatively stable. There are currently no indicators suggesting a need for adjusting the housing dwelling requirement on the basis of market signals. '</p> <p>So therefore I have to ask why such a massive plan is being considered when there appears to not be the need for it.</p> <p>Why are more brownfield sites not being considered e.g. the town centre particularly Worcester Street? This is much closer to amenities and the railway station. Houses behind Spennells would need people to drive to the station.</p> <p>Option A seems to be preferred because of the possible provision of an Eastern relief road for Kidderminster. While this may relieve roads within the town, this would undoubtedly add significantly to the traffic travelling to both Birmingham and Worcester, as that is most likely be where people would be going for their work thus simply shifting the problem to else where on the network. As I understand it, all concerned are well aware that this road has to cross the railway - possibly twice - therefore is likely to cost millions of pounds which means that its development is unlikely to happen for several years. So why plan for houses for which there completely insufficient access?</p> <p>At the recent consultations, I spoke to someone about IF the new houses get built, will the town centre be improved. I was told that this was nothing to do with Wyre Forest and was up to the companies that own the properties. Surely any plan for increased housing on such a scale must include improvements and incentives to the town centre otherwise the increased population will bring very little benefit to the local economy with Merry Hill, Birmingham</p>

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			<p>and Worcester catering for the majority of shopping needs.</p> <p>The development around Spennells and Eastern Kidderminster seems to be the easy option. Surely with more creativity, and better clarity on the number of houses actually required rather than a number that appears to have no evidence to support it, solutions can be found that avoid spoiling a large part of what makes Kidderminster such a nice to play to live (current town centre excluding).</p>
	LPPO2495	Object	<p>Probable detrimental effect to local wildlife and increased congestion, particularly going in to Kidderminster from the Bromsgrove Road and also the Viaduct island, both routes which can already be heavily congested.</p> <p>Spennells is already a hugely populated estate with considerable amounts of traffic at peak times.</p>
	LPPO2498	Object	<p>Spennells is already a large estate but it has a lovely Green Belt within walking distance which is widely used and makes the estate so attractive. I fail to see how there is such a need for thousands of houses when the ones that are put up for sale are on the market for so long. Kidderminster town centre needs money ploughed into it and needs to be a place where people want to go and shop and socialise, it needs attractive, modern apartments that will ultimately bring in younger, vibrant professionals and families who want to be there. Find sites within the town to regenerate and add to Kidderminster, don't use the beautiful and precious Green Belt land which is home to much wildlife and is such a pleasure to live by and is used by so many.</p> <p>Traffic already congested most mornings getting off the estate and out of Kidderminster, this is only going to get worse with extra housing, not to mention the pollution that will inevitably get worse.</p> <p>I fear new housing will be occupied by people who do not have a connection to Kidderminster and probably work out of town, so they won't be spending money here or adding to the community in any way. The houses will not be affordable housing for current locals, and the families moving in will send their children to schools out of town, so many people already do from Spennells. Those same families will work in Worcester, Birmingham or surrounding areas adding to the pollution probably won't shop here either so will bring nothing in to the economy. Focus on getting the current education and housing right and the town centre right so that Kidderminster is a vibrant place to</p>

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			<p>live where people want to move to.</p> <p>The Green Belt is exactly that, it is there to stop urban sprawl, if we continue to build on it where does it end, there will be none left, there has to be a point where it stops before it's too late.</p> <p>The leisure centre development and the houses being built there is still ongoing, they are still building them so surely this is providing a need for future houses isn't it?</p> <p>The population isn't growing in the Wyre Forest so we don't need to jump on the band wagon and build additional housing, the country is already over populated we don't need to fan the flames by providing more housing, let's look after what we already have and get that right first.</p> <p>So in short we strongly object to any housing being built on Green Belt land and specifically option A around the Spennells area.</p>
	LPPO2500	Object	<p>My husband and I firmly object to Wyre Forest encroaching on the fields behind our house to build houses on the fields which are Green Belt as there are many sites in Kidderminster which are better for the purpose.</p> <p>We object to the gypsy proposed, traveller and travelling show people site in Heath lane as dangerous because of the narrow roads, and is totally impractical.</p> <p>The scale of development, on our Green Belt, is much better on brown sites.</p> <p>It would totally destroy the habitat of the Skylarks, linnets and other rare nesting birds.</p> <p>Loss of our countryside Green Belt status. Threatens our public right of way, and productive agricultural land.</p>
	LPPO2502	Object	<p>If Option A is selected then land at the rear of Spennells should be removed as it is not needed. If included it should</p>

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			<p>not start until “core Sites” (inc Lea Castle site in Option B) have been used.</p> <p>Object Option A On the basis of:</p> <ul style="list-style-type: none"> • Congestion, pollution, safety and health grounds. • Loss of good quality fields behind Spennells. • The NPFF should prevent neighbouring towns merging • Flood Risk • Bio Diversity, Congestion, Pollution and Health Grounds • Impact on the wildlife inc Corn Bunting • Loss of recreational land/associated health benefits • Unnecessary urban sprawl • Extra traffic congestion • Re-designation of the fields is contrary to core strategy. • Despite house building the Council have already closed several schools which if needed should have been kept open • The current primary school is already full and more dwellings would need more places plus the extra buses/traffic will mean safety issues for the children • There has never been a Doctors surgery on Spennells. • Use of Green Belt because of wrong decisions in the past is not in the requirements of the National Planning Guidelines <p>Therefore, from an environmental view point this must not go ahead. Concentrate instead on the regeneration strategy</p>
	LPPO2506	Object	As somebody who has grown up on Spennells, the fields have played a big part in my life. It's a way of getting away from the town, and into the countryside. How can you destroy a place that brings so much happiness to so many? Think of others who won't be able to benefit from having somewhere like this as their playground.
	LPPO2508	Object	I feel that the proposed expansion of Spennells to build new homes will only make the situation worse by causing

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			<p>traffic problems and more pollution. We need our agricultural land to farm and disposing of the fields will not only take away jobs for farmers but produce. Spennells is beautiful with large open spaces for walking and playing don't take these away. I hope the Wyre Forest District Council will look brownfield sites in town centre. I am officially and strongly objecting to building 1,735 new to expand Spennells. I hope this matter is taken with the upmost importance.</p>
	LPPO2511	Object	<p>I wish to state my objection to plans to release land at the rear of Spennells ,Captains Pool and The Lodge, from the Green Belt for housing development (Option A)</p> <p>The Green Belt was set up explicitly to prevent urban sprawl and protect rural or agricultural land. If we allow land to be released from the Green Belt rather than look at alternative options, eventually Kidderminster will link with Summerfield, then Hartlebury, Ombersley and then eventually Worcester. Where do we draw the line?</p> <p>Housing developers are so certain land will be released from the Green Belt they are purchasing it for vast sums of money prior to consultations and decisions by Planning Departments. The message to developers must be clear – Green Belt is protected for a reason, and will stay that way. Developers must look to build on brownfield sites and previously developed sites, rather than build on Green Belt land because it is a cheaper option for them and generates more income for the Local Council.</p> <p>The massive environmental impact in the face of climate change needs to be considered. Rural areas provide a means of generating oxygen and reducing carbon dioxide, prevent flooding and provide food resources. Indeed, the fields at the rear of Spennells have been regularly planted with crops year after year in the twenty-one years I have lived here. Loss of this agricultural land means a loss of this food resource, resulting in a larger carbon footprint to bring in food from elsewhere. It also means a loss of employment to the workers whose jobs it is to maintain this arable land.</p> <p>Wildlife of many species live in the hedgerows around this land which will be forever destroyed if it is allowed to be developed. Public rights of way across the land provide safe leisure facilities for the people of Spennells and it rare not to see families of cyclists or walkers, enjoying outdoor family time on any given day of the week.</p>

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			<p>In addition to this there is the added pollution that extra cars alongside the extra homes will undoubtedly bring, causing increased traffic congestion to an already poorly designed road network on the Estate. Any traffic incident which causes local delays on the A449 or A448, results in the residents of Spennells becoming trapped on the Estate, as traffic cannot flow onto Spennells Valley Road from the only two exits on the Estate. More homes will only increase this problem.</p> <p>Given the Government's commitment to protect the Green Belt, and reduce the impact of climate change I urge you not to allow Wyre Forest Green Belt to be depleted for short term gain. We must look for alternative more environmentally sustainable solutions.</p>
	LPP02512	Object	<p>It will cause chaos to the residents, with the invasion of more traffic along the roads and rat runs through the estate.</p> <p>The attraction of the estate is to be able to walk our dogs in a safe area.</p> <p>SO please reconsider changing the Spennells from a Green Belt area into an urban one!!</p>
	LPP02513	Object	<p>I Object to development at Spennells/Stanklyn fields for the following reasons:</p> <ul style="list-style-type: none"> • Traffic – how will the roads cope? Stanklyn Lane junction is a nightmare to get out of and Worcester Road is already heavily congested. • There are several brownfield sites that should be used – Sugar Beet, Lea Castle, Town Centre. • The land is prime agricultural. • The fields are used for recreational walking and provide habitat for wildlife.
	LPP02514	Object	<p>Education:</p> <ul style="list-style-type: none"> • Local schools will have larger classes and reduced resources per student in an education system already under pressure.

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			<p>Health:</p> <ul style="list-style-type: none"> Increased pressure on health services already under strain – hospitals, doctors, dentists, opticians, district nurses, GP practices. Removal of the fields will diminish mental health and physical well-being of the people who use them. The fields are used extensively by local people for exercise of various sorts: to walk, jog, cycle, walk dogs and ride horses. Increased traffic, noise and higher exhaust emissions and subsequent risk to health <p>Environment:</p> <ul style="list-style-type: none"> The loss of Green Belt status to the land indicated on the Option A plan will threaten existing Public Rights of Way and removes protection of the countryside from further urban sprawl. There will be a loss of wildlife habitat – with skylarks, linnets and other red-listed birds nesting in the fields. There will be a loss of good quality, productive agricultural land. <p>Town planning & Economy:</p> <ul style="list-style-type: none"> Continuing with the sprawl of development as proposed in Option A will radically change the character of the town and the area and not for the better. Building more homes around the town centres will reduce car journeys and pollution. It will regenerate the town centres to make them more attractive for inward investment by companies and

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			<p>quality retail outlets. It is the centre of Kidderminster for example which requires the major investment.</p> <ul style="list-style-type: none"> Spreading the home building requirement around other smaller sites will reduce the radical changes in communities across the region.
	LPPO2516	Object	<p>I understand that the Council has conducted a review of Green Belt as part of their review of the Local Plan and that Spennells/Stanklyn fields might be built on. I would like to object to these plans and voice my concerns for the following reasons:</p> <ul style="list-style-type: none"> The Green Belt is important as it prevents urban sprawl, the merging of towns and it safeguards the countryside. It also provides habitat, biodiversity, prime agricultural land, recreational space and it is essential to protect and promote the character of the countryside. For example there are Skylarks nesting on these fields. This is a bird in rapid decline in numbers. This is also a great social open space and currently provides somewhere for many people to meet, walk and socialise. Any removal or reduction of Green Belt will increase the urbanisation of the area with a consequent increase in traffic. Increased volumes of traffic will create congestion, exhaust and noise pollution and increase pedestrian and vehicular hazards. Where will a new road go? Any further junctions on the Worcester Road will create further back up of traffic towards Hartlebury. Surely brownfield sites must be prioritised for building on? <p>In looking at the plans, the numbers for new houses in the plan are confusing, there are so many assumptions made and I feel the plan is written with a bias towards this option. We urge you to reconsider and not to make use of Green Belt land for the above reasons. Open spaces are in rapid decline and will continue to impact on the social wellbeing of many people.</p>
	LPPO2518	Object	<p>I believe this will increase traffic, noise and disrupt the quiet lovely area we have.</p>

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			<p>This is turn will impact on house prices for existing homes.</p> <p>My children are able to play out safely now but with an increase of traffic from all the homes this is likely to change.</p>
	LPPO2519	Object	<p>I write to object to the proposals to build on land at the rear of Spennells estate for the following reasons:</p> <ul style="list-style-type: none"> • Disagree with the housing need of 6000. • Coalescence would occur between Stone, Summerfield, Stanklyn Lane and Spennells • Flood risk and drainage. The fields (at N522202 W0021337 and to the rear of south Spennells) are a valuable soak away. Flood defences have had to be installed by Severn Trent on the Spennells estate and the Victoria Carpet's old cricket field is designated flood plain. • Increase in traffic congestion, air pollution and effects on health. • Impact on wildlife, including protected species such as bats, badgers and skylarks. Option A does not encourage biodiversity. • Loss of public footpaths and the impact on health. • The current primary school is full and any more dwellings would have an adverse impact on the local schools and nursery plus the extra buses and traffic will cause increased safety issues for the children. • The fields are on the boundary with Wychhavon which would mean increased urban sprawl. I therefore object to Option A on the basis of unnecessary urban sprawl which has historically been against policy. <p>The District should concentrate on the regeneration strategy. I therefore object to Option A on the basis of re-designating the fields is contrary to core strategy.</p>
	LPPO2520	Object	<p>I am writing to inform you of my objection to the planning proposal of further expansion to the Spennells area on Green Belt land.</p> <p>Green Belt land should be preserved for our future generations to benefit from, prime agricultural land if built on would be lost forever</p> <p>I believe not enough is being done to regenerate brown sites and inner town areas, having lived in Kidderminster for</p>

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			<p>45years I am amazed at the lack of imagination and endeavour by the council to develop empty sites left empty for years in and around the town ,prime example being the old PO building, for goodness sake get a grip and develop this blot on the landscape for retail and housing, I really do believe the council are trying to push through an easy option to build on Green Belt and not address and rebuild our inner town areas.</p> <p>Removal of fields from this area will have a devastating effect on our children's health and a lasting detrimental effect on the health and well being of all the people living in the area putting extra stress on health services.</p> <p>Traffic in the area will be horrendous, the traffic in the viaduct and Spennells Valley Road area is not acceptable now, I cannot comprehend the effect the extra traffic emissions will have on our children's health and safety, so building a link road form Easter Park area to the A456 Birmingham road would only increase traffic emissions really not a good idea.</p> <p>The pressure on the health centres, schools all public amenities will be totally overloaded.</p> <p>I firmly believe the council should concentrate more on developing brown sites and land in the inner town areas being sat on by speculative developers for housing.</p>
	LPPO2521	Object	<p>Strongly against Option A. Spennells is already a very large estate, and it would be detrimental for existing residents to increase its size further. It nonsense to place such a large development in one place. I object most strongly to the loss of Green Belt land, particularly when the fields it is proposed to build on are good quality, productive agricultural land. Such land needs to be retained for food production, particularly at a time of Brexit when it is likely that importing food from abroad is going to be increasingly expensive. The fields are also valuable for local residents for walking the footpaths around the margins, for exercise, for dog walking, and for enhancing people's mental and physical health. They also provide valuable habitat for the wildlife found there, which would be destroyed if the development was allowed. It is no good the planners thinking that retaining some footpaths through the development would suffice. Who would enjoy walking through houses between high fences with no view? It is concerning the effect increased traffic congestion will have with noise and air pollution.</p>
	LPPO2522	Object	<p>I would like to place my objection to the proposed plans to build on the Green Belt designated land at Spennells. I</p>

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			can't see that anywhere near the amount of proposed houses are needed and I believe that there are still brownfield alternatives available which surely must all be used before Green Belt areas. Once Green Belt areas begin to be used I think it will start a precedent that we can't afford. Building more and more houses is only a short term solution that must stop at some point there is only so much land. The land is a valuable resource in an already overcrowded area used by many people for jogging, dog walking and enjoying the wildlife. The road system around Hoobrook is already terribly congested almost completely gridlocked at times and I can't see the area coping with so many extra cars. The local hospitals and schools also can't be expected to cope with such a large increase in people. I hope careful consideration goes into your final decision.
	LPPO2524	Object	<p>I would like to object to Option A of the Draft Local Plan.</p> <ol style="list-style-type: none"> 1. People are being encouraged to get outside in to the fresh air for the good of their physical and mental well being. This is an area used and appreciated by the local community of all ages, dog walkers, walkers, cyclists, joggers, birdwatchers, parents and grandparents with toddlers in pushchairs, young families, people of all ages. The list goes on. Yet the local council wants to do away with it. 2. At a time when we are being encouraged to help preserve butterflies and bees, increase their habitat for their and our own good, it's to be vastly reduced. We are lucky enough to have birds around here that are on the Red List. Mistle Thrush, Sky Lark, Corn Crake and House Sparrow. Does it not seem a little ironic to lose their habitat when the entire estate is named after birds? 3. Increased pollution. A greater volume of traffic will result in slow moving and stationary traffic leading to more pollution ~ leading to more health issues. 4. Increased light pollution. A huge increase in light pollution in an area where nature flourishes can only have a negative impact. 5. Loss of agricultural land. The necessity for our country to be more self-sufficient is being brought to our attention. Retaining excellent agricultural land has to be far better than destroying it and having to find alternative but inferior quality land. 6. No mention is made of associated services and amenities required. Doctors, emergency services, schools, sports & recreation facilities. Existing services surely can't accommodate the increase in numbers quoted within the Draft Document. 7. Travel will be needed for anything. Not everyone has access to a vehicle. Taxis are expensive and the bus

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			<p>service seems to be forever being cut.</p> <p>8. Kidderminster Town Centre is a ghost town to what it was 30 years ago. Why not as part of a regeneration plan encompass new homes on brownfield sites? Use the brownfield sites first. I cannot believe they've all been utilised when there are so many derelict sites within the Kidderminster borders.</p> <p>9. Big play is made of the need for affordable housing yet often these new builds are 4 and 5 bedrooms.</p> <p>10. People will move in from elsewhere, commuting outside the area and probably unlikely to support and integrate with the town by spending their money here rather than where they work etc. Kidderminster will become a satellite town.</p> <p>Once the Green Belt is gone that's it. It can't be replaced. Not everything in life is measured purely in monetary terms. We have a responsibility to preserve our beautiful land for future generations.</p> <p>I therefore herewith register my strong objection to Option A.</p>
	LPPO2526	Object	<p>As a resident of Spennells estate I would like to submit my views on the proposed plans.</p> <p>I am aware that not only myself but also other near-by residents are concerned of the impact that this will have in regards to the volume of traffic coming and going from the estate. This is already an ongoing issue on weekday morning as traffic jams and stand still traffic often forms if leaving the estate after 8am. Therefore, I can only see this problem getting worse should more homes be built and do not feel that additional road access being created would necessarily relieve the issue.</p> <p>After speaking to many neighbours, they have also expressed their interest in moving off the estate should the proposed plans go ahead, which is something that I would consider too.</p>
	LPPO2531	Object	<p>We wish to strongly object to the development of the whole area of OPTION A nearly doubling the size of Spennells. Option A is too large a development for one area, whereas Option B would be a better solution as less Green Belt would be used, not concentrated in one area but dispersed across the district so less impact on local infrastructure .</p> <ul style="list-style-type: none"> This new development would lead to a larger loss of Green Belt which in the face of climate change has an

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			<p>increasingly significant role in storing carbon and preventing flooding and is a vital economic resource for food security and soil protection.</p> <ul style="list-style-type: none"> • The fields, apart from being farmed for crops, provide annual nesting grounds for declining bird species such as Skylarks and other wildlife habitat. • The fields are used extensively by local people to walk, jog, walk dogs and ride horses. With mental health on the increase the loss of these fields would have a detrimental effect on all who live in this area not to mention physical well being especially as the district has one of the highest levels of obesity. • Existing rights of way threatened i.e. Bridal paths • Increased traffic noise and pollution resulting in increased risk to health putting pressure on local medical services. <p>We appreciate difficult decisions have to be made especially in the light of the government guidelines, although we feel that the population of the area will decrease not increase due to the reduction in available employment (carpet factories/Sealine) and future housing is likely to be purchased by commuters to Birmingham/Worcester etc. it also seems an excessive amount (4.3 million £) that is to be spent upgrading Kidderminster Railway Station primarily for commuters. Surely it makes more sense to use less Green Belt.</p>
	LPPO2534	Object	<p>I wish to object to the development of the whole area of option A, for the following reasons:-</p> <p>Mental health and wellbeing would be affected. This field is used by walkers and cyclists. The social aspect of meeting and talking to people would be greatly reduced. Sometimes this is the only time some have any social interaction.</p> <p>Wild life would be habitat would be lost.</p> <p>The volume of traffic would increase and add to traffic congestion in the area.</p> <p>Pollution levels would increase, causing greater health issues in the area.</p>

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			<p>Agricultural land would be lost.</p> <p>It would increase pressure on all local amenities, already stretched to capacity.</p> <p>Loss of Green Belt status which protects our countryside from urban sprawl, threatening the existing public Rights of Way.</p>
	LPPO2546	Object	<p>It would be a huge loss to the community and area to build on this Green Belt plot.</p> <ul style="list-style-type: none"> • The fields are used by people to walk, jog, cycle etc which is good for mental and physical wellbeing. To deny people the chance to so easily walk to and enjoy these fields would be such a shame, especially when young people are now out doors so much less than in the past. • The schools are over subscribed and getting a doctors appointment is tricky at best. • Spennells is a lovely estate. The residents enjoy space, greenery... quiet. • A busy relief road will increase noise pollution which will affect the health of local residents. • The area is home to a range of wildlife including, hedgehogs, bats and a huge variety of birds. <p>I hope that this option will be rejected in favour of building on the brownfield land.</p>
	LPPO2549	Object	<p>I hereby tender my objection to Option A of the Draft Local Plan for Wyre Forest:</p> <p>The houses abutting the fields behind Spennells have enjoyed the privacy, quiet and amenity of those fields.</p> <p>The fields to the rear of Spennells provide a place to stroll and enjoy a vast array of natural features.</p> <p>This space is a valuable resource to many residents and visitors: walkers (with or without dogs), joggers, horse riders and twitchers to name but a few.</p> <p>Option A would replace a diverse natural habitat with concrete, brick and tarmac, traffic and its inevitable noise and pollution, people with families and dogs all demanding a share of what resources remain after the houses have been</p>

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			<p>built - all at the cost of the current residents.</p> <p>Why is such a massive destruction of greenfield even being considered - indeed, even preferred to an option that uses brownfield sites?</p> <p>The Captains was refused planning permission for caravans - now it can have houses?</p> <p>The destruction of the fields of Spennells would have serious environmental costs. Apart from the reduction of clean, natural land for the benefit of people, an abundant array of flora and fauna would suffer.</p> <p>With numerous species of grass, campions, clover, knapweed, plantain, hawkbit, dandelion etc., it is no wonder that a remarkable number of skylarks use the fields. Red underwings, fieldfares and housemartins visit. Chaffinches and great tits inhabit the smatterings of hedge around the fields.</p> <p>My own garden has been visited by sparrowhawks, nuthatches, bullfinches, goldfinches, great tits, coal tits, blue tits, long-tailed tits, greater spotted woodpeckers, green woodpeckers and goldcrests - many visit annually. Robins, blackbirds, hedge sparrows and wrens regularly nest with us. Hedgehogs and toads appear every year - probably having hibernated in the garden or nearby. Grass snakes nested in our compost bin a few years ago. Foxes, owls, badgers, sparrow hawks, kestrels and buzzards all value the land.</p> <p>In late February and March we experience the migration of toads. A massacre occurs on the Spennells Valley Road. Toads also migrate across Stanklyn Lane. They will be seriously impacted by a housing development.</p> <p>I have not even begun to mention the insect life that visits my own garden and the Spennells fields: bees, butterflies: commas, red admirals, whites, blues and the meadow species; moths: yellow underwings, eyed hawkmoths, scarlet tiger moths; maybugs and hover flies.</p> <p>All this to be replaced by strain on local resources, massively increased noise, dog mess and litter. And what compensation? It seems that there will be no gains for Spennells residents.</p>

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	LPPO2551	Object	<p>Development here will automatically mean more traffic on the Bromsgrove Road. People who choose to live here are more likely to use the A448 as their local road and to commute to work via Bromsgrove and out to the Motorways. This poor quality, narrow and speed restricted A448 is already over loaded and congested, the Mustow Green roundabout in the evening is a nightmare regularly adding between 10 and 15 minutes to the evening commute.</p> <p>One of the attractions in living on the Spennells estate is that it borders on open country and affords easy access to country footpath through green fields, especially for joggers and those who own dogs and need to walk them. These footpaths encourage healthy outdoor exercise in all age groups. If they are lost then the option of pounding the pavement outside yet more houses is not nearly as appealing.</p> <p>There are plenty of sites in and around the town centre which could be restored into high quality housing. Also there are brownfield sites which should be considered first before taking the easy option of building on the Green Belt and taking yet more valuable agricultural land out of production.</p> <p>Do we really want to encourage more people to live in Kidderminster with the town centre the way it is at the moment? The town centre is a disgrace, it is depressed and an embarrassing place to take friends and family around when they visit. There are no decent shops, family run shops are driven out and the place is full of charity shops, empty shops and banks. There seems to only be one direction the town centre is going and that is down.</p>
	LPPO2559	Object	<p>Overall conclusion:</p> <p>We are presented with Options A and B - I am opposed to the concentrated development described in option A and greatly prefer the dispersed approach as described in option B.</p> <p>Housing Need</p> <ul style="list-style-type: none"> • I suspect that the estimation of numbers of dwellings required is exaggerated. • I am not convinced that such a large number of houses will be required in the coming years but I am convinced that it will not be necessary or helpful to concentrate those that are built at a single location. • It seems far better to allow development to proceed in a more natural and dispersed way which would be

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			<p>allowed by Option B.</p> <p>Proposed Eastern Relief Road</p> <ul style="list-style-type: none"> The proposal for an eastern relief road is sketchy at best - this is a disappointing oversight in the plan and requires more attention. I assume that the relief road is primarily intended to deal with through traffic but, given the obviously limited development of the proposal, it is impossible to gauge its potential to deal with the increase in local traffic which will be generated by the development in option A. I can only conclude that proposal A will generate additional pressure on the current Spennells access roads and lead to increased traffic through the estate, this can only add to the significant traffic congestion which already occurs at peak times. I prefer the dispersed development which is allowed by option B which will not lead to such a marked concentration of traffic. <p>Additional pressure on Spennells infrastructure</p> <ul style="list-style-type: none"> Spennells has always lacked amenities which should have been seen as essential on a large residential estate. There is no medical provision, no community provision (particularly since the youth club has been incorporated into the school) and the local primary school is operating at capacity with consequent impact on parking in Warbler place etc. It is difficult to see how the estate can be enlarged unless these deficiencies are addressed. We are told that the increase in population will trigger additional facilities e.g. a new school but Option A will require some years to be fully implemented. I am certain that there will be additional pressure on existing facilities until such time as additional facilities become justified. I prefer a development model which will avoid the concentration of difficulties which would be produced by Option A. <p>Environmental issues</p>

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			<ul style="list-style-type: none"> The implementation of Option A will lead to a significant and inevitable increase in traffic in the Spennells area. This will have a deleterious effect on health and the general quality of life. There will be increased emissions with an adverse effect on Air Quality; this is unlikely to be mitigated by government clean energy policy for many years. There will be an inevitable increase in road journeys to and from the town centre. This could be avoided if development made use of brownfield sites which are available closer to the town centre. I prefer a development model which will avoid the increase in traffic and pollution which would be produced by Option A. <p>Impact on Town Centre Development</p> <ul style="list-style-type: none"> There has been considerable and beneficial development in Kidderminster town centre during recent years. However, this has caused a measure of 'blight' in older areas which provide increased opportunity for dispersed redevelopment. I would prefer a dispersed model of development such as that described in Option B which can take advantage of such opportunities to create a vibrant town centre <p>Green Belt</p> <ul style="list-style-type: none"> I believe that Green Belt land should only be used as a last resort. Option A uses only valuable Green Belt land so; I prefer option B uses significantly less Green Belt land. It seems wrong to build on Green Belt land when Option B would allow redevelopment of brownfield sites which are closer to the town centre and would also bring the benefits described above. <p>Environment</p> <ul style="list-style-type: none"> The fields to the south of Spennells provide a landscape which provides a valuable and well used amenity. It is widely enjoyed, the footpaths provide opportunities for leisure activities and exercise which contribute to general health and a sense of well being I would regret the loss of a valuable and well used amenity and prefer Option B as it has less impact on the

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			<p>natural environment</p> <p>Wildlife</p> <ul style="list-style-type: none"> The Green Belt land to the south of Spennells provides an invaluable habitat for wildlife including rare birds and small mammals. I prefer Option B which will have less impact on wildlife <p>Agriculture</p> <ul style="list-style-type: none"> The Green Belt land to the south of Spennells is productive agricultural land I prefer Option B which will have less impact on agriculture.
	LPPO2560	Object	<p>Objects to development on Spennells Green Belt for the following reasons:</p> <ul style="list-style-type: none"> Road infrastructure is not sufficient, it is already heavily congested. Increase in air pollution from additional cars will have detrimental impact on health. The fields are used daily by many residents as a recreational amenity. Development should be more dispersed through Kidderminster. Investment should be put into making Kidderminster an attractive place to come before building extra homes for them to live.
	LPPO2561	Object	<p>I wish to register my objections to Option A and would prefer you to consider very carefully the implications to local infrastructure if you did go ahead with it. A more dispersed approach is better so I would opt for Option B. Likewise the knock-on effects on local infrastructure need to be monitored with that too.</p> <p>My main points are</p>

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			<ul style="list-style-type: none"> • Please look at the numbers of houses required in the future again. It seems to me too large an estimate. I would prefer you to investigate other ways of providing new dwellings. Our ageing population needs specialist small housing close to doctors and shops not large 3 and 4-bedroom houses on isolated estates. Our young people want to be close to their work places and night life in larger towns and cities, not “out in the sticks” in Kidderminster. I can’t see how Kidderminster Station can increase its parking to help people commute to work, it’s always full when I want to park. I have seen no mention made of Housing Association homes or other rental options in these plans, are they not essential to provide a wide variety of provision? • Green field sites should be the last resort not the first. If it needs to be green field it should only be after all brownfield sites have been used. I would prefer you to look at sites like Lea Castle which seems ideal and should be at the fore front of your plans. (Special attention needs to be made to ensuring road safety around that site if ever used.) • Spennells cannot cope with a large housing estate on its periphery. The planners at the drop-in session told me that a school would not be built until a certain high number of houses were completed. The children housed in these early new dwellings need to be able to access education easily. If Spennells School is full, other local schools like Wilden and Comberton can’t easily cope with additional numbers trying to get in either. All three schools were built without provision for parental parking hence the nightmare at school pick up time. To have to wait for a high trigger point seems harsh for the building of provision for the education of future children of Kidderminster. Housing spread out throughout the district would achieve an easier entry to education. • The planners were also vague about other infrastructure issues. This Eastern Relief Road should be part and parcel of these diagrams provided for consultation, so that everyone can see what is actually intended for the future. If the Eastern Relief Road was built, rat runs through the estate to get to shops and school would mean similar congestion at peak times. If Turnstone Road was used as the early access to the new estate, much congestion would arise at busy times for people trying to get off the estate. Perhaps it would need bollards on Turnstone Road to divide old estate from new if there was to be a relief road. Please plan this carefully if Option A is implemented. The huge capital investment of the crossing of the railway line seems to be hidden very carefully, it would be a major construction headache with enormous impact locally. • No provision is made currently for any form of community facility on the estate now the old Youth Club provision has been subsumed into the school. Please consider this in planning any new developments. • Using the language of Wyre Forest District Council Planners there would be an “adverse impact on air

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			<p>quality, the landscape and wildlife,” if that argument can be used to turn down another development, I see it very appropriate here. I moved onto the estate July 1988, the very first day whilst waiting to move into my house I could hear a skylark singing high up in the sky. Each year since then I have delighted in hearing them from my garden and seeing them in the fields. The skylark is a rare bird, so I hope cognisance has been fully taken of that. I was shocked to see, last year, that the farmer had let the productive fields deteriorate but was rewarded by the fabulous show of bright red poppies. I do hope that wasn't an attempt to downgrade what I imagine is high grade agricultural land into land that is only fit to “grow” houses. These fields are the lungs of the estate and need to remain as such for the mental health of the residents of the estate who need the ability to walk away from traffic and fumes.</p> <p>Please reconsider making Option A the prime choice for new development. Don't destroy huge swathes of Green Belt. Take some carefully chosen sites, but not huge swathes of it please!</p>
	LPPO2565	Object	I wish to object to the plans to build on Green Belt area. There are plenty of abandoned factories and land which is vacant and attracting flytippers that could be used for housing without using Green Belt which should be preserved for future generations.
	LPPO2568	Object	<p>I believe the quality of life on Spennells Estate will reduce not increase if the plans go ahead for the new development on the southern edge of the current Spennells Estate.</p> <p>I believe the new development will lead to:</p> <ul style="list-style-type: none"> • The removal of fields that are used extensively by local people on the estate for recreational purposes • The impact on the wildlife within those fields and hedgerows and surrounding Green Belt area. There are a number of red listed birds within these fields and area such as Skylarks and Linnets • Increased traffic and noise – the Estate can get congested now without hundreds more cars adding to it. The roads that service Spennells will not cope with the extra traffic through Hoobrook onto Worcester as it's too busy now in rush hour. • The internet quality is very poor already and this will add extra pressure to another service that probably isn't scheduled to be upgraded.

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			<ul style="list-style-type: none"> • There will be an impact on drainage as the fields offer a soak away • The quality of housing and space allocated for frontages, drives and gardens need to be consistent with the current estate and planners ensure that there are drives on the front of houses not used group parking areas which residents will not use. The housing companies need to make a few less homes and money to ensure that the area is decent. • There seems to be no additional plans for road infrastructure changes or additional public transport services and impact assessments on the increase in population to additional services for GPs, schools, hospital, benefit offices, council services, etc. • Loss of the Green Belt status means an impact on protecting further urban spread, it sets a precedence and is an “easy option” as its cheaper for the builders than insisting the spend extra money preparing derelict or brownfield sites. <p>The plan mentions 10% of the population in the district currently attend swimming or gym and the new leisure centre has not been built to sustain the increase in usage for the next 10 years so already this is a short-sighted approach by a council who knew they would need to expand within the next 15 years. The current site cannot be expanded to take this increase.</p> <p>It would be useful to ensure that the contracts with the building companies who want to buy the land actually put something back into the community by way of renovating something else - be it a building or park space or similar as part of their corporate social responsibility and therefore the council get something extra than just easy money for easy land.</p> <p>The town centre needs to be regenerated otherwise all the money that additional residents will bring will be spent outside of the town because it looks deserted and run down.</p> <p>The land is currently Green Belt and there are plenty of areas in Kidderminster that are rundown or derelict and these areas/buildings could be renewed to make the place more pleasant to live in as a whole not just expand the edges with nice new homes and keep the old all rundown. Kidderminster town has become disjointed from many years of different decision making on development in the centre. Sadly it is more expensive for the builders to</p>

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			<p>renovate and regenerate sites than build on land that doesn't need work and this influences the decisions.</p> <p>I also believe that the houses that are proposed will not help families who need affordable homes as the ones builders now build are 4-5 bedroom and this town needs more apartments for the younger generation and more 2-3 bedroom houses for families.</p> <p>The plans state that the council will build new business parks for new jobs to be created ready for the people who move into these new homes. We have many business areas with buildings empty i.e. Easter Park, ex-boat building site on Worcester Road. We cannot fill these; half of the town has no shops, so where will these people go for jobs - answer "outside Kidderminster".</p> <p>I don't believe that the surrounding infrastructure, roads, schools, shopping areas, supermarkets will be changed enough to managing the increase in population.</p> <p>Finally I object to plan A</p>
	LPP02570	Object	<p>I OBJECT to the planning of Spennells fields and Captains Pool. This will have such a negative impact on the surrounding area where residents use the fields as a community facility to walk dogs etc.</p> <p>There are plenty of other sites within Kidderminster that are derelict that can be used for this and wouldn't have an impact on people's life.</p> <p>It will destroy the approach into Kidderminster if you develop near Kittiwake Drive and Cardinal Drive and also the area close to Captains Pool, a beautiful part of Kidderminster where an ugly housing estate will be placed, I feel this will want to make most residents move on and out of Kidderminster.</p>
	LPP02571	Object	<p>I would like to object to the building of more houses on the greenfield space behind the Spennells Estate. I believe it to be wrong to build on Green Belt land. I object to the proposal of building on this land as I would like it to stay as Green Belt. As one of the many people who benefits from the use of this land for exercise and well being, I would</p>

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			<p>hate to see it being lost to development.</p> <p>I would also wish to put in a concern about the new Eastern Relief Road which is proposed in your expansion plans as I don't believe it will relieve congestion. The Council have already implemented a by-pass to Stourport which has done little to reduce congestion on our roads. Since the implementation of this link-road & the new set of traffic lights there are longer queues on the A449.</p> <p>What other infrastructure improvements are to be created to cope with the influx of circa 3000 vehicles per day to the proposed new homes?</p>
	LPPO2575	Object	<p>I would like to express my concern for proposals to build on Green Belt land near Spennells.</p> <p>This area is important to many local residents. It is used for walking, cycling, jogging but to mention a few and I see it as important for wellbeing.</p> <p>In my opinion brown field sites and sites closer to town will not only preserve our countryside but regenerate our town.</p> <p>Another concern would be the amount of traffic all these homes would generate locally which would be an annoyance as well have another negative impact on our local environment and of course an impact of the wildlife who habitat in these fields.</p> <p>I hope you listen to concerns of all the people these proposals will impact locally.</p>
	LPPO2576	Object	<p>With reference to your proposed building on Green Belt land surrounding the Spennells I seriously ask that you reconsider as this will not only have a dramatic influence on the immediate area but to Kidderminster as a whole.</p> <p>My concerns are :-</p> <ul style="list-style-type: none"> Schools

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			<ul style="list-style-type: none"> • Shops • Doctors surgery • Ambulance • Police • Roads • Fresh air • Food outlets <p>Have you estimated the extra costs and impact this will have on the community?</p> <p>You may conclude that the S.A.F.E march was nimbyism. I can assure you it was more than that; it was a demonstration of a community pulling together.</p>
	LPP02577	Object	<p>I would like to Object to Option A submitted by the Council and in particular to the proposed development on Green Belt land on the fields behind Spennells Estate and Captains Pool. The Spennells fields form part of the valuable Green Belt land designed to stop the "urban sprawl" from the Spennells Estate which is already sizeable, consisting of some 2000 houses. The fields are a very important part of our countryside and are widely used by residents on Spennells and other surrounding areas. They are a haven for wildlife and offer residents a chance to get out into the fresh air and enjoy our beautiful countryside. With the increasingly stressful lives that people live, it is imperative that we have access to open green spaces in which to exercise, walk etc which greatly helps with mental health and an overall feeling of well being. These fields are priceless to the local residents that use them and to the diverse wildlife that lives there. We are all being told to exercise more to stay healthy. The fields are also utilised as agricultural land and therefore are used to grow Barley etc.</p> <p>The Council has suggested that it will build on brown field sites first. I would suggest that more attention is paid to how new housing can be incorporated in and around the town centre which is in dire need of regeneration. I fail to see why so many houses need to be built around Kidderminster when employment is clearly declining (the loss of the carpet industry) and the population of the town has remained static since 2001 as referred to by a BBC report on the Midlands News. Why do we need so many houses? Our hospital is in special measures and certainly won't be able to cope with an influx of people. Similarly the schools will become oversubscribed as well as Doctors surgeries</p>

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			<p>etc.</p> <p>A relief road is mentioned but there is no detail. Would this road have to go across yet more valuable countryside? Will it be going through much needed woodland or across pools?</p> <p>To finish there are far too many houses proposed to be built on the Spennells fields. I do not agree that they are needed or that this is the best place to put them. I submit that the other brown field development sites, including Lea Castle Hospital should be looked at more closely and the Green Belt land of Spennells fields should be left alone for everyone to have the benefit of enjoying.</p>
	LPPO2578	Object	<p>I write to object to option A of the WFDC local plan.</p> <p>Option A results in the destruction of Green Belt and good quality arable land, the loss of highly used recreational areas that will result in a negative effect on residents' health both physical and mental, the loss of wildlife habitat, and increased pollution and congestion on the Eastern / South Eastern side of Kidderminster.</p> <p>My objection to option A is not a case of 'not in my back yard' as some of the core housing sites are closer to where I live than option A. I do however believe that the destruction of Green Belt land and the negative effect this will have on the Spennells & Stone residents, plus the environmental pressure (traffic air pollution, lack of services etc) that option A combined with the core sites will put on the south-eastern side of Kidderminster, option B should be selected and option A should be scrapped.</p>
	LPPO2579	Object	<p>Why would you want to take away one of the unique things that attracts so many people and wildlife to Kidderminster? I was shocked and appalled to learn the news that you are thinking of building houses on the Green Belt by the Spennells estate.</p> <p>When walking around those fields, you forget that you are less than 10 minutes from the town centre. A town centre, which has continued to decrease in popularity and has so much empty unused space. Why can this (the brownfield sites) not be used for new development? Why are you insistent at choosing the easy option of grabbing</p>

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			<p>the Green Belt land instead of developing a policy of urban regeneration?</p> <p>Besides its beauty, lives a hidden world full of nature. Bats, skylarks, badgers to name a few call this land their home. It would be devastating to take these creatures natural habits away from them. Not only this, but this land is used regularly by the residents, who jog, walk and exercise their dogs on this land. What about the standard of living of the residents who already live here?</p> <p>Roads around Kidderminster are already increasingly busy, building a development of new houses and a new road will increase the amount of cars on our roads. This will in turn, increase the pressure on our local services, leading to a poorer quality of care.</p> <p>The Housing and economic land availability assessment 6th March 2014 sums it up in these simple words: 'Housing needs does not justify the harm done to the Green Belt by inappropriate development.' I hope that you hear these words and come to realise that option B is the more justifiable option and should be the one you take forward.</p>
	LPPO2583	Object	<p>I object to you building on the Spennells fields, Spennells estate is already big enough.</p> <p>You are not building for "people of Kidderminster".</p> <p>Leave the land alone and maybe do up existing council houses that are left empty, hands off Spennells Fields.</p> <p>Instead of taking up precious land, that is full of wildlife - why don't you knock down some of the many council offices and build houses on that.</p>
	LPPO2596	Object	<p>We are very concerned about the large volume of traffic and local amenities due to this increase. There is already a large volume of traffic which uses the Spennells Valley Road each morning creating tailbacks and much congestion.</p> <p>We have a primary school which is already full and a mini supermarket.</p> <p>We understand that increases in housing requirements happen but there are many other sites which could be</p>

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			redeveloped and would save our Green Belt land.
	LPPO2606	Object	<p>I object to the proposed development of the fields around the Spennells estate.</p> <p>The Green Belt area was put in place to control urban growth and to maintain an area where agriculture, forestry and outdoor leisure can be expected to prevail i.e. to keep land open.</p> <p>The local community of Spennells and surrounding areas would be totally devastated because of the following:</p> <ul style="list-style-type: none"> • The loss of a tremendous amount of Green Belt land. • The loss of wildlife, fields and hedgerows. Under the UK Bio Diversity Action plan, councils have a duty to protect wildlife. The field and surrounding areas are home to badgers, bats. Hedgehogs, skylarks, swallows and a lot more. • The loss of valuable, well used, recreational spaces for all ages - The footpaths around Spennells fields are used daily for walking dogs and keeping fit but also for the views and the wildlife and the many plants that grow there. • Building on the Green Belt land would cause disruption or loss of bridleways and footpaths. • <u>The creation of an ugly urban sprawl, losing natural breaks from other communities.</u> There will be a massive strain on the infrastructure, due to the over capacity, which will be put on schools, doctors and the few shops on Spennells. Kidderminster hospital was downgraded; Worcester hospital is under special measures. Kidderminster hospital would need to be upgraded to a full district hospital if these plans were to go ahead. • There will be vastly more traffic on the roads that at this time are not capable of taking that traffic and which are usually in a poor state of repair. • Loss, on a large scale of food producing fields. The farmer has just harvested a good crop of wheat. <p>As well as the foregoing points, the following must be carefully considered before the implementation of such a proposed development:</p> <ul style="list-style-type: none"> • We urge the council to consider all brownfield sites. Initially this would meet the current demand for housing. Also to consider land around the town centre which is derelict? Kidderminster town centre has so

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			<p>many empty shops and is a real eyesore.</p> <p>I feel that the figures used are totally out of proportion with reality – Kidderminster does not need more housing built on Green Belt land. The proposed housing scheme will not benefit the families of Kidderminster but is aimed at Birmingham and surrounding areas. The houses that would be built if the plans went ahead would not be affordable housing for the people of Kidderminster. Even the proposed new railway station might look good on paper but it is only being built because of the proposed housing schemes and bringing families etc from Birmingham and surrounding areas.</p> <p>There have been, over the last few months, a lot of alternative plans for where to build houses and rejuvenating the town centre. These ideas should be looked at before anything else is considered.</p>
	LPPO2610	Object	<p>I am writing to you to express my concern for the proposed overpowering housing development which has been proposed for Spennells estate expansion into Stanklyn Lane and beyond in Kidderminster.</p> <p>This proposal will swallow up most of the Green Belt agricultural land along the corridor of Stanklyn Lane, where for the last thirty five years that I have been resident in this area has been a haven for wildlife, farming, walking and well being for many people.</p> <p>The idea that this quantity of housing will anyway help the well being of the Kidderminster area is totally absurd. THIS IS A GREEN FIELD LOCATION, and should be kept that way.</p> <p>There are many other options that could be explored and which are already brown field sites.</p> <p>If this goes ahead the strain which will be put upon our already suffering resources would be beyond thinkable.</p> <p>Road congestion, (which since the introduction of the traffic lights on the Worcester road leading to the new large housing estate , which is still being developed, on the defunked Sugar beet premises) now backs, up all along the A449 , which never happened before.</p>

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			<p>The hospital in Kidderminster is no longer the Hospital that we all knew, and this has put an overload on the Worcester Hospital that we all now have to go to, which shows in the fact, that this is now deemed one of the worst hospitals in the country, not said by me but by the government. I add not the staffs fault, but the fault of the overloading from the closing down of local hospitals, which is another issue, but to add to this by building this many dwelling is ludicrous.</p> <p>Schools are already overcrowded in this area, public transport is so limited, and then we turn to the town centre of Kidderminster.</p> <p>This has also been subject to very limited development for many years, which shows up blatantly when you are walking around the main town centre, it's such a shame. Is this because the funding was lost in the Icelandic Banks scandal? And building this many dwelling is this a method of trying to recoup some of those ill fated funds!</p> <p>I would also add it appears that it is always the East side of Kidderminster that appears to bear the brunt of any excess.....WHY?</p> <p>We are all told that we all need to exercise and look after our well being, to take the strain off the NHS, walking is a good way, and open air country side, is good for the mind and spirit, and also to look after our planet with all its diminishing rare wild life, well this is not the way. Develop the brown field site first. I have grandchildren and would hope that they can still go locally to this area.</p> <p>BE FAIR AND PROPORTIONALLY BUILD.....NOT A MASSIVE ESTATE LIKE THIS.</p>
	LPPO2611	Object	<p>I strongly object to the above plans on Green Belt fields behind Spennells and bordering Stanklyn lane for the following reasons:</p> <p>I have walked these fields and foot paths for 20 years plus as have many others for my health and pleasure and would be devastated at their loss as they contain much wildlife and are an area of farm land used to grow food by farmers and the loss of this beautiful countryside is beyond belief!</p>

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			<p>There is not the infrastructure for such a large housing development, the roads would become gridlocked; we already have problems on the A449 since the erection of traffic lights just past Hoobrook island and the traffic gets extremely backed up especially at peak times and from mid afternoon onwards.</p> <p>There is no provision for Schools, shops, GP surgeries and hospitals, Worcester is the worst in the country already and is in special measures.</p> <p>Commuters would buy this cheaper housing to work in more expensive areas making the roads even busier as there is surely not enough employment in Kidderminster for this new influx of people.</p> <p>The town Centre is almost decimated it is full of empty premises and charity shops so no attraction there!</p> <p>I realize houses need to be built but they should be built around different areas in Kidderminster and not in one place all on the East side punishing the current inhabitants with years of building work and the mess and contractors traffic that will bring. It is too easy to just select one area and take away the natural beauty of the countryside.</p> <p>Spennells estate is just a nice size to increase it by 87% is horrendous.</p> <p>You will be sacrificing our happiness for financial gain for Wyre Forest Council to recoup your losses with the Icelandic bank fiasco, split the housing between areas Please!</p> <p>We are encouraged to walk for health benefits, take these fields away where do we go, get in our cars adding to the traffic and create more air pollution does not make sense or help the environment!</p> <p>An unhappy resident of the east side of Kidderminster!</p>
	LPPO2613	Object	<p>The proposed land is being 'actively' farmed and has been, since I have lived here. Evidence that the crops produced are in demand.</p> <p>The fields are surrounded by 'designated ' public rights of way and bridle paths, and with the many 'preservation</p>

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			<p>orders' on hedgerows and trees, ANY development is totally impractical.</p> <p>Access to and from Spennells can become congested, at peak times, particularly when there are roadworks/problems on the main Worcester road.</p> <p>Increasing rather than alleviating traffic and its associated air pollution.</p> <p>All of this, together with the obvious impact on the local, essential services, such as schools, doctors, dentists, recreational facilities, will result in 'social detriment'.</p> <p>The use and development of smaller pockets of brownfield areas (all of which I do not believe have been seriously considered) will mean that adjacent, local services will be more likely to be able to accommodate the increased population.</p>
	LPPO2654	Object	<p>I feel I must object strongly to the draft proposals to build on the Green Belt in the Wyre Forest, this goes against the Housing Ministers expressed wishes and it goes against the views of hundreds if not thousands of local residents and voters.</p> <p>All the areas mentioned in the draft plan are valuable arable and recreational land. I believe it was stated in the document that this land is only Class 2 arable land, well show me some Class 1 land in the Wyre Forest, there isn't any!</p> <p>Judging by the crop of barley that has just been harvested and the hundreds of tons of carrots that were harvested earlier this year in the fields adjacent to Spennells it seems to be doing OK.</p> <p>The fields to the south of Spennells are used as a recreational area by thousands of people every year enjoying easy access to a valuable green space on their doorstep. This area is home to many species of birds, skylarks, swifts at this time of year, and the very rare and endangered Corn Bunting. The fields are home to Bats, Badgers, rabbits, foxes and many more animals.</p>

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			<p>All this would be lost forever if built on.</p> <p>The Spennells area would not be able to cope with the increase in traffic caused by all the extra inhabitants and that is not mentioning the extra stress on the existing infrastructure, schools, doctors, hospital etc. Traffic is horrendous now in the mornings without the increased burden of more traffic. The proposed, so called Relief Road, would simply move the problem somewhere else in the area.</p> <p>New roads very rarely solve traffic problems; they just create more, elsewhere. Because they attract more traffic.</p> <p>We certainly do not want to be part of a greater Birmingham conurbation, we like being surrounded by Green Belt, lets keep it that way, the plan to build on Green Belt should be reconsidered.</p>
	LPPO2662	Object	<p>As per the consultation last year the District should concentrate on the regeneration strategy as outlined in sections 5 and 6 of the aforementioned document. I therefore object to Option A on the basis of re-designating the fields is contrary to core strategy as approved by your electorate.</p> <p>Objections specific to the Copse at N522202 W0021337 and Fields to the rear of (south) Spennells Estate on the basis of Flood Risk, Bio Diversity, Congestion, Pollution and Health Grounds.</p> <ul style="list-style-type: none"> The 2012 government national planning policy framework (NPPF) requires “relevant planning authorities who should take into account the economic and other benefits of the best and most versatile land.” The fields behind Spennells are good quality and this has not been covered in the Local Plan. “There are no recorded nature conservation or cultural heritage interests on the site”. There is record of Badgers, Skylarks, Linnets and Bats therefore the definition of LIMITED CONTRIBUTION is wrong. Therefore, the planners have been misled by this independent report and need to review the Local Plan based on this being a SIGNIFICANT CONTRIBUTION and breach of planning guidance. <p>Flood Risk</p> <ul style="list-style-type: none"> The impact on drainage in the area as the fields are a valuable soak away. Already flood defences have had

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			<p>to be installed by Severn Trent on the Spennells estate and as we know the Victoria Carpet's old cricket field is designated flood plain. I therefore object to Option A on the basis of increase flood risk.</p> <p>Bio Diversity, Congestion, Pollution and Health Grounds</p> <ul style="list-style-type: none"> Expanding Spennells, particularly if Turnstone access is opened up as suggested at a “Drop In “meeting will cause extra congestion in traffic exiting from the only two exits onto Spennells Valley Road. Already there are queues at both exits particularly when the schools are operating with waiting times regularly in the region of 10-15minutes. Any further traffic will only add to the air pollution. I therefore object to Option A on the basis of congestion, pollution and health grounds. Option A will have a detrimental impact on the wildlife that feeds and lives on the fields and surrounding areas. There are Bats and Badgers in the area. In Britain all bat species and their roosts are legally protected, by both domestic and international legislation. Badgers and their setts (tunnels and chambers where they live) are protected by UK law. The skylark is fully protected under the Wildlife and Countryside Act 1981, which makes it an offence to kill, injure or take an adult skylark, or to take damage or destroy an active nest or its contents. The only exception is legitimate farming practices that cannot be reasonably delayed, although farming methods can often be modified to reduce the impact on the skylarks. I therefore object to Option A on the basis of it being unlawful and not encouraging bio diversity which is one of the objects of the Council via Planning Policy Statement 9. 3. The current intensive use of the public footpaths within Option A is helping preserve people's health. I therefore object to Option A on health grounds. The current primary school is full and any more dwellings would have an adverse impact on the local schools and nursery plus the extra buses and traffic will cause increased safety issues for the children. I therefore object to Option A on the grounds of congestion, pollution and safety. <p>Green Belt Review</p> <p>In the Green Belt review some of the assessment is wrong and coalescence will occur if Option A were to be pursued.</p> <ul style="list-style-type: none"> The NPFF requires assessment against the following criteria:

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			<ul style="list-style-type: none"> ○ To prevent neighbouring towns merging into one another. ○ Would development of the proposed site appear to result in the merging of towns or compromise the separation of towns physically? ○ Would potential development of the proposed site be a significant step leading towards coalescence of two settlements? • On page 42 it states LIMITED CONTRIBUTION Development would have no impact on this purpose in this location, although locally the identity of Summerfield would change along its northern extent. • On page 50 it states LIMITED CONTRIBUTION Development of the site would not lead to the merger of towns, although locally the separate identity of the dwellings strung along Stanklyn Lane which comprise Summerfield would largely disappear (particularly when viewed in combination with additional proposed development to the east). <p>My view is coalescence would occur between Stone, Summerfield, Stanklyn Lane and Spennells if the land to the rear of Spennells is built on therefore the definition of LIMITED CONTRIBUTION is wrong.</p> <p>The fields back onto our boundary with Wychhavon which would mean increased urban sprawl. I therefore object to Option A on the basis of unnecessary urban sprawl which has historically been against policy.</p> <p>Large Urban estates have evidenced increased anti social behaviour and increased crime rates and this appears to be acknowledged in the WFIDP but is not covered in the Local Plan consultation. Therefore, to me doubling the size of Spennells makes no sense whatsoever and is not needed as per my points 1 – 1.3.</p>
	LPPO2663	Object	<p>The Option A site is currently valuable arable farmland and is also a key environmental benefit to the residents of the Spennells estate.</p> <p>It is important as a habitat for many wildlife species, some, like Skylarks, endangered.</p> <p>Residents and others enjoy this space for recreation and it thereby enhances the well-being of local people.</p> <p>The development will only attract 'commuters' to the town as local industry will not provide the types of</p>

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			<p>employment sought by the new home owners. Local services and roads will be ever more crowded and over used.</p> <p>If the 'possible' road development takes place, this will only attract more vehicles and provide additional 'rat-runs' through the area with the increased noise and pollution.</p>
	LPPO2664	Object	<p>1) Large numbers of people having to be assimilated into an already crowded estate.</p> <p>2) Removal of Green Belt fields, which serve not only as good agricultural land, but are used by the current residents for much needed exercise and fresh air.</p> <p>3) Increased traffic, noise and higher emissions of noxious fumes. Creating an environment of more fumes and less opportunity to take exercise is a poor choice.</p> <p>4) Local services such as schools, pharmacists, doctors put under increased strain.</p> <p>5) Public transport. Already not satisfactory, another massive housing development would just add to the misery.</p> <p>6) Loss of wildlife habitat.</p> <p>7) We have already seen creeping change at Easter Park so we know once we give in on Green Belt land the same thing will happen again.</p>
	LPPO2676	Object	<p>1. Keep the Green Belt</p> <p>2. Traffic congestion already very bad in the area</p> <p>3. Protect the countryside people need a place to walk the dogs ect.</p> <p>4. Wildlife need these spaces</p>

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			5. Build on brownfield sites before Green Belt.
	LPPO2679	Object	<p>I wish to object to the building of houses on land adjacent to the Spennells estate; not on the grounds that it is valuable fertile farmland but because of the state, or lack of, the infrastructure supporting the county of Worcestershire.</p> <p>Taking advantage of Solihull's ploy to pay for a new road network will only encourage more commuters from the Birmingham area which will put a greater strain on the already overstretched resources. In particular the Worcestershire NHS Trust which, according to the national news, is the worst in the whole of the country.</p> <p>I suggest writing to Central Government and tell them that if they insist we provide more housing then we, the tax paying people of Worcestershire, insist that they bring our basic amenities up to at least Third World standards.</p>
	LPPO2680	Object	<p>I wish to lodge my objection to the proposed development of Green Belt land around the Spennells Estate for the following reasons:</p> <ol style="list-style-type: none">1. This is Green Belt land and should remain as such2. There is an abundance of wildlife which will disappear3. The main objection, in my opinion, is that Spennells is a large enough estate already. The main roads around Spennells are very congested so even with the alleged contribution from Solihull to provide more roads the situation will not improve. My understanding is that should the new houses be built a great many of them will provide housing for Solihull's overspill and the likelihood is that these people will be commuting to Birmingham so will not do anything to improve the economy of the area but they will be using our already overstretched hospitals, doctors' surgeries and schools. Before any further development takes place I think the whole issue of the infrastructure should be addressed and improved.
	LPPO2684	Object	<p>I am writing to you today to object about the proposals of the building of 1,735 new homes on Spennells Green Belt land.</p>

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			<p>The reasons for my objections are;</p> <p>1) The area is currently used by many residents including myself to walk, jog, cycle, ride horses, dog walk and nature watch. What provisions have been thought of to replace these routes and areas so that we may still be able to enjoy these activities within the Green Belt environment that we are used to? Why should we lose it? Running through a concrete, polluted jungle is just not the same!</p> <p>2) There will be increased traffic, noise and pollution spoiling the current "out of town, in the countryside feel" of the estate. What provisions have been made so that pollution, traffic and noise will be kept to a minimum and how will you be easing the congestion on the current surrounding roads as they will struggle to cope with the extra volume? Especially during rush hour times. Why make it worse? Will you be building a big car park to accommodate the extra school vehicles and where will this be? The school parking is already all the way round to Hawfinch and it causes such a bottleneck with traffic parked on both sides of the road, how will you make sure this doesn't get worse?</p> <p>3) The local schools will need to take in many more pupils and they are already struggling for resources. What provisions have been made to ensure this does not affect the children currently in these schools? If the Spennells estate as it is, fills a primary school easily then doubling the size of the estate will warrant major school expansion and disruption or another primary school being built over the new side of the estate. Is this planned?</p> <p>4) Doubling the size of the estate will cause a knock on effect in the town with more pressure on local doctors, dentists, opticians and hospitals. What provisions have been made so that the positions of current residents, that are already on long waiting lists, will not be made worse?</p> <p>5) The loss of wildlife habitat. There are skylarks, linnets and other red-listed birds nesting in these fields. How are you going to protect them? Where are you going to move them to?</p> <p>Increase in crime and anti social behaviour - there are no longer enough police in Kidderminster to cover the area as</p>

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			<p>it is, resources are stretched.</p> <p>There are other brown field sites in Kidderminster that really need regeneration. Can't these houses be built there and leave Spennells alone?</p> <p>I am not against change and growth but you would be spoiling an amazing area of land that serves the people of Spennells completely. Any more growth would ruin the perfect balance we already have between nature and human living spaces.</p>
	LPPO2686	Object	<p><u>I wish to object to Option A in the Draft Local Plan.</u></p> <p>This is the proposed development of the fields between Stanklyn Lane and Spennells estate. These Green Belt fields are designated 'Rear of Spennells & Easter Park AS/10', 'Land off Stanklyn Lane WFR/ST/2' and 'Stone Hill South OC/13'.</p> <p><u>Reasons against Option A :</u></p> <p><u>Agriculture and Recreational use:</u> These fields are productive, agricultural land which also serves as a popular recreational and social facility the local community as well as many visitors to the area. They are also well used by local workers during lunch hours for recreation and fresh air, as well as many other visitors and Wyre Forest residents at weekends enjoying the open countryside and visiting the Granary Hotel and local Mare & Colt public house.</p> <p>There are a number of very well-used Public Rights of Way and bridle ways across the fields which are very well used by residents, visitors and many local groups such as the Ramblers Association, astronomy groups, wildlife groups, cyclists, horse riders and children's groups. By using this land to build, this makes a mockery of the Council's desire to combat high rates of obesity in this area. Open views and spaces also give a great sense of health and wellbeing and are a natural stress reliever.</p> <p><u>Wildlife:</u> These fields are home to many red and amber listed protected bird species, and include important nesting</p>

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			<p>sites for Corn Buntings, Larks and Linnets as well as homes for Badger Setts and bats. The rare Tower Mustard Plant also thrives along the lanes adjoining Stanklyn Lane. The proposed new road (the Eastern Relief Road) would totally destroy this environmentally sensitive area with increased air pollution, more noise pollution, light pollution and the destruction of large amounts of natural habitats.</p> <p>Endangered species like the Corn Bunting, Linnets and Skylarks would not nest in green spaces in large housing development as they need large open tracts of land to breed. The Corn Bunting is very endangered and already extinct in Wales and Herefordshire, and removal of this very important breeding ground will only serve to hasten their extinction. Three species of Bats are also in abundance in this area and next in some of the Oak trees on the fields. There are also many of these old trees with TPOs and large hedgerows that contribute significantly to the biodiversity of the area.</p> <p><u>Landscape and urban sprawl:</u> To build houses in these fields would spoil the current vistas and diminish the separation of Summerfield and Stone from Spennells, thus effecting urban sprawl. This is also the boundary of Wyre Forest and Wychavon Council (AS10) and would effectively link both Council areas with no distinguishing boundary. The 'Guidelines for Landscape and Visual Assessment Report' published in 2013 recognised that Landscape provides a shared resource which is important in its own right as a 'public good' - something which is very obvious by the current use of peoples as a local amenity on the Public Rights of Way. This Report also emphasised the need to improve the quantity and quality of publicly accessible open spaces and yet this is something that this Local Plan takes away.</p> <p><u>Drainage:</u> I have very serious concerns about the proposed developments effect on the drainage in the area. The soil here is typically sandy of nature, and the local habitat (Trees/Hedgerows) combined with the crop fields serve a long way to alleviate the flooding issues. Building here (especially AS/10 which has high flooding probability) will cause a lot of issues. Stanklyn Lane now floods at times of heavy or persistent rain, and I am aware that during the last 20 years, there have been severe flooding issues on Spennells Estate around the Linnet Rise area and recently Severn Trent Water has commenced a project costing £1.5 million.</p> <p>The area around Captains and the Lodge is also extremely marshy and water logged, with various pools and streams. There are also historical drainage ditches in Stanklyn Lane of archaeological importance that should be protected and</p>

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			<p>enhanced. I am very concerned that development of these fields will cause real flooding issues for both Spennells Estate and Stanklyn Lane.</p> <p><u>Loss of Green Belt:</u> The purpose of Green Belt is to check unrestricted urban sprawl. The proposed Option A development would increase the boundaries of Kidderminster extensively, whereas development under Option B would have a more dispersed effect and give people a much wider choice of where they wish to live.</p> <p>The area to be developed is disproportionate in size. The Wyre Forest Review states that "The parcel is largely open in character, part of the strong division between the built edge and open countryside." The claim in the LPR that "extending the built edge of Kidderminster south-eastwards would not constitute urban sprawl" is contradicted later in the Report by the need to "reduce the impression of urban sprawl" in the Green Belt evaluation (LPR Appendix C).</p> <p>In conclusion, I hope you take my comments and suggestions into consideration when finalising your plan. To walk through green fields with cloudless skies and listen to the skylarks overhead is heaven. I cannot tell you the immense value this land has for myself, the local community, visitors and many, many others. The wildlife you will destroy will be catastrophic for some species. I therefore ask that you strongly reconsider your need for so many homes, an Eastern Relief Road and building on the fields in Option A.</p>
	LPPO2687	Object	<p>I would like to OBJECT to the proposed development option A.</p> <p>This is due to the following reasons:</p> <p><u>Wildlife:</u> The area in Option A between Spennells and Stanklyn Lane, is a haven for wildlife. Not only does it hold endangered plants (Tower Mustard), but many species of Red and Amber Listed birds, which are known to breed and nest there. Examples of these are (not exhaustive) Linnets, House Sparrows, Reed Bunting, Yellow Hammer, Skylarks etc, but my main concern is for the declining and near extinct Corn Bunting. This is one of the few areas left where this bird breeds and should be protected at all costs. Leaving 'open' spaces between the housing will not support this bird. They will leave and another bird will be extinct in the West Midlands and nationally declined. Other species that are seen regularly and are protected are Bats (3 species sited), Otters and other small mammals. The area itself has many Tree Preservation Orders on it, and these large trees and hedgerows further enhance the natural bio</p>

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			<p>diversity of the area and the support the wildlife within. Once this land is gone and these birds extinct, we cannot get them back.</p> <p><u>Recreation:</u> The area is used extensively for leisure and recreation, not only by local residents, but by many visitors to the area, and local workers during their lunch breaks. I regularly talk to visitors staying at the local Granary Hotel who are enjoying walking here, and also other Kidderminster residents who come here over the weekends to walk/cycle with their families and enjoy an icecream or coffee at the Mare & Colt. Areas such as this support health and wellbeing relieve stress and anxiety and promote a better lifestyle. Many clubs and societies such as Ramblers, horse riders, cyclists, astronomers, runners etc use these fields for their activities, as well as lots of local children for nature studies. There are many PRowS, and a Bridle path that are extensively used. Building 'pathways' and 'green spaces' within a housing estate will not give the vista and feeling of well-being that being in an open rural field with open skies and views would give and would not support the local tourism business at the Granary Hotel & Mare and Colt.</p> <p>As stated in your report, there are '<i>High Obesity Levels</i>' in WFDC. Taking this much used and essential recreational space away will increase this issue.</p> <p><u>Agriculture:</u> The fields along Stanklyn Lane are Grade B prime agricultural fields, where many of the sites in Option B are just grazing land. With the current economic climate regarding Brexit, we should preserving all arable land for future use. These fields provide a varied and quality crop each year, and also support the much needed drainage of the fields as well as supporting local bio diversity.</p> <p><u>Flooding:</u> When there are periods of prolonged or heavy rain, parts of Stanklyn Lane are flooded and sometimes impassable. Combined with the known issues on Spennells (i.e. Severn Trent having to spend £1.5 million to try and relieve flooding in the past 15 years) and the extremely wet and marshy land around Stanklyn Woods and Captains Pool, then building houses here would only exacerbate this issue. Fields AS/10 are recorded as being high flood risk area due to its topography.</p> <p><u>Green Belt:</u> In essence I oppose Option A as 20% less Green Belt land will need to be removed for this than with Option B. Green Belt land, however small a percentage, should be protected at all costs to enhance our country and</p>

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			<p>environment.</p> <p>The Green Belt review states that this area ‘contributes’ to the Green Belt. I would like to further add that it ‘significantly contributes’ as it stops urban sprawl from Kidderminster and stops the integration of Spennells with the hamlets of Stone, Stanklyn and Summerfield. There are wonderful vistas across this land to local landmarks (e.g. Clent and Clee Hills) and all of this can be viewed from Stanklyn Lane and the main road. Building on this land will further create a massive light and noise pollution issue.</p> <p><u>Infrastructure:</u> The area in Option A is very close to the local Roxel site. There have been a few serious incidents and the wisdom of building residential housing in close proximity to such a volatile site must be questioned. The proposed ‘Eastern Relief Road’ is a nonsense. This will do nothing to alleviate any air quality or congestion in Kidderminster Horsefair and will only serve to increase pollution, noise and congestion in a proposed densely populated area. Trying to get out of Stanklyn Lane now (either end) is very precarious, and there have been many accidents. Building a relief road would make this even worse as a round-a-bout or similar would have to put on the A449 and A448 which would congest the free flowing traffic. Not only would the cost be astronomical for getting said road over 2 x railway lines (money better used regenerating the town), but I would think that Network Rail will impose very strict restrictions on building close to their lines which could run into millions of pounds. That said, I feel the road is not required anyway. Commuters from Worcester currently use the A450 to get to Birmingham, and the proposed relief road would end far too high up the Birmingham Road for anyone from this side of Kidderminster to use, and cause chaos in Blakedown etc. The ‘road’ money should be used to amend the Black Bridge to allow larger vehicles to use the A450, and to make improvements along it if required.</p> <p><u>A compelling place to live:</u> If Option A is chosen, then people will have little option than to live on the periphery of Kidderminster in a mass and soul less housing estate. The scale of this development is too large and will have a very disproportionate effect on the size and feel of Kidderminster. Young people want a nice flat in a town or city location with amenities on the doorstep. They do not want to live 3-4 miles away from a station or a town centre. They are looking to move to the more vibrant towns of Bewdley, Stourport, Bromsgrove or Worcester where such properties can be found in close proximity to a thriving café culture and night life. If Option B is chosen, people will have a more dispersed choice of where they wish to live. It will also disperse the traffic, as many people would have to commute back out of Kidderminster to work in Bewdley, Stourport etc.</p>

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	LPPO2695	Object	<p>Current Job Opportunities: - You're proposing to build a large number of houses, yet where are the jobs to fulfil the people coming here to live? There are very few jobs for those currently living here, hence more vehicles on our already congested and crowded roads, people will be travelling away from where they live to the likes of Birmingham or surrounding areas.</p> <p>Issues of Concern:-</p> <p>Option A or B development: - Have you considered the impact this will have on the wild life within these areas. One must assume the planning Dept. is aware of diversity of wild life within these areas under consideration, such as Bats, Baggers and many types of flora. Many are not convinced that you are.</p> <p>Infrastructure:- The infrastructure such as schooling, drainage, access roads and impact this will have on the environment. Whatever option is taken will have an enormous impact on road congestion, e.g. if 1000 plus houses are built this will generate possibly 2000 more cars in a small cramped area causing more pollution more congestion and more dangerous roads for children to navigate. It's already a nightmare trying to exit Heronswood Road at peak time of the day.</p> <p>It's a well-known fact that developers will hand out sweeteners to local authorities in order to offer financial incentives to help build some of the infrastructures required if they gain planning permission, and we all know that their main concern is to develop clean open green fields sites. What will come first the infrastructure or the houses? We already know – the houses, and what if the developers have financial problems, who will finish up paying for the infrastructure? People already living in the Wyre Forest!</p> <p>I strongly oppose the building and expansion of Spennells, and that Wyre Forest should consider other options, such as redevelop the town and build accommodation within. I appreciate this will not provide the same outcome for developers, as developers will not be too happy to invest, as they like clean green fields, but this will regenerate and attract more people into this deprived and dull town we call home. Hence if they live nearer to the town this would mean possibly less cars and more money spent locally.</p>
	LPPO2699	Object	Spennells estate was built adjacent to a golf course and therefore did not impinge on existing housing. The bolting on

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			of an almost equally sized estate seems to be a lazy option and the worst kind of urban sprawl. The plan lacks imagination and from the local inhabitants point of view has nothing to commend it.
	LPPO2703	Object	<p>Other Reasons to reject the plans to develop the Green Belt</p> <p>a. The projection of population growth is fallacious. The development of Green Belt land could only possibly become a Birmingham overflow. If this overflow is required it should be built near Birmingham as the commute from Kidderminster would be a transport nightmare by car and of course a parking nightmare if attempting to use the train.</p> <p>b. In essence, the council have decided that they want to build an A449 bypass and have then come up with a number of houses which will create a justification for the road. They have then generated a set of statistics to justify that number of houses. The council are refusing to reveal the plans for the road and insisting that such a plan does not exist and we are not entitled to ask because the entire scope of the consultation is about whether to build on Green Belt land. This is a totally underhand attempt to cover up their true intentions until they have received carte blanche permission to destroy Green Belt land.</p> <p>c. If it were to happen that the proposal to build a new road became unfulfillable once Plan A had been agreed (which is more likely than actually building it because of cost factors) then the only access to the new build housing would be via Turnstone Road and presumably Imber Road. These feed onto Captains Pool Road and subsequently Heronswood Road and from there to Spennells Valley Road. The two junctions onto Spennells Valley Road are already stressed and could not cope with a massive increase of traffic. Imber Road was never designed to take traffic and would have to be widened, probably causing the demolition of a house on Egret Court and the removal of a garden (my garden as it happens). Reverting to the proposed Loop Road, if the road did exactly what it is apparently for, taking traffic onto and off the new estate, then it would be feeding onto two very congested roads. The A449 at this point is extremely bad at rush hour with traffic often backing up several miles to Hartlebury. The A456 is the main access from the M5 and is a very busy road. It is already very difficult to access this road from the Husum Way side. On the other hand if the Loop road is more than a restricted access road for the new houses then it will be used by industrial traffic from the Hoo and Hartlebury industrial estates as this cannot pass under the Black Bridge. This will mean that the new road will become a main highway and totally unsuitable to service a new housing estate.</p>

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			<p>Because of the reference to reducing traffic to the Horsefair (p.42 of the local plan) I believe that the actual route for the new road (if the council weren't hiding it) would be that the road would leave the A449 at Lea Castle and rejoin the A449 at Easter Park. This might in itself be very desirable in terms of relieving traffic through the town it changes from being a loop road for the new housing into being part of a major trunk road, the A449. I cannot imagine anywhere else in the country where a local authority would be secretly planning routing a new trunk road through a housing estate that it was supposed to be part of.</p> <p>d The amenity value of the Green Belt land behind Spennells should not be ignored. The footpaths round the fields are used by hundreds of people every day. This includes walkers, dog walkers. Joggers, cyclists and horse riders. The somewhat bland claim that only 70 % of the Green Belt would be built on and so a larger % of that land than present would be available is totally idiotic. People can walk several miles around the current paths in open country. To imagine that this could be swapped for grass verges, small open spaces, etc and that we should be pleased to have access to walking round a housing estate is preposterous. The access to these fields is important to the health and wellbeing of many hundreds of people and this facility would be totally lost if the land were built on. This land is totally invaluable to the residents of this side of Kidderminster and is irreplaceable. Residents should not be forced to use their cars to go for a walk</p> <p>e. Risk of flooding. The fields are very sandy and can absorb immense quantities of rain very quickly. We are now having more heavy and concentrated storms that dump vast amounts of water very quickly. Whilst the fields largely cope with only occasional flooding, replacing the fields with tarmac ked roads, drives and house roofs will have a very negative effect on the drainage and will result in flooding along Stanklyn Lane.</p> <p>f. The Natural Environment. The basic question is whether we can as a human race destroy irreplaceable natural habitat to build homes. This is especially true where the statistical basis for building the homes and destroying the natural habitat is totally flawed. Can we really risk destroying the Green Belt to build houses that aren't absolutely necessary? Once the environment is destroyed it can not be recreated.</p> <p>g. Wildlife. Different people are addressing different areas of wildlife and I am not an expert at these. For example there are 3 species of bats that hunt on the field. In many places the simple presence of bats is seen to be important</p>

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			<p>enough to stop development. Their hunting sites are just as important as their nest sites.</p> <p>We have watched the farmer plough up a badger set already this year and unfortunately nothing was done (photographic evidence available). There are at least two badger sets that will be destroyed by the housing development. It is my understanding that badger sets are protected by law.</p> <p>There are other mammal species on the field including field mice and hedgehogs. Again these are threatened species which will be lost if plan A proceeds.</p> <p>My own area of interest is birds. In the winter we have large populations of redwings and fieldfares which are winter migrants and don't nest here although they rely on feeding on the fields and will be lost if the fields are lost. Far rarer than these are the waxwings which are also winter visitors. We actually get bird spotters from other places coming here looking for our waxwings. There is a very large flock of linnets which I think are all year round residents but flock in the winter. My estimate for the size of the full flock last winter was 500 birds which makes it a very significant population. All the above species are Red Listed and their habitat must not be disturbed.</p> <p>Other birds that I have only observed in the winter include redpolls and stonechats. The skylark population consists of at least 12 pairs on the land included in plan A. This is a red listed species. It is fragile and will be totally lost if the land is built on.</p> <p>In summer we have healthy populations of swallows, swifts and house martins. Again these nest in buildings, not on the field but rely on the insect population of the fields for their survival.</p> <p>There is a massive list of birds that nest or rely on the fields, I have photographed (Red listed bold, amber listed italic):</p> <p>Buzzards, <i>Kestrel</i>, sparrow hawk, Song thrush, mistle thrush, blackbirds, robin, Great Tit, Blue tit. Coal tit, Long tailed tit, Greater spotted woodpecker, green woodpecker, House sparrow, tree sparrow, <i>dunnock</i>, Corn bunting, reed bunting, yellowhammer, meadow pipit, Tree creeper, nuthatch, pied wagtail, Bullfinch, chaffinch, brambling, greenfinch, siskin, blackcap, goldfinch, hawfinch, Heron, Little Egret, Black headed gull, lesser black backed gull,</p>

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			<p>Starling, wood pigeon, collared dove, magpie, Chiffchaff, wren, goldcrest, Carrion crow, rook, jay</p> <p>Difficult to say whether the development will destroy habitat at Captains pool but here we have:</p> <p>Coot, moorhen, tufted duck, great crested grebe, mallard, goosander, grey wagtail</p> <p>Already mentioned summer:</p> <p>Skylark, <i>swallow</i>, <i>swift</i>, <i>house martin</i></p> <p>Winter:</p> <p>Fieldfare, redwing, waxwing, redpoll, stonechat, linnet</p> <p>This means that I have personally counted and photographed 60 species of birds on Spennells. There are very fragile species through to recovering species. There is no question that many of these species will be totally lost to this area if the destruction of greenfield as proposed in Plan A goes through. With red list species like the skylark we simply can not afford to lose anymore habitat.</p>
	LPPO2714	Object	<p>I object to the local plan for the following reasons:</p> <p>Loss of breeding habitat for many varieties of birds. Loss of habitat for many mammals, including fox and badger. Loss of waterways, streams, lakes etc will have a severe detrimental effect on wildlife in the area.</p> <p>Increase in school student numbers, particularly in the Comberton Road area will severely affect road safety.</p> <p>Air pollution due to the large increase in traffic emissions will be significant. We already have emissions from Hartlebury, any more will just add to the problem.</p>

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	LPPO2717	Object	<p>I am opposed to both of the options that Wyre Forest District council have proposed for the following reason:</p> <p>Removal of the fields will greatly reduce the spaces local people can go walking, jogging cycling, walking dogs etc.</p> <p>There has been no thought to the immense increase there will be in traffic. There is already severe congestion around Heronswood Road, adding 1700 extra properties is going to greatly add to this, not to mention the extra noise and fuel emission pollution that will be created.</p> <p>Where are all the extra schools going to be built, along with the extra dentists, doctors and other facilities that will be needed? Is there a plan to incorporate these into either of the options?</p> <p>I believe there are around 1200 empty houses in Kidderminster. Why are these not being utilised along with the empty buildings that there are in the Kidderminster town centre? I would have thought some of these empty buildings would be ripe for conversion into flats. This would cut down on people needing to use cars and thereby reduce pollution. There are already around 300 houses being built on the new Silverwoods development (ex British Sugar Factory). Does this not take off the pressure for the need of another 1700 homes?</p> <p>This area on the map, is referred to as Captains & the Lodge WFR/ST/1 and is described as a core housing site. At present we have been advised this area will have 135 houses built on it.</p> <p>I am most dismayed to hear this and would like to list a few of the birds and other wildlife that can be found in this area. – Please see separate page –</p> <p>First of all the Lleyandii hedge: If the land is used I would like to keep the hedge and existing fence. At present this hedge houses many types of birds and other wildlife. I am not just referring to the Spring/Summer breeding season. This has been home to all manner of wildlife for many years now and to lose this hedge would be a disaster environmentally.</p> <p>Secondly, Captains Pool itself. I presume the lake itself is being sold. Currently Phoenix Fishing Club tell us that they</p>

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			<p>have a lease on this pool/pond for another 3 years. Under the terms of their lease they have to maintain this area and also maintain the water to a high standard, which is I believe inspected every 12 months. Please advise how this is going to be maintained and who will be responsible for it?</p> <p>Amongst the mammals listed on the other page are badgers. There is currently a Badgers Sett on the far side of the lake. How is this going to be looked after?</p> <p>We also have a few types of bats that are often seen flying around on many evenings. I hope the site will be carefully checked to make sure their nesting areas are protected and not disturbed.</p> <p>There is a boat shed on this site. There is a lot of wildlife that goes in and out of this boat shed despite doors on the front. Will this be checked to make sure this is not a nesting area?</p> <p>The construction of any new housing on the Spennells area anywhere near the lake will be catastrophic to the environment from which it will be difficult to recover and these lovely creatures will never return.</p> <p>Where does the urban sprawl end and how much more of the countryside do we need to lose before the damage caused is irreversible?</p> <p><u>BIRDS OF CAPTAINS POOL AND AREA WFR/ST/1</u></p> <p><u>Breeding Residents</u>: Coot, Mallard, Moorhen, Canada Goose, Great Crested Grebe, Finches, Tits, Great Spotted Woodpecker, Green Woodpecker, Treecreeper, Nuthatch, Starlings, Song Thrush, Mistlethrush, Blackbird, Yellowhammer, Sparrow Hawk, House Sparrow, Hedge Sparrow, Pigeons, Doves & Corvids.</p> <p><u>Winter Visitors (Oct-April)</u>: Goosander, Siskin, Redpoll, Blackcap, European Starlings, Fieldfare, Redwing, Brambling, Goldcrest, Teal.</p> <p>Other birds seen are Grey Heron, Gulls, Shoveler, Pochard, Kingfisher, Tufted Duck, Mute Swan, Wagtails- Pied & Grey, Little Egret, Tawny Owl and Buzzards.</p>

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			<p><u>MAMMALS</u></p> <p>Hedgehogs, Moles, Common Shrew, Water Shrew, Field Vole, Yellow Necked Mouse, Wood Mouse, House Mouse, Brown Rat, Grey Squirrel, Rabbit, Fox, Badger, Pipistrelle Bats, Soprano Bats & Daubenton's Bats.</p> <p>There are around 20 butterfly species and around 75-85 species of bird resident, breeding and passing through that can be seen at Captains Pool. The above list is just a few.</p>
	LPPO2718	Object	Highways planners have made a big mistake on Worcester Rd Kidderminster by moving a traffic island hold up from one place to another. This side of the town is currently virtually gridlocked at busy times so building more houses on Spennells will add to the congestion and more importantly the pollution that goes with it. No houses to be build on the Green Belt land the Spennells side of town for these reasons.
	LPPO2720	Object	<p>With reference to the proposed development on the Green Belt fields adjacent to Spennells Valley estate. We strongly object to Option A as it will have a massive impact on the residents of Spennells in terms of losing fields that are currently used for leisure and interaction, as well as impacting on the wild life in the area.</p> <p>Anyone who travels to work from Spennells knows how congested Heronswood Road and Spennells Valley Road are during peak times, without additional residents from up to 2000 houses. It is already hazardous around the school and shops area, and an increase in traffic will undoubtedly cause a safety issue for children and the elderly.</p> <p>Having attended a Consultation meeting and a previous informal meeting and studied all the available information, we strongly object to Option A.</p>
	LPPO2735	Object	<p>I have found the surrounding fields of particular benefit for exercising and observing wild life.</p> <p>Traffic around Kidderminster is already very heavy and further housing would create gridlock and higher exhaust fume emissions.</p> <p>Pressure on all local services - schools, hospitals and GP surgeries would be immense</p>

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	LPPO2737	Object	<p>I wish to enter my objections to the proposed housing schemes around Spennells Valley.</p> <p>We recently moved here because of the immediate access to country side for walking and cycling.</p> <p>Your proposed housing scheme will create havoc with this area, causing heavily increased traffic flow and reduced access to the country side.</p> <p>I therefore strongly object to your proposed scheme.</p>
	LPPO2739	Object	Objection to the unnecessary expansion of Spinals option A leading to the erosion of Green Belt, and loss of services.
	LPPO2740	Object	<p>Object to Option A to develop a significant number of houses to the east/south of Kidderminster and on the Green Belt land to the rear of Spennells. We do not understand why such beautiful Green Belt land has to be destroyed when there are many brownfield sites around Kidderminster that still have not been built on. There are many empty houses and apartments that have been built but are still empty so we do not see your need to have to use Green Belt land to develop even further. We believe that any additional development would be better more widely spread around the district and not wholly on the fields at the back of Spennells. Kidderminster is meant to be a small carpet town and not a large over crowded suburb. The fields at the back of Spennells are a haven away from busy town life. Many residents who chose to live on this estate to be close to the countryside.</p> <p>Spennells Estate is already a very large estate. Development in this area and destroying such beautiful land is going to cause many issues and even more problems with roads becoming even more congested than they already are. Getting off the Estate in rush hour is already a nightmare, Doctors, Hospitals and Schools are already strained and jobs are hard to come by already. By increasing the houses in this area, it is going to make living in Kidderminster a very chaotic and stressful place.</p> <p>The removal of the fields would diminish the health and wellbeing of local people who have lived in this area for years. It is regularly used by people who enjoy walking, jogging or walking their dogs. Children love the freedom, the trees and the wildlife and how something so beautiful could be destroyed for bricks and roads we shall never</p>

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			<p>understand! There will be increased traffic noises, exhaust fumes causing issues to health and making life a nightmare to live in this area.</p> <p>As well as health and wellbeing it is also the very sad thought that the beautiful wildlife that habitat in the Green Belt land will lose their homes and be destroyed. There are skylarks, linnets and lots of other red-listed birds who nest there as well as lots of other different wildlife. I thought the idea of Green Belt was that it is protected and to prevent urban sprawl so why is this even being considered? There are many brownfield sites and areas of Kidderminster which could be built on to include the very large Lea Castle site, old Sladen School, old Glades leisure centre, old Magistrates Courts as well as many empty shops and the development of Stour Valley hasn't even finished yet which is a massive development in itself. Across the district I am sure there are many other sites that could be considered before even thinking of destroying such beautiful countryside.</p> <p>We do not agree that any Green Belt land should be destroyed but if this has to be the case we suggest this is not wholly in one area like Spennells fields and that other areas are considered to prevent destroying something so beautiful for so many residents. We have all chose to live here for the beautiful countryside on our doorstep and you are going to destroy this for us and our future generations.</p> <p>We want future generations to have a good quality of life and enjoy the natural countryside and wildlife and not be brought up in a mini city full of pollution and houses! We want to protect our wildlife, give our children and families the freedom to lead an active and healthy life. You are going to take this away from us and please accept this letter as our complete objection to your Option A.</p>
	LPPO2743	Object	<ul style="list-style-type: none"> • I would like to put forward my objections to the proposed expansion of Spennells: • Traffic is already congested at Spennells Valley Road, Worcester Road, Wilden Lane. The new relief road has caused more problems for Spennells and additional traffic from the new development will worsen the situation. • Increase in pollution with additional cars on the road from the new development as bus services are poor. • The land is in agricultural use, loss of this will mean produce has to be imported to the area causing more pollution. • The land is used by people walking dogs, joggers, horse riders, cyclists and people just walking generally to

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			<p>keep active in a non polluted atmosphere.</p> <ul style="list-style-type: none"> • Spennells School is already full. • More doctors’ surgeries required. • Development is proposed between rocket factory and an incinerator site. • Loss of wildlife habitat. • Public transport – bus service is inadequate and the train station parking is insufficient as it is full of commuter parking. • Kidderminster seems to be losing jobs rather than creating new opportunities. We have many empty units e.g. Easter Park on the Worcester Road where only a few units are actually taken. • There are many buildings in Kidderminster town centre and just add to the run down look of the town centre. Businesses cannot afford to stay and operate here. A new bypass will just ensure that drivers will do just that - BYPASS Kidderminster and any other towns which the bypass passes It also means that people will drive past Kidderminster and not go into the town to do shopping - thereby depriving the town of much needed revenue and trade.
	LPPO2749	Object	<p>I am objecting to the Draft Local Plan A concerning the fields adjacent to Spennells and Plan A and B concerning the Core Housing Site on the area referred to as Captains and the Lodge.</p> <p>It would be wicked to see the peaceful surrounding countryside smothered with houses. The fields adjacent to the Spennells are used not only by dog walkers but people who walk or jog for their health and mental wellbeing. We really appreciate having the opportunity to stroll along the fields and watch the variety of birds who flit about, some nesting in the fields, and listen to the skylarks as they swoop in the sky. What a shame it would be for them to lose their habitats along with other wildlife that lives here. We’ve also had a wonderful field of poppies here, photographed by hundreds of people, which would never be seen again.</p> <p>Building more houses would mean pressure on hospitals, doctors, schools, transport and so on. How would the schools cope and where would the extra resources come from? Add on to this the overload on drainage and sewers.</p> <p>There is enough traffic on the estate already with congestion on the roads in and around the Spennells being</p>

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			<p>especially bad in the mornings. We do not want increased traffic with more traffic noise and exhaust fumes which are a risk to health.</p> <p>With reference to the Core Housing site this backs on to a peaceful cul-de-sac and residents are very concerned about access to the houses and the noise problems.</p>
	LPPO2754	Object	<p>Fields at Spennells are Green Belt. Green Belt is sacrosanct and not for building on.</p> <p>These fields are used by the population of Wyre Forest not just by Spennells residents for dog walking, improve both physical and mental health. It is recognised that the green environment is essential for the health and wellbeing of the resident population.</p> <p>These fields in are home to the following red listed birds, which means that they are in extreme danger of extinction:</p> <p>Sky larks, Field fares, Red wings Linnets, Corn bunting, Yellow hammer, Starling, Song thrush Mistle thrush, House sparrows, Tree sparrows.</p> <p>Yellow listed birds: Dunnocks,Swifts (I have seen these return after almost 15 years) Kestrel, House martins</p> <p>Also: Wrens, Flocks of swallows, A family of buzzards, Green wood peckers.</p> <p>Plants</p> <p>The English bluebell</p> <p>Once these species lose their habitat we would lose them forever.</p> <p>The soil in the fields behind Spennells is very sandy and the run off water collects at the bottom of the fields close to Stanklyn Lane. Once this valuable drainage is covered in concrete and tarmac the risk of flooding is considerable. Yet</p>

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			<p>there has been no mention of this risk in the proposed plan.</p> <p>Once the fields are gone, we will never have them again.</p> <p>We should be taking care of flora and fauna, not building on it.</p>
	LPPO2756	Object	<p>Objection to Plan A plus area described as Captains and the Lodge i.e. WFR/ST/2, WFR/ST1, AS/10, OC/13</p> <p>I wish to object based on the following comments.</p> <ul style="list-style-type: none"> • The effect of the planned development would create loss of Green Belt which should protect our countryside from Urban Sprawl and even though existing Rights of Way are supposedly protected there is a great danger that these areas will be eradicated by housing development. The benefits to mental health and physical well being are at serious risk as the development will eradicate the fields used extensively by local people to walk, jog, cycle etc. This on top of the effect on the wild life habitat which is continually being eroded. • The planned development which will nearly double the size of Spennells would have a dramatic effect on the ability of local schools and medical centres to cater for the increased requirements of the increased population which cannot even cope with the existing residents. <p>The Council must re-evaluate their plans and concentrate on building on brownfield sites which will have the added benefit on regenerating the existing Town Centre.</p>
	LPPO2766	Object	<p>I am writing regarding the above local plan and wish to object to Plan A basically on the grounds that this plan will I think take out too much of the Green Belt land in one go so as to allow a large urban sprawl to the east and to the south of the town.</p> <p>I live on the Spennells estate and I feel that the fields provide an important recreational space for residents. It is one of the few areas where the skylark, a now threatened species, can still be heard.</p> <p>With regard to the so called Eastern Relief Road I think that it's only use will be to provide access to the</p>

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			<p>developments by linking the A449, A448 and the A456. It will not ease the through traffic within Kidderminster town itself unless such a road is continued to link the A451, the A449 on the north side of the town and last but by no means least the A442. Are there plans to do this?</p> <p>A relief road would in my opinion create noise pollution to the existing Spennells estate particularly as the prevailing winds are more usually from the south west. If the Green Belt was spared a road across that area would not be needed in the same way as Captains Pool Road would not have been needed if Spennells had not been built.</p> <p>At the present time there is a south and Eastern route which is the A450 which provides a direct route for through traffic approaching from the south going from Torton to Birmingham and Stourbridge via Hagley. It does require some upgrading however particularly at the Mustow Green island due to poor visibility on the approaches to it.</p> <p>I would therefore support a more dispersed development as outlined in Option B.</p>
	LPPO2767	Object	<p>We wish to object to Option A, as it does not achieve the Objectives set out in WFDC Local Plan. These include;</p> <ol style="list-style-type: none"> 1. To encourage the long term sustainable development of Wyre Forest and its communities. <i>Impact of removing the Green Belt behind Spennells would be significantly adverse.</i> 2. To address the key challenges facing the District especially in terms of housing, employment and transport. <i>Housing; population growth within the Wyre Forest has been 1,000 over a 15 year period. Developing all the brownfield sites within the WF could accommodate 3,000 people, which at the current rate of expansion would last 45 years. Employment; significant scope for employment by redeveloping all the available redundant brownfield sites, where the infrastructure is already in place. Transport; 3 routes serve the SE side of Kidderminster – the inner ring road, Spennells Valley road and the A450. The region does not need a 4th parallel road.</i> 3. To address housing needs in order that existing and future residents' requirements are met and the economic development of the area is supported. <i>As per 2. Above.</i> 4. To recognise the changing nature of employment, encourage economic diversification and make sufficient high quality employment sites available. <i>As per 2. Above.</i> 5. To maximise the use of previously developed land in order to ensure the best use is made of available land

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			<p>both within and beyond the main towns. <i>As per 2. above</i></p> <p>6. To protect and support the role of the Green Belt through a strategic review and to identify limited strategic Green Belt release to enable the delivery of the plan whilst reinforcing the role and integrity of the Green Belt for future Plan periods. <i>The proposals for 6000 people + RR do not 'protect and support the role of the Green Belt', nor would they reinforce the integrity for future Plan periods. The opposite of this would be the result.</i></p> <p>7. To help resolve the traffic issues in Kidderminster by the provision of an alternative route for through-traffic and to enhance the availability and versatility of rail-based services. <i>A number of measures would help resolve the traffic issues. Firstly, the better use of public transport, including the option of park and rides, as well as the enhancement of cycle routes. Improvements to the A450, which is already a high standard route, which would provide the bypass for A449 to A456 traffic. The Black Bridge, near the A449/A450 junction has been a constraint on the A450 improvements due to the sub-standard headroom. There have been discussions with WCC to jack up the bridge (using weekend closures) to allow for improvements to the junction and further upgrades to this route.</i> <i>Spennells Valley Road is also a high standard road which ties into the A448 roundabout. Further relief of Kidderminster town centre could be provided by providing a link from this roundabout behind Offmore, onto the A456.</i> <i>The relief road is therefore not warranted, and cannot be justified on traffic figure as none are available – no figures were in the public domain according to the staff who attended the public exhibition. If these are available, then why are they being withheld?</i></p> <p>8. To maximise opportunities for the inclusion of green infrastructure and heritage assets into high quality development in order to provide a good quality of life and maximise the benefits of walking and cycling. <i>Building on the Green Belt behind Spennells does not maximise the inclusion of green infrastructure and heritage assets. This is a contradiction on terms, since urban sprawl, at the expense of a redundant town centre, goes against all the principals of sustainability. Preservation of the existing heritage within the town centre would be better served by investing in the town centre, and not creating further assets that have to be maintained on the periphery of the town.</i></p>
	LPP02769	Object	I want to object to the option A which I understand is the review of the Green Belt at the rear of the Spennells

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			<p>estate, and for this land to be used for building houses.</p> <p>These are my reasons:</p> <ul style="list-style-type: none"> • The houses will destroy the local environment. • The houses will affect the local wildlife. • There will need to be a greater road network to support the houses. • The existing road network is struggling to cope.
	LPPO2770	Object	<p>We use these fields to walk, ride bikes, geocaching and nature spotting.</p> <p>The roads around this plot are already full and usually have large traffic jams. Even if you add just another 100 cars, the pollution they would cause would have a detrimental affect on everyone.</p> <p>This plot is very close to the Summerfield rocket testing station - I have known several times when the houses surrounding have had to be evacuated.</p> <p>The schools could not cope with the extra demand.</p> <p>The doctors' surgeries and hospital would not cope with the extra demand.</p> <p>Even the local community groups such as the scouts and guides wouldn't have enough space for extra children.</p> <p>The new leisure centre couldn't cope with the influx of users either, it can only just cope now.</p>
	LPPO2778	Object	<p>I object to Option A as the loss to the Green Belt will be unacceptable. There would be a huge detrimental impact upon the wildlife.</p> <p>The Draft LP indicates that only 50% of the Green Belt land on Option A would be developed, however this has only</p>

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			<p>been done to facilitate the construction of a relief road. Public Open Spaces are an unacceptable replacement for the existing Green Belt.</p> <p>The fields behind Spennells, not only provide space for walking and exercise for the local population, but are a valuable asset for the flora and fauna. NB rare species are also found, for example the corn bunting, an endangered species.</p> <p>Any attempt to remove this section will be challenged vigorously, not only by all the concerned residents, but by the RSPB.</p>
	LPPO2780	Object	<p>There should be no further development of the Spennells Estate and of the core areas proposed in Option A and Option B; thus preserving the Green Belt and in doing so safeguarding the countryside from encroachment.</p> <p>On the Spennells site alone, where there are already around 2000 houses, the proposed increase of 930 dwellings will lead to an increase in the number of cars on the roads (car ownership currently averaging 2- per household) with a resulting increase in traffic using the local roads which are already very congested at times. There will also be additional households, some with children, requiring an increased need for educational, medical and social facilities and the provision of utilities. Drainage and sewerage problems, already existing on Spennells, will be exacerbated.</p> <p>When the fields behind the current Spennells estate are destroyed by this housing/road development a valuable area for walking and exercising and enjoying peace and quiet, as enjoyed by a wide variety of local people, will be lost forever. Currently the 3 fields mentioned are productively farmed, a valuable commodity in the post-Brexit era. With development of these fields, this area will become contaminated by concrete, built —up houses, probably tightly packed together with small land footprints, by traffic noise and loss of air quality.</p> <p>In the plan it is stated that it is necessary to get people walking and cycling for health reasons. Destroying this land will have a detrimental effect on this objective. Once Green Belt land is lost it cannot be restored and is therefore lost to future generations of people and wildlife. The danger is that once the go-ahead is given for this proposed road/housing development on current Green Belt land, it will become all too easy to extend the boundaries further, leading ultimately to coalescence of the smaller settlements of Stone, Summerfield. Stanklyn and other outlying</p>

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			<p>settlements to the East of Kidderminster.</p> <p>There is clearly neither a requirement to develop the Green Belt Fields abutting the Spennells Estate, for which an allocation of 930 dwellings, under site references OC/13S. WFR/ST/2 and AS/10 has been proposed. Nor a requirement to develop the core area in Option A to the East of Kidderminster.</p> <p>Leaving a corridor of undeveloped land to respect the need for the separation of settlements is admirable but outside of these corridors the extensive development outlined in this Plan will still result in urban sprawl to an unpalatable degree, not to mention the unsociable behaviour and crime that tends to be a feature of large housing estates these days, with all the problems this can produce. National Policy states that Green Belt land is specifically supposed to prevent this, to safeguard the countryside from encroachment, alongside maintaining large tracts of land for productive farming, protecting wildlife habitat and providing an open, pleasant environment for people to enjoy, be it walking, cycling or just enjoying the views and breathing in fresh air, unpolluted by traffic noise and pollution. This policy seems to have been ignored.</p>
	LPPO2796	Object	<p>Question: Do you think the benefits of allowing easier delivery of school provision and the option of an Eastern Relief Road outweigh the disadvantage caused by the large-scale of expansion to the east of Kidderminster that would be needed?</p> <p>No. Easier delivery of a solution can often bring greater disadvantage because problems are overlooked due to the ease of such a delivery. I wish to object to a number of your proposals.</p> <ul style="list-style-type: none"> To help resolve the traffic issues in Kidderminster by the provision of an alternative route for through-traffic - I attended a drop in session at Heronswood First School and discussed with a council representative the benefits the easier option A would deliver. She was unsure about the Eastern Relief Road saying it was most likely going to be a single track estate road which was <u>probably</u> not going to run through the Spennells estate. This in itself would congest traffic on the east of Kidderminster bringing further travel problems. The A449 backs up to Hartlebury during evening rush hour and onto Spennells in the morning already and that is without all the houses being occupied on the new estate on the old Sugar Beet site. With even more people on the east of Kidderminster this route would be very unsatisfactory, practically unmovable.

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			<ul style="list-style-type: none"> To maximise the benefits of walking and cycling - Your proposal that people will walk or cycle or train to work is far-fetched. From Spennells it is a 40 minute walk to the railway station and 50 minutes into town. The fields behind would add another ten minutes to such a journey. This is too far to walk with heavy work bags or shopping. Your proposal that young people will settle if we improve retail by offering more retail jobs is at odds with the amount of disposable income people have in such low income work. People with low income jobs can be better served closer to town centres. There they can save money on car journeys. Kidderminster Enterprise Park is the main focus for employment. People with higher incomes in Kidderminster mainly commute to work which means travel by car on the whole because jobs are often on various trading estates outside town centres now and not served by public transport. New people moving into the area would also want to travel by car to work. To prevent urban sprawl - You talk about the three towns of the district remaining separate but already Stourport is linked to Kidderminster through the development of the Sugar Beet land and the canal areas. I agree to build sheltered housing for older people and retirement homes but these should not be near the Spennells pool for such vulnerable people. The pool hangs in mist and ice in winter and it is not healthy causing respiration difficulties in this vulnerable group. I cannot believe such short-sighted thinking. Bats roost near the pool and urban sprawl would destroy their habitat. High costs of providing healthcare for an ageing population with high obesity. You speak of wanting to improve health and obesity but removing the benefit of open space and big skies for the dog walkers and children conker hunting, instead of 'green space' for walkers to trek through more housing with more traffic will lead to a greater problem for our hard pushed health service already under pressure with over 4000 contacts per month.
	LPPO2799	Object	<p>My objections are:</p> <ul style="list-style-type: none"> The roads local to Spennells are already gridlocked due to the new relief road being open. Traffic is now queuing from Easter Park most of the day and Wilden Lane is queuing sometimes from as far back as The Wash House. Traffic is not being able to access the Worcester Road Roundabout due to cars blocking it. Accidents are very likely on the Worcester Road Roundabout. Getting off Spennells at times is already a problem and adding another 1000 plus houses is just going to

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			<p>exacerbate the problem.</p> <ul style="list-style-type: none"> • Then there is also the problem of air pollution as the traffic will be queuing. • The fields behind Spennells are well used by walkers, joggers, dog walkers, families with children going for walks. Cyclists and horse riders also use the fields. • The fields also used for essential crop growing. • The local bus service is not adequate or dependable. <p>All in all, I am thoroughly against this plan.</p>
	LPPO2800	Object	<p>Question: Do you think the benefits of allowing easier delivery of school provision and the option of an Eastern Relief Road outweigh the disadvantage caused by the large-scale of expansion to the east of Kidderminster that would be needed?</p> <p>No. Easier delivery of a solution can often bring greater disadvantage because problems are overlooked due to the ease of such a delivery. I wish to object to a number of your proposals.</p> <ul style="list-style-type: none"> • To help resolve the traffic issues in Kidderminster by the provision of an alternative route for through-traffic - I attended a drop in session at Heronswood First School and discussed with a council representative the benefits the easier option A would deliver. She was unsure about the Eastern Relief Road saying it was most likely going to be a single track estate road which was <u>probably</u> not going to run through the Spennells estate. This in itself would congest traffic on the east of Kidderminster bringing further travel problems. The A449 backs up to Hartlebury during evening rush hour and onto Spennells in the morning already and that is without all the houses being occupied on the new estate on the old Sugar Beet site. With even more people on the east of Kidderminster this route would be very unsatisfactory, practically unmovable. Traffic is consistently backed up at Mustow Green or Belbroughton which are both to the east of Kidderminster. • To maximise the benefits of walking and cycling - Your proposal that people will walk or cycle or train to work is far-fetched. From Spennells it is a 40 minute walk to the railway station and 50 minutes into town. The fields behind would add another ten minutes to such a journey. This is too far to walk with heavy work bags or shopping. Your proposal that young people will settle if we improve retail by offering more retail jobs is at odds with the amount of disposable income people have in such low income work. People with low

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			<p>income jobs can be better served closer to town centres. There they can save money on car journeys.</p> <ul style="list-style-type: none">• Kidderminster Enterprise Park is the main focus for employment. People with higher incomes in Kidderminster mainly commute to work which means travel by car on the whole because jobs are often on various trading estates outside town centres now and not served by public transport. New people moving into the area would also want to travel by car to work.• To prevent urban sprawl - You talk about the three towns of the district remaining separate but already Stourport is linked to Kidderminster through the development of the Sugar Beet land and the canal areas. I agree to build sheltered housing for older people and retirement homes but these should not be near the Spennells pool for such vulnerable people. The pool hangs in mist and ice in winter and it is not healthy causing respiration difficulties in this vulnerable group. I cannot believe such short-sighted thinking. Bats roost near the pool and urban sprawl would destroy their habitat.• High costs of providing healthcare for an ageing population with high obesity. You speak of wanting to improve health and obesity but removing the benefit of open space and big skies for the dog walkers and children conker hunting, instead of 'green space' for walkers to trek through more housing with more traffic will lead to a greater problem for our hard pushed health service already under pressure with over 4000 contacts per month.
	LPPO2803	Object	<p>The Spennells area of Kidderminster already has a large built up area and the fields proposed for building provide an amenity used extensively by the local population for all manner of outdoor pursuits and activities and general.</p> <p>Should not to turn this area into a larger urban sprawl.</p> <p>Morning traffic leaving Spennells endures jams and holdups due to current volume.</p> <p>The Council appears to favour plan "A" as they believe it would enhance their objective for the construction of the proposed (twice rejected) Eastern Link Road.</p>
	LPPO2804	Object	<p>I am writing to object to "Option A" - the proposed development of houses on the Spennells fields.</p>

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			<ul style="list-style-type: none"> These fields are used extensively by the Spennells community for dog walking and recreation. It encourages love of nature and provides a healthy and fun environment for children to play. If this were taken away then residents would have to travel to access similar open spaces. The fields seem to be very fertile for farming There is an abundance of wildlife. There would be extensive loss of habitat for the wildlife that flourishes on these fields. I would therefore like to see a full review of the wildlife in the area before any final decisions were made. Kidderminster is struggling for Green Belt land so as Option B provides more housing with less loss of Green Belt it seems to be the better choice. This would therefore be my preferred option.
	LPPO2810	Object	<p>Objects to building new houses on land next to the Spennells estate:</p> <ul style="list-style-type: none"> Unnecessary building of dwellings on Green Belt land Impact on local habitats of flora and fauna Increase in traffic in the localised area Increase in air and noise pollution Increase in the demand of places in local primary and high schools. The schools will need to increase in size but with tight budgets they cannot do this. Decreasing the lack to open space for children, dog walkers etc to walk and play
	LPPO2820	Object	<p>Strongly opposed to OPTION A</p> <p>1. LOSS OF GREEN BELT.</p> <p>Result in urban sprawl and be in total opposition to the purpose of GREEN BELT POLICY.</p> <p>2. SCHOOLS AND SURGERIES.</p>

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			<p>Development would IMPACT DRASTICALLY on both the above.</p> <p>Heronswood school has in 2016, been extended and is ALREADY FULL, is another extension even possible?</p> <p>SURGERIES will also be put UNDER considerable PRESSURE, in ADDITION TO their PRESENT RESTRAINTS, caused by families living in an EXTRA 1,700 dwellings.</p> <p>3. TRAFFIC.</p> <p>Development will require major road access at very high cost causing POLLUTION and CONGESTION with inevitable HEALTH RISKS. Brown field sites already have sufficient road access. The council is considering a bypass from Birmingham Road to A449. Proposed development of Spennells should not be an inducement for a developer who might offer assistance in construction of a bypass.</p> <p>Indications that people from Birmingham and Solihull could be encouraged to this development and as businesses in Kidderminster seem to be downsizing or closing this will result in more commuter traffic from Kidderminster to work in other areas, with all the problems of more pollution and congestion.</p> <p>Forecasts show a DECLINE IN HOUSING REQUIREMENTS IN KIDDERMINSTER. Requirements could possibly be met by developing brown field sites, including smaller ones. EXISTING EMPTY BUILDINGS could be CONVERTED to provide AFFORDABLE flats and apartments which would meet the following needs;</p> <p>Nearby shops and amenities, entertainments, surgeries etc. with the HEALTH ASPECTS of walking and lowering pollution levels.</p> <p>Down sizing, therefore releasing family size housing.</p> <p>Encouraging greater RANGE OF VIABLE SHOPS (more visits per week, good for business.)</p> <p>Taking PRESSURE OFF AN ALREADY UNRELIABLE BUS SERVICE.</p>

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			EASING PARKING PROBLEMS IN TOWN.
	LPPO2824	Object	<p>Object to plan A as follows:</p> <p>It is Green Belt/productive farmland.</p> <p>Will result traffic issues/bus service already poor</p> <p>Effect on wildlife/recreational use</p> <p>Use brownfield sites first</p>
	LPPO2828	Object	<p>Objects to proposal at Spennells. Spennells estate is surrounded by beautiful countryside, is used by dog walkers and is a great place to bring up children into the future.</p> <p>There are areas of Kidderminster Town Centre that are in desperate need of reinvestment and housing would be a fantastic option.</p>
	LPPO2830	Object	<p>Object to Option A as follows:</p> <p>Loss of recreational land</p> <p>Increase in traffic/exhaust fumes whereas building higher density homes in town centre will reduce these.</p> <p>Loss of Green Belt /threat to existing Rights of way</p> <p>Loss of wildlife.</p> <p>Regenerate on Brownfield sites in Kidderminster</p>
	LPPO2832	Object	<p>Object to Option A and development of Green Belt before all brown field sites have been used.</p> <p>The proposed development at Option A would result in urban sprawl, significant traffic issues/pollution/loss of recreational land.</p>

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	LPPO2836	Object	<p>Object to proposed extension of Spennells. Irreplaceable loss of habitat for wildlife, breathing space for Kidderminster.</p> <p>Developers are reluctant to use brownfield sites, follow the example of Wolverhampton, and built homes in the town. Incentivise businesses with affordable rates to expand their businesses and have an innovation space, even a science park.</p> <p>Proposing to build on a flood plain, which is a highly dangerous strategy</p>
	LPPO2837	Object	I object to the use of the fields around the Spennells estate for building. These fields provide a wonderful place to walk, ride, exercise and enjoy the countryside on our doorstep. Local services are already stretched to the limit.
	LPPO2838	Object	<p>I object building on Green Belt sites, especially Offmore/Hurcott, and extending Spennells as follows:</p> <p>Lack of future employment prospects/overall congestion/Traffic emissions</p> <p>Pressure on our already busy hospitals, doctors, schools.</p> <p>Affect tourism/wildlife/possible flooding.</p> <p>Build on brownfield land/convert unoccupied buildings before Green Belt.</p>
	LPPO2842	Object	<p>OBJECTION TO SPENNELLS:</p> <p>The inability of Kidderminster's infrastructure/public services to cope with extra residents.</p> <p>Noise and pollution concerns</p> <p>The loss of Green Belt, wildlife and valuable agricultural land.</p>
	LPPO2845	Object	<p>We do not support Option A:</p> <ul style="list-style-type: none"> undermines reason for Green Belt:

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			<ul style="list-style-type: none"> • accuracy of the Assessment of Housing Need • negative impact on the biodiversity/wildlife • increased traffic • Spennells estate already has social issues • infrastructure esp. medical/schooling • is relief road proposed as it can attract capital funding • gypsy/traveller site impractical in narrow lane • Fly tipping could increase. • Lack of job creation would encourage commuting • Negative impact upon local amenities, health and wellbeing, community identity <p>Support option B/greater brown field development</p>
	LPPO2847	Object	<p>Objects to Option A:</p> <ul style="list-style-type: none"> • exacerbate existing traffic congestion/increase risks to pedestrians • pressures on healthcare/school capacities • negative impact on nature/attraction of area • Focus on use of brownfield sites/more balanced across the district.
	LPPO2851	Object	<p>Object to Spennells:</p> <p>Loss of recreational land/wildlife</p> <p>Roads already congested; schools/doctors/hospitals already busy</p> <p>Once Green Belt is gone it is gone forever</p>
	LPPO2866	Object	<p>I would like to see a semi- rural location which, benefits the local community with low pollution which ensures a good life style, maintained for the population of Kidderminster.</p>

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			<p>I object to option A of the Local development plan for the following reasons:</p> <ul style="list-style-type: none"> Kidderminster's historic carpet and market industry has almost completely disappeared with an unattractive town centre, full of empty properties and few shops that will encourage people to the area. The town appears to encourage charity shops, hairdressers and coffee shops. It appears that the consultation process has not been particularly open or helpful with few details being shared. It amazed me to hear that originally the Council did not think it necessary to provide Spennells with a local drop in session, when in fact under option A they were probably the most affected. I also do not understand why the out-lying areas of Wyre Forest do not have to be included within this discussion. In my opinion all of Wyre Forest should be included with all building taking place within the existing boundary. There are a number of empty buildings and run down areas, which could actually be utilized without the need for further building on any Green Belt land. Green Belt land should be used for food production, something which over the next few years will be more important as we exit Europe. I also feel that before any housing is considered on the Green Belt land all available brownfield sites are developed, including those which already have been granted planning permission but are not being developed. The Council need to ensure that developers have to develop the land within a certain length of time. I also question that the figures you have stated for population growth are accurate especially regarding my earlier statement. Any people wishing to move into the area are commuters, bringing very little into the community. WFDC need to improve job prospects, shopping and other amenities within the towns first. Under Option A I do not believe that the infrastructure is good enough. Every road from Kidderminster needs improvements. There is already congestion towards, Birmingham, Worcester and Bromsgrove to use the Motorways. The hospital, schools and other medical depts. e.g. Doctors, Dentists need improving as they are unable to cope with the present population. I am also aware that the drainage system on Spennells is already inadequate, over the year's houses there have flooded when drains are not able to deal with the surface water. With more building this would be further exacerbated. The fields behind Spennells offer local people a place to enjoy the countryside through walking, cycling, bird watching on the doorstep. This is something the Government are keen to encourage to ensure the health and wellbeing of the population does not cause a further drain on the health services. <p>Under option B the development would stay within the existing boundary and not cause further urban</p>

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			<p>sprawl as Option A would to Summerfield, Stone and Stanklyn.</p> <p>I believe Option B is the best option for Wyre Forest, however if Option A does take you should ensure residents do not have a lower quality of life. Measures such as low level lighting on the proposed road with a quiet road surface as standard; speed restrictions to avoid air pollution and; access denied to heavy vehicles should be enforced. Noise, Air and Light pollution must be minimal. The Council must ensure that adequate green areas are designated and maintained along with the current tree preservation orders which are present on Spennells. I do wonder if the Council have considered building on the Golf course and giving them the opportunity to move to one of the Green Belt areas to ensure the boundary does not extend.</p> <p>Above all I oppose option A as I believe that the whole of Wyre Forest should share the development needs and keep the existing boundary for all.</p>
	LPPO2869	Object	<p>While we understand the need to provide housing, we wish to state our objections to Option A on the grounds that:</p> <ul style="list-style-type: none"> • Concern that Kittiwake Drive could provide access for the proposed development, becoming busier and making a rat-run. This road is narrow and unsuitable for more traffic; it is also well used by children going to and from school and to the play area on Heronswood Road. • Spennells has a small shopping area catering for residents: it is often difficult now to access the car park, especially when school children are arriving and leaving. • Spennells Primary School would be too small to cater for the proposed numbers of families. • King Charles School is already on two sites, so would be unlikely to take many more pupils. • Spreading development over the wider area will use brownfield sites (identified in the document) and encroach less on Green Belt and greenfield sites. • The stated number of new homes needed has been exaggerated and the proposal for up to 6000 more is unrealistic; employment opportunities will not provide jobs on such a scale. Looking at the number of unoccupied business units in the area (e.g. Easter Park), we question the need to provide so many new ones. • Building companies are required to provide a certain number of housing association homes at a ratio of 30% in order to win contracts. They should be required to redevelop brownfield sites first. • Worcestershire Acute Hospitals Trust is already in special measures, unable to cope with demand. We have a

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			<p>Minor Injuries Unit. Is the Council prepared to negotiate with the NHS for an upgrade to KGH to meet the needs of more people?</p> <ul style="list-style-type: none"> • Kidderminster traffic flow is slow. The possible eastern bypass will only help commuters to reach Worcester, Wolverhampton and Birmingham, and those who live on the west and north will not benefit greatly. • More traffic means more pollution and road maintenance is already poor, so increased traffic will exacerbate the situation. • Public transport is unreliable for the Spennells area with buses often late or not arriving at all. Current provision would therefore be inadequate for additional passengers, and would encourage more frequent use of cars, adding to air pollution and congestion in the town area. • Local people value and use the existing fields and footpaths around Spennells for leisure and exercise, improving health in a holistic way, and with a potentially positive impact on health services. <p>It would seem more appropriate to develop brownfield areas and make as little impact as possible on our precious Green Belt sites. We have no objection to developing the Lea Castle site, as it already has some infrastructure, but stands derelict now, and would be an excellent setting for a new estate area.</p>
	LPPO2873	Object	<p>Green Belt Land should not be built on lightly and plan B uses 20% less. If it is possible to protect this land, it should be done so at all costs. The 2015 Conservative Manifesto states that “Ministers attach great importance to the Green Belt and will maintain existing areas of protection” - how can Option A be considered when this removes the largest area of Green Belt? Also, it states “Green Belt’s primary purpose is to prevent urban sprawl A huge proportion of it has considerable environmental value . . .” The proposal for option A would be doing exactly that, by building an extremely large proportion of housing in one massive area it will take away value from the local environment and create an urban sprawl, which is why I am firmly opposed to it. There is sufficient space for 3000 houses on current brownfield sites I do not understand why the destruction of Green Belt land is being considered.</p> <p>Current plans to link Spennells estate through Turnstone Road would also cause severe disruption to the currently quiet cul-de-sac. The current residents would have increased noise and air pollution and road safety issues, which would undoubtedly lead to a drop in house price. The current access at the two points of entry onto the estate are extremely busy and traffic heading towards town is likely to cut through thus creating further traffic chaos.</p> <p>If option A provides better school provision, how is this going to be made? There is currently no funding and there are no definite plans for a new school. If such a large population growth is going to take place, this needs forward</p>

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			<p>planning and funding. Will families move in with vast numbers of children after or before a school is built? The current schools could not cope with such a dramatic rise in numbers, particularly after having recently been through the three tier to two tier school system reorganisation, where the existing primary schools have already had to make substantial growth to accommodate two extra year groups.</p> <p>Objection with reference to paragraph 5.4b:</p> <p style="padding-left: 40px;">“b. A social role — supporting strong, vibrant and healthy communities in Wyre Forest by:</p> <p style="padding-left: 80px;">i. Providing the supply of housing required to meet the needs of present and future generations.</p> <p style="padding-left: 80px;">ii. Creating a high-quality built environment, with accessible local services and infrastructure that reflect a community’s needs and support its health and social and cultural well-being. I</p> <p style="padding-left: 80px;">iii. Creating a strong sense of place by strengthening the distinctive and cultural qualities of towns and villages.</p> <p style="padding-left: 80px;">iv. Creating safe and accessible environments where crime, disorder and the fear of crime do not undermine quality of life or community cohesion.”</p> <p>I fail to see how these objectives will be met under the proposed plans. Existing residents have no local doctor or youth facilities and no plans have been given in Option A to include these. The local community’s needs have not been considered, nor has support for its health and social needs.</p> <p>There is already an element of anti-social behaviour on the estate and if further expansion were to be made, this would impact greatly on the surrounding area. There used to be a youth club, but this was not replaced when Heronswood school was expanded, due to the Wyre Forest School shake up. I believe such an area of new development would cause an increase in the level of anti-social behaviour in the local area.</p> <p>The local hospital struggles to cope with the existing population and doctors’ surgeries are stretched to bursting. No plans have been proposed to suggest how the local community will cope with such basic and necessary needs. Aside from this, it will be severely detrimental to the health and well-being of the local community. Obesity has been recognised by the nation and local Council as a growing and worrying problem. The fields are used by walkers, joggers, wildlife enthusiasts, photographers, horse riders and local residents to maintain fitness. Not only does this help physical fitness, but exercise in rural countryside has massive benefits for mental health, yet another escalating problem within our community. Studies have also proven such an environment helps promote creativity. The impact locally would be massive and this is why residents chose to live here.</p>

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			<p>Objection with reference to paragraph 5.4 c Environmental role</p> <p>I object strongly to option A as it is too large a proposal on currently excellent quality agricultural land and too close to the Spennells Valley Nature Reserve. It could not help but impact on the local diversity of the local environment. The fields are necessary to help protect from flooding, Captains Pool would not be able to cope with the drainage and this flows directly into the nature reserve. Extremely rare protected black poplar trees reside in this area, it is the habitat of the great crested newt and at least 3 types of bats roost in the area, which feed and thrive on insects from the local fields and hedgerows. A vast amount of nature will be destroyed, habitats will be lost and a negative impact will affect the local biodiversity which is supposedly protected. You should not take away from Green Belt land, unless it is absolutely necessary, as it was initially designated Green Belt for good reason — why should much of the proposed planning occur on precious land when there are many brownfield and green field sites available and many more that have not been fully considered — for example there is a large field area in Wolverley that has been proven by a local resident to belong to nobody and is not Green Belt and could take much of the housing. There is also the land on the previous Wyre Golf Club and sites already established on plan B. It states on how-to-review-planning-applications that “You must consider whether a proposed development might affect a protected site or area when reviewing a planning application types of protected sites and areas —A locally protected site: local nature reserve” Does option A actually do this? I do not believe this has been taken fully into consideration.</p> <p>I therefore strongly urge you to rethink the current plans and do not agree to support option A. Do not build on Green Belt land and definitely do not opt for a plan which sacrifices the largest area. Sufficient brown and green field sites can be found and a new study to consider exactly how much housing is actually needed must be undertaken. We need to think of the future and protect our natural environment where possible. The current Green Belt land is already used extensively for the well being of the community and is valuable and good quality agricultural land. I therefore do not believe that option A can achieve the outcomes it proposes to do so and would be to the detriment of Kidderminster and the surrounding area.</p>
	LPPO2881	Object	<p>I am not happy with the proposed development of 1735 new homes.</p> <p>My reasons are:-</p> <ul style="list-style-type: none"> • Massive increase in traffic & pollution. Heronswood Road gets grid-locked now at peak times in the morning.

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			<p>Increased pollution will cause more ill-health so putting a strain on our already over-stretched NHS.</p> <ul style="list-style-type: none"> Local schools would not cope with this increase. Developing on Green Belt land really should be a last resort NOT the easy option!
	LPPO2890	Object	Objection against proposed building on the fields between Spennells and Stanklyn lane. The local schools and other services are already stretched to the limit. They do regular exercise on these fields.
	LPPO2892	Object	Objection against proposed building on the fields between Spennells and Stanklyn lane. The local schools and other services are already stretched to the limit. They use these fields for regular exercise.
	LPPO2905	Object	<p>Objection towards the Option A local plan to build houses on the fields at the back of Spennells and Easter Park.</p> <p>So many people use the fields as a form of exercise (bike riding, rambling or dog walking). The lives and wellbeing of so many people would be affected. Not everyone can afford to go to a gym or are elderly therefore the only form of getting out and about and exercising is a gentle walk around the beautiful fields.</p> <p>Facilities on the estate will not be able to cope, the Tesco shop car park is always full as people also use it as parking for the school and other shops by it so how are we going to accommodate more people wishing to use it?</p> <p>The disruption which will be caused to the people who live right by the fields while the building work taking place is going to be huge and will drive down the prices of the houses.</p>
	LPPO2923	Object	<p>I do walk my dog through these beautiful fields, and I am appalled at the idea of such a huge chunk of beautiful countryside being covered over with concrete, bricks and tarmac.</p> <p>I think this is too much, and I would be strongly against all 3 fields being allocated.</p> <p>If some land is needed around Spennells then I think the plans should be re-drawn.</p>
	LPPO2924	Object	There is presently only one road in and out of Spennells and this already causes congestion and on occasion the

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			<p>whole estate is gridlocked. An access road for the new houses through an existing road on the estate will add to the congestion and stretch local school and services even more</p> <p>The fields in-between Stanklyn Lane and Spennells are presently farmed and we need to keep Britain farming. The area is home to many rare birds and bats and also provides a valuable flood plain to the area. Severn Trent has had to install preventive measures to the homes in Linnet Rise.</p> <p>The fields and pathways are used on a regular basis as an area for valuable exercise.</p> <p>I feel it unnecessary to build a large development in one area. We should redevelop where possible and keep as much Green Belt as possible.</p> <p>Therefore I am in favour of Development B</p>
	LPPO2926	Object	<ul style="list-style-type: none"> • Objects to houses being built adjacent to Spennells. • The amount of proposed housing is not needed in Kidderminster. • Ratio to proposed housing to local services is too high. • Option B would be a better option following a dispread strategy. • The local school will not cope with such and influx of new pupils. • Loss of Green Belt - with leaving the EU we will need to produce more food which this land will be needed for. • Many people use the fields for walking, jogging etc. - also contributes to people's health and wellbeing. • Loss of habitats and diminishing wildlife corridors. • We are all putting forward the same arguments but with the sheer amount of opposition, more consideration should be taken for option B. • Our opinions should be valued and considered.
	LPPO2927	Object	Objection to building upon the fields.

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	LPPO2929	Object	<p>The fields have always been used not only for farming, but for walking and dog exercising. There is no other estate like it locally, there is a sense of community as you'll always meet someone.</p> <p>It's relaxing to walk in such a beautiful and rare open undeveloped space.</p> <p>The local roads would not cope with the extra volume of traffic, even with a relief road built and paid for.</p> <p>Doctors dentists etc only just cope with the population as is. Sometimes I have to wait a week to see a GP, and the local hospital has shut down.</p> <p>Schools again are at capacity!</p> <p>It had been given the status to protect it for our future generations, and is grossly unfair to the point of a breach of human rights to change the status purely for profit.</p> <p>Agricultural land is needed in this county, Brexit or not we need to provide for ourselves, once the land is gone it can't be undeveloped.</p>
	LPPO2942	Object	<p>Objection towards option A regarding fields between Stanklyn lane and Spennells.</p> <ol style="list-style-type: none"> 1. Realistically do we actually need that much extra housing considering how little the population of Kidderminster has actually grown over the last 20 years? 2. If no extra amenities such as schools or shops are going to be built as there are none proposed in the plan, where are these new house dwellers going to go? Local schools are already struggling. 3. Local doctors can't cope and you practically need to be dying before you actually get to see one. How will this work with all those extra people, not to mention our "local" a & e department. It's nowhere near big enough for the people they have to cater for now. If Redditch a & e gets closed like they want as well it will be a disaster waiting to

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			<p>happen. Worcester hospital already is failing.</p> <p>4. The local infrastructure of roads will be pushed past breaking point and the theory of a relief road is not going to help all the other pressure points in our town.</p> <p>5. Just something to take in to consideration - Kidderminster is not a town people want to live in because it is so horrible for various reasons including our half dead and disjointed town centre. The only plus point we have is all the Green Belt and open space we have. If you build over it, who is going to want to move to live here by choice?</p> <p>6. Develop existing brown site areas first to protect the one commodity this town actually has. Lea castle is a large area and would not impact the Green Belt to the same extent. Converting the closed shops on Worcester street in to housing would make the town centre look much better as well as possibly encouraging restaurants and brand shops to come to town. The site of the old leisure centre could also be used if not sold by then.</p> <p>7. The government want urban sprawl avoided and that is exactly what this plan would be.</p> <p>8. It would lead to a devastating impact on the birds and other wildlife in the area.</p>
	LPPO2943	Object	<p>Strongest possible objections to Option A.</p> <p>These objections come under several headings, but my most pressing concern is about the loss of good agricultural land. It is good flexible land which would successfully grow a wide variety of crop, which It has done in the past. In the last month or so, several reports have been published which warn of the rising cost of food, and the difficulties we may have after Brexit.</p> <p>These fields are being well looked after and properly farmed, as opposed to the last couple of years or so. There is a heavy barley crop in these fields now. It is interesting to note that the skylarks have returned this year. Linnets are also to be found here, another rare bird.</p> <p>Closely allied with this point is the increase in all kinds of pollution which will occur. Apart from the effect on our</p>

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			<p>children’s health of all the extra emissions and noise pollution from the extra vehicles, these estate roads are simply not able to cope at rush hours at the moment. Even the slightest hold up, even out on the Worcester or Comberton Roads, cause immense tailbacks.</p> <p>The local primary school would have to be extended, with the loss of amenity and resources that would cause. King Charles School is already running on a split site. Class sizes are getting larger, so why add to the difficulties these two excellent local schools are having. Added to that there are no plans mentioned for any medical facilities in this” new” area, neither dentists or any retail outlets, Green Belt land was set aside for the purpose of stopping urban sprawl and inappropriate and ribbon development. It also provided spaces where people could breathe and exercise away from the smoke and pollution of most towns. These areas are well used for that purpose. I am not just talking about those who live on the estate, this is a popular area for many from within the whole area.</p>
	LPPO2944	Object	<p>Strongest possible objections to Option A.</p> <p>These objections come under several headings, but my most pressing concern is about the loss of good agricultural land. It is good flexible land which would successfully grow a wide variety of crop, which It has done in the past. In the last month or so, several reports have been published which warn of the rising cost of food, and the difficulties we may have after Brexit.</p> <p>These fields are being well looked after and properly farmed, as opposed to the last couple of years or so. There is a heavy barley crop in these fields now. It is interesting to note that the skylarks have returned this year. Linnets are also to be found here, another rare bird.</p> <p>Closely allied with this point is the increase in all kinds of pollution which will occur. Apart from the effect on our children’s health of all the extra emissions and noise pollution from the extra vehicles, these estate roads are simply not able to cope at rush hours at the moment. Even the slightest hold up, even out on the Worcester or Comberton Roads, cause immense tailbacks.</p> <p>The local primary school would have to be extended, with the loss of amenity and resources that would cause. King Charles School is already running on a split site. Class sizes are getting larger, so why add to the difficulties these two</p>

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			excellent local schools are having. Added to that there are no plans mentioned for any medical facilities in this” new” area, neither dentists or any retail outlets, Green Belt land was set aside for the purpose of stopping urban sprawl and inappropriate and ribbon development. It also provided spaces where people could breathe and exercise away from the smoke and pollution of most towns. These areas are well used for that purpose. I am not just talking about those who live on the estate, this is a popular area for many from within the whole area.
	LPP02949	Object	<p>Option A would mean Spennells more than doubling in size with the social consequences that would follow.</p> <p>From West Midlands agricultural land survey, it can be seen that the site of the proposed housing development lies within an area of agricultural land graded as 'very good' by Natural England. Land within this classification represents just 16.6% of agricultural land in Worcestershire. The continuous loss of quality agricultural land will further reduce the ability of the country to become more self-sufficient and to decrease our import bill.</p> <p>The proposal to build on 'Green Belt' land would lead loss of habitat for wildlife (no coincidence that the roads of Spennells Estate are named after birds!) and would have a major impact and opportunities for exercise in a District identified with high obesity rates.</p> <p>The very nature of the proposed development on the land locked fields around the Spennells & Stanklyn Lane, together with the additional traffic congestion it would create would require the construction of the proposed relief road as a condition precedent. The planning, approvals & obtaining the necessary finance means it is unlikely to be built, just as the by-pass proposal in 1996 was dropped. Should an attempt be made for access/egress to any new development via the Spennells would be strongly opposed. The layout & width of the existing roads were designed to serve the estate only. Extra traffic would mean longer queues at junctions & the two exits from the estate, increase in the risk of traffic accidents particularly to pedestrians, deter children from walking to school & increase in air pollution.</p> <p>There would be an increased flood risk to the Spennells area. The Victoria Carpets old sports ground is designated a flood plain. Houses around Pintail are said to be built on piled foundations. There would be a major impact on drainage as the fields act as a valuable soakaway. Current primary schools are full and more dwellings will, have a major impact on local schools.</p> <p>Likewise there will be further pressure on our already inadequate & under funded hospitals as well as doctors not to mention the pressure on the already under funded full school & nursery.</p> <p>I strongly recommend that Option A is rejected in its present form and WFDC revisits their options to a proposal that</p>

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			allows dispersal of housing across the whole of the District that genuinely meets the present & future needs of its local population. In achieving this it needs to exclude the use of Green Belt productive land classified as 'very good, & is environmental friendly providing habitat for wildlife & opportunities for exercise. It should also seek to have the minimum effect on traffic not causing major bottlenecks within the District & neighbouring Authorities(i.e. Hagley)
	LPPO2960	Object	I cannot support either of the preferred options as follows: Impact on Green Belt, local services, environment. No valid argument for the Eastern Relief road Educational needs cannot be met if a majority of the development occurs in one area. The recycling sites struggle to cope Traffic issues
	LPPO2964	Object	Aside from the obvious negatives such as destroying our Green Belt, noise pollution, etc., without an extra school, hospital and a general increase in public sector spending, these houses cannot keep being built. With the continual austerity measures being imposed, it seems highly unlikely that further funds will be made available for these vital services we all rely on.
	LPPO2971	Object	Lack of capacity in: Schools Transport and access

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			<p>Leisure facilities</p> <p>Internet/Broadband access</p> <p>Infrastructure</p> <p>Loss of green space</p>
	LPPO2973	Object	<p>To use Option A would put an enormous strain on the infrastructure surrounding the Spennells Area. The only access point to the proposed housing estate is through Turnstone Road which would cause extra congestion in traffic, to the detriment of the people living along that road. Turnstone is quite a narrow road which was not built to carry the amount of traffic that a new housing estate would entail.</p> <p>Consideration has not been given to how public transport would access this estate. Bus services at present run every 30 minutes through Offmore estate to Spennells and back into Kidderminster. Again because of the access to this field, how would the bus service be able to cover the new housing?</p> <p>Nor has consideration been given to entry and exit from Spennells Estate. At present there is one road, with two exits both of which come out on to Spennells Valley Road. Already there are considerable queues, especially in the rush hour with waiting times regularly in the region of 10-15 minutes. If, as sometimes happens, Spennells Valley Road is blocked because of congestion elsewhere, there is no other exit from the estate. Additional traffic will make this considerable worse.</p> <p>If these houses are built, where are the younger children go to school? The local Junior/Infant school is full and because the Council sold off the original land designated for a middle school, there is no room for expansion. The only high School, King Charles, and currently housed on two sites, and extra children would put considerable strain on their resources not to mention the danger to these children who walk to school.</p> <p>Has the Council thought about medical services? There is no doctor or health facilities on the Spennells side of town. Why not? Spennells has always been the poor relation in terms of facilities, yet we are probably one of the</p>

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			<p>biggest housing estates in Kidderminster, and now the Council are considering doubling its size without any additional facilities being planned.</p> <p>There is also the suggestion, once again, of a by-pass from the Worcester Road right round to the Birmingham Road with access to the proposed housing estate leading from this road. Apart from the fact that it will be used as a 'rat run', my one question is "How are they going to get over the railway?" The last time this was proposed it would have been 10ft higher than the existing houses. Also, are they planning to put the road in before the houses are built or after?</p> <p>I feel that the Council is showing a considerable lack of vision. They are going for the easiest option of using perfectly good agricultural land to build houses on, when they have only got to walk round the centre of Kidderminster to see the desolation that has taken place over the last 20 years and the amount of available land. If I was considering moving to Kidderminster now, I would seriously think twice. When we came here it was a nice little town, with great shops, a cinema, swimming baths; a place with plenty going for it. Now it is dying on its feet and all the Council can think of is to build more unwanted houses on Green Fields.</p> <p>So much for the forward vision of the Wyre Forest District Council.</p>
	LPPO2978	Object	<p>It's such a lovely semi-rural opportunity for children, away from the concrete and brick that consumes Kidderminster.</p> <p>On the estate we have not got the services to supply more homes, schools will be overrun, and can barely cope as it is. Shops and roads are not equipped to serve so many more houses.</p> <p>There must be other sites if more housing is needed, Green Belt is not the answer.</p>
	LPPO2988	Object	<p>I have read the local Planning review, attended the Drop in Consultation at Heronswood Primary School and have also consulted with friends and neighbours regarding this matter, I have taken great time in considering all of the information and I have come to the following objections why it would be totally wrong and inappropriate to build on the Green Belt fields on Spennells Estate</p>

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			<p>I would like to object to the Option A plan</p> <p>Spennells Estate is more than large enough at present, to build the amount of houses that is being talked about would put too much strain on already existing services/infrastructure in the area, the population of Wyre Forest has not grown vastly in the last few years to warrant this amount of housing nor will it be affordable to the people who really need it.</p> <ol style="list-style-type: none"> 1. Schooling would be oversubscribed. 2. GP Practices are already stretched to their limits extra patients would take them to breaking point. 3. Kidderminster Hospital is already downgraded which means the extra residents travelling to Worcester/Redditch Hospitals would create a larger volume of traffic. 4. Valuable Grade 2 agricultural land would disappear which in turn would mean an increase in traffic to transport the crops from other parts of the country which is damaging to the environment. 5. I travel to work each day in a car share with my husband to cut down on volume of traffic on the roads and to cut the amount of pollution to the environment, frequently Spennells Estate is grid locked, the extra homes which are being talked about would only increase this problem 10 fold adding more pollution to the area/environment. 6. I am not an expert with regards to rare species, however, I have listened to friends/neighbours who have more knowledge than me and I have seen evidence of rare birds such as Skylarks, Bats, living/nesting in these fields let alone other less rare birds/animals which inhabit the land, if this land is built on they will be gone forever. 7. My understanding of Green Belt as explained to me at the drop in consultation is to prevent urban sprawl so as to avoid towns expanding and joining together to make one large town, if Spennells fields are built on then this will most certainly be the case. 8. These fields are used prolifically on a daily basis by walkers, joggers, cyclists, dog walkers, horse riding, nature lovers for recreation and exercise to facilitate the wellbeing of mind, body and spirit, this will no longer be available to them if these houses are built on the land, you may say provision will be made for this but I am sure it will not be such a pleasurable alternative to open countryside. 9. Where will all these extra people work? There aren't enough jobs in the area for the population at present, I know as I have had to take a job in Dudley after several years of searching for suitable employment in

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			Kidderminster of which there was none.
	LPPO2990	Object	<p>I would like to object to Plan A.</p> <p>When I first heard of the plans to develop on the Green Belt land I was appalled at what was being proposed and have consequently put much thought and research into other alternatives.</p> <p>Having lived on Spennells estate my whole life I have always considered this to be a strong contender of where I would choose to purchase my own house. It is one of very few areas in Kidderminster I could envision my future-self living in, but this is almost entirely down to the beautiful surroundings of the Green Belt land, without these I would more than likely choose to move away from the area completely. The town has very little to offer me and I know that many other young people like myself share the same view. No one should be ashamed of where they come from, but it is almost disconcerting when meeting new people from other areas to say that I live in Kidderminster due to the many negative connotations associated with it. What was once a busy and productive town has become rundown with a lack of jobs, entertainment facilities, bars/restaurants, shops and the general vitality of a successful town, a single trip into Kidderminster town centre will prove this.</p> <p>On a more positive note, many of my friends and acquaintances from outside of Kidderminster have been so pleasantly surprised when coming to the Spennells area. They are shocked by the beautiful fields, and almost 'countryside feel', it is a breath of fresh air and a welcome sanctuary, in an otherwise run down commuter town. Why destroy one of the few visually appealing, biodiverse areas that Kidderminster has to offer? There are plenty of brownfield sites that could be developed upon, not only would these offer space to build affordable housing but building on these redundant sites would also help in diminishing the neglected and 'grotty' feel of the town centre. I myself would be far more likely to stay in Kidderminster if the heart of the town was developed into the prosperous, busy town that it has the potential to be. Developing housing and facilities closer to the town centre and more to the west of the town would help with this.</p> <p>There is an extreme lack of jobs for professional people who live within the town at present, the majority of which commute back out of town to their place of work, putting a strain on public transport and causing excess congestion</p>

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			<p>and pollution from those who travel by car. I feel it is ludicrous to build that amount of housing over the next 17 years which would subsequently bring more people into the area when it is highly unlikely that there will be sufficient employment opportunities to match.</p> <p>Young people are constantly preached to that it is our generation that needs to save the planet for future generations, and change the way we live, yet I can't help but feel it is slightly hypocritical that councils are quick to forget these pleas and aspirations. They are quick to try and destroy Green Belt and agricultural land to build more housing than could possibly be needed. The sheer destruction of agricultural land in itself is detrimental to the environment, add in the amount of extra pollution that 6000 homes over 17 years would bring to the area and you are left with a catastrophic impact on the local environment and wildlife. Being a commuter town, Kidderminster's road system is already severely under strain, especially the roads surrounding Spennells. Whilst in hindsight it would be great if more people were to use public transport, realistically the estate is too far away from the train station for people to walk to on a daily basis, the bus routes are limited and infrequent, meaning that the majority of people are forced to drive to work. Doubling the size of Spennells would mean double the amount of cars on the road and the resulting pollution. If houses were built closer to the town centre, public transport would be much more accessible which would hopefully encourage people to use it rather than having to drive to work.</p> <p>Building on the Green Belt land would also have a negative effect on the physical and mental health of the people who use them. Urbanization affects mental health through the influence of increased stressors and factors such as overcrowding, a polluted environment, higher levels of crime and violence, and reduced access to public services. "The government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence" (Government, 2012) The National Planning Policy Framework states that</p> <p>"Green Belt serves five purposes:</p> <ul style="list-style-type: none"> • to check the unrestricted sprawl of large built-up areas • to prevent neighbouring towns merging into one another • to assist in safeguarding the countryside from encroachment • to preserve the setting and special character of historic towns

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			<ul style="list-style-type: none"> to assist in urban regeneration, by encouraging the recycling of derelict and other urban land” (Government, 2012) <p>I feel that Plan A contradicts all of the above points, which may have been understandable if there were no other options but I think it has been shown that there are many other, more viable alternatives.</p> <p>Continuing on the point that destroying the Green Belt would be detrimental to the health of people who use the field; many people find it hard to get enough physical exercise, many people don't like going to the gym and the fields offer a place to walk, exercise and get fresh air in a beautiful, secluded environment. Without them, I fear that people would no longer get the exercise that is crucial to their health and wellbeing, both physically and mentally. Residents use the fields for all of the above reasons, and many more. Disused sites should be used first where it would not negatively impact on people's lives.</p> <p><u>Specific objections</u></p> <ul style="list-style-type: none"> The Proposed Locations for Development. The loss of Green Belt/Farmland/Wildlife Areas. The negative impact on the local wildlife by removing their natural habitat. The extra pressure that would be put on public services, health and care services, the road and transport systems that would come as a result of an extra 6000 homes. Removing the recreational space used by residents. The negative mental impact that building on the fields would have on the current residents of Spennells. <p><u>Recommendations</u></p> <ul style="list-style-type: none"> Develop the social and economic infrastructure of the town centre before encouraging population growth. The housing that is required should be built on Brownfield sites first; Green Belt should stay protected in order to limit Urban Sprawl. Housing should be kept closer to the centre of the town to enhance the overall image and increase the

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			<p>prosperity of the town.</p> <p>I am holding on to the hope that this is not already a 'done deal' and I ask you to thoroughly and honestly consider the implications that plan A would result in, and truly think about the alternative suggestions from the many objection letters that you have received.</p>
	LPPO2991	Object	<p>I have read the local Planning review, attended the Drop in Consultation at Heronswood Primary School and have also consulted with friends and neighbours regarding this matter, I have taken great time in considering all of the information and I have come to the following objections why it would be totally wrong and inappropriate to build on the Green Belt fields on Spennells Estate</p> <p>I would like to object to the Option A plan</p> <p>Spennells Estate is more than large enough at present, to build the amount of houses that is being talked about would put too much strain on already existing services/infrastructure in the area, the population of Wyre Forest has not grown vastly in the last few years to warrant this amount of housing nor will it be affordable to the people who really need it.</p> <ol style="list-style-type: none"> 1. Schooling would be oversubscribed. 2. GP Practices are already stretched to their limits extra patients would take them to breaking point. 3. Kidderminster Hospital is already downgraded which means the extra residents travelling to Worcester/Redditch Hospitals would create a larger volume of traffic. 4. Valuable Grade 2 agricultural land would disappear which in turn would mean an increase in traffic to transport the crops from other parts of the country which is damaging to the environment. 5. I travel to work each day in a car share with my husband to cut down on volume of traffic on the roads and to cut the amount of pollution to the environment, frequently Spennells Estate is grid locked, the extra homes which are being talked about would only increase this problem 10 fold adding more pollution to the area/environment. 6. I am not an expert with regards to rare species, however, I have listened to friends/neighbours who have more knowledge than me and I have seen evidence of rare birds such as Skylarks, Bats, living/nesting in

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			<p>these fields let alone other less rare birds/animals which inhabit the land, if this land is built on they will be gone forever.</p> <p>7. My understanding of Green Belt as explained to me at the drop in consultation is to prevent urban sprawl so as to avoid towns expanding and joining together to make one large town, if Spennells fields are built on then this will most certainly be the case.</p> <p>8. These fields are used prolifically on a daily basis by walkers, joggers, cyclists, dog walkers, horse riding, nature lovers for recreation and exercise to facilitate the wellbeing of mind, body and spirit, this will no longer be available to them if these houses are built on the land, you may say provision will be made for this but I am sure it will not be such a pleasurable alternative to open countryside.</p> <p>9. Where will all these extra people work? There aren't enough jobs in the area for the population at present, I know as I have had to take a job in Dudley after several years of searching for suitable employment in Kidderminster of which there was none.</p>
	LPPO2992	Object	<p>Clearly the document tends to lean towards option A in that, amongst other things, it supports the construction of an eastern bypass to reduce town centre traffic congestion and improve traffic volumes in adjacent estates. I do not understand how it will support the construction of this road. If congestion is the problem then I ask the question how will one new short length of road together with a concentration of 100's of new houses do anything other than put extra stress on the surrounding road infrastructure. I also call into question the assumptions on which the projected increase in demand are made. The Report appears to be silent on this issue. The Report also discusses in some length the need to take water management and flood risk management into account in general and refers to the standard practices in dealing with these issues. However, the Report seems to be silent on how these issues affect the parcels of land in each option.</p> <p>My knowledge and interest are in the "Option A" proposals relating to the following areas:</p> <ul style="list-style-type: none"> • Rear of Spennells & Easter Park (AS/10) • Land off Stanklyn Lane (WFR/ST/2) • Stone Hill South (OC/13) – Part, the field to the south bounded by Stanklyn Lane, a PRoW to the west, a hedge to the north and a field locally known as "The Gallops" to the east. Carrots are currently being grown

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			<p>in this field.</p> <p>In general terms these areas cover the land between the Spennells estate and Stanklyn Lane. I am not saying that Option A is preferable to Option B or vice versa as I do not have sufficient knowledge of the other areas. I believe I have put forward a convincing argument why it would not be a good idea to develop these sites in Option A.</p> <p>The AMEC report appears to be balanced although some of the detail is questioned. This is not reflected in the in the WFDC Preferred Options Document (POD) which seems to lean towards Option A. The POD does not acknowledge the full input and importance of this AMEC report as it is clearly a major piece of work identifying the sites. (see detailed response LPPO3848)</p> <p>The AMEC Report clearly identifies significant encroachment and impact on the Green Belt, which, it claims, can be dealt with by “Masterplanning”. This is a very vague argument.</p> <p>There is no justification for demand based upon projected population increase as shown in the Worcestershire County Council research.</p> <p>The POD does not mention any constraints caused by the proximity to the Roxel site or National Grid electricity power lines.</p> <p><u>Persimmon Homes:</u> Persimmon Homes posted “keep out” signs in January this year (2017) alerting me to the possibility that this land might be removed from the Green Belt.</p> <p><u>General Comments previously sent to WFDC prior to publication of the Options Report:</u> The Spennells development is already huge with respect to the size of Kidderminster and the infrastructure, roads and drainage etc, is only just about coping at the moment. There would be a loss of amenity for the already crowded estate. There would be an adverse visual impact particularly to the residents of the Summerfield hamlet as development encroaches over the natural contours of the land. It would increase noise and air pollution. Currently access to the Spennells estate is via Heronswood Road, which is a crescent with access to Spennells Valley Road. During the rush hour travel times are unacceptable. The Spennells and Offmore Estates are very much dormitory estates for people</p>

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			<p>working in Birmingham and the Black Country. This places stress on the A456 and A449 trunk roads and West Hagley in particular.</p> <p>Supporting Documentation: I have read the study commissioned by WFDC - Amec Foster Wheeler dated April 2017 on the Council website which appears to be the basis of the Preferred Options Report. I have also looked at: Level 1 and 2 SFRA Report February 2017 by JBA Consulting (The report appears to be incomplete in that the appendices are missing); WFDC Water Cycle Study final report dated May 2017 by JBA Consulting; Worcestershire County Council web site for population statistics; The Environment Agency Long Term Flood Risk Information Service web site; Draft Wyre Forest Infrastructure Delivery Plan (2017); Wyre Forest Transport Model – March 2013</p> <p>Flood Risk Management: The POD ignores Water Cycle and flooding issues raised by Consultants reports and identified by further research. Development in these areas would have significant impact on infrastructure and are flagged red in the RAG assessment. Although there are drainage ditches alongside Stanklyn Lane there is no brook course and we have what looks like a “blind valley” with no natural escape for storm water. This puts considerable constraint on further development.</p> <p>Under 15C of the Options Review the following statement is made: “In line with the NPPF and NPPG the Council will steer new development to areas with the lowest probability of flooding”. It goes on to state that the Council will “Ensure development proposals are located in accordance with the Sequential and Exception Test where appropriate and also have regard to latest versions of the Strategic Flood Risk Assessment and Local Flood Risk Management Strategy”. These documents are silent with respect to the part of option A Being discussed. However, the WFDC Water Cycle Study final report dated May 2017 has a RAG assessment of red for these 3 sites in that there are known network constraints in these areas. Out of the 77 parcels of land in the Review only 6 have a RAG assessment of red. This means there are major constraints to provision of infrastructure and/or treatment to serve proposed growth.</p> <p>Also the high risk of flooding in area AS/10 is shown on the Government’s Long Term Flood Risk Information Service. Additional development has the potential to increase the risk of flooding in the area controlled by Wychavon District Council and the highly sensitive Roxel site. The other areas being discussed drain towards AS/10 so that any development in the other areas would increase the risk.</p>

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			<p><u>Foul Water Drainage:</u> Because of the topography of this area as discussed above existing properties have foul water drainage serviced by a STWA pumping station at the intersection of the railway line and Stanklyn Lane. It is my understanding that a substantial new pumping station and works would be required to deal with the increased foul water created by in excess of 550 new homes (this number does not include the portion of OC/13 being considered). As above the RAG assessment is red for these sites.</p> <p><u>Amenity Value:</u> These areas have significant amenity value helping to achieve the objectives of the POD policy 9, which states that ‘...development should help maximise opportunities to improve quality of life to make it easier for people in Wyre Forest District to lead healthy, active lifestyles’. The AMEC report notes that dog walkers use the footpaths on these fields. The fields are also used by horse riders, ramblers, leisure walkers, runners, off-road cyclists, for walking access to Heronswood Primary school, social facilities, and for walking and bike access for people working in the businesses off the A449 Worcester Road. This supports The WFDC objectives with respect to health and well-being, and transport and accessibility as described in the POG. To develop these fields would have a significant impact on accessibility of the open countryside. There is no access to the countryside to the south of Stanklyn Lane.</p> <p><u>Boundaries and Site Character:</u> AS/10 may well fall within the HSE Exclusion Zone of the highly sensitive Roxel plant and if so calls into question the use of this land for housing. I am awaiting a response from Roxel as to whether this is the case.</p> <p><u>Traffic and Transportation:</u> There is no evidence in the report to show that a new access road, which would be essential to gain access to the sites, would relieve town centre traffic.</p> <p><u>Previous Proposals for these Fields:</u> Having lived in the area for several decades I remember the proposed Hereford and Worcester County Council Green Belt Local Plan - November 1982. There was a proposal in this plan to remove the fields between the Spennells Estate and Stanklyn Lane from the Green Belt around Kidderminster to which WFDC objected and the proposal was thrown out. Under a Freedom of Information request I have asked WFDC to provide copies of any papers relating to the WFDC objection.</p>

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	LPPO2993	Object	<p>I would like to object to Plan A.</p> <p>I have lived on Spennells estate my whole life and when I heard of the plans to develop on the Green Belt land I was shocked and saddened by the proposals, due to this I have researched and thought about other alternatives.</p> <p>I hope to be able to purchase a home for myself in the near future and have always wanted to be able to stay living on Spennells Estate, because there are many beautiful areas (Green Belt land) and if it was not for these beautiful Green Belt land areas I would probably choose to move away.</p> <p>Kidderminster town itself has very little to offer. The lack of shops, jobs, restaurants, entertainment etc. forces people to travel outside of Kidderminster for these things. Kidderminster in the past few years has gained a reputation and whenever I have to tell people where I am from, I feel ashamed. However, when people have visited me at Spennells they are surprised at how truly beautiful the area is, and again this is due to the Green Belt areas and without these, Spennells will become just another, built up estate in Kidderminster no different to any other area.</p> <p>I regularly use the Green Belt area for exercise, and I enjoy doing so. With the proposal to develop there will be a significant build up of traffic on Spennells and the school would be under strain with there not being enough places for the amount of children that lived on Spennells. What happens then?</p> <p>Recommendations</p> <ul style="list-style-type: none"> Develop the social and economic infrastructure of the town centre before encouraging population growth. <p>The housing that is required should be built on brownfield sites first; Green Belt should stay protected in order to limit urban sprawl.</p> <ul style="list-style-type: none"> Housing should be kept closer to the centre of the town to enhance the overall image and increase the

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			<p>prosperity of the town.</p> <p>I still have a little hope that this is not already a 'done deal' and I ask you to thoroughly and honestly consider the implications that Plan A would result in, and truly think about the alternative suggestions from the many objection letters that you have received.</p>
	LPPO2998	Object	<p>I wish to register my objection to the possible change from Green Belt to potential building land around Spennells. This is prime agricultural land producing much needed food and supporting many wild birds which I have, over the last thirty years, been lucky to see. The paths around the fields and down towards the lake are a haven of peace after a hard working day.</p> <p>My worry if so many houses are built how Spennells or even Kidderminster is going to cope with so many people. Where will the jobs be? How will the schools and doctors cope? I suspect the vast majority of people will be city workers commuting to Birmingham thus increasing the traffic on the already congested roads. I wonder how the government came to a decision that so many houses could be needed and if enough thought was given to the use of derelict factory land.</p> <p>This is the thin end of a wedge unless people like you seriously consider the impact of loosing our wonderful green fields that make Britain what it is. Future generations will not be able to gambol through the countryside, watch Skylarks, Buzzards, Yellowhammers, Chaffinch to name just a few. The butterflies will be gone so too the wild honeysuckle and all the flowers</p> <p>I realise some houses will be needed but I beg you to look at all the possibilities because once Green Belt is gone it will not come back!</p> <p>Please really consider the legacy and the impact of what you decide.</p>
	LPPO2999	Object	<p>I wish to object to Option A for the following reasons:</p> <p>The Green Belt land is extremely precious not only to birds and wildlife, but to the well being of people, especially</p>

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			<p>around Spennells, where all the foot paths and bridle paths are very much used every day for exercising and walks by a large majority. Green Belt must be preserved as much as possible.</p> <p>The Worcester Road A449 and Bromsgrove Road A448 cannot sustain any further increase in traffic, the A449 often has queues as far back as Hartlebury most of the day and especially peak periods whilst the A448 always has queues at the Mustow Green Island during peak times. Stanklyn Lane is already a rat run and couldn't sustain further traffic either. Even with a relief road being built, the roads on the south east /east of Kidderminster still wont cope as there could be a possibly 1000 plus more cars added to the congestion should another huge estate be built. Any car accidents on the 2 main roads at peak times in the morning already has a detrimental affect on the Spennells Estate as it can be grid locked trying to get off with only 2 exits.</p> <p>I am again advising my objection to Option A and have listed my reasons why.</p>
	LPPO3016	Object	<p>Object to proposals for Spennells/Cookley area:</p> <p>Use brownfield sites and sites e.g. town centre/Sion Hill School instead</p> <p>Schools, medical services already overstretched and traffic is congested</p> <p>Not enough work for existing population</p>
	LPPO3022	Object	<p>The Spennells proposal represents loss of public amenity with related effects on health/wildlife.</p> <p>Develop urban spaces instead but if development goes ahead suggests extending the Spennells Valley LNR to compensate.</p>
	LPPO3023	Object	<p>Development at Spennells would affect wildlife, lead to overcrowding of schools, traffic problems, pollution and policing, spoiling a quiet area. Green areas improve lifestyle and should be kept.</p>
	LPPO3024	Object	<p>Object Option A: Green Belt is sacrosanct providing recreational opportunities, wildlife habitat and good agricultural</p>

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			<p>land, esp. important as leaving EU.</p> <p>Regenerate brownfield sites e.g. Kidderminster town centre for housing.</p> <p>Kidderminster roads are often gridlocked and there is little public transport. Any increase in traffic would affect health with more pollution.</p> <p>Existing health services are totally inadequate.</p>
	LPPO3025	Object	<p>Object to Spennells:</p> <p>Loss of local recreational facilities</p> <p>Traffic congestion</p> <p>Use other sites towards Wolverley/Cookley/Bham road which do not support such a large estate.</p>
	LPPO3027	Object	<p>Object to plan A:</p> <ul style="list-style-type: none"> • Increase in traffic/impact on air quality on already congested roads • No objective assessment of future trends inc industries likely to come • Loss of open space/impact on landscape • Affect on wildlife • Building so many properties in a concentrated area on one of the largest housing estates is poorly thought through. • Regenerate brownfield areas instead • The current infrastructure will be unable to cope • The loss of Green Belt land will have a significant impact on the water environment • Support plan B as more dispersed strategy
	LPPO3028	Object	<p>Object to Spennells:</p>

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			<ul style="list-style-type: none"> • Loss of precious Green Belt/recreational space • Questions need to build 6000 homes other than for overspill • Use Brownfield site, e.g. Lea Castle/Kidderminster town centre • Would need more doctors surgeries/schools • Can't see justification for Eastern relief road
	LPPO3042	Object	<p>I Object to Option A with particular reference to the fields adjacent to the Spennells estate, designated as 'Rear of Spennells and Easter Park AS/10'; 'Land off Stanklyn Lane WFR/ST/2' and 'Stone Hill South OC/13'.</p> <p>These fields are beautiful, unpolluted countryside and agricultural land, for walking and appreciating the local flora and fauna. If houses are built around Spennells, the attraction of living in Kidderminster will be gone.</p> <ul style="list-style-type: none"> • The construction of a large housing development to the east and south-east of Kidderminster would be a clear case of urban sprawl; something which the current Green Belt was established to avoid and which the Local Plan acknowledges has been successfully achieved up to this point. There would be urban sprawl clearly visible from both the A449 Worcester trunk road and from the railway as it approaches Kidderminster from the Worcester direction. It is essential that the Green Belt 'cushion' should be maintained to prevent Kidderminster merging towards the West Midlands conurbation. • A development on Spennells Fields as outlined in Option A would have devastating effects upon local wildlife. There are red listed birds nesting in these fields, including skylarks, linnets and the highly-threatened corn buntings, as well as numerous other birds that inhabit and forage there. There are also 3 species of Bats, foxes, rabbits and at least 2 active badger setts. If a road was built to service houses built in these fields, it would cross and totally negate the green corridor which the Spennells Valley Nature Reserve and the Hoo River currently provide. A road would also have to cross the water courses linking Stanklyn Pool, Captain's Pool and the Spennells Valley, which would be devastating to local wildlife. • Spennells estate has endured various problems with water runoff from the local fields, particularly lower down the estate, where water naturally drains to. Flood alleviation projects have been undertaken on the estate and, within the past six months, the STWA has had to carry out flood prevention work to deal with excessive runoff during heavy rainfall. This position would certainly be seriously exacerbated if there was

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			<p>further house development on the land adjacent to the Spennells, since much more runoff would be created. This is a position which has not been referred to in the current Review.</p> <ul style="list-style-type: none"> • A development around the Spennells estate would cause air, light and noise pollution, harming the physical and mental welfare of all existing residents. This would be totally against the declared intent of WFDC, who indicate that they want to promote healthy living and greater access to walking and cycling activities. • The Public Rights of Way around and across the Spennells Fields are extensively used by local residents for walking, jogging, horse riding and cycling. This would be severely harmed and 'fly in the face' of the council's declared policy of fighting the obesity which the Wyre Forest is already suffering.
	LPPO3046	Object	<p>I am shocked that such a large amount of Green Belt area is proposed to be used for development, especially as there are so many brownfield sites clearly visible in Kidderminster town centre.</p> <p>I object very strongly to Option A. The fields at Spennells that are threatened by the development are productive, agricultural land which also serve as a popular recreational and social facility for walkers, joggers, cyclists, dog walkers and horse riders. There are several well-used Public Rights of Way across the fields which allow fast and easy access to open countryside. The area offers a number of different habitats for wildlife, including nesting sites for corn buntings, larks and linnets (all on the red list as endangered birds); badger setts and bats. A new Eastern Relief road would totally destroy this environmentally sensitive area with increased air pollution, more noise pollution and the destruction of large amounts of natural habitats.</p> <p>The Local Plan Review confirms that the Green Belt area around Spennells fulfils its five main functions. Sajid Javid, Secretary of State for Communities and Local Government, has rather controversially stated that up to 1% of Green Belt land may have to be taken to meet housing needs. It is not acceptable to plan to take up to 2.4% as detailed in Option A. Furthermore, the extension of the Spennells estate into the Green Belt would certainly constitute an area of urban sprawl, clearly visible from the A449 and the railway line. Building 1,735 houses would put a massive strain on the infrastructure and services in the immediate area and Kidderminster itself. This could be avoided by concentrating on improving Kidderminster town centre, developing brownfield sites and other areas that are currently awaiting development, e.g. the site where the Glades was situated and the old Sion Hill school site. Now the Council has been offered some brownfield sites, e.g. the Harriers Football Stadium and the Market Auction at</p>

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			<p>Comberton Place, it will be necessary to urgently re-evaluate the need for more housing on the outskirts of the town.</p> <p>WFDC should give serious consideration to the efficient use of brownfield sites within Kidderminster. Currently there are over 40 empty buildings within the town centre and these should be carefully assessed for conversion for residential units <u>before</u> any of the Green Belt is released from its protected status. The current need for affordable housing in Kidderminster (3,000 on the housing list) could be balanced against the 3,000 homes that could be built on Brownfield sites. As the CPRE identified, it is the landowners and housebuilders who will benefit from future Green Belt development, not communities in need of decent, affordable housing.</p> <p>There are several inaccuracies in the LPR pertaining to the fields bordering Spennells estate. They are described as showing “evidence of withdrawal of active land management”. There is continuous use of these fields for arable crops. Last year (2016) was an exception where two of the fields were sown with clover – a nitrogen producing crop to enhance the fertility of the soil. The photos in the report were taken after Harvest so the fields only had scrub vegetation remaining. I would have expected a qualified person to have known this! The report also states that there are no notable nature conservation issues pertaining to these fields. The recent letter to WFDC from the RSPB will have left them in no doubt as to the existence of several endangered birds species nesting here. One must question “How many other inaccuracies are there in these reports?”</p> <p>Option A will increase the size of the Spennells estate by 50%. Apart from the strain of increased demand upon the infrastructure, increased air/noise pollution and other problems of anti-social behaviour associated with large estates, this would result in a number of current residents leaving the area with subsequent reduction in income for the town centre as well as the loss of a large number of volunteers that contribute a lot to the local community.</p>
	LPPO3052	Object	<p>I am writing this letter to express my disgust at the knowledge that you are planning to build on the Green Belt by the Spennells estate. I have spent years of my life enjoying the beauty of these fields and would hate for my children in the future not to be able to enjoy them.</p> <p>They are used for a range of crops and I have spent many a harvest watching the farmer plough the fields. We already have so many British farmers struggling to provide produce for the amount of people in the UK why further</p>

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			<p>jeopardize good quality productive agricultural land?</p> <p>The fields host a whole range of wildlife from skylarks, who use the fields to nest, to badgers who have several burrows hidden around the fields. This plan would be devastating to their natural habitat.</p> <p>It would take this once peaceful and tranquil area and turn it into a busy urban establishment increasing in traffic, noise and higher emissions.</p> <p>With increasing class sizes and reduced budgets, schools are already struggling. Putting this extra strain on the schools in this area could lead to less resources per student and a poorer quality of education.</p> <p>This is an injustice and our fields should not so easily be destroyed.</p>
	LPPO3054	Object	<p>Object - The housing population on Spennells is vast, we do not need more housing here, nice to see fields.</p> <p>Where will the jobs be for people without transport and need local jobs. More pollution from vehicles.</p>
	LPPO3056	Object	<p>We regularly walk around these fields and my children delight in noticing the seasonal changes and wildlife. At a time when studies tell us that children are more disconnected from nature and the countryside than ever before, I am astonished that the council is proposing to build on this vital area of Green Belt land.</p> <p>The land in question is regularly used by people of all walks of life for walking, cycling, running, horse riding and simply to enjoy the countryside. As childhood obesity is currently on the rise, we should be encouraging children to stay active and healthy by taking regular exercise in the countryside.</p> <p>The land is not sitting idle but is very high quality farmland which is regularly maintained and used to grow crops.</p>
	LPPO3062	Object	<p>Roads surrounding Spennells cannot cope now with the existing traffic.</p> <p>Infrastructure of local services-inadequate</p>

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			<p>Haven for precious wildlife</p> <p>Increases flood risk, we should be cultivating agricultural land not reducing it further.</p> <p>green space we have in Spennells provides many people with a place to escape, provides a safe environment for children to play</p>
	LPPO3066	Object	I would like to submit my submission against houses being built on the Green Belt of Spennells.
	LPPO3069	Object	<p>Instead of looking out on countryside we will have houses and the noise that comes with it.</p> <p>We purchased the property because of the current views and location and would never have brought it if we knew houses would back on to it, and obviously the value of my property has already fallen.</p> <p>Have you ever experienced the gridlock on Spennells valley road on certain mornings when there has been a road closed or a traffic accident, it just can't cope with the volume of vehicles on the estate as it is now. Same applies to local schools.</p>
	LPPO3072	Object	<p>I am absolutely disgusted to hear the development plans that have been made to build on fields behind cardinal drive.</p> <p>Firstly, the views would be ruined if you built houses.</p> <p>It is a peaceful area and if the developments happened this would no longer be the case with constant traffic and disruptions.</p> <p>I feel that there are many areas in Kidderminster much more suitable to built houses.</p>
	LPPO3075	Object	It has proximity to the countryside. In particular the location provides easy walkable access to open spaces, green fields and wildlife. Used by Spennells, and other local residents, for their enjoyment and both physical and mental

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			<p>wellbeing.</p> <p>The fields currently have an abundance of crops that will be shortly harvested. The loss of such productive agricultural land should be avoided. It will radically change the rural aspect of the location.</p> <p>The proposal will lead to increased traffic, noise and vehicle emissions. Also, years of ongoing construction work would be subject to construction traffic.</p> <p>A more realistic assessment of future housing needs may actually show that there are sufficient brownfield sites available to meet the actual requirement.</p> <p>Kidderminster will become a commuter town as people will look to better employment opportunities elsewhere. This will result in additional traffic exacerbating the current problems around the Spennells area.</p>
	LPPO3077	Object	<p>It uses valuable agricultural land the fields are also used extensively by local people to walk, cycle, ride horses and walk dogs.</p> <p>Build on the Brownfield sites in Kidderminster. This will help to regenerate the town centre and will reduce car journeys and pollution</p>
	LPPO3082	Object	<p>I object to Option A in the core plan. I would like to object to the plan in its entirety but consider that Option A to be the worst offering in what I believe to be a misjudged consultation document.</p> <p>I regularly exercise on the Spennells fields and use it as a means to get to the town centre without the car. I believe the area to be a great asset to Wyre Forest. There are health benefits in taking exercise in this open space.</p> <p>I urge the council to take note of the public objections to the plan, particularly against Option A, and instead take up a position of fulfilling the housing requirements from firstly concentrating on maximising the use of brownfield land in Wyre Forest and then secondly concentrating development on Lea Castle and making it a viable “village” centre.</p>

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			<p>The level of new housing required as per the plan is flawed. Wyre Forest population has only grown by just over 2%. If we take into account the likely reduction in immigration due to Brexit (and the likely weakening of the economy) then the numbers presented in the plan appear designed to present a highest-population scenario to justify the remainder of the plan (being based on boom years of 2001-2007). In the Council’s own documents you state that the population level has been static yet predict a requirement for nearly 6000 new homes and a raising of the population of Kidderminster by a third. I would argue that the whole plan is predicated on a misassumption and actual houses required would most likely be half that.</p> <p>Given the decline in the traditional industries in Kidderminster, the ageing population, and the relatively lower-cost housing in Wyre Forest, the plan’s estimates on population increase can only be met by offering Kidderminster as a commuter town. By following Option A, the plan “dumps” the east of Kidderminster with most of these new commuters and the plan offers no clarity on how this ⅓ increase in population can be handled by core services or the transport network.</p> <p>Option A will not increase the wealth or wellbeing of the district but will instead only have negative effects on the following:</p> <ul style="list-style-type: none"> • Primary healthcare provision • Local transport issues • Education • Quality of life <p>For each of these pressures, Option A concentrates their effect on Stone parish and the Spennells.</p> <p>I can already quantify the effect peak time commuting has on the A448 and A449. The single lane tracks, Barrs Lane/Butts Lane, are already a rat-run for commuters taking a shortcut from the Mustow Green roundabout, and I believe that the “relief road” in the plan will not mitigate the increase in traffic from thousands of new houses. Instead of lumping all the new development in one cluster to the east of Kidderminster, Option B should be followed with a view to make a viable village centre in Lea Castle.</p>

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			<p>Option A would overload the local schools and GPs to beyond breaking point, whereas a dispersed plan would layer the extra population across a wider range of supporting services. If development (if required) is then later concentrated in Lea Castle funding for a new school and GP should be easier to achieve, and allow Lea Castle to become more of a “centred” village rather than a sprawl on the outskirts of a town.</p> <p>Stone parish will unfairly take the brunt of the plan from the Core planning to Offmore and I think the loss of the Spennells fields is fundamentally wrong if the land to the north of Mount Segg/Dunclent Lane is also to become housing (Stone Hill North OC/13). Not only will the Wyre Forest lose one of its most pleasant aspects (driving to Kidderminster from the brow of Stone Hill) with the core plan, but given the likely decline of the stability of the weather due to climate change, the plans to develop over sandy fields seems at odds with the issues now facing us and raise the risk of landslip/flooding affecting the all-important railway line, as well as all the pressures on the roads, schools and local NHS services as mentioned above.</p> <p>Also object to losing yet more agricultural land and the destruction of land supporting a diverse range of fauna: but it also seems in complete opposition to one of the key goals of the plan in reducing obesity in the Wyre Forest given the high numbers of people who use that area for exercise.</p> <p>Instead of removing land which is used daily by ramblers, joggers, cyclists, dog-walkers who bathe in its beauty and think “Wyre Forest is a great place to live” Option A in the plan would instead replace the fields with an urban sprawl for commuters. Commuters who, given the distance from fields to the town centre, would not walk into town or to the station, but would drive their cars - either increasing the load on an already busy train station at Kidderminster - or drive to work (most likely in the West Midlands/Birmingham).</p> <p>Despite protests by council members that “there are not enough brownfield sites” to cover housing requirements, I would like to object to the Plan due to the fact the plan does not offer the option to take up brownfield sites in the short-term with a view to review when all these are exhausted. Instead the plan seems intent on taking land out the Green Belt now - possibly to incentivise the relief road development.</p> <p>Unfortunately I think the plan seems a massive missed opportunity. The plan fails to take into account changes to modern living that could reshape Kidderminster town centre for the better by cultivated change of purpose of</p>

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			brownfield sites to allow development of modern town dwellings. If some of those brownfield sites could be repurposed for the likely-lower population than the plan suggests then the benefits to the town centre and Wyre Forest as a whole would be far better met than an outmoded attempt to attract retailers to the town. As the growth of online shopping and giants like Amazon are showing, traditional “bricks and mortar” shopping is in retreat. Instead of leaving the shops empty (e.g. Worcester St) and building over Green Belt, could the plan not look to revitalise the town by repurposing those buildings for modern new urban housing to make Kidderminster a better town centre?
	LPPO3085	Object	<p>I object to the development of the whole area of option A. It is shocking to housing concentrated on the Spennells, Offmore and the parish of Stone. This is mostly Green Belt land and would encroach on the countryside surrounding the south east of Kidderminster. The main reasons for objecting the plan are:</p> <ul style="list-style-type: none"> • Important wildlife habitats badly affected • Increased traffic/transport pressures • Increased pressure on healthcare provision • Education issues • Reduction in safe and pleasant areas to exercise <p>The area is semi-rural, with open fields and many beautiful areas to walk and exercise without having to get in a car. I regularly walk around the local area. This area benefits physical and mental well-being by providing somewhere safe to exercise, and to wind down from the pressures of jobs. If option A goes ahead, this would change the area so dramatically and we would lose the open fields and the traffic would increase.</p> <p>The increased traffic that would follow the development would not only be detrimental to the Spennells and Stanklyn Lane residents, but also to those living in the surrounding areas. Cars regularly use the back lanes as a rat run to avoid the main roads during peak times. Spennells residents struggle to leave the estate in the morning. The addition of an eastern relief road will not help this, I believe it will make traffic worse. Building more roads will also have a detrimental effect on water run-off and could lead to localised flooding.</p> <p>Building on the area in option A would also lead to a loss of valuable agricultural land. Surely a valuable asset and</p>

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			<p>locally grown produce can lead to a reduction in food transport costs and can be beneficial to the environment.</p> <p>There are so many important wildlife habitats in the area such as corn buntings, owls, bats and muntjac deer.</p> <p>The whole argument for the level of new housing required as per the plan to be flawed. Wyre Forest population growth has only grown by just over 2%. Building more houses in one area will lead to increased pressures on healthcare provision and education. Schools are already struggling in the area.</p> <p>The above reasons are why I object to Option A. Again, I stress that this would be detrimental to the area for both humans and nature, leading to a loss of valuable wildlife habitats. Something we cannot lose more of.</p>
	LPPO3088	Object	<p>I have known the fields and pathways around the edge of the Spennells Estate all of my life. I think it would be a shame to lose this countryside to further housing developments.</p> <p>The Estate is already large enough and the residents are able to access the nearby countryside on various paths.</p> <p>The fields, pools and streams are particularly good for people out for a walk, dog walkers, and young families.</p> <p>Access to the countryside is actually the best thing about the Estate and is something that the whole community can enjoy. The nearby countryside is very attractive.</p> <p>I would wish to object to further development particularly if there are alternative brownfield sites available nearer to the town centre and the railway station. I also think that the large scale of the proposed development would have a significant impact on the existing Estate and surrounding hamlets.</p> <p>A longer term vision to improve the Kidderminster Town Centre is needed. Development of additional town centre housing would help to stimulate the High Street while preserving the attractiveness of the more rural Green Belt areas.</p> <p>Visitors from the West Midlands conurbation and other urban areas are attracted by the countryside in</p>

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			<p>Worcestershire and I think that this should be protected. There are plenty of brownfield sites in the West Midlands still to be developed.</p> <p>Most importantly, access to the countryside should be promoted to the residents of the Estate, not to be hindered by extending the Estate. The country lanes and paths are some of the best areas which promote a sense of community. Easy access to the countryside also helps with residents' physical health and mental wellbeing.</p> <p>In everyone's interests I would encourage reconsideration of the proposals based on the current extensive scale and further consideration of alternative options and particularly how housing development may be used to stimulate the Town Centre in a focussed way, rather than contributing to further urban sprawl around the town's perimeter.</p>
	LPPO3090	Object	<p>Object to “Option A”:</p> <p>Lack of supporting infrastructure</p> <p>Vehicular Access/traffic</p> <p>Loss of Agricultural Ground</p> <p>Strain on Educational Resources</p> <p>The number of dwellings included in the development is well in excess of need</p> <p>The development would require a by-pass</p> <p>Pressure on Health Services</p> <p>Loss of Green Belt Land</p>

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			There are a number of brown field sites in the Kidderminster/Wyre Forest area that would be a more suitable fit. Impact on Wildlife
	LPPO3092	Object	Object to Option A Loss of Agricultural/recreational land Schools at capacity Increase in pressure on local health services Increase in traffic, noise and pollution Possible bypass Waste Water & Sewage Impact on Natural Habitats Urban Sprawl In Option A there is no indication that new housing would meet local housing needs.
	LPPO3097	Object	Is it not correct that Green Belt land is meant to protect from urban sprawl and also the wildlife?! I feel the impact on building in one particular area will have significant negative effect for many reasons and on many people and local wildlife. I do not feel that the relief road will help with the already rush hour grid lock experience we have as we leave Spennells in the morning for the work and school run and certainly does not outweigh the benefits of the Green Belt

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			<p>fields! Our experience of our helpful local council planning office is that they have recently caused another nightmare road around the Wildon Island due to the new Worcester road traffic lights causing tailbacks as far as the eyes can see and also adding to the congestion getting off Spennells estate in the mornings.</p> <p>Why ruin masses of beautiful Green Belt when we have depressing, run down and derelict and areas of the community with empty buildings which could be regenerated into lovely residential areas.</p> <p>I am disgusted and disappointed that the council are considering ruining one of the most stunning areas in Kidderminster. I feel that the mental and physical health of local residents will be greatly impacted with the loss of all the fields around Spennells which will in turn put greater pressure on the local health service, GP's and hospitals. By taking away huge amounts of Green Belt land on Spennells people will either have to drive somewhere which is adding to pollution.</p> <p>I would also like to give my concern about the amount of wildlife and nature impacted from particular proposed huge expansion of the east side of Kidderminster and pollution in this one particular area. There are also huge amounts of animals and birds and wildlife which thrive in the Green Belt fields including rare skylarks and bats.</p>
	LPPO3103	Object	<ul style="list-style-type: none"> • We understand that the Council has conducted a review of Green Belt as part of their review of the Local Plan and that Spennells/Stanklyn fields might be built on. • The Green Belt is important as it prevents urban sprawl, the merging of towns and it safeguards the countryside. • Green Belt also provides habitat, biodiversity, prime agricultural land, recreational space and it is essential to protect and promote the character of the countryside. • Green Belt land should not be removed when suitable alternative sites could – and should - be used e.g. further development of the Sugar Beet site, the Lea Castle campus and city centre developments. • Any removal or reduction of Green Belt will increase the urbanization of the area with a consequent increase in traffic. • Increased volumes of traffic will create congestion, exhaust and noise pollution and increase pedestrian and vehicular hazards. • Where will a new road go? Any further junctions on the Worcester Road will create further back up of traffic

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			<p>towards Hartlebury.</p> <ul style="list-style-type: none"> • Brownfield sites must be prioritised for building on. • The numbers for new houses in the plan are confusing, there are so many assumptions made. • The plan is written with a bias towards Option A. • We urge you not to make use of Green Belt land for the above reasons.
	LPPO3106	Object	<p>The existing Green Belt is already relatively narrow & any further development would remove the buffer between built up areas.</p> <p>This area is rich in wildlife, is home & foraging for many Badgers & hunting ground for Buzzards & other birds of prey.</p> <p>The A449 to the south of Kidderminster is already non-viable as a means of travel, apart from late at night & early hours of the morning. Adding another road junction to it would be completely insane & would no doubt cause traffic queues reaching towards Ombersley. If you really believe that we can have any effect on climate change, this should not go ahead.</p>
	LPPO3122	Object	<p>I object to the changing of the land classification from Green Belt as outlined in Option A.</p> <ul style="list-style-type: none"> • The Local Plan is urban sprawl, which the Green Belt is designed to prevent. • The Government and Health professionals are trying to get us all to walk more in fresh air and enjoy the 'green' space we already have. By building on the land (Option A) this will stop hundreds of residents from enjoying a daily, healthy walk on green land. • This development will also create more traffic as those that use these fields currently will have to drive to alternative areas. More traffic will be created by the residents of these new developments too and hence more pollution. • How are hundreds more children going to be educated locally? They will have to travel by car to a school the other side of town or even further. There is no plan for adequate schools, just aspirations. • The doctors' practices are already full. Worcestershire Acute NHS is in special measures. By encouraging

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			<p>more Birmingham workers to reside here the problem will only get worse, traffic wise and health wise.</p> <ul style="list-style-type: none"> • We have valuable wildlife in the area outlined, including badgers, <u>hedgehogs</u>, <u>skylarks</u> and <u>corn buntings</u>. • The current Green Belt in Option A is the highest graded agricultural land in the Wyre Forest. It is Grade 2. We need to keep this high quality land for our food production. Every year, apart from the fallow year, good quality barley & oats are produced which are difficult crops to grow, requiring good quality soil. <p>Please stop this further outspilling of houses and industrial units into our precious Green Belt.</p> <p>There are important events that need explaining. Why did Persimmon Homes take out an option to purchase on one of the fields adjacent to the Spennells? Have other fields adjacent to the proposed Local plan had purchase options taken out?</p> <p>There is also the question of why Stone Parish has no Neighbourhood Plan in place when all the other parishes have one. To me this seems very convenient.</p>
	LPPO3123	Object	I would like to object to the extension of the Spennells estate onto the Green Belt.
	LPPO3125	Object	<p>It is affordable housing within walking distance of the Green Belt. This area is a beautiful haven for wildlife, good agricultural land, annually cropped, and the footpaths regularly used for exercise and relaxation.</p> <p>I believe the amount of housing required is overestimated, and find it hard to understand how so many buildings are allowed to stand empty for so long, surely there should be a time limit on buildings left empty when it is detrimental to the area such as seen in and around the town centre.</p> <p>I am also worried that the infrastructure of local roads, schools, doctors and hospital services are not in a position to cope with this exaggerated growth of population in the area.</p>
	LPPO3132	Object	<p>The plans to build on Green Belt land is so wrong in so many ways when you can walk round Kidderminster and find countless plots of land, empty buildings, overgrown derelict golf courses and so on.</p> <p>Has anyone from the Planning Committee even tried driving on the crowded roads when going to and from work at peak hours around Spennells? If 1700 new houses with potentially 3400 new vehicles on our already crowded roads</p>

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			<p>this will be impossible.</p> <p>How on earth do you envisage the hospital to cope with up to 5000 new houses being built in the WFDC, if we can't manage now?</p>
	LPPO3136	Object	<p>I feel it benefits the residents and visitors by being an area to exercise and be close to nature.</p> <p>I hate to think of the extra traffic clogging up the surrounding roads; and the local schools, doctors and shops are not equipped with the space or money to expand to welcome other users without compromising the services they currently offer.</p> <p>We live in a beautiful party of the country and we must not ruin it.</p>
	LPPO3146	Object	<p>Before committing to using that land, it really is essential that you fill up the areas which are crying out for redevelopment.</p> <p>It is a very short sighted approach, of which the past planning committees have been guilty, hence the lopsided effect of the town.</p> <p>The A449 has the old Lea Castle site which would be more practical, to take just one example, than taking away such a valuable piece of recreational land.</p> <p>I walk regularly with my husband over the fields and have many friends who live on or near Spennells who use their recreational time over the proposed development area.</p> <p>I do not know of anyone who spends their recreational time on the Lea Castle Site, but Wolverley, Cookley, Caunsall, Iverley and beyond certainly.</p>
	LPPO3148	Object	<p>This is both un necessary and morally wrong Green Belt is not to be used in this fashion it is for agricultural and recreational use only.</p>

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	LPPO3169	Object	<p>I am very much against the loss of Green Belt in the Kidderminster area, particularly in areas adjacent to large housing estates. It provides areas for healthy exercise, particularly walking and jogging, which, given the rise of obesity in Wyre Forest, is essential for the health of the citizens. Also the Green Belt is a haven for a variety of wildlife both in the fields and hedgerows and it is wrong to destroy their habitat. Nowhere is this more evident than the fields at the top of Spennells and it would be a tragedy to see them built on.</p> <p>I am concerned that the proposed plans that we are being consulted on do not specify the type of housing proposed on any of the sites. At the drop in meeting I asked about this and was told it would be dependent on proposals made by developers. I firmly believe that the council should take the lead in this, rather than be reactive to the developers' plans. In your planning documents you correctly point to an ageing population. However if you look at all the new builds in the areas surrounding Kidderminster there are very few, if any, bungalows being built, mainly because they are less profitable for the developers. This is where the council could and should specify a significant quantity of good quality bungalows which would provide an incentive to senior citizens to vacate larger family homes for young families.</p>
	LPPO3180	Object	<p>I should like to voice my concerns about the use of Green Belt land to the east of Kidderminster for the following reasons:</p> <ul style="list-style-type: none"> • a proposal by Persimmon homes earlier in the year to build 150 homes on land adjacent to the Spennells estate has now been increased by the local council to 1,735 new homes. We have not been told which developers will be spearheading this new proposal but could Persimmon have anything to do with it? • increased traffic will have a major effect on the area and its infrastructure, as the Eastern Relief Road would need to have Government approval before it could go ahead - how long after the houses have been built would this occur? • The loss of prime agricultural land and of wildlife habitat, not to mention the loss of well-being provided for the very many people who use the fields for walking. The Green Belt makes our towns and cities better places to live and it provides quick access to the countryside, therefore, we must protect it for future generations. • The local development plan states that provision for employment will be included. However, with local carpet factories announcing alarming redundancies, I fail to see that new businesses will employ local people

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			<p>with expertise in the carpet industry. Although refuted by the Council, I can envisage Kidderminster becoming a dormitory town, especially as the average price of a house in this town falls well below that in Worcester, Bromsgrove or Redditch. The proposed improved rail links will also add as an incentive to commuters to Birmingham.</p> <ul style="list-style-type: none"> • The director of campaigns and policy at CPRE has said that: "we must not be the generation that sells off precious Green Belt in the belief it will help improve affordability of housing. The only ones set to benefit from future Green-Belt development will be the landowners and the big house-builders, not communities in need of decent, affordable housing." • The government has stated that it is committed to protect the Green Belt and only in exceptional cases may councils alter Green-Belt boundaries. I do not believe that building on fields adjacent to Spennells is an exceptional circumstance but rather an easier option for Wyre Forest District Council and the developers, especially as there are plenty of other available and suitable sites across the district.
	LPPO3187	Object	<p>It is already very busy getting on and off the estate at busy times. Extra housing would cause extra congestion and fumes on the estate.</p> <p>The fields on Spennells are used by hundreds of people daily to have a happy home life balance by having somewhere to walk to keep healthy.</p> <p>Extra housing will put pressure on the local schools and doctors. You cannot get an appointment at the doctors as it is now.</p> <p>The Green Belt adjacent to Spennells is priceless and should not go. Lots of other areas do not have this.</p>
	LPPO3188	Object	<ul style="list-style-type: none"> • Extra congestion will cause major problems on the estate. • Will mean more pollution. • It will destroy the wildlife living on the fields. • It will have an impact on schools and doctors and dentists which are already oversubscribed. • It will destroy an area not found very often whereby residents can go on walks and keep healthy and fit.

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			<ul style="list-style-type: none"> • Loss of education of countryside for children. • Why destroy this beautiful area when there are plenty of other sites more suitable. • Use brown land up first before going into the Green Belt.
	LPPO3189	Object	<p><u>Re: Objection to Option A and Option B to develop the Green Belt site on Spennells Fields and Captain's Pool and The Lodge</u></p> <p>I wish to object to the proposals of both Option A and Option B to build housing on the Green Belt area known as Spennells Fields and Captain's Pool and The Lodge on the following grounds:</p> <p><u>Agriculture, Health and Leisure</u></p> <p>Spennells Fields are Green Belt and are currently a productive agricultural resource. The fields are not only used by farmers to produce crops, but also by the local population for exercise, cycling, dog walking, leisure and recreation, thus providing health benefits to local residents. In the Council's documents, it states that obesity amongst the population is a problem. Therefore it does not make sense to remove a resource which is contributing to improving the health and wellbeing of the people. Not everyone can afford to visit the leisure centre or join a gym. Spennells Fields provide free health and leisure benefits to the community and are regularly used by many residents.</p> <p><u>Environmental Concerns</u></p> <p>Loss of this important Green Belt would, in my opinion, be an irreversible tragedy for both the current population and future generations. The area contains a huge variety of wildlife, some of which would not recover if their habitat were to be destroyed.</p> <p>I believe that corn buntings, which are a red listed bird, nest in these fields and that although they can forage for food elsewhere, they require a 200 hectare exclusion zone to nest and breed successfully.</p> <p>Skylarks have also been seen in Spennells Fields and I understand that they are fully protected under the Wildlife and</p>

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			<p>Countryside Act 1981, which makes it an offence to kill, injure or take an adult skylark, or to take, damage or destroy an active nest odr its contents.</p> <p><u>Infrastructure</u></p> <p><u>Roads:</u> Spennells is already one of the largest housing estates in the Wyre Forest area. The roads accessing the estate (Spennells Valley Road and Captain's Pool Road) are very congested during morning rush hour and it can often take 10-15 minutes just to queue to get off the estate to go to work in the morning. This is frequently exacerbated by traffic jams on the Worcester Road and Chester Road, leading to motorists blocking the traffic islands by Homebase and the McDonald's island, with tailbacks then preventing residents from leaving Spennells estate.</p> <p>Traffic problems are also a regular occurrence at weekends and even worse on bank holidays, when the entire area seems to be gridlocked. There have not been any firm details of new roads to access the proposed developments and therefore I believe that further expansion of Spennells would lead to even heavier congested roads, queues and pollution of the environment.</p> <p><u>Public Transport:</u> Kidderminster is a semi-rural town and although there are road links to cities such as Birmingham, Worcester and Wolverhampton, these roads are already very busy. For commuters travelling to work, buses to these cities are not always a cost efficient or convenient means of transport and people prefer to use their cars. The railway station in Kidderminster has limited car parking, which is already used to maximum capacity. There is nowhere to extend the current railway station car park. Therefore if there were to be a large growth in the population, I am concerned about the effects this would have on the roads and public transport.</p> <p><u>Schools:</u> I am concerned that with such a huge proposed development of 6000 houses, the local primary schools would struggle to cope with the demand for extra places, as would the local secondary school. Worcestershire is already one of the poorest funded local authorities for education and the schools in the area do not have particularly good GCSE or A level exam results when compared to the national picture.</p> <p><u>Health Service Provision & Doctors:</u> As a resident of Wyre Forest, I know from personal experience how difficult it is to obtain GP appointments, particularly at short notice (and how many people plan their illnesses in advance)? Our</p>

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			<p>hospital in Kidderminster has been downgraded and the hospital in Worcester has been featured on the BBC news only this week as it is struggling to cope with the existing demands on its services.</p> <p>A huge influx of 6000 houses added to the Spennells estate would, in my opinion, only increase the tremendous pressure on our local health services, which are already buckling under the current demand.</p> <p><u>Housing Needs and Numbers</u></p> <p>I believe that the Council's projections for the population growth of Wyre Forest in the local plan are unrealistic. Over the last 10 years, the population growth has virtually been static and has only risen by approximately 1000, which is below the national average. Our population is also described as "ageing". We do not have the industry to attract younger workers to the area.</p> <p>Kidderminster no longer has a thriving carpet factory industry and indeed there have been a number of well publicised redundancies at the remaining carpet factories in recent months. Another major employer in the area, SeaLine, has also closed down in the last couple of years. We do not have the industry, manufacturing or otherwise, to support a growth in the population and there is little to attract young, ambitious people to work in the area outside of retail and tourism jobs. Highly skilled workers and those with advanced qualifications such as degrees, frequently have to go elsewhere to find jobs suited to their requirements as they cannot find them in Wyre Forest.</p> <p>The town centre has a considerable number of empty retail units, some of which have unfortunately been vacant for a number of years. Worcester Street presents a depressing sight with lots of empty shops and "to let" signs.</p> <p>As an alternative, I would prefer that the Council focuses on using existing brownfield sites for housing and development instead of unnecessarily destroying designated Green Belt. I feel that there are a number of opportunities to rid Kidderminster of unsightly and often derelict properties, some of which have been in this condition and blighting the town for years rather than months. For example, the area near Matalan on Park Street has several old, unsafe buildings and also the old timber yard next to Matalan. The old law courts building has also been empty for a long time and I am sure that there are a number of other possibilities. I would also urge the Council to use the land at the former Lea Castle Hospital for housing development instead of Spennells Fields and</p>

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			<p>The Captain's Pool and The Lodge areas.</p> <p>In summary, I do not think that the numbers projected by the Council are realistic, based on the lack of population growth over the last 10 years and the lack of industry and jobs to attract new people to the area. If these numbers are in dispute, there is no need to build 6000 new homes on Green Belt land. I accept that some new homes will be required, but think that existing brownfield sites and the former Lea Castle Hospital site should be used instead of destroying our beautiful countryside.</p>
	LPPO3192	Object	<p>It would be a crime to build houses on the green fields of Spennells. You must remember that they do not make Fields now.</p> <p>The Traffic is bad enough now with out adding to it.</p>
	LPPO3197	Object	<p>It contributes to my mental well being and, obviously, increases my physical activity and I would say that goes for a considerable number of walkers.</p> <p>Whilst walking in this area in the summer months, I regularly see and hear skylarks: I have never witnessed these anywhere else in over fifty years of interest in nature. There are also other uncommon birds and insects in the fields.</p>
	LPPO3198	Object	<p>The building of a further 1700 houses on the east side of Kidderminster will undoubtedly result in total carnage and chaos on local roads.</p> <p>The extra 1700 cars of residents of the proposed new housing trying to leave the estate and access the centre of town, will be catastrophic, and this sort of problem will not be solved by the proposed Eastern bypass.</p> <p>The local schools, hospitals and other medical facilities simply will be unable to cope.</p>
	LPPO3199	Object	<p>Objection to:</p> <p>Preferred Option A</p>

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			<ul style="list-style-type: none"> • More concentrated, with a significant amount to the east/south east of Kidderminster. • Includes the option for an Eastern Relief Road for Kidderminster. • Enable more effective school provision. <p>The grounds against this are:</p> <ul style="list-style-type: none"> • Impact on residents losing more of their Green Belt land. Negative impact on wildlife including bats, grass snakes, adders, hedgehogs skylarks, linnets, buzzards and owls. Red listed birds use these habitats we have to preserve and protect them. Risk of losing existing public rights of way. • Many use these fields for exercise, impact on health would have possible negative impact on health services. • Roads and junctions already heavily congested. A new Eastern road will not resolve the problem. Increase in pollution effect on health and environmental. • Pressure on schools, hospitals, doctors, dentists and opticians. • Loss of good quality, productive agricultural land. <p>Build on brownfield sites, within Kidderminster which will regenerate the town centre. Alternatively use Preferred Option B.</p>
	LPPO3200	Object	<p>The open green space is enjoyed by people for dog walking, bird watching, exercise, learning about nature, the trees and flowers. All this can be done without using a car (so very environmentally friendly). Trees will have to be cut down, so ruining the natural habitat of the area. Where will the birds and other wild life go? Children have lots of opportunities to learn about nature on their door step. We are all trying to encourage more exercise to help with obesity, fresh air for healthy life styles and time to enjoy outside life.</p> <p>If people are going to be encouraged to live in Kidderminster and work in Birmingham, the roads will be awful. It is very busy now driving through Hagley at several times of the day. Again it is not good for the environment and very time consuming.</p> <p>If people are going to be encouraged to use the trains, the Kidderminster Station car park is full most days now.</p>

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			<p>There are no trains to Wolverhampton and very crowded at peak times to Birmingham and Solihull.</p> <p>What about schooling, doctors and dentists (most now private in Kidderminster)? What about Leisure facilities now there is one out of town centre, with not enough parking spaces, and no easy access without a car?</p> <p>I also understand that the Hurcott area is to be developed. This is such a wonderful natural area that people come from a distance to enjoy.</p>
	LPPO3206	Object	<p>Resident on Spennells since 1987. Comments regarding Spennells</p> <p><u>Proposed Housing Development:</u> Difficult to see how WFDC can justify the building of some 6000 homes in the area when the level of population growth is very low and there is no justification as to the need for some 6000 new houses. Much is placed on the ability to attract industry to the area following a decline in the core industries. Much of the new employment is a result of small businesses, why should a large manufacturing company for example consider Wyre Forest as a desirable place to develop their business when the transport infrastructure is very poor.</p> <p>The expansion of Spennells would have a negative impact on the quality of life of the existing residents. The majority of the current privately owned properties are spacious 3 or 4 bedroom plots. Current building practices have changed to maximise the number of properties for a given area. The review states that new builds of more than 10 dwellings are to be mixed to include rented and affordable housing, which will be out of character especially in the Captains & the Lodge, Stone Hill South and Stanklyn Lane developments. Personally I have never understood the logic behind this as it is supposed to aid integration when the opposite is likely to occur.</p> <p>The review makes reference that the proposed Spennells expansion there will be a narrow Green Belt between the existing properties and the new development and that access to the proposed extension will be via a new road linking the A449 and A448 although neither of these are illustrated on the plans. Certainly it would be totally impractical to link the proposed development with existing access roads.</p> <p><u>Environmental Issues:</u> There are reasonable opportunities to walk around the Spennells area and enjoy the wild life and open space. With the proposed expansion of Spennells this amenity would be lost forever. Captains Pool would</p>

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			<p>be surrounded by houses thereby destroying the natural habitat for wild life around the pool which would eventually die.</p> <p>The area to the east of the Spennells is on higher ground than much of the existing development which will result in increased rain water runoff eventually finding its way into Hoo Brook thereby increasing the flood risk particularly the properties surrounding Mallard Avenue which are located on a defined flood plain and has been known to flood.</p> <p>The government has decreed that only electric based cars will be available for sale from 2040. While this announcement was made after the review was published consideration will need to be taken to increase the number of charging points throughout the district.</p> <p><u>Road Infrastructure:</u> The whole of Wyre Forest has issues with traffic congestion and not necessarily just at peak times. Concentrating the main housing development in Kidderminster will certainly not improve matters. When travelling from Worcester to Kidderminster the A449 often comes to a standstill on the dual carriageway at Hartlebury and then crawls the rest of the way. On this route the majority of traffic continues along the Worcester Road towards the town centre which an Eastern Relief Road would have no impact. The new link road between Worcester Road and Stourport Road has produced a benefit for those wishing to travel to Stourport or access Stourport Road, however as the traffic lights that control this junction are relatively close to the A449 roundabout traffic soon backs up blocking the island causing queues along the A449 which was predictable.</p> <p><u>Local Bus Services:</u> The review admits that the local services are not good and points at traffic congestion being the cause. This I could perhaps understand at peak times but at other times the service from Spennells is still poor as a result of punctuality or even non appearance. Equally the quality of the vehicles used leaves much to be desired.</p> <p><u>Anti-Social Behaviour and Law Enforcement:</u> The proposals defined as "core" and "option A" with mixed accommodation will, in my opinion, have a negative impact on the whole area with this regard.</p> <p><u>Conclusions:</u> The current lack of housing across the country can be attributed to successive governments policy on immigration and now the respective District Councils are tasked with solving not just the housing problem but other issues that arise as a result of lack of control and forward planning. The plans proposed by WFDC include core</p>

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			<p>developments and two options A & B. Option A is I believe to be totally inappropriate as the expansion will concentrate the majority of the development in Kidderminster to the detriment of existing residents in terms of congestion, and services. If there is a real need for such development then spreading the burden across the District as proposed in Option B should be the preferred option. Equally before any Green Belt expansion is implemented all brownfield sites and derelict or unused buildings should be developed first to establish the real need.</p> <p>The majority of the comments within this document were highlighted and supported by the many participants in the organised protest march held on 4th August. Mark Garnier and representatives from other political parties address the participants of the march and all showed their support to the concerns raised by the SAFE group. It is hoped that WFDC will take heed of the concerns raised.</p>
	LPPO3207	Object	<p>I object to the current plans to build houses on the Spennells fields. I believe that the increased pollution and traffic will effect my children's health. They enjoy walking the dog on those fields and learning about nature, and the changing of the seasons through observations of the changes in plant life.</p> <p>I have lived in Spennells for the last 11 years, and enjoyed running and walking my dog around the fields because of the fresh country air and scenery, so the fields are important for my own personal exercise and health. This will be greatly diminished if houses were to be built on this ground.</p>
	LPPO3209	Object	<p>It would seem to me that the Stanklyn Lane project would <u>not</u> be the better option considering the points outlined below, therefore, I would like to object to option A and support option B.</p> <p>Option B takes a substantial amount less of Green Belt land (circa 20%) than Option A. The Green Belt has a very important part to play in protecting the sprawl of towns into the open countryside, and your proposals (Option A) disproportionately focuses all housing on the eastern edge of Kidderminster, which would then merge it with the hamlets of Summerfield and Stone. This would also mean that many new home buyers would have 'no choice' of where they wish to live. Option B is more dispersed and gives buyers options to live close to family, friends, work and the area they choose to live.</p> <p>The Stanklyn Lane corridor in particular, plays a very important role in providing habitats for wildlife and recreation.</p>

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			<p>There are a large number of red and amber listed breeding birds in this area, particularly the Corn Bunting which is in national decline and near extinction. There are also many old trees and hedgerows. We cannot allow the decline of these vital elements when better alternatives exist. There are also many public rights of ways and footpaths across the Spennells / Stanklyn Lane fields, and these provide recreational facilities for very many people such as walking, riding, cycling, rambling etc. Removing this land for a housing development would not support the Councils policy of trying to combat high obesity in the area. Putting 'green spaces' into housing developments would not give the same sense of wellbeing as open spaces, open skies and long distance vistas such as this area gives. Access to open countryside relieves stress and helps peoples sense of wellbeing. Given that Worcestershire Hospital trust is in a poor state (in remediation) at present, any reduction in stress or obesity related conditions can only support them. Many of the areas in Option B do not have the same very high recreational usage or designated rights of way as Option A.</p> <p>The proposed building on the land in option A will substantially increase the traffic and cause enormous congestion on and around Stanklyn Lane and Spennells estate. There will be increased exhaust, light and noise pollution as a result. If a new 'relief road' is built, then this will further increase pedestrian safety, increase vehicle accidents and decrease air quality, thus impacting on the health of what could be a highly populated area. Any new road in this area will cause traffic congestion and any junctions on the A449 will cause chaos on the Worcester Road both ways, and any junctions on the A448 will cause even further delays on the A448 to Mustow Green Island. No one going towards Birmingham will use a relief road onto the A456, as this comes out too far up, and the much quicker alternative route will always be the road through Harvington. Use money allocated for the proposed relief road to improve the Black Bridge height and the road via Harvington rather than running an additional unneeded road in parallel.</p> <p>The numbers of houses required in your plan are very high. The calculations are very confusing and seem to contradict the expert opinion that 'there is no population growth' and 'no in-migration'. I would urge the Council to revisit and justify these figures. The document also has a major bias to selecting option A which again I would call the Council to review.</p> <p>The area in option A around Stanklyn Lane is prime grade B and well used agricultural land that must be preserved. This not only supports the economy, but helps with the natural drainage of the very sandy soil in this area. There are</p>

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			many instances of flooding roads in Stanklyn lane and on Spennells estate during persistent or heavy rainfall. Developing this land and removing the mature trees (which have TPOs on) and hedgerows will only compound this problem.
	LPPO3210	Object	<p>I would like to write a letter of objection to the building of Spennells fields. I have lived on Spennells for all of my life (36 years). I have used and currently use the fields to;</p> <ul style="list-style-type: none"> - walk my dog, most of which comes by walking on pathways through fields. - teaching my three sons about the varying wildlife and landscapes, visiting the fields during different seasons to observe changes and the enjoyment of taking photographs. <p>I am very concerned about the increase of traffic in the area for my children and the pollution and safety issues this will cause. Two of my children attend the local school, one of which was in a huge class last year and I can't imagine that the school's physical building will be able to withstand more than an intake of 60!</p>
	LPPO3213	Object	<p>I wish to object to both Option A and Option B and opt for the use of Brownfield sites and town centre rejuvenation.</p> <p>I oppose the proposed development of the fields adjacent to the Spennells estate, packaged as option A in the Draft Local Plan. These Green Belt fields are designated as 'Rear of Spennells and Easter Park AS/10, Land off Stanklyn Lane WFR/ST/2 and Stone Hill South OC/13.</p> <p>Although the plan states that Brownfield sites have been included, there are more that should be added for Core Housing sites. There are two disused school sites in the Kidderminster area alone, that should be considered; as well as the Lea Castle site and the rejuvenation of the Kidderminster town centre sites such as Bromsgrove Street, the old Law Courts (that have been empty for several years) and of course Crown House, to name just a few. Surely it makes more sense to develop all Brownfield sites to maximum capacity first and only then should Green Belt areas be considered as a last resort.</p> <p>The plan also states that a relief road would be built. There are two roads that already address this, the M5 and the</p>

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			<p>A38 and neither option direct traffic through Kidderminster Town Centre.</p> <p>Whilst I support the need to ensure there is enough housing for the future, I do feel that the proposed number of properties is excessive and that the Green Belt should only be considered as an absolute last resort.</p>
	LPPO3222	Object	<p>With so much emphasis on healthy living, clean air and ample exercise in the fresh air being the aim of National Government, Local Government and Globally too, we are at a complete loss to comprehend your plan to deprive the residents of Spennells of their fields and Green Belt Land! How cruel!</p> <p>Many of the residents enjoy the lovely local environment. They do not need to drive (saving pollution as well as the need for car parking), in order to witness beautiful wildlife, changing scenery with the seasons.</p> <p>Anyone driving into Kidderminster from Stourbridge, via The Rose Theatre junction, must feel instantly depressed, it looks so awful!</p> <p>Just re-vitalise the awful areas within and around Kidderminster town centre and make the residents of Kidderminster, proud of all areas of our town and the impression which it gives to visitors.</p>
	LPPO3223	Object	<p>Objection to option A, area of land fronting the A448 Spennells Island to Stone village, this would mean changing good agricultural Green Belt land and turning Stone Village to an urban Sprawl, coursing more traffic on an already very busy accident prone road.</p>
	LPPO3225	Object	<p>Objection to option A area of land fronting the A448 Spennells island to Stone village as this would be changing good agricultural Green Belt land turning Stone Village into an urban Sprawl and adding to the volume of traffic already to great.</p>
	LPPO3228	Object	<p>We can appreciate the concerns of people living near Spennells.</p> <p>Extra large-scale development compromises the health and welfare of existing residents - due to increased traffic, less places in schools, doctors, dentists, etc. - not to mention the impact on roads</p>

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			We have no A&E, our hospital in Kidderminster.
	LPPO3229	Object	<p>I am writing to register my objection to your proposed development of the fields adjacent to Spennells, Kidderminster, known in the Wyre Forest Local Plan Review as Option A.</p> <p>Whilst I realise that lack of housing is an issue for the local area and beyond, I do not understand how you feel that you can justify the proposal of developing Green Belt land only, when there is an abundance of brownfield land available.</p> <p>The council should prioritise the development of brownfield land such as the rest of the Silverwoods estate, the old Sladen School site and Sion Hill School, to meet the shortfall in housing which is provided as the reason for the proposal.</p> <p>Green Belt land should be protected for use now, by future generations and also to safeguard the wildlife on the Option A site which does not seem to have been correctly considered in the plan.</p> <p>Concentrating all development on one area will have a dramatically negative impact on the local area, putting strain on the local educational establishments, the local health services and the infrastructure.</p> <p>By reluctantly supporting Option B, I feel that the development will be equally supported across the local area, with economic benefit to all of the Wyre Forest without putting strain on one area alone.</p>
	LPPO3240	Object	<p>Traffic getting off the estate in rush hour is extremely difficult and the school traffic and parking for the school causes many problems. The school would not cope with extra children with the extra houses build on the fields.</p> <p>The fields home many wild and rare animals and birds such as the badger, foxes, muntjac deer, the little owl which nests each year in the trees and buzzards which again nest in the trees. Skylarks are becoming rare and nest in both fields and have done for many years.</p>

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			<p>Many residents enjoy walking the public footpaths around and through the fields.</p> <p>Lea castle has been empty for many years and already has roadways and plenty of ground to build on. Traffic here should not be such a problem as the proposals for extra houses on Spennells.</p>
	LPPO3241	Object	<ul style="list-style-type: none"> • Removal of fields • Impact on the wildlife • Increased traffic and noise • Internet quality is very poor • Impact on drainage as the fields offer a soak away • Seems to be no additional plans for road infrastructure changes • Loss of the Green Belt status means an impact on protecting further urban spread
	LPPO3248	Object	<p>My objections are based around a number of reasons.</p> <p>1) I do not believe Kidderminster requires the number of houses proposed in the plan. The OAHN report which has been used to arrive at this figure cites the census as the source of the calculation. Why is it then that in order to arrive at our total that the Census figures are being disregarded? It strikes me that the use of other figures has been used to support the decision which has in effect already been decided anyone regardless of the local evidence. Kidderminster's population is largely static. I can somewhat understand a drive to increase housing stock when based on sound figures, but destroying our Green Belt on figures which are not even localised is scandalous.</p> <p>2) I've been amazed at the sense of community which has built up around this area. The fields off Spennells encourage walking, cycling and playing for a vast percentage of the local residents. It has become a place for people isolated to meet. Furthermore, it's an area local children gather and play in. Whilst I don't expect decisions to be made with the heart, I must also tell you that the idea of losing them terrifies me.</p> <p>3) I cannot understand the drive to build houses on Green Belt in a Town (and in particular Town Centre) which has been crumbling now for many years. Our Town is full of charity shops, betting shops and low quality takeaways, with</p>

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			<p>empty buildings in the centre of town. Surely a real effort to transform this Town Centre should be the priority, including turning some part of this into residential building which will inject life into an area which is, in effect, dying.</p> <p>4) I struggle to understand the seeming willingness to displace or destroy valuable wildlife by building a large number of houses on it. This is particularly so given the supposed local authority support for agriculture and the drives to lower or limit obesity. By signing off on the building of houses on this land are we are effectively dismissing these issues as unimportant? To do this with the intention of becoming a commuter town for largely outside residents is in effect depriving us of our sanctuary and wellbeing.</p> <p>5) My one current gripe with Spennells is the sheer volume of traffic found at rush hour. Spennells sits on the edge of Kidderminster and is the gateway to both the roads to Worcester/Droitwich and to Bromsgrove. Whilst I appreciate the plans for a relief road the bottleneck of rush hour commuters is surely going to increase regardless or whatever road is put in place?</p> <p>My objections here are of course in relation to Option A at its most basic level, but also to Option B and the flawed way in which the figure of houses required has been arrived at. I am in favour of utilising the use of Green Belt only as a last resort. I feel we are far from a last resort and that this area just does not require a volume which cannot be met by utilising brownfield sites both identified already and also ignored.</p>
	LPPO3255	Object	<p>I do not believe that Kidderminster requires the amount of new homes that are stated on the plan.</p> <p>Also this would create even more congestion in the area which the roads would not be able to cope with.</p>
	LPPO3258	Object	<p>The actual building of these hundreds of new homes is only one issue. What is also an issue is the need for these homes in the first place.</p> <p>The optimistic belief that increasing the population of our Wyre Forest District will somehow magically rejuvenate our fading Kidderminster town centre.</p> <p>The Infrastructure, in my opinion, is CRITICAL to <u>any</u> development and, as the economy experiences more difficult</p>

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			times. Funds from anywhere will be even less available for a better transport system.
	LPPO3259	Object	<p>Used the fields round Spennells in the past for showing the children the wildlife and plant life, for walking me in and the dog. A much more pleasurable way to get some fresh air and exercise than spending time in a sweaty gym. I often meet people jogging and cycling and usually get a good morning/afternoon. This contributes to the general well-being of residents.</p> <p>There is limited space for such a high number of houses without spoiling the things that make it a pleasant place to live including flora and fauna and public walkways.</p> <p>There is a constant battle with keeping services going at Kidderminster Hospital along with waits for GP appointments.</p> <p>There is a need for providing affordable housing but not large executive homes. However, there is no point in building large numbers of houses if there are no employment opportunities.</p> <p>With the traditional carpet industry all but disappeared now, the Council should attract a large organisation/industry to fill that gap and to attract other companies.</p> <p>I urge the Council to build on Brownfield sites within Kidderminster which will regenerate the town centre and protect our countryside.</p>
	LPPO3262	Object	<p>Children have learnt to cycle on the paths around the field, they have played in the snow, walked the dog, collected chestnuts, jogged and so on. I believe that children and adults need to be able to have access to wide open spaces...there are allsorts use the field; families, lonely people who rely on seeing a friendly face, people who just want a chat, youngsters walking with their friends.</p> <p>The result will be a small town and as such will need infrastructure such as a school, medical facilities, a police</p>

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			<p>station, shops.</p> <p>It will have to be an extremely well thought out road as there are fears that it may cause even more gridlocked roads than we already have. The existing High School does not have the room to expand so are the children going to be bussed to the other schools?</p> <p>I know there are many more arguments against the proposed building such as wildlife</p> <p>I understand that Kidderminster has not grown over the last few years so these houses are not going to be for local people but for commuters from Birmingham...how does this work?</p>
	LPPO3267	Object	<p>By building on the land Option A this will stop hundreds of residents from enjoying a daily, healthy walk on green land.</p> <p>This development will also create more traffic due to the current dog walkers having to drive out to find suitable safe areas for their dogs to run off lead. Of course, more traffic will be created by the residents of these new developments too.</p> <p>How are hundreds more children going to be educated locally? The answer obviously is to ferry them in cars to a school the other side of town or even further.</p> <p>The doctors' practices are already full, with difficulty getting an appointment as it is.</p> <p>We have valuable wildlife in the area outlined, including badgers, hedgehogs & skylarks.</p> <p>We need to keep this high quality land for our food production. Every year, apart from the fallow year, good quality barley & oats are produced which are difficult crops to grow, requiring good quality soil.</p>
	LPPO3297	Object	<p>While I realise that more housing is needed for one reason and another it should not be focused in just one area and</p>

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			<p>especially on Green Belt.</p> <p>It will just make an already very busy area far more congested and populated, and of course huge concerns regarding schools, doctors, hospitals which are already over stretched.</p>
	LPPO3301	Object	<p>I understand that you wish to enhance the infrastructure for Kidderminster however why use Green Belt? This is a beautiful peaceful and tranquil area that all generations enjoy! By continuing with option a, you are robbing future generations of having the opportunity of enjoying the beauty available on their doorstep? This not only would be damaging to the health and wellbeing of local residents who use and enjoy this area but there is a loss of wildlife to consider. Increased traffic, noise and higher emissions of exhaust fumes will result in increased risk to health. Building higher density homes in the town centre will reduce car journeys and pollution.</p> <p>Having this within walking distance is truly a blessing.</p>
	LPPO3305	Object	<p>The village of Stone just outside Kidderminster will be almost connected to the town by this expansion and lose its own identity.</p> <p>Kidderminster and the district already lack the facilities and public infrastructure for the existing population: Kidderminster Hospital has been downgraded forcing patients to Worcester, and Spennells parents have had their children been given school places outside Spennells instead of at Heronswood Primary School in Spennells, such as Birchen Coppice on the other side of Kidderminster.</p> <p>The build behind Spennells would take place over enough years that no single year would have enough new houses (1000) for the Council to be required to provide new schools. Even more children would be competing for school spaces in Spennells and the rest of Kidderminster when the current situation isn't satisfactory. Dentists, doctors, opticians and so on would also be put under more pressure.</p> <p>The new estate will mean younger people, when Spennells is already experiencing a growth of new families. Pressure on schools is going up even without new houses. Worcestershire County Council likely won't have the money for</p>

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			<p>new schools, leading to the need being put to tender and perhaps not built.</p> <p>The land behind Spennells has footpaths which may be removed and would certainly be ruined as leisure routes if the build behind Spennells goes ahead. The area is used for walkers, joggers, runners, dog owners, horse riders, cyclists and bird watchers in Spennells and visiting from elsewhere in the district. It contributes to the mental and physical health of the district's residents. Public rights of way should be protected.</p> <p>The area behind Spennells including the Green Belt which would be built on or affected by the build is inhabited by wildlife such as foxes, badgers, bats, buzzards, barn owls, hedgehogs, toads, frogs, grass snakes and others. It is also valuable agricultural land, among the best in Worcestershire, of which there is a shrinking amount in Britain.</p>
	LPPO3313	Object	Regarding the transport and access logistics affecting the Spennells area, to more than double the size of populated area, will create enormous traffic and other problems which the area is strained to contain satisfactorily at the present time.
	LPPO3359	Object	<p>I feel these plans have not given any thought at all to the impact on the lives of people living in close proximity to the proposed plans and also the totally detrimental effect it will have on the local wildlife which is rife within both the fields.</p> <p>Spennells prides itself on being a beautiful and diverse place to live even the roads are named after birds and I feel any future building works will drive them out of the area.</p> <p>People choose to live on Spennells because it has something for everyone it has the fields for exercise and enjoyment and local amenities i.e. local shop, school nursery which are already stretched to their limits and an increase in the amount of people wanting to use them will only make this worse.</p> <p>The local roads around the area are already chaotic enough during rush hours so again more people equal more traffic onto already over busy roads that no amount of poorly thought out relief roads will solve.</p> <p>I really don't see the need for any extra houses no matter how you try to make the figures look so please do not</p>

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			alienate the people who willingly want to live in our town and drive them away as well by ruining the place they call home.
	LPPO3360	Object	<p>The proposal for the sheer size of the development to be concentrated in one place leaves prospective homebuyers and tenants little choice of where they want to live.</p> <p>There do not appear to be any proposals for extra schools, shops etc to accommodate the extra need of a large influx of people in one place.</p> <p>Access to main roads morning and evening can be time consuming and lead to extra emissions from vehicles waiting in traffic jams and again I have seen no proposals for any new roads connecting with either the Worcester road or the Bromsgrove roads.</p>
	LPPO3362	Object	<p>This is prime agricultural land which must be preserved especially as we are leaving Europe and we need to be much more self sufficient in food as prices of imported food will rise.</p> <p>Traffic management and pressure on educational resources have not been considered seriously enough.</p>
	LPPO3364	Object	<p>They are mentally a benefit for people of all ages. Some people who live alone regularly walk around these fields allowing them interaction with the outside world, people and wildlife.</p> <p>These fields offer so many benefits for nature and people, families or alone. I have used all these fields regularly for walking my dogs. My children learned to ride their bikes over there. It's such a pleasure and educational having these fields within walking distance.</p> <p>Having these fields built on will take all this away, only having detrimental effects bringing more pollution and traffic congestion.</p>
	LPPO3434	Object	I am writing to object to plan A the building of houses on Green Belt land at the rear of Spennells Estate.

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			<p>If this plan is approved it will be a disaster for this side of Kidderminster.</p> <p>The Hoo Road is a narrow road used as a 'rat run' for drivers trying to avoid the Worcester Road since the link road has been built and the traffic lights have been put so close to the island. Hundreds of drivers are using the narrow Hoo Road to get into town.</p> <p>The majority of residents on Spennells use this way also. How is Hoo Road going to take thousands more cars? The roads on this side of town can not take any more congestion.</p> <p>My other main concern is the loss of precious Green Belt land. It is not only Spennells residents who use this area, my family have used and enjoyed these fields for over 20 years.</p> <p>There are plenty of brownfield sites if this number of houses is to be built, though how the rest of Kidderminster would cope with extra traffic I don't know.</p>
	LPPO3463	Object	<p>I am dismayed and upset by the plans proposed to build on Green Belt land next to the Spennells estate.</p> <p>The fields are a valuable local resource which have a positive effect on both the physical and mental wellbeing of local residents, improving standards of life for the many people who enjoy walking the numerous rights of way that cross them. The negative effects on everyone living nearby in terms of noise, pollution, loss of value in housing, strain on local services and roads will be quite out of proportion to any supposed benefits.</p> <p>There is substantial wildlife presence on the fields including bats (protected), sky larks (endangered), hedgehogs (declining in numbers), numerous butterflies and moths. This is not even considering the impact on the pools which are a haven for all sorts of aquatic life. It is absolutely unjustifiable to consider devastating the local area in this way.</p> <p>This proposed development will put a considerable strain on local services and jobs while taking away valuable Green Belt land, damaging health and wellbeing for local residents. It is not a proposal I support and I will continue to make all necessary objections via all means available.</p>

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	LPPO3469	Object	<ol style="list-style-type: none"> 1. Loss of Green Belt: Green Belt status protects our countryside from urban sprawl. 2. Loss of good quality agricultural land 3. Pollution 4. Infrastructure: Hospitals, doctors, dentists etc. already struggle to cope. 5. Health and wellbeing: the loss of these fields could diminish people's mental/physical health.
	LPPO3474	Object	<p>It will lead to large housing and employment development in Green Belt land to the eastern side of Kidderminster.</p> <p>This will create more traffic, noise and air pollution.</p> <p>Will put a huge strain on local doctors, dentists, schools and other facilities on the eastern side of Kidderminster.</p> <p>The only secondary school on this side of town is on a split site, this causes problems for teachers and students during the school day.</p> <p>Will lead to a huge loss of wildlife habitat.</p> <p>Brownfield sites should be used before the large amount of Green Belt land in option A or option B.</p>
	LPPO3476	Object	<p>The eastern by-pass would require a new railway bridge that no private development would pay for.</p> <p>It would impact on protected wildlife species, and require tree screening as a buffer against traffic noise for housing.</p> <p>It would create undue pressure on the estates facilities i.e. schools that are already full.</p> <p>More disruption than option B.</p> <p>Higher cost.</p>

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	LPPO3483	Object	<p>Stanklyn Lane is only a narrow lane. It cannot tolerate large amounts of traffic.</p> <p>It would also take away the fields that are used to grow grain.</p> <p>We are on the limit of use of land now and traffic amounts are getting larger. The building of these houses is a step too far. It would spoil our views and therefore will reduce the value of our home.</p> <p>There are plenty of brownfield sites in and around Kidderminster yet to be used without encroaching on the Green Belt.</p>
	LPPO3486	Object	<p>I wish to object strongly to both options A & B. Although these schemes are being presented as an either or choice, each includes development in the area referred to as WFR/ST/1 designated as a “Core Housing Site”. The main reasons for my opposition which can equally apply to both plans are a follows:</p> <p><u>Loss of Green Belt status:</u> DCLG states that “this Government is committed to protect the Green Belt” and “only in exceptional circumstances may councils alter Green Belt boundaries”. Are projected local expansion needs really exceptional enough to warrant this land grab and won’t the infringement of these guidelines make it easier to commandeer more land in the future? The awareness that 98% will somehow be preserved seems unlikely to happen when tempting offers are made by developers.</p> <p><u>Increased pressure on Local Services:</u> Both options A and B will impose extra strain on hospitals, doctors, dentists and schools, in addition to the water, gas, electricity and sewerage provision required. Some of these services are struggling to cope already and GPs may even vote soon to stop registering new patients.</p> <p>The local plan review leaflet says only that new facilities may come forward, but even if they do, it will take considerable time and upheaval to install them. Shopping has become poor, the bus service to and from Spennells is substandard and any new residents will no doubt have at least one or two cars. An Eastern Relief Road may be built, but is this really something to welcome? More countryside destroyed, more noise and traffic fumes and soon yet another road will be needed as traffic expands to fill the space allocated to it.</p>

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			<p><u>Increased risk to health:</u> Whichever option is adopted it is certain that the atmosphere will become even more unclean with more noise and congestion affecting both pedestrians and cyclists.</p> <p><u>Loss of use of fields & footpaths:</u> Captains and The Lodge (WFR/ST/1), Farmers Fields 1 (AS/10), 1 (WFR/ST /2), And 3 (OC/13). Being unable to use and enjoy these fields and the footpaths bordering them, full of trees and flowers and home to birds and other wildlife, will diminish the health and well-being of residents and other visitors. It is a safe area to walk.</p> <p>I object to both Options A & B for these reasons.</p>
	LPPO3493	Object	<p>I object to these proposals as it will spoil this lovely estate. We have lovely trees and plenty of wildlife living here.</p> <p>This will cause devastation to nature and pollution.</p> <p>We do not have enough infrastructure to support the heavy flow of traffic.</p>
	LPPO3496	Object	<p>I am whole heartedly objecting to Option A and also to any core housing around the Captains and the Lodge.</p> <p>There's nothing better than to walk the fields or take the children for a long bike ride. The tranquil surroundings, nature and friendly people we pass all add to amazing, safe and stress free well being.</p> <p>We love to see the amazing variety of breeds of birds in the fields as well as the ones that visit our own garden, also bats we have frequently seen at dusk. We love the skyline through the fields, watching sunsets and on clear nights the star constellations. All of this will be marred with obscene buildings and light pollution. Not what I want my children to then be deprived of.</p> <p>The traffic would be another issue. The volume of traffic would be disruptive. Imagine an average of 2 vehicles per household on top of the vast amount already. The pollution, build up and safety of us and our children would all be jeopardised.</p>

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			<p>The thought of extra housing on top of the sheer size of Spennells estate is mind blowing. The local schools, doctors and dentists can not deal with this. The waiting lists to sign up for any of these are already problematic let alone then trying for an appointment.</p> <p>It seems as though figures have been miscalculated and are in fact less required than estimated so I don't see why all of the brown belt land can't be used for maisonettes or apartments before hitting this beautiful countryside. There are appalling buildings empty and making Kidderminster look a disgrace like crown house and the majority of Worcester street. This could provide so much more to the town itself if these are converted and updated. If the town is left the way it is any longer I'm sure there will be plenty of property as people would move anyway, there is nothing here for people. It can't possibly just be for the growing population of Kidderminster, it's the overspill from surrounding cities. Where does it end? How much land is going to be eaten up?</p> <p>There were promises of protecting the Green Belt areas and I'm sure as you have seen from the amount of objections and the amount of time and effort gone into objecting to this you can see how much this means.</p> <p>Please reconsider and re plan. Let us keep these fields for all our sakes and especially children to have the freedom of this natural playground.</p>
	LPPO3505	Object	<p>I am unsure how the council would propose to deal with possible drainage issues caused by further housing.</p> <p>Consider the impact on local wildlife - There are a number of rare birds, rare bats and badgers amongst other animals.</p> <p>The fields are used extensively by; joggers, dog walkers, horse riders, bird watchers, cyclists, photographers.</p> <p>This is grade 2 agricultural land, the best quality land Wyre Forest has to offer, with an uncertain future thanks to Brexit we would be foolish to lose this land.</p>
	LPPO3522	Object	<p>Traffic is already a major problem in this area, with regular queues not only to leave Spennells estate, but also traffic backing up on all the nearby main roads. If several hundred extra households are also trying to leave for work or</p>

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			<p>school it will cause chaos, even if a new exit is built. Pollution from the extra traffic will impact negatively on health.</p> <p>The fields are a vital area for outdoor exercise and enjoyment. Hundreds of people walk or run the fields everyday, improving their health and fitness, and mental well-being. To enjoy such lovely scenery and have a chat with fellow walkers is the highlight of some people's lives, keeping the lonely in touch with others. It is a safe place for dog-walking and for children to play. If this area is built on we will lose a vital commodity that cannot be replaced.</p> <p>Local schools are already over-subscribed so new schools will need to be built to cater for the hundreds of extra children, or these extra children will be crammed into classes that are already too large.</p> <p>Our local GP surgeries are already so full that it is incredibly difficult to obtain an appointment. How will this happen if it's already so hard to see a doctor? Likewise, how do the people find a dentist? I still haven't been able to find an NHS dentist locally.</p> <p>The fields provide a safe-haven for Skylarks, Woodpeckers, Finches and many other species. The Green Belt is vital for their survival.</p>
	LPPO3523	Object	<p>This area is classified as Green Belt and is legally protected. The fields are a local and national treasure and have an on going history of heritage that belongs to and should remain solely within the boundaries of public domain.</p> <p>Please accept this as a justifiable rationale for keeping the fields protected, safe and intact for the greater good of Kidderminster, its citizens and the natural wildlife that inhabits the area.</p>
	LPPO3544	Object	<p>I must object in the strongest terms to the application to build housing on Green Belt land on the fields at the back of Spennells</p>
	LPPO3554	Object	<p>Obviously this is Green Belt land</p> <p>Why would you build on Spennells? It's too big with housing already.</p>

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			<p>There is a large wildlife population needed to be considered</p> <p>Access is bad now – on and off Spennells. Access off Stanklyn Lane is dangerous now.</p>
	LPPO3556	Object	<p>The new proposal will impact on an area which already has a lot of homes and traffic.</p> <p>People want to live close to country.</p> <p>Already the new relief road by the leisure centre is getting busier and the houses etc there aren't finished. A lot of parents drive to school at the moment, that probably would not change so easier school provision would not be a benefit.</p> <p>Please re think and keep our Green Belt as it is so it can be enjoyed by everyone now and in the future.</p>
	LPPO3575	Object	<p>I have enjoyed the walks and seeing all the wild life that live there, such as deer, badgers, buzzards, hedgehogs which are already on the verge of extinction, skylarks which nest in the fields.</p> <p>If these fields are built on where is the food for future generation going to be grown???</p> <p>The surrounding infrastructure would not be able to cope with the increase of cars and people.</p> <p>Worcestershire hospitals are already in great difficulty and local schools are struggling with not enough classroom space and green space for out door activities.</p> <p>Sometimes you have to wait 2 weeks or more to see a doctor.</p> <p>Building these homes will cause even longer waiting lists for doctors and hospitals.</p>
	LPPO3581	Object	<p>The loss of Green Belt areas, protects our countryside from Urban Sprawls, Threatening the existing Public Right of Way.</p>

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			<p>Increased Traffic, Noise and Higher Emissions. This will create a bottle neck in the Kidderminster Roads.</p> <p>Local Schools having Larger Classes</p> <p>Increased Pressure on Our Hospitals, Doctors, Dentists.</p> <p>The loss of the Field, Which we use for Walks, and the Fields are Extensively used by local residents to walk, Jog and Cycle, Walk Dogs</p> <p>Loss of Wildlife Habitat.</p>
	LPPO3584	Object	<p>I would like to point out that the future generations of Kidderminster would be robbed of land which has and is being used for their valuable education.</p> <p>Children have been able to see crops growing and learn where healthy food comes from through the seasons by walking with their teachers and seeing this on their doorstep without having to take a coach drive polluting the atmosphere to experience it.</p> <p>It also educates them for choices to take in leading a healthy lifestyle both now and in the future therefore giving less strain on our local hospital The Royal, Worcester which, as we are well aware, cannot cope now with the number of patients.</p> <p>How could it cope with the residents of another 6,000 homes needing medical treatment due to the lack of education through the local environment on healthy living which will be denied if these Green Belt fields are built upon!</p>
	LPPO3609	Object	<p>Options A - Objections:</p> <p>Our objection to access provided via Turnstone, is that the present road infrastructure cannot maintain present levels of traffic safely. Any increases would risk further serious incidents.</p>

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			<p>Present roadside car parking makes this road dangerous, hence no further traffic increase can be sustained.</p> <p>Increased residential numbers on Spennells has lead to pupil increase at the local school. At peak times, car parking access on Heronswood Road, leads to limited access and since no traffic calming is in place, increased housing would only exacerbate the problem.</p> <p>Recent years, we have witnessed total gridlock of traffic attempting to exit Spennells estate. Option A can only be a viable option, if alternative road infrastructure is implemented. Traffic wishing to continue south toward Worcester, would encounter high volumes of traffic approaching the Black Bridge junction, severely restricting already congested traffic flow. Likewise, traffic heading north into Kidderminster, is restricted by single carriageway approaching the Viaduct roundabouts, again severely restricting already congested traffic flow.</p> <p>Objections: Expansion of Easter Park. We object to any use of the present road access to the rear of Easter Park, since this is of limited design and not suitable for large volumes of traffic.</p> <p>Proposal: Mixture of Option 'A'/'B' Providing good access to Bromsgrove, Dudley and South Staff, with employment links towards Birmingham, consideration be given to a link road between A456 and A448.</p> <p>As Spennells is the largest estate in the Wyre Forest, development supported by the 'core' link road, would not impact on the present estate traffic, facilities and infrastructure.</p> <p>Suggestion that Easter Park expansion consider smaller business office units. Larger units are not used, hence wasted opportunity to attract new business to the area.</p>
	LPPO3620	Object	I want to draw issues to the environmental damage that will be caused when building core housing by Spennells fields.

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			<p>The fields are home to many species of RSPB red listed birds. Birds nesting there such as Skylarks, and Corn Buntings to name only a few of many are depleting in numbers and need to be protected. The RSPB recommends a 200 Hectare exclusion zone around these nests so they can continue to breed safely and increase their numbers. With all the houses that the LP recommends building on core sites and option A, this will see the demise of these birds in the Wyre Forest district which is why the LP needs to be revisited and reworked.</p> <p>As the LP states around 6000 houses need building by 2034, how does the WFDC plan to offset the carbon footprint created by building these houses and the extra cars (10000 approx.) which will be on our roads? Air pollution is a rapidly growing problem as seen around the world as well as in the UK. This is caused by over population and the need for cars to get around. So why over estimate by far in the LP, the amount of housing needed thus creating more air pollution? The Spennells is a designated nature reserve and more housing, cars and people would affect the area severely. Tree Protection Orders are in force over the Spennells and its surrounding areas. What will become of these? Are they going to be ignored and the building companies pay a nominal fine for cutting them down? Once again as in its title, it's "Wyre Forest District Council" with a TREE as its emblem. Should that not now change to a HOUSE if the LP goes ahead?</p> <p>This is why the LP needs to be reviewed and reworked to help the environment. It states on the WFDC website that the council is committed to providing well maintained parks and facilities for all to enjoy! If we encourage the building on Green Belt land then there will be no more well maintained facilities for anyone to enjoy!</p>
	LPPO3624	Object	I regularly use those fields to run around and relax walking my dog, its a lovely area and as its just a short walk from my house its nice to be over there in the peace and quiet away from the hustle and bustle of everyday life. I also feel that the burden on the local services especially the roads around the area will be very disruptive making commuting to and from work more time consuming.
	LPPO3686	Object	<ul style="list-style-type: none"> The Spennells fields serve as a health benefit. 100s of residents across Kidderminster use them for dog walking, open space (parks have a strong link to crime in Kidderminster) and health benefits by reducing obesity. Therefore Option A should not be taken as this will have an adverse impact on obesity levels Cyclists use - Another reason to maintain the field and not take Option A. The bus network is unreliable very slow and completely unsatisfactory for the number of extra residents who may use it. It would need to be a service which is much more comprehensive, runs more frequently and to

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			<p>more areas.</p> <ul style="list-style-type: none"> • There will be impact on the water supply and on the landscape and ground. The region in Spennells is served by underground water supply. There will be a huge pull on this resource which will impact on the land leading to deterioration of the soil and ground. • Removal of trees in Spennells fields will increase flood risk. What measures will be taken to combat this. There is no evidence in your proposals. • The impact on drainage in the area as the fields is a valuable soak away. Already flood defences have had to be installed by Severn Trent on the estate and the Victoria Carpet's old cricket field is designated flood plain. I therefore object to Option A on the basis of increase flood risk. • If Option A is chosen then new playing fields and green space is required at this end of Kidderminster as there will be insufficient facilities and open green space for the numerous residents of Spennells which will form a new town. You have not fully explained how these additional needs will be met. • Option A fields fall under this Green Belt protection. There is insufficient evidence to indicate that they are greenfield. The same principles and characteristics apply to fields as to the Green Belt description advised in Government policy • You do not provide enough evidence to suggest that the design will be safe, and as you describe. By doubling the size of estate all characteristics and distinctiveness will be lost as Kidderminster becomes another soulless commuter town • Spennells fields fall under agricultural land. Option A should not be considered as Spennells fields satisfy the requirements for good agricultural land under the NPFF
	LPPO3744	Object	<p>The field was an important part of family life from dog walking, bike riding to essential thinking time.</p> <p>Much has been said about the planning issues but I just want to say that green space is needed in our lives. We need clean air and sky to keep healthy in body and mind.</p>
	LPPO3784	Object	<u>OBJECTION TO 'OPTION A' AND REMOVAL OF LAND FROM GREEN BELT STATUS</u>

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			<p><u>My grounds for objection to option A are: -</u></p> <p><u>Social issues</u></p> <p>The proposed Option A has a disproportionate negative impact on the residents of Spennells. LPR Option A, if enforced, will increase the size of Spennells by 87%. Option A will encourage localized sprawl, and the merging of Spennells to Offmore & Comberton. The linear approach of the option will result in amalgamating two estates with very different characteristics. Spennells has very little green space per resident for recreational use such as physical exercise, cycling and off lead dog walking. It would be inappropriate for dogs to be off lead close to the children's play area, which is also close to the main Spennells Valley Road.</p> <p>Street walking with small children and a dog ensures all are at the emissions level of any passing vehicle, therefore consideration for increase in respiratory diseases such as asthma must be given. Otherwise it is a car journey to Hartlebury, Habberley, Hurcott or further afield to take a dog for a walk — with increased congestion on the roads and additional emissions.</p> <p>Green space is necessary to promote physical and mental wellbeing for all generations. The fields to the South of Spennells provide a huge recreational resource for the residents of: - Spennells, Stone, Stanklyn, Summerfield, Hoo Road, Aggborough, Hill Grove, Oldnall Road. The fields are used by ramblers, ornithologists, photographers, star gazers, cyclists, joggers, horse riders, dog walkers, children, families, and the elderly. The fields encourage a community spirit, which was very publicly highlighted by the protest march to the Town Hall.</p> <p>The LPR identifies the benefits of Green Belt space and the problems faced with modern society - mental wellbeing, obesity, general ill health - then appears to begrudge the residents of its very existence. Having had cancer, I personally walk the fields twice a day with my dog. Walking recommended by my oncologist to improve joint pain and prevent weight gain. Walking helps me to keep a clear perspective on my condition and help reduce possible recurrence. I know many other people who use the fields for exercise to help with medical conditions. This is a free resource, one that is costing the NHS nothing.</p> <p>Creating a linear commuter town on the Southern flank of Kidderminster will be divisive for the town, as</p>

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			<p>Kidderminster town centre is in desperate need of rejuvenation. If funding to improve housing and small retail units within the town centre is continually overlooked, it will become the future slums — only encouraging existing crime to escalate. A lack of policing within Kidderminster is already a problem, with needles to be found in all parks and drinking on the streets prevalent. The residents of the proposed commuter estate will be encouraged to shop in the bright lights of Birmingham / Worcester and their money spent outside Kidderminster's local economy. Such residents will be disengaged from Kidderminster. I believe Option A sets a precedent to place affluence above need within Kidderminster. Such a bunkered approach will lead to a rise in tension within the community, which is already evident on social media.</p> <p><u>Environmental Impact</u></p> <p>The environmental impact of releasing the Green Belt for development is huge. Two thirds of Green Belt land, is of high value, agricultural land. The London School of Economics supported by the NEA (National Ecosystem Assessment) agree that Green Belt land is high value agricultural land, both in terms of food production and 'cultural services'. The ramifications of Brexit are yet to be felt and the future population growth of the UK very uncertain. Now more than ever the UK needs to hold on to productive agricultural land to ensure consistent food supplies. The land to South of Spennells/Kidderminster is identified as some of the best (most productive), agricultural land within Wyre Forest. Whilst talking food we must also look at food miles and carbon footprint.</p> <p>WFDC have signed up to the Carbon Emissions Programme — yet the end goal based on the Local Plan Review is to get the Eastern Bypass/Relief Road funded from Central Government. The Bypass is an unnecessary expense with two other routes already linking the A449 to Birmingham and motorways. Both of which could be significantly improved with lesser funding and impact on the local environment. The LTP4 states that it is a misnomer to say just building a road alleviates a problem - the very building of that road leads to 'that road' becoming the next problem. LTP4 identifies the need for WFDC to address public transport issues and support the use of cycle lanes. The air quality on Spennells is not always good especially on a dank day. The nature of its position within the valley and the heavily trafficked Spennells Valley Road plays a large part in this. It would be questionable then to add a relief road to the rear of Spennells and not consider AQI levels for residents.</p> <p>Green Belt space provides the lungs of the planet — climate change makes the value of Green Belt even higher. It is</p>

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			<p>an important factor in the storing of carbon; prevention of flooding and soil protection.</p> <p>The fields to the rear of Spennells play host to a plethora of wild life Bats, Badgers — there are active sets within two of the fields. Corn buntings, Skylarks both of which are red listed birds. Waxwings that winter visit have been photographed. My list could be endless and is supported by Worcestershire Biological Records Centre.</p> <p><u>Economic impact</u></p> <p>PFI's (Private Finance Initiatives), and their scandalously high interest rates have ensured hospitals across the UK have debts that are beyond their control, none more so than 'CRISIS-ifiT' Worcestershire Acute Hospital Trust, which has just been named one of the worst trusts in the country for A&E waiting times. This alongside the down grading of Kidderminster Hospital has now put existing residents' lives at risk. Worcestershire Hospital Trust will not be able to support the Pro-Growth Agenda actively pursued within the LPR and supported by WFDC.</p> <p>Doctors are under pressure to take up any existing slack from the hospital service — appointments requiring a weeks notice in some cases. There is a shortage of trained Doctors. So where will funding come from to extend existing practices or Doctors to open new practices? This argument extends to NHS Dentists.</p> <p>Educational standards within WFDC are lower than national average. 1000 homes required before a feeder school built. The LPR implies the 6000 'required homes' will be phased in over the time span covered by the LPR, averaging 360 homes per year. This potentially takes us up to a three year period of (continual) development on one site before additional school requirement is deemed necessary — then put out to tender. Shoehorning children into existing schools will only mean fewer resources per capita and poorer learning outcomes. Children from Silverwood's development are currently attending Heronswood Primary School. A distance that requires a car journey — not only adding to congestion on the estate during peak traffic times, but poorer health outcomes for children not being able to walk to school — perhaps we need to revisit obesity here! We currently have a population bulge within primary schools. These children will all need to receive higher education and at present that provision will again be met by existing secondary schools operating at full capacity. Where will additional children be educated? Portacabins? GCSE results in Wyre Forest are lower than national average, standards in schools need raising not diluting by increased</p>

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			<p>pressure.</p> <p>In-migration will add to the pressure of Wyre Forest's frontline services. If finances can't provide a safe level of cover now it is bunkered to believe more housing equals more tax for better services, because more tax equals more people and more people equals more demand - status quo.</p> <p>Creating a linear commuter estate with a road that provides a direct corridor to Birmingham, Worcester and associated Motorways will ensure money from the South of Kidderminster will not be spent within the local economy. There is very little to draw people into the town centre and it is not true to say online shopping is the cause. Lincoln and Leicester are good examples of how to manage a vibrant community - independent, small, eclectic shops working alongside flagship stores despite the availability of online shopping. Stourport and Bewdley are more vibrant than Kidderminster. Even Hagley manages to support the village centre. The LPR highlights the need to market Kidderminster as an attractive tourist destination to encourage money into the local economy — an over developed visual approach on the South-Eastern flank to Kidderminster will not achieve this.</p>
	LPPO3785	Object	<p>Very good planning, good preparation, decent accommodation from first time homes to bungalows for our elderly residents. It works, so why spoil it?</p> <p>We only have to take a walk round Kidderminster town centre to see ugly deserted and empty shops, attracting graffiti and unwanted trash.</p> <p>It IS much easier to 'decorate' an area of land where housing can be developed at speed but it would seem to many people that we need to see a genuine developmental achievement such as we have witnessed on the Sugar Beet land, or the new Tesco in Stourport, now they are areas for the planners and developers to be proud of.</p>
	LPPO3825	Object	<p><u>Spennells Local Plan Review</u></p> <p>With regards to the above we would state that we feel the proposals are not appropriate for the current Kidderminster population. The area surrounding the existing housing planned are to crop and I understand this is a categorised Green Belt, grade 2 agriculture, this must surely be protected?</p>

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			<p>Many jobs are due for imminent loss plus closures of retail outlets. Traffic movement especially the Stone Hill to Bromsgrove A road which is the only direct link from Spennells to the M5, M42 and M40 thus making Kidderminster a commuter town. How do commuters supposed to get through Hagley as it is a bottle neck now! Mustow Green is horrendous.</p> <p>Any development will increase pressure on our NHS, making it near breaking point resulting in long delays already in A&E!</p> <p>Schools we know, are oversubscribed, pressure on existing services and how would all this be policed?</p> <p>Heavy goods vehicles, noise, traffic and disturbance not to mention the seriousness of losing our wildlife. Pollution and emissions would seriously affect our wellbeing. These fields are for residents to enjoy, with dog walkers, resident walkers, families enjoying the open space, this is what the Wyre Forest is about!</p> <p>We know there are protected areas for wildlife, Skylarks and Field Mice have been seen on these fields. We have bats residing in the conifers which run alongside the bridal path next to The Lodge and Captains Pool.</p> <p>It is imperative that our ancient hedgerows, running a long side our A roads i.e. Stone Hill are protected. This area is a very prime location with a protected forest and the Captains Pool which is full of wildlife. Stone Hill has our resident buzzards nesting. Herons are also seen regularly. There are protected species of Shrews and Newts also seen in and around Captains Pool.</p> <p>Kidderminster town centre is already unable to cope with the influx of traffic, resulting in car parks full to overflowing.</p> <p>In closing we feel unable to support either proposals for ourselves and the future generation.</p> <p>We hope our elected Councillors understand our utter dismay of the proposals for we are not alone in our conclusions.</p>

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	LPPO3865	Object	<p>I object strongly to the proposed development on existing Green Belt land in Spennells, Captains and the Lodge, and surrounding areas.</p> <p>The premise we need 600+ houses is entirely flawed and based entirely on erroneous data. We simply do not need that many houses as the population of Kidderminster has been largely static for several years and those that we do can be accommodated in existing Brown Field sites without laying waste to valuable Green Belt.</p> <p>This is without even mentioning the impact on traffic volumes of all these houses in one place plus the extra demands on local infrastructure.</p> <p>Once gone these valuable green areas are gone forever, therefore every effort should be made to utilise land that is laying derelict and unused first. Many of which are an eyesore and attract criminal behaviour.</p> <p>Hundreds of people use the fields to the south of Spennells and adjacent to Stanklyn Lane every week for recreational purposes, if this land is built it will be a monumental disaster to all those walkers, joggers, cyclists and dog walkers and many children who get their first taste of real countryside and even more so to the loss of habitat for all the wildlife that live in and feed in these fields. Having access to green areas is vital to peoples well being as has been well established in various studies.</p> <p>At the moment we have a large flock of swifts visiting the fields to feed on the abundant insect life, plus the ever present skylarks.</p> <p>There are several large well established badger setts in this area, not to mention bats, rabbits, foxes and myriad native bird life, all of which would lose this valuable green area.</p> <p>It is just wrong to look at a large green field site and say lets build on here because it's convenient for the building company and ignore all the brown field sites because they are a bit more inconveniently spread out over a wider area of Wyre Forest.</p>

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			Therefore I strongly suggest that the existing Housing Plan should be scrapped and a better environmental solution considered.
	LPPO3940	Object	<p>On page 50 of the Green Belt Review it states ‘Limited Contribution Development of the site would not lead to the merger of towns, although the separate identity of the dwellings strung along Stanklyn Lane which comprise Summerfield would largely disappear (particularly when viewed in combination with additional proposed development to the east)’</p> <p>It would appear that coalescence would occur between Stone, Summerfield, Stanklyn Lane and Spennells if the Green Belt land to the rear of Spennells is built on.</p> <p>On page 38 and 48, it states ‘there are no recorded nature conservation or cultural heritage interests on the site’ There are records of badgers, skylarks, linnets and bats and therefore the definition of limited contribution is not correct.</p> <p>I believe the planners have been misinformed by the Amion independent report and that there is therefore a further need to review the Local Plan based on this being a significant contribution and could substantiate a breach of planning guidance.</p> <p><u>Biodiversity, Congestion, Pollution, Health, Education</u></p> <p>Urban expansion to the extent of concentrating the extensive building of dwellings to the east of Kidderminster, i.e. approximately 1700 dwellings beyond the existing Spennells estate will result in increased congestion from the only 2 exits on to Spennells Valley Road. Queues at both exits, particularly during term time, result in waiting times of 10-15mins. It was suggested at a ‘drop in’ that access to any new dwellings built on the fields would be via Turnstone Drive. Increased traffic movement to and from this area of the estate would lead to further congestion at the 2 exits on Spennells Valley Road.</p> <p>Furthermore, whilst Wyre Forest District Council makes reference to the desire for improving air quality in the Horsefair area of the town, condensing the bulk of dwellings, seemingly required to the east and south east of</p>

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			<p>Kidderminster, would significantly impact on both air and light pollution, and adversely affect air quality in this area.</p> <p>It is to be hoped that WFDC would pay equal attention to attempts to reduce pollution and safeguard air quality in all areas of the District, particularly in light of the recent Government’s Clean Air Plan, published July2017.</p> <p>Option A will, undoubtedly, have a detrimental impact on the wildlife that feed and lives on the field bordering the Spennells Estate and surrounding areas. Bat species and their roosts, in the UK are protected by both domestic and international legislation. Badgers and their setts are protected by UK law. The skylark is fully protected under the Wildlife and Countryside Act 1981.</p> <p>Given the above legislation, it would appear unlawful to proceed with the selection of Option A, as the preferred option. It equally does not concur with the Council’s Planning Policy Statement, 9.3.</p> <p>There is extensive use made of the footpaths around the fields bordering Spennells and also within Option A. Easy access to the footpaths is aiding the health and fitness of Wyre Forest residents. Obesity levels within the Wyre Forest are higher than other areas of Worcestershire. This is particularly significant when considering the data reporting on obesity levels of 5yr old and 11yr children. The Draft Local Plan makes reference to its aim to reduce these levels. In addition, at the ‘drop ins’, one poster stated as one of the aims of the Local Plan was to encourage walking and cycling.</p> <p>The National Trust recently reported that more than 80% of adults stated that today’s children have significantly reduced freedoms to explore and play outdoors, compared to their own childhood.</p> <p>If our cars are further needed in future years to access the outdoors for both exercise and recreation, (assisted by selecting Option A) we will additionally contribute to increasing carbon emissions and therefore adversely affect our environment.</p> <p>I fail to comprehend how reducing opportunities for accessible, affordable, use of outdoor space for children and adults, which would otherwise contribute to their physical and mental wellbeing, can be compromised by trading Green Belt land for unknown, unchallenged, alleged dwelling need.</p>

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			<p>The local Primary School on Spennells is currently full. The effect of considerable housing increase would add pressure on existing local school accommodation. Given that the Wyre Forest Draft Local Plan makes reference to improving educational attainment in the area, exceeding the school's pupil admission limit, would likely result in marginalising children's' learning outcomes and thereby deflating attainment.</p> <p>6.55 states 'Option A will enable more effective school provision'</p> <p>This is merely an unqualified value judgement. No further elaboration of this issue has been available and is surely open to challenge.</p> <p>6.56 states 'The absence of this additional infrastructure will impact on future traffic congestion, air quality and educational provision'</p> <p>From favourably conveyed messages by planners, at the drop ins, regarding Option A, should this option be selected, it would attract significant infrastructure improvements, for example a school, medical services, a relief road. However, clarification of this infrastructure package was distinctly lacking. No clear information was available regarding the location of the Eastern Relief Road. In the meantime, children present and in-migration related increased child population are merely expected to accept present, not improved, levels of educational provision for an indefinite number of years.</p> <p>It would be interesting to collect data from Worcestershire's records of where urban expansion has taken place, of Droitwich, and whether infrastructure packages, including schools have been developed accordingly.</p> <p>The fields that border Spennells back onto the boundary with Wychavon District Council. Would housing development in this area not constitute urban sprawl, which has historically been against policy?</p>
	LPPO3971	Object	<p>Kidderminster Hospital is on the opposite side of the town centre, so there are issues immediately issues with travel time but is also part of Worcestershire Health and Care NHS Trust is struggling and is one of the worst performing trusts in the country. With such a large increase in population with these new houses, the hospital will continue to</p>

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			<p>struggle.</p> <p>Existing local schools are nearly full. Yet the impression that the council are giving is that using option A around Spennells will ‘Enable more effective school provision’ would surely still demand the need for a new school to cope with increase in numbers. Significant funds will not be able to support schools or create a new school for either option A or Option B.</p> <p>Spreading the housing out across the district would help spread number of children needing schools although a primary school should be made for either option and would be needed for the Lea Castle area. More importantly reducing the number of houses needed would mean less Green Belt is used in option B as more brownfield land is used. Something the council should push for harder.</p>
	LPPO3992	Object	<p>I would like to lodge an objection to Option A of the Development Strategy as it affects the Green Belt land between Spennells and Stanklyn Lane and bounded by the A448 (marked on the options map as Rear of Spennells and Easter park AS/10, Land off Stanklyn Lane WFR/ST/2 and Stone Hill South/OC/13.</p> <p>The basis for my objection is that the proposed removal of the Green Belt land in this area for housing development will:</p> <ul style="list-style-type: none"> • Reduce the available green space for those who view and access the land. • Create more congestion on the already heavily congested A449 and A448, leading to increased pollution. • Not support the creation of an Eastern Relief Road. • Has questionable wealth and social advantages. <p>This part of the Local Plan Review proposal will not support “Policy 9 Health and Well Being -</p> <p>9. Contributing to a high quality, attractive and safe public realm to encourage social interaction and walking and cycling</p>

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			<p>10. Providing opportunities for formal and informal physical activity, exercise, recreation and play</p> <p>11. Improving air quality and reducing pollution through the encouragement of more active lifestyles and reducing car dependency”</p> <p>Converting the valuable agricultural Green Belt land in this location for housing development would reduce the available green space for those who view and access the land, which in turn would adversely affect the health and wellbeing of those that access the land at this time, numbering in the order of 200 visits per day. The area is a constant provision of opportunity for exercise and social reinforcement for those that access it, this is combined with the immeasurable benefit of them being able to walk and view clear open countryside. This has been an essential facility for over 25 years and has helped those young and old to maximise their health and wellbeing, the benefits of which will have been seen in reduced need for access to NHS and social services provision.</p> <p>One of the arguments in favour of Option A is that would support the provision of the Eastern ‘Relief’ Road. My objection asserts that contrary to this the provision of a large housing development in this area would negate any use of such a road as a relief road. A relief road should enable the fast and efficient flow of through traffic between the A449 and A448. A housing development that potentially sits alongside/and or straddles the proposed road would lead to many vehicles needing to access the road from the housing development, and the addition of junctions and road island. All of this will lead to greatly reduced traffic flow, standing vehicles and increased vehicle emissions/fuel use. It is not difficult to imagine that it would not take long for residents in the new development to lobby for traffic calming and speed restriction, further exacerbating the problem. All of which would mean that it would be stretching the truth to call the road a relief road. The road would quickly decline into a service road for the housing development, favouring mainly those that lived on it and enabling them to exit to the main roads and commute to where they work – outside Kidderminster. Large scale congestion is also likely to be created and add to that which is already experience on the A449 and A448 where the ‘relief’ road joins these main roads and the substantial traffic that uses them.</p> <p>As is the case now, very little traffic that wishes to travel from Worcester (A449) to either A448 or A456 would come toward Kidderminster and down this ‘relief’ road, preferring to follow the A450. Only a small amount of traffic travels from the south along the A449 (Chester Road) and takes the route along the A456, rarely would a vehicle</p>

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			<p>follow this route and take the A448. Which means that this road will not provide the relief stated. The proposed development therefore does not support the provision of the 'relief' road, indeed it is questionable that such a road would do anything more than assist with local traffic flow, rather than "Enable S-NE traffic to by-pass Kidderminster altogether en route to M5 motorway and Birmingham" as set out in the proposal, particularly as it is likely to be a single carriageway travelling through a very built up area.</p> <p>The location of the proposed development would also not support "Policy 13 - Transport and Accessibility in Wyre Forest</p> <p>Managing Travel Demand</p> <p>A. Proposals must demonstrate that:</p> <p>i. the location and layout of development will minimise the demand for travel;"</p> <p>This is because the proximity of the housing on the extreme edge of Kidderminster would create an enclave of residents that the dominant means of transport to schools, work and amenities would be by car. It is further likely that many of the residents would be commuters taking advantage of the location and ability to readily exit from Kidderminster.</p> <p>In addition, there is a significant risk that the proximity of this development is likely to lead to isolation and disassociation from Kidderminster, with questionable wealth and social advantages.</p>
	LPPO4007	Object	<p>I object to the plans to build further houses on the Spennells Valley housing estate. I feel that this is not a viable option for a number of reasons.</p> <p>The estate was previously much smaller and has gone through many expansions and the change of the school system from a 3 tier to a 2 tier system. This has meant that the school is now small for the amount of children attending. There are a number of cars leaving the estate at rush hour time leading to congestion so further houses would make</p>

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			<p>this worse. There are local shops on the estate but the car park is regularly full so further congestion here too.</p> <p>I feel the estate has already expanded way past the size it was ever meant to be and it would be a shame to make the estate any bigger and cause issues for the local community.</p> <p>I object specifically to the Spennells expansion but generally in Kidderminster am concerned about further houses being built as I feel the infrastructure is struggling. I have lived in Kidderminster for most of my life but can not get an NHS place at a dentist in town so have to travel out of town. Would you expect this for all newcomers to the town?</p> <p>I currently have a doctor in town which has recently moved to a new surgery yet is still struggling as you can rarely get an appointment and need to know in advance when you will be ill. Again where will newcomers to the town attend for doctors facilities?</p> <p>The hospital was downgraded a number of years ago with A&E services at Worcester Royal Hospital which is struggling to cope. Yet Worcester and other towns covered by the hospital are being expanded so how will it cope with further pulls to its already struggling resources. Ambulance services are being stretched due to long wait times at A&E after a long transfer to Worcester so how will they cope with more people requiring their services.</p> <p>The police force is not expanding and is struggling with demand yet further houses will only increase this demand for service.</p> <p>The fire station has been threatened with closure previously and I wonder how the expansion will affect them. I am also concerned that the new houses being built in many locations do not have driveways/garages for the amount of cars people now have. The new developments have narrow roads without parking facilities which means blockages when people park causing issues for the emergency services.</p> <p>Possibility of providing A&E resources back in Kidderminster should be considerations before building more houses. People need to be attracted to Kidderminster as a place to live work and shop rather than using it as a dormitory town meaning the town will continue to decompose with rotting empty buildings.</p>

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	LPPO4014	Object	<p>1) Increase traffic congestion in and around the Spennells area especially Turnstone Road and Captains Pool Road.</p> <p>2) put extra burdens on the health and education systems</p> <p>3) decrease the farmland used by the residents for recreational purposes and also depopulate the wildlife especially the nesting birds</p>
	LPPO4024	Object	<p>I was horrified to read that you are biased towards Option A (Spennells fields), which consists of destroying our beautiful Green Belt areas and Green spaces. It is almost incomprehensible that you are almost encouraging building on the countryside. As well as proposing to build on Green Belt, Option A also includes proposed core development on the eastern side of Kidderminster. The Spennells is already a large estate, further building will double the estate in size, which will lead to high volume of traffic and pollution, an increase in crime and drug abuse, pressure on local nurseries and schools as well as hospitals. You state you want to encourage people to walk instead of using cars, however, there is no evidence to prove this to be true, as building houses here is too far from the train station or to town for people to walk.</p> <p>Option A also proposes the building of the Eastern relief road from the A449 near Easter Park linking to the A456 Birmingham road. Why build another road across our beautiful countryside? The A448 already bypass Kidderminster from Worcestershire leading to Birmingham or Bromsgrove, although this road is unable to be used by HGVs vehicles due the low black bridge, the bridge could be altered maybe by lowering the road underneath. This will be much cheaper and less disruptive than building a brand new road with a fly over bridge.</p> <p>I cannot believe you are considering building a relief road not only through Green Belt land but also through a proposed new housing estate, which is adjacent to an exciting housing estate. You have total disregard to the health and safety of the residents in this area as well as the wildlife living in the beautiful fields. These fields are home to red listed birds such as Corn Buntings and Skylarks, and I understand that the RSPCB have wrote a letter to the council regarding the need for 200 hectare exclusion zone, for them to continue to nest as they are depleting in numbers. The field is also home to badgers and bats.</p> <p>Furthermore, according to the Wyre Forest Infrastructure Development Plan (WFIDP), large estates typically</p>

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			<p>experience higher levels of crime and anti-social behaviour. Therefore, expanding Spennells further would see a rise in crime rates, causing further strain on police. However, this was not taken into account in your plan.</p> <p>The fields to the rear/south of Spennells serve as a soak away, building on these would increase the risk of flooding on Stanklyn Lane. Furthermore, there have already been flood defences installed by the Severn Trent on Spennells.</p> <p>Option A is also less cost effective as it requires building a relief road over the railway as opposed to option B which doesn't need anywhere near as much roadwork. The WDFIP states 'the county council judges that there will be a transport funding gap, as has been consistently identified in the previous version of the WFIDP back in September 2012 and in the IDPs of other districts in Worcestershire' the report states this would save £17.5 million. In addition, the rail network would require any potential development work to carry out extensive building work to ensure that their tracks cannot be affected by subsidence or flooding.</p> <p>Expanding Spennells further would also cause greater strain on the only two exits from the Spennells. Since Spennells would be too far to use the train station, this would lead people to utilise the roads more, despite your plan suggesting that the opposite would happen. Already, we experience queues as long as 10-15 minutes during the start of school and more traffic will increase the amount of pollution.</p> <p>Spennells fields is home to many protected species including Skylarks whom have a 200m protection order as well as badgers and bats all of which I have seen on the field. In Britain, all bats species and domestic and international law legally protect their roosts, this is also the case for badgers and their habitats. Skylarks are protected under the wildlife and countryside act 1981; it is illegal to kill or injure a skylark or destroy an active nest. Option A will be detrimental to the impact on wildlife.</p> <p>The soil was described by the WFDC as 'low quality' soil, however, this is also applicable to the majority of soil within the Wyre Forest and Spennells field is considered one of the best in the area which is evident in the crops being harvested annually.</p> <p>Urban Sprawl between Stone, Stanklyn Lane, Summerfield and Spennells would also as Green Belt land is often used</p>

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			<p>to prevent areas merging together. Therefore, Option A would contradict the purpose of designated Green Belt land.</p> <p>Furthermore, obesity was also mentioned in your plan as a key issue, building on these beautiful fields will have an effect on fitness and peoples mental health as the fields are often used for leisure/ sporting activities such as horse riding, dog walking, jogging and other family activities, therefore, building on Spennells fields would limit residents exercise opportunities and as a result be counterproductive in tackling the obesity crisis.</p> <p>If Wyre Forest District Council plans to destroy the beautiful countryside and have no plans for job opportunities or affordable housing then I, and many others of a similar age, will be moving out to areas with greater job opportunities. This has been evident in the past 30-40 years with the average wage being just £18,000 (national average £28,000). You need to be thinking how can we make Kidderminster a more attractive place to live in order to maintain the current population and attract ambitious, intelligent youngsters</p> <p>Taking all of this into account, I object the building of option A on the basis of increased crime rate, the physical and mental impacts on the resident, increased congestion and pollution, destruction to wildlife habitats as well as being inefficient economically and of no benefit to the development of Kidderminster.</p>
	LPPO4040	Object	<ul style="list-style-type: none"> I would like to submit my objection to Option A Housing Sites WFR/ST/2, AS/10 and OC/13 between the rear of Spennells and Stanklyn Lane and across through Stone to build a further 1700 residential homes. <p><u>Option A Housing Sites WFR/ST/2, AS/10 and OC/13</u></p> <p>I should like to register my opposition and rejection to the proposed plans you have outlined to use Green Belt land at the rear of Spennells and Stanklyn to build an estimated 1700 residential homes.</p> <ul style="list-style-type: none"> there are badgers setts on this site, skylarks and dormice also live here This is an area enjoyed by many walkers, exercisers, birdwatchers & nature photographers. The area attracts a wide variety of species and wildlife, I believe some rarer birds may nest within the area too. Destroying this Green Belt space will have a devastating affect on the existing community and the natural wildlife that exists within it

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			<ul style="list-style-type: none"> I cannot see the justification in placing such a large proportion of the new homes required in this area alone and on this Green Belt land. You have an option B, which almost provides the same housing yet is more evenly distributed throughout Kidderminster. Adding this number of houses in one area will put huge pressures on already overly subscribed services like local schools, Doctors, and local hospitals which are currently under "Special Measures". How will this be addressed if we are adding 1700 new homes in this one area alone the development will create heavy traffic and extra pollution Green Belt land is surely in place to stop urban sprawl, what green space will we be left with what regulations exist for building next to / under electricity pylons and supply lines Coalescence of two or more settlements namely Summerfield, Stanklyn and Stone with Spennells development here would conflict with Policy GB.6 of the LP which states that proposals within the Green Belt must not be detrimental to the visual amenity of the Green Belt "The development would result in a substantial adverse change to the character and appearance of the area and would fail to enhance this valuable landscape." A quote from a very recent much smaller planning site rejection in Stourport <p>I object strongly to this Option A and believe the additional houses required would be better spread out over Wyre Forest and therefore have smaller impact.</p> <p>If you don't accept a reduction in the housing demand numbers, then I still object to Spennells / Stone Fields being in the draft Local Plan, for the reasons stated above</p>
	LPPO4077	Object	<p>We would like to take this opportunity to express our most extreme concerns with regards to the proposed building plans in the Kidderminster area. The affect on the countryside and wildlife would be tragic.</p> <p>Why is it felt necessary to look at Green Belt sites when there are a number of abandoned buildings, some of which have been empty for over 20 years? Why not develop these sites? Other examples of land which should be considered in the first instance is Sion Hill School and the site of Sladen School, land ripe for being used for new properties.</p>

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			<p>The infrastructure of Kidderminster is not adequate to cope the development of these sites.</p> <p>We are at a lose to understand the reason for building more business units on the Worcester Road when after some 8 years or so the units that are already in existence have not been occupied.</p>
	LPPO4083	Object	<p>Regularly walking along the fields, observing the agricultural activities and sharing and observing the environment of the abundant wildlife.</p> <p>Why is this beautiful Green Belt area being considered, when there are many brown areas, which could be developed?</p> <p>Who has considered the extra amount of traffic which will be present around Spennells, not to mention the need for a school or medical provision, bus services, etc for the expanding population? There are great problems as it as, as we all know!</p> <p>Use the empty shops to bring the town back to life, for it is a dead hole at the moment. Too much time is spent thinking about making the canal attractive, but actions should be taken to make Kidderminster an interesting place to live.</p> <p>A new road will bring noise and pollution, which will affect the wildlife.</p>
	LPPO4084	Object	<p>The whole point of having a 'Green Belt' is so it is protected from development, why even have it if it's disregarded at the first opportunity. All brownfield sites within Kidderminster MUST be developed first before looking to Green Belt land.</p> <p>The new road to Stourport has already gridlocked the Wilden Lane roundabout - I see little evidence that more housing, even with a so-called 'relief road' will help this.</p> <p>I have constantly looked for work in or near the town. There is nothing. What will be done to provide people with</p>

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			<p>local jobs? The public transport services to Birmingham are already at breaking point.</p> <p>If the fields are gone the dog walkers, joggers, cyclists and others will be heading into their cars to drive to countryside which is currently on their front door step. This serves to pollute the environment further and add to the already gridlocked roads.</p>
	LPPO4087	Object	<p>I do not feel this should go ahead as follows:</p> <p>1) Traffic at rush hour around Spennells valley road, Chester Road South and Worcester Road is a nightmare. Add more cars from these houses it will be mayhem. The new link road at Silverwoods is fantastic at present and has a lot of high hopes but adding more houses for the eastern side of Kidderminster will put pressure on this road. I hope you will put traffic lights on Worcester Road/Wilden Lane island as this is disgusting now let alone if this planning application goes through.</p> <p>2) We have 1 primary school already on Spennells and adding more houses where will children go to school. I doubt Baxter College and King Charles will cope with the extra demand.</p> <p>3) Hospitals. Worcester hospital is already bursting at the seams, where will people from these houses go to Hospital? The current budget cuts mean the hospital and the ambulance service is already under pressure. Adding more houses will create more demand on our hospitals.</p> <p>4) Wildlife. Will there be any reviews done for birds and badgers?</p> <p>5) Water. Is the water supply that serves Spennells sufficient for the increase of houses?</p> <p>6) By removing this Green Belt will there be an increase in flooding and if so what provisions will be put in place.</p> <p>7) Police. Will the police cope with the extra amount of houses planning to be built?</p> <p>8) Fire Brigade. Will the fire service be able to keep up with the extra demand considering he plan to be a centralised</p>

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			hub just off Stourport Road and closing Bewdley & Stourport?
	LPPO4103	Object	The space, wildlife, the sense of well being that walking your dog with the family right on the doorstep, it brings so much to our family, these beautiful fields gives us space to walk, think, talk, exercise, family time, wildlife, farming, breathe. Don't take these simple pleasures away!
	LPPO4106	Object	<p>Loss of this important piece of Green Belt would deprive many potential home owners of one of the attractions of living on Spennells - proximity to a beautiful area of countryside.</p> <p>The proposed enormous development would place massive strain on local amenities.</p> <p>Additional traffic from 2 car families.</p> <p>Aside from the potential loss of productive agricultural land, loss of Green Belt status and building work would inevitably cause loss of wildlife habitat.</p>
	LPPO4107	Object	<p>I wish to object to development proposals on Green Belt land on the edge of the Spennells housing estate.</p> <p>Local campaigners have highlighted concerns over how changes to this land would lead to radical alterations to the area. These concerns, such as how increased pressure on local facilities (shops, hospitals, schools) via an expansion to the urban area would impact upon the area's infrastructure, are important and must be registered by the District Council.</p> <p>I wish to underline the importance of this Green Belt land to both local wildlife and residents of Kidderminster.</p> <p>The primary uses of Green Belt is to "prevent urban sprawl", to "safeguard countryside from encroachment", and "to assist in urban regeneration", the opposite of what the proposed plan to build on the Spennells fields would achieve.</p> <p>NPPF states "Once Green Belts have been defined, local planning authorities should plan positively to enhance the beneficial use of the Green Belt, such as looking for opportunities to provide access; to provide opportunities for outdoor sport and recreation; to retain and enhance landscapes, visual amenity and biodiversity; or to improve</p>

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			<p>damaged and derelict land." These recommendations would be disregarded if the area was to be built on.</p> <p>As regards to "retaining and enhancing landscapes, visual amenity and biodiversity", the land in question is refuge for wild flowers, badgers are known to live on the site, it forms a consistent corridor of edge habitat perfect for daubenton's and pipistrelle bats, and is in close proximity to the Spennells Valley Nature Reserve – a protected area home to black poplars.</p> <p>As regards the beneficial use of Green Belt, there is significant and growing amounts of peer-reviewed evidence on the physical and mental health benefits of green spaces – highlighted not only by ecological, health, and policy professionals, but also by government and policy workers</p> <p>I am saddened by what appears to be the continued decline of the town centre, and would imagine brownfield re-development a boost to rejuvenating the area. Furthermore, rather than building over this area, the local authority should be promoting the use of the area, advertising it in order to increase social cohesion in the area and reducing health inequality across Kidderminster's demographic range.</p> <p>I hope these comments are of some use to you, and that any decisions concerning this protected area are informed and balanced.</p>
	LPPO4118	Object	<p>My objection is firstly, only once all non Green Belt land has been utilised within the Wyre Forest only then should Green Belt land be considered to be built on for extra housing. It's very easy, convenient and cost effective for developers to build on an untouched greenfield and tap into the nearby infrastructure of the existing Spennells estate.</p> <p>If this proposal goes ahead there may be more antisocial behaviour.</p> <p>The road system needs improving. The two exits from the main estate are congested at rush hours.</p> <p>Traffic from Spennells via Homebase to Hoobrook island: You need to make Hoobrook island, from all 4 exits, 3 lanes. The newly opened link road has created much greater traffic problems into Kidderminster causing traffic to back up</p>

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			<p>down Spennells Valley Road and also backlogs up Chester Road South. Some years ago now you blocked off the right hand lane on Worcester Road heading from Hoobrook island to the Severn Valley Railway bridge. You find traffic on the whole only using the left hand lane at the new lights heading on to the bridge even though you have opened up a second lane, which causes issues for traffic wanting to turn left at these lights to get onto the new relief road causing big tailbacks onto Hoobrook island and beyond. You need to get rid of those white lines between the two petrol stations and make it two lanes right up to the SVR bridge and at some point replace that bridge with a new one that can accommodate two lanes in either direction instead of the current situation whereby two lanes converge into one in both directions in order to accommodate a greater flow of traffic.</p> <p>Now let's look at the same island and the traffic direction from Spennells to Hoobrook island turning left up Worcester Road past Hoo Farm Industrial estate to Black Bridge. From Hoobrook island to Black Bridge you need to make a dual carriageway in both directions. It's crying out for it and has done for years. Ok, it will cost a lot of money and you will have to make some compulsory purchases but it needs to be done sooner rather than later.</p> <p>Next, let's look at the traffic direction from Spennells to Comberton Island and turning left up to the lights at Chester Road / Comberton Hill. It is single lane up to these lights. You need to make the approach to these lights from King Charles two lanes - one for left and straight over and the other for turning right onto Chester Road North, so you need to buy some of the King Charles land and some of the land from those flats on the left as you drive straight on onto Comberton Hill (as you could also do with two lanes as you approach the lights at the junction with Chester Road North coming up Comberton Hill.</p> <p>Now let's look at the flow of traffic leaving Spennells and turning right at Comberton island towards Mustow Green island. Mustow Green island needs to be made a lot bigger with two lanes on all four approaches. It is nowhere near big enough to cater for existing traffic, let alone if you build additional hundreds of houses just down the road.</p> <p>Also, you will get increased traffic using the rabbit warren network of Stanklyn Lane, Butts Lane and Heath Lane as a rat run. These lanes aren't built for significant traffic levels.</p> <p>What about infrastructure. Heronswood Primary School is operating from antiquated mobile classrooms. Are you going to plough significant funding into updating and extending the school, replacing these mobile classrooms with</p>

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			<p>proper brick built classrooms? Also, is the current 'Hickory Dickory Dock' nursery big enough to cater for a big influx of new pre-school aged children from hundreds of new houses being built nearby or would the new development have its own nursery?</p> <p>What about shops. Will the proposed new extended Spennells estate have its own shops or will the residents have to use the current Tesco Express which is neither big enough nor has enough staff / tills to cater for hundreds of new residents. It's bad enough trying to get served in there at present as it is.</p> <p>If you are going to extend the Spennells estate further then surely it will need its own medical and dental practices.</p> <p>Only once you address all these traffic and infrastructure problems and issues should you be looking to further extend the Spennells Valley estate. Until or unless you are prepared to invest in all this, then the proposal to extend the Spennells estate any further at the present time should be thrown out.</p>
	LPPO4121	Object	<p>The seriousness of Green Belt loss together with the numerous benefits Green Belt provides to humans, animals and countless other creatures cannot be overstated.</p> <p>The use of every piece of 'Brownfield' and other non-essential land should be developed before any reduction of Green Belt is contemplated.</p> <p>The 'Eastern Relief Road' referred to should not be viewed as any form of benefit compared with the massive impact that even small areas of Green Belt loss has on all living creatures.</p> <p>I do have serious concerns over the increased pressure that will result on the infrastructure - roads, traffic, NHS, etc., from the increase in population in the additional dwellings.</p>
	LPPO4143	Object	<p>I object to Option A (in particular, the fields west and south of Spennells):</p> <ul style="list-style-type: none"> • The true housing need does not need to the use Green Belt or greenfield. • An extension would potentially double the size of Spennells, resulting in a HUGE housing estate. • Wyre Forest Infrastructure Development Plan (WFIDP) has acknowledged that large urban estates have

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			<p>evidenced increases of anti-social behaviour and increased crime rates, for some reason, this is not covered in your Local Plan review.</p> <ul style="list-style-type: none"> • The fields to the rear/south of Spennells serve as a soak away, building on these fields would increase the risk of flooding on Stanklyn Lane. • Option A would require the building of a relief road (OVER the railway). Option B does not require any where near as many roadworks. In addition to the costs in the WFIDP, the railway network would require extensive building work to ensure that their tracks will not be affected by subsidence or flooding. The cost of this would have to be met by the development and is not covered in your report. • The current estate could not cope with any additional traffic. There are only two entrances / exits to Spennells, it can already take 10-15 minutes to exit the estate at certain times of the day, this would then add to the existing problems on southern part of the A449 (this has been made worse by the Stourport Silverwoods relief road). • Housing in this location, is not within reasonable walking distance to and from the train station, forcing additional cars onto the road network. It has also been confirmed that there is no possibility of extending the car park at the train station. Any new housing that is developed in or near the town centre will need be within reasonable walking distance to the station. • The fields are used by people who enjoy nature and walking. The health benefits have a direct effect on people's social interaction with others and physical fitness, including weight control and mental well being. Doubling the size of the estate will also double the demand for recreational space and healthy exercise and yet remove this recreational space, so there will be no place to enjoy the nature and walking that everyone needs. • The fields around Spennells are home to protected species including bats, badgers and skylarks. These are fully protected by UK law, and it is an offense to kill or injure them, also it's an offense to destroy or damage their roosts, sets or nests. • The fields have been described by WFDC as 'low quality' agricultural land. This is completely wrong and it is actually the best quality graded land throughout the WFDC area, this is confirmed by the beautiful crop that has just been harvested. It would be a tragedy to destroy this and replace it with concrete. • Green Belt land is allocated as such to prevent urban sprawl between neighbourhoods. If Option A was chosen, areas including Stone, Summerfield, Stanklyn Lane and Spennells would effectively merge into one another. I object to Option A on the grounds that contradicts the very of purpose of Green Belt designated

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			land.
	LPPO4237	Object	<p>Object to Option A - fields adjacent to Spennells.</p> <p>Object to plan A and B (core housing) particularly with respect to Captains and the Lodge.</p> <p>Plans are a terrible option with respect to the Green Belt which will be smothered with houses and will destroy wildlife habitats including Skylarks, Green Woodpeckers, and numerous wildflowers. An adverse effect on everyone's quality of life particularly people who walk through the fields with their dogs, jog or simply walk in the countryside for their physical and mental wellbeing.</p> <p>They will also place more pressure on infrastructure</p> <ol style="list-style-type: none"> 1. The sewers in Spennells can barely cope already 2. There will be insufficient school places and doctors 3. Traffic on Spennells is already a nightmare at peak times- this will make it even worse! <p>We are going to be directly affected by noise, traffic fumes (increasing risk to health) and access.</p>
	LPPO4392	Object	<p>I use the fields daily playing with my friends and going on walks with my family. This gets me out in the fresh air keeping healthy and fit mentally and physically.</p> <p>There are so many other areas that could be redeveloped instead of here which would not have such a profound effect.</p>
	LPPO4394	Object	<p>I use the fields daily to play and walk our dogs. Family time keeping healthy and fit would be lost.</p> <p>There are lots of other places that could be built on rather than spoil such a wonderful area.</p>
	LPPO4396	Object	Wyre Forest is an area that consists of rural, semi-rural and urban areas which contribute some job prospects,

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			<p>farming, limited retail opportunities and some tourism.</p> <p>It developed on having 3 market towns and the carpet industry which has now largely closed down.</p> <p>The town centre in Kidderminster needs a complete overhaul to encourage multi national chains to locate to ensure a vibrant local shopping experience, something the council appears unable to do although both Droitwich and Bromsgrove appear to have been able to attract new business both employment and retail. Until this is available I do not believe that any more housing is required.</p> <p>Under option A the fields around Spennells would be developed to almost double the size of the area leading to urban sprawl engulfing Stanklyn, Stone and Summerfield which is against your current planning policy.</p> <p>The infrastructure at the moment is unable to cope so this would be further exacerbated by more development. Currently Linnet Rise has had to have massive tanks installed to collect the drainage to prevent flooding, but I am sure this would be inadequate if further development were allowed. This knowingly puts risks onto the properties in the surrounding areas. Avocet Drive has over the years also flooded due to lack of drainage.</p> <p>The Hospital, Doctors, Dentists and Rail systems are not able to cope with the demands of our population along with the roads that would be required to take the new incoming commuting population to their employment often using the motorways accessed at Worcester, Bromsgrove or Halesowen or commuting to Birmingham.</p> <p>Héronswood School is unable to increase in size as it has no available land around.</p> <p>The government are encouraging us to look after our Health and mental well-being, something which residents and non -residents currently do by using the fields that are adjacent to the estate for walking, horse riding, bird watching etc. If this were to be lost many residents would not exercise or would use their cars to go elsewhere further adding to the noise and air pollution and congestion on our roads. Boarding the Spennells estate are Badger Setts, Bats and a variety of wildlife which are protected by both British and European Law along with many old trees all covered by</p>

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			<p>Tree Preservation Orders.</p> <p>I also believe that the road which they propose to build to access the new developments would be detrimental to the area as pollution would increase and quality of life would diminish. A flyover would be required to get over the railway line by Easter Park which would cause more pollution both noise, air and light.</p> <p>For my reasons given I oppose option A and favour option B.</p>
	LPPO4437	Object	<p>I strongly disagree with both options A and B.</p> <p>There is no need for 6,000 new houses in Kidderminster. As in the Council's own report the population of Kidderminster has remained static. Therefore I do not believe there are "exceptional circumstances" in Kidderminster that require the removal of protection of Green Belt land to build so many houses. A new, fair independent report should be completed as the existing one is obviously biased.</p> <p>I have heard that as Kidderminster doesn't need so many new houses they are actually intended for people working in Birmingham to attract them to the area. If this is true it is simply adding to more unsustainable commuting and they should not be built in Kidderminster.</p> <p>I think the Council has vastly underestimated the importance of green areas to the people of Spennells. Our fields are used constantly by people to enjoy their leisure time with their friends, children and dogs, they are vital for exercise and mental well being. They are the reason many of us chose to live here. We need to protect it for future generations to enjoy.</p> <p>Traffic and congestion will be worse if Spennells fields are built on, air quality and noise here will be worse. Many people come from all over Kidderminster to jog, cycle, walk, enjoy the scenery, the peace and quiet and the fresh air.</p> <p>I believe you need to look at developments which cause improvements and would benefit the whole population of Kidderminster, rather than taking away so much Green Belt land which will be detrimental.</p>

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			I really hope you do not build on Spennells beautiful countryside areas, there aren't many in Kidderminster and it will be really sad if you take them away from us.
	LPPO4463	Object	<p>As per the consultation last year the District should concentrate on the regeneration strategy as outlined in sections 5 and 6 of the aforementioned document. I therefore object to Option A on the basis of re-designating the fields is contrary to core strategy as approved by your electorate.</p> <p>Objections specific to the Copse at N522202 W0021337 and Fields to the rear of (south) Spennells Estate on the basis of Flood Risk, Bio Diversity, Congestion, Pollution and Health Grounds.</p> <ul style="list-style-type: none"> The 2012 government national planning policy framework (NPPF) requires “relevant planning authorities who should take into account the economic and other benefits of the best and most versatile land.” The fields behind Spennells are good quality and this has not been covered in the Local Plan. “There are no recorded nature conservation or cultural heritage interests on the site”. There is record of Badgers, Skylarks, Linnets and Bats therefore the definition of LIMITED CONTRIBUTION is wrong. Therefore, the planners have been misled by this independent report and need to review the Local Plan based on this being a SIGNIFICANT CONTRIBUTION and breach of planning guidance. <p>Flood Risk</p> <ul style="list-style-type: none"> The impact on drainage in the area as the fields are a valuable soak away. Already flood defences have had to be installed by Severn Trent on the Spennells estate and as we know the Victoria Carpet's old cricket field is designated flood plain. I therefore object to Option A on the basis of increase flood risk. <p>Bio Diversity, Congestion, Pollution and Health Grounds</p> <ul style="list-style-type: none"> Expanding Spennells, particularly if Turnstone access is opened up as suggested at a “Drop In “meeting will cause extra congestion in traffic exiting from the only two exits onto Spennells Valley Road. Already there are queues at both exits particularly when the schools are operating with waiting times regularly in the region of 10-15minutes. Any further traffic will only add to the air pollution. I therefore object to Option A on

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			<p>the basis of congestion, pollution and health grounds.</p> <ul style="list-style-type: none"> Option A will have a detrimental impact on the wildlife that feeds and lives on the fields and surrounding areas. There are Bats and Badgers in the area. In Britain all bat species and their roosts are legally protected, by both domestic and international legislation. Badgers and their setts (tunnels and chambers where they live) are protected by UK law. The skylark is fully protected under the Wildlife and Countryside Act 1981, which makes it an offence to kill, injure or take an adult skylark, or to take, damage or destroy an active nest or its contents. The only exception is legitimate farming practices that cannot be reasonably delayed, although farming methods can often be modified to reduce the impact on the skylarks. I therefore object to Option A on the basis of it being unlawful and not encouraging bio diversity which is one of the objects of the Council via Planning Policy Statement 9. 3. The current intensive use of the public footpaths within Option A is helping preserve people's health. I therefore object to Option A on health grounds. The current primary school is full and any more dwellings would have an adverse impact on the local schools and nursery plus the extra buses and traffic will cause increased safety issues for the children. I therefore object to Option A on the grounds of congestion, pollution and safety. <p>Green Belt Review</p> <p>In the Green Belt review some of the assessment is wrong and coalescence will occur if Option A were to be pursued.</p> <ul style="list-style-type: none"> The NPFF requires assessment against the following criteria: <ul style="list-style-type: none"> To prevent neighbouring towns merging into one another. Would development of the proposed site appear to result in the merging of towns or compromise the separation of towns physically? Would potential development of the proposed site be a significant step leading towards coalescence of two settlements? On page 42 it states LIMITED CONTRIBUTION Development would have no impact on this purpose in this location, although locally the identity of Summerfield would change along its northern extent. On page 50 it states LIMITED CONTRIBUTION Development of the site would not lead to the merger of towns, although locally the separate identity of the dwellings strung along Stanklyn Lane which comprise

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			<p>Summerfield would largely disappear (particularly when viewed in combination with additional proposed development to the east).</p> <p>My view is coalescence would occur between Stone, Summerfield, Stanklyn Lane and Spennells if the land to the rear of Spennells is built on therefore the definition of LIMITED CONTRIBUTION is wrong.</p> <p>The fields back onto our boundary with Wychhavon which would mean increased urban sprawl. I therefore object to Option A on the basis of unnecessary urban sprawl which has historically been against policy.</p> <p>Doubling the size of Spennells makes no sense whatsoever and is not needed.</p>
	LPPO4507	Object	<p>Appreciate need but with insufficient employment in the area would it be for Birmingham overspill?</p> <p>Traffic ,noise and exhaust pollution would increase</p> <p>Infrastructure, i.e. schools/hospitals/doctors/dentists needed</p> <p>Ecological harm - loss of wildlife/agricultural land</p> <p>Loss of recreational land/health benefits</p> <p>Regenerate Brownfield sites in Kidderminster first</p>
	LPPO4552	Object	<p>I object to the development of land south of the A448 for housing as identified as OC/13 Stone Hill South, WFR/ST/2 Land off Stanklyn Lane and AS/10 Rear of Spennells & Easter Park on the Kidderminster East map in Appendix A.</p> <p>This area has a number of public footpaths and is widely and extensively used for recreation and pleasure purposes by the current residents of Spennells and others, many of whom like myself walk or run these paths on a daily basis. If this area is developed for housing and a major road then these facilities will be effectively denied to local residents and there will be a significant increase in air pollution with a direct negative impact on the health and wellbeing of</p>

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			both the local population and wildlife in direct contravention of the stated development objectives in Table 3.0.1 para ix. This area currently has a diversity of wildlife including herons and bats which are unlikely to survive the development. Given the scale of the proposed development it is not credible that it will be possible to provide an “adequate natural green buffer” as an adequate buffer would not leave sufficient space for the number of homes and road proposed. The area to the south of Stanklyn Lane does not provide an alternative because there is no public access.
	LPPO4713	Object	<p>I do not approve of any development of the Green Belt and it is government policy to protect the Green Belt except in exceptional circumstances.</p> <p>Plan A relates to land between the A449 Worcester Road and A448 Bromsgrove Road. Previously there was significant development to the north of this leading to a self-contained housing development with a shopping and service centre and primary school. Option A involves significantly expanding the housing in this area, detrimentally affecting the inhabitants of the Spennells and Stanklyn Lane. It is, indeed a large scale expansion and an extension of the Spennells estate in all but name.</p> <p>There are a number of objections to be made, both environmental and social objections being extremely strong. The fields are crossed by a bridleway and a number of interconnecting footpaths which are used on a daily basis, improving the fitness and health of the local population. Activities include cycling, walking with or without dogs, and horse riding. Such activities are participated in by local people, not only from the Spennells, but from Aggborough, Comberton, Stanklyn Lane and the wider local area.</p> <p>At the moment this area is also a haven for wildlife, with its mature hedgerows, green lanes, copses and isolated trees, giving a wide variety of habitats. Larks are abundant, whilst buzzards are frequently seen above the fields or even perched on mature trees. In the summer swallows and martins perform their aerial manoeuvres. Butterflies such as tortoiseshell, red admiral and gate keeper are seen in summer and bees feast on the ivy flowers.</p> <p>This option would also involve the removal of high quality agricultural land, producing barley, wheat and vegetables, which will be increasingly important after Brexit, as it will contribute to food production when we leave the EU.</p>

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			<p>This is not marginal Green Belt land.</p> <p>In conclusion I would beg the Wyre Forest Council to preserve the high quality Green Belt for environmental and recreational reasons and I maintain that the land between Spennells and Stanklyn Lane fits into this category.</p>
	LPPO4880	Object	<p>I believed Green Belt land was sacrosanct: too important for a whole raft of reasons to be changed or destroyed. I was thus horrified to learn that this proposed plan encourages building on the Green Belt. These fields at the back of the already huge Spennells estate are an essential lung for all the community here. Access is good, people walk to it, and it is heavily used by dog walkers, keep fit enthusiasts, nature lovers and children regularly. It is a haven for wild life and birds. I trust you will look at all options in a constructive way. Nobody is against a development plan, but council members should focus on our town's core strengths, build on them, protect what we have, and not destroy it.</p>
	LPPO4956	Object	<p>I object to the proposal to build to the rear of Offmore, Comberton, Baldwin Rd and also Spennells.</p>
	LPPO5092	Object	<p>I would not like to see this housing development go forward as there is already a traffic problem getting off the estate a school times. Also the local school could not cater for rise in places needed. Our Green Belt is much loved and a haven for wildlife.</p>
	LPPO249	Support	<p>I believe that option A is the best and only way forward.</p> <p>This gives the area the houses that it requires, also deliver the eastern relief road which will help alleviate some of the potential traffic problems. The Spennells protesters main argument seems to be don't build on Green Belt because we like to look at it and walk our dogs there, understandable but you could use that same argument about the proposed building sites in plan B.</p> <p>So it seems to me that option A is the only logical solution.</p>
	LPPO2925	Support	<p>Many of the existing residents on Spennells bought a house that took up Green Belt land and farming land. They did not think about it too much as they wanted to have a bigger, better house, and that is how it will be if this plan is</p>

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			<p>adopted.</p> <p>As a country, we need more houses. The plan must include social housing, and a greater number of houses will help in a small way to keep a lid on local housing costs which is forever rising so making it almost impossible for young couples to get their foot on the first rung of the housing ladder.</p> <p>Get the developer(s) to add in a shop, a school and plan for multi access points to distribute the traffic as much as is possible.</p>
	LPP04954	Support	Just an idea, please build on housing estates like Comberton or Spennells. As they have been designed for and could just be extended.

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO OC/13(S) – STONE HILL SOUTH

Company / Organisation	ID	Type of Response	Summary of Response
Campaign to Protect Rural England	LPPO4312	Object	Different considerations apply to different parts of site. Ridge between Stanklyn and Bell Brooks should be kept open as green wedge. Grade 2 areas should not be developed. Some of northern part is marsh. Irrigation system dating from 17th century. Area to south of Spennells is part of former Stone Common and Hoo Farm. This is grade 2 and should not be used for housing.
	LPPO5065	Object	<p>I wish to object based on the following comments.</p> <ul style="list-style-type: none"> The effect of the planned development would create loss of Green Belt which should protect our countryside from Urban Sprawl and even though existing Rights of Way are supposedly protected there is a great danger that these areas will be eradicated by housing development. The benefits to mental health and physical well being are at serious risk as the development will eradicate the fields used extensively by local people to walk, jog, cycle etc. This on top of the effect on the wild life habitat which is continually being eroded. The planned development which will nearly double the size of Spennells would have a dramatic effect on the ability of local schools and medical centres to cater for the increased requirements of the increased population which cannot even cope with the existing residents. <p>The Council must re-evaluate their plans and concentrate on building on brownfield sites which will have the added benefit on regenerating the existing Town Centre.</p>
	LPPO1980	Comment	Why build 1300 houses here on Green Belt when other places are available, e.g. Birchen Coppice to Bewdley, the golf course has gone leaving plenty of land for shops/social activate with shorter bus journeys to town centre.
	LPPO2041	Object	Again you will be building on parts of the flood plain, with the added problem of increased run off into Captains Pool, which has an earth dam. If that goes there will be major problems to Hoo Brook and down stream. Building here will disrupt the flow North / South of wild life into the Spennells Valley Nature Reserve.
Health and Safety Executive CEMHD5	LPPO4164	Comment	We have concluded that there is the potential for land allocated in your plan to encroach on consultations zones. The land allocations that could be effected are as follows: STONE HILL SOUTH – OC/13 – HSE Ref:

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Company / Organisation	ID	Type of Response	Summary of Response
			7169 National Grid Gas Pipeline – Hossil Lane/Kidderminster. (see additional comment LPP0018)

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO WFR/ST/2 – LAND OFF STANKLYN LANE

Company / Organisation	Response No	Type of Response	Summary of Response
Campaign to Protect Rural England	LPP01003	Object	This land is part of the former Stone Common. It has a surprisingly high agricultural grading for such land and should be retained for food production as should the site west of this. Its development would cause Kidderminster to join up with ribbon development at Summerfield.
	LPP01684	Object	Instead of Green Belt in Stanklyn Lane use former Burlish Golf Club site, has room for amenities, near town. Good public transport reduces costs/traffic
	LPP01959	Object	I object to proposed development of Green Belt land on Stanklyn Lane. New homes are definitely needed in the area, the destruction of Green Belt land is not the way to achieve this. We use the fields for exercise and recreation. Stanklyn Lane is a relatively narrow road with no footpath along the whole length of it. It is used as a "rat run" by commuters which makes being a pedestrian dangerous at the best of times, placing extra strain on the infrastructure by so many new homes. Local schools are oversubscribed already, where are all of the children whose families will move into these proposed new homes to be educated? No mention of proposed building of doctors surgeries to cope with increased demand. Building a lot of houses on Green Belt land is an attractive proposition for developers, as houses in this location command a higher price than houses built elsewhere. Building on Green Belt land makes the developers more money, rather than clearing brownfield sites of which we have many as a former industrial town. Green Belt land should be preserved for the health and enjoyment of generations to come. We will never get this land back once it is developed, the best use is not for houses that could be built literally anywhere else. Exhaust the brownfield sites and leave Green Belt alone.
	LPP02043	Object	Objects to site: <ul style="list-style-type: none"> • Loss of wildlife • Impact on views towards Stone
	LPP02091	Object	<ul style="list-style-type: none"> • Destruction of nesting areas for birds – corn buntings, skylarks etc. and destruction of habitat of butterflies and bees. • Loss of Green Belt
	LPP02236	Object	I have attended the local drop-in sessions held in Kidderminster and have been truly dismayed at the proposals

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Company / Organisation	Response No	Type of Response	Summary of Response
			<p>to build further houses on the fields WFR/ST/2 at the rear of Spennells estate.</p> <p>We are already a vast expanse of houses with an <u>exceptionally poor road</u> transport system.</p> <p>Little or no thought can have been given to traffic volumes when Spennells was built having only two roads serving the entire estate and both of these roads empty on to Spennells Valley Road- itself a bottle neck at various times of the day.</p> <p>To consider adding further traffic volumes to this already inadequate system is madness.</p> <p>If the alternative is to push the additional traffic into Stanklyn Lane this also will not work.</p> <p>As indicated in the name this is a lane not a dual carriage-way and already has massive problems at the T-junction with the busy A449.</p> <p>The estate also has a problem with the primary school situated on Heronswood Road. The school has very recently been expanded to cater for more children and again is already at full capacity and causing huge problems twice a day with parents parking their cars both sides of Heronswood Road and other close locations.</p> <p>To consider building a second school to cater for the increased population growth so close to the existing one, will not only increase traffic and traffic noise, but ultimately lead to higher exhaust emissions and pose a risk to health.</p> <p>If we must accept this seemingly inevitable need for expansion on to our Green Belt land, surely it must be better to use facilities designed for leisure purposes e.g. parks than prime agricultural land which will be needed to feed the increased masses.</p> <p>There are already many houses being built in Kidderminster e.g. the old sugar beet site off the Stourport Road and I believe the site which was previously Lea Castle Hospital is to be used for housing.</p> <p>There are other areas ripe for development available, the old wood yard site in Park Road (an area which very much needs attention) and Sladen old school are just two.</p> <p>I really believe the proposals to build on land behind the existing Spennells Estate is ill conceived and has not been thought through completely and I would urge the planners to look seriously at other better options.</p>
	LPPO2244	Object	<p>I object to the adoption of Option A in the Local Plan for the following reasons. I understand that the area is classified as Grade 2 farmland and it has been productive over the last 30+ years since I have lived here. Your plan document (page 38) suggests that the land is 'badly managed with poor crop growth'. If this is based on observations from last year I was told by the farmer that this field had been planted with clover to act as a natural nitrogen fertiliser to improve the future crop d. This year it is obvious that the barley has grown well</p>

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			and this field must be protected. I believe that all Brown Field sites inc those necessitating compulsory purchase or overturning covenants and inc former Wyre Forest Golf course must be used before Green Belt land is sacrificed despite the possible higher costs involved. The local authority has a duty to protect the Green Belt regardless of cost. I also feel that putting all of the proposed housing development in one area of the town would create an imbalance with too much pressure on the infrastructure. If all these houses are needed they should be shared around the three towns. I accept that in due course some houses may have to be built on the edge of Spennells but they should be done alongside the present development.
	LPP02273	Object	I am a resident of Spennells and enjoy listening to the Skylarks and watching them fly over the garden. We also have visits from badgers, foxes, hedgehogs, partridges, pheasants and lizards occasionally. If houses are built here then all this wildlife will be lost forever some of which is protected. We will also have to put up with all the dirt, disruption and noise. I do not wish to move but I may seriously think about it if you do decide to build on these fields. I have walked my dogs around these fields since 1978.
	LPP02509	Object	As I travel around Kidderminster I am disheartened to see so many run down areas and disused factory buildings idly decaying as they are left forgotten. It is therefore with real dismay that I am contemplating how the area of Spennells could change for the worse for ever if the proposed development of land that lies between the Spennells estate and Stanklyn lane is given the go ahead. I have read that there are not enough brown field sites across the area to satisfy the projected demand for housing into the future and that Green Belt land must therefore be considered for development. On the other hand I have also read that the projected figures for the number of houses that will be needed to satisfy demand into the future are flawed. Indeed with impending Brexit who knows what will happen to population trends - is this the correct time to be making a decision so closely tied to population numbers? However, one thing that I do know is that if houses are built on the beautiful Green Belt land they will be in a very attractive location and an appealing purchase proposition for anyone who can afford the high prices they are likely to command. These people may of course be from out of area just as likely as they may be from within. It cannot be guaranteed that any new houses built will help any local housing supply issues that we may have. A quick tour of the Kidderminster estate agents suggests that there are a lot of houses for sale within the area. Therefore, I suspect that the demand for housing, if the statistics that have been published are correct, lies with the young and the not so well off who are looking for properties that are more affordable than those already available. I believe that more affluent families from out of area are more likely to purchase the new houses leaving those unfortunate Kidderminster residents who

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Company / Organisation	Response No	Type of Response	Summary of Response
			<p>cannot currently afford a house no better off than before. Indeed shortly after the recent television news coverage of the threat to the local Green Belt one local resident flagged the fact that the area had been painted in such a good light by the media that families from all over Worcestershire, and further afield, would be eager to move into the areas – perhaps the say no campaign have shot themselves in the foot a little here! Of course there are plenty of other reasons why we should be protecting Green Belt land in this country and these will all have been used countless times before. There are also reasons particular to the proposed Spennells / Stanklyn development. I am concerned for the scores of residents, including myself, who every day take walks along the boundary footpaths, sometimes with dogs, sometimes with children, sometimes on foot, sometimes on bicycles and sometimes even on horse back. This amenity will be lost for good if the proposed building goes ahead. If one thing raises the appeal of an area more than anything else it is green open space. For too long in the past have developers been guilty of cramming in as much housing as possible leaving very little space for recreation. We should not let this happen here, this area works as it is for the local residents – it should be left alone. I am also concerned about road traffic issues. If access to the proposed new development is made from the existing Spennells estate, not only will there be a significant increase in traffic along the existing roads throughout the day but also at peak rush hour time traffic at the two Heronswood Road exits from Spennells Valley Road will become even more congested than they currently are. Similarly, if access onto Stanklyn Lane is provided then the two ends of Stanklyn Lane, at Stone and Summerfield, will see a huge increase in traffic congestion at currently awkward and hazardous junctions. Of course if access is provided to both the existing Spennells and Stanklyn areas then the whole area will very shortly become a thoroughfare for cars travelling north – south and vice-versa trying to avoid congestion on the A449 and A448 roads. Not a good situation for new or existing residents. I hope that my comments and those of other local residents will be given some consideration and that alternative proposals are looked at in order to satisfy the projected housing need into the future within the Kidderminster area. The Spennells estate should be a model for developers to follow, leave it alone; it works for the local residents!</p>
	LPP02523	Object	<p>I have examined the plans and I know the site well. I wish to object strongly to the development of this location. The proposal for a large scale development on the fields adjacent to Spennells and Captains Lodge will overwhelm local roads, permanently remove Green Belt land and withdraw a popular recreational leisure area. The overwhelming of local roads - The two ends of Stanklyn Lane are already occupied by buildings. For literally hundreds more cars to access the A448 or A449 traffic lights would have to be installed (as there is no room for</p>

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Company / Organisation	Response No	Type of Response	Summary of Response
			<p>a large roundabout (small roundabouts to not improve traffic flow on busy roads)). The impact on traffic would be massive – leading even more traffic problems on the south side of Kidderminster at rush-hour. One only has to look at the impact at evening rush-hour of one set of new lights on the A442 to access Silverwoods Way to see daily grid-lock is a real prospect. There could be a resulting impact on the local economy and investment.</p> <p>Roads off Stanklyn Lane like Heath Lane and Butts Lane would become rat-runs. These are single track lanes not capable of hosting increased traffic. Unless these roads are widened destroying field boundaries and hedge-rows which would further increase the environmental impact that the proposal already executes.</p> <p>The removal of Green Belt land: - The fundamental purpose of Green Belts is to prevent urban sprawl, to safeguard the countryside from encroachment and to assist urban regeneration by encouraging the recycling of derelict and other urban land (option B!). Authorities should plan positively to enhance the beneficial use of the Green Belt; to provide opportunities for outdoor sport and recreation; and to retain and enhance landscapes, visual amenity and biodiversity. This proposal ignores all these principals. These fields host a wide variety of plant and wildlife and all will be lost: I have seen foxes, deer, mice and shrews, butterflies, bees, raptors and other birds. Option B (dispersed development) supports the fundamentals of Green Belt policy.</p> <p>The removal of leisure and recreational space: The fields are used by dog walkers, runners, and ramblers. Despite being right next-door to a large housing estate (Spennells) they are a place of calm and safety for young and old, groups and individuals. Also used by children for kite-flying and by parents teaching their children to ride bikes. This proposal will remove space of this type. You do not see this kind of diversity in activity or people on the Spennells playing fields off Heronswood Road. I understand that a number of Councillors and local people share these concerns.</p>
	LPP02584	Object	<p>Our objections to the proposed development of land between Stanklyn Lane and Spennells estate are as follows:</p> <ul style="list-style-type: none"> • We are concerned about the scale and density of the proposed building in the corridor between the Bromsgrove and Worcester roads. We believe the current plan will significantly and adversely change the character of the area. • As the population of Kidderminster is stable and unemployment is low we question the source of the predicted rise in population, and, as Wyre Forest has little manufacturing industry the plan would “Warndonise” Kidderminster and transform it into a dormitory town for Birmingham and other large

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			<p>conurbations along the M5 and M6 to the detriment of Kidderminster. Encouraging an increase in traffic on these roads, which is already heavy at certain times of day, will have a knock-on effect for Bromsgrove and Worcester as gateways to the M5.</p> <ul style="list-style-type: none"> • Such a large increase in the number of households concentrated in a single area will put pressure on local essential services, especially health and education, which will be unable to cope with an increase in population. We have to assume that the ambulance service and Worcestershire Royal Hospital will also be given the resources to deal with the increase in population • There will be strains on infrastructure. The plan to build a road to connect the Bromsgrove and Worcester roads will deliberately increase through traffic which will combine with the local traffic generated by the new residents causing increased air and noise pollution in a densely populated area. The suggestion that this road would relieve congestion and reduce pollution in other parts of Kidderminster is questionable and is more likely to move the problem and not solve it. The quality of life for existing residents on the Spennells, some of whom already have to cope with noise and pollution from the railway line and A449, would suffer. • The gradual erosion of Green Belt land is short sighted and unnecessary and impacts on everyone as green spaces, which are essential for physical and mental wellbeing, are irreversibly destroyed. We object to this plan on the grounds that it concentrates the burden of change disproportionately in one area and we would support a plan for smaller scale developments dispersed across the district where it is more likely that the impact could be absorbed by existing services and infrastructure.
	LPP02965	Object	<p>I am concerned about:</p> <ul style="list-style-type: none"> • The accuracy of the Assessment of Housing Need & the influence of developers, land owners and their agents who do not consider the views of existing residents. • The negative impact on the biodiversity & wildlife in the area. • The impact on the existing residents from increased traffic which has already been adversely impacted by the new road between the Worcester & Stourport roads. • The absorption of Summerfield & Stone into Kidderminster. • The estimated requirement for the number of dwellings & that most of the proposed development is

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Company / Organisation	Response No	Type of Response	Summary of Response
			<p>concentrated on one side of the town.</p> <ul style="list-style-type: none"> • That there appears to be little consideration regarding infrastructure particularly access to medical treatment and schooling. • That the relief road has been proposed to divert traffic caused by existing issues because this can attract capital funding. • That the gypsy/traveller site is impractical in view of the lane being too narrow for large vehicles. • That fly tipping (already a problem) could increase. • That there seems to be few jobs being created for the proposed increase in the population & this will create increased local traffic as residents commute to their workplace.
	LPP03203	Object	<p>I strongly object to the proposed building of new homes on the fields between Spennells and Stanklyn Lane. We feel that these proposals are absolutely not needed and will cause so much harm and stress to all residents in Stanklyn Lane. Already traffic is a huge problem with Stanklyn Lane being used as a race track or rat run, it is no where near able to cope with any extra traffic that would be as a result of a huge housing development. The fields are truly Green Belt and enjoyed by many local residents, along with wildlife and it would be criminal to lose them. Please consider all other options that have already gained planning approval such as the Lea Castle site, further expansion of the Sugar Beet Site, along with the many brownfield sites available in Kidderminster town centre. Please reconsider this option as once we lose the Green Belt we can never get it back which is so wrong.</p>
	LPP03454	Object	<p>Loss of Green Belt status will start a creep, just here and there. Lost forever. Stanklyn Lane is a haven for many local people to enjoy comparative safety walking, riding, cycling and enjoying the ancient public Rights of Way paths crossing fields and leading on our country lanes, just walking their dogs in the peace it still brings. Extra traffic caused by building all these houses will ruin it all. This area of Stanklyn Lane is well known for its wildlife habitat. This is very important and should not be destroyed. Farming takes place and our farmers produce crops which intertwine with nesting birds and their habitat. There is so much to lose with this project. Please think very carefully.</p>
	LPP03524	Object	<p>My objections of centred around noise and air pollution and the negative effect that this will have on the residents in the local area. Previous, ill thought out "traffic measures" on the A449 have resulted in a congested</p>

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			traffic flow on the A449, especially at, but not only restricted to, peak times which this development will exacerbate. The resulting air pollution, noise and increased inconvenience with increased travel times and additional school run traffic will have a significant negative impact on local residents. An additional exit from the Spennells estate onto Stanklyn lane would be highly unwise and additional traffic exiting the estate onto Spennells Valley road would result in grid-lock from Chester Road South, A449 and Wilden Lane. The resulting air and traffic pollution would be unacceptable. This scheme would appear to be based purely on a cheap solution to a perceived housing shortage that when analysed properly is questionable in the first place.
Stone Parochial Charity	LPP01157	Support	We are in full support of the proposal and the land owner's intentions towards this overall development and the inclusion of this land are positive.

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO AS/10 – REAR OF SPENNELLS/EASTER PARK

Company / Organisation	Response No	Type of Response	Summary of Response
	LPPO2078	Comment	<ul style="list-style-type: none"> Flood area-Take away the fields – would this cause flooding on the estate due to the natural water table? Traffic-At school times the estate gets jammed up due to extra traffic/ parking by the school putting people's lives at risk. Wildlife-We are being encouraged to protect our wildlife and you want to take away their natural homes!
	LPPO4250	Comment	My wife and I strongly object to the Option A Proposal with the exception of the northern half of site AS/10 which in some respects would tidy the southern boundary of Kidderminster Town without continuing urban sprawl into Summerfield and Stanklyn which the Green Belt is designed to protect us from.
	LPPO2044	Object	Have a look at the environment agency web site. The railway embankment acts like a dam.
	LPPO2876	Object	<ul style="list-style-type: none"> Destruction of nesting areas for birds – corn buntings, skylarks etc. and destruction of habitat of butterflies and bees. Loss of Green Belt
Persimmon Homes Limited	LPPO1440	Support	Site should be released in its entirety to provide a comprehensive development with necessary infrastructure helping to contribute to the provision of housing needed to meet the needs of the Black Country and Birmingham. The site will ensure that the Council can establish a five year supply in the early part of the plan period. Comments in respect of the length of the plan period, Policy 6A, 6D and 7 should be considered in the context of the release of this site.

**LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO WFR/WC/16 – LEA CASTLE HOSPITAL
EXTENSION SOUTH**

Company / Organisation	Response No	Type of Response	Summary of Response
Campaign to Protect Rural England	LPP01006	Comment	Important site for separating Kidderminster and Lea Castle Hospital. Inevitable that they will almost join - development of some of this site may not be so bad. Prefer to see site left open. Even if Hurcott ADR is developed any built development should be limited to eastern side of ridge only.
	LPP01914	Comment	Object to option A and B and the loss of 'Green Belt' local to Cookley. Lea Castle brown field areas should be developed and retain the perimeter trees. A smaller scheme could be adopted without major impact upon Wolverley and Cookley current services. Eastern relief road will join the A449 at some point before the County boundary with Staffs, this would mean a major junction local to or near the Caunsall tee junction and the Island Pool pub, this already is a dangerous road and currently is classed as an accident blackspot.
	LPP01917	Comment	Site WFR/WC/16 should not be developed. The village of Cookley is entirely separate and clearly distinct from the outer suburban areas of Kidderminster. By not building on Option A this will create a natural break and a wildlife corridor separating the Broadwaters estate and the newly developed Lea Castle Hospital site. This will maintain the visual appearance and 'feel' of the village of Cookley remaining separate from the expanding suburban sprawl of Kidderminster
	LPP03131	Comment	One of the positives put forward for the major housing development to the north and east is a potential eastern bypass. Without this, such development will be catastrophic in terms of travel in this area for local people and people wanting to visit the area. I have to object to options A & B including the Lea Castle site without proper provision for schools, medical services and other community services including open spaces and consideration of the impact on road infrastructure. I have to object to options A & B or any developments that effectively join the village of Cookley to Kidderminster. I have no objection to the development of the Lea Castle site without the intrusion onto Green Belt, and removal of wooded areas, however this needs to be done in a far more considered and sensitive way. Without an eastern bypass the impact of major housing development will impact significantly on the quality of life. An eastern bypass creates a possibility that I could support development on the Lea Castle site.
	LPP03243	Comment	I object to Options A & B in relation to Lea Castle on the grounds that there is a lack of local infrastructure to support this. In terms of Schools, Doctors Surgery, shops and transport Cookley is already at capacity. The access and highways infrastructure would also not cope with the additional traffic and some additional visibility splays and traffic lights will not do anything to help this. The junction of the A449 and Castle Road,

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Company / Organisation	Response No	Type of Response	Summary of Response
			<p>Cookley is extremely busy and a well know local accident blackspot. It is also less than 50 metres from the proposed entrance to the Core Site via The Crescent, Cookley. 600 houses in the Lea Castle area would need an additional School and a doctor's surgery. Cookley Sebright Primary School is full and has no room for expansion. It already has no usable playing field. Additionally the doctor's surgery is so busy it is hard to get an appointment. In addition I would like to object to Option A in that it would effectively link Cookley to Kidderminster making it an extension of Kidderminster. I note that in the local plan Cookley is referred to as an urban extension of Kidderminster, it is not, it is a village. As a separate village it should be allowed to expand in line with its own needs. In being asked to accommodate 600 houses it is expanding to Kidderminster's needs and being expected to carry this burden on its already stretched infrastructure. While I agree that a development of the Lea Castle site is needed this needs to be done more sensitively with a view to supporting local infrastructure and need. The current plans do not do this. Policy 7 states "The current approach to "insetting" and "washed over" status of specific villages will be retained although village envelopes will be revisited to allow for development to meet local needs." How is a development of 1200 – 1400 homes joining Cookley at the northern end, to Broadwaters, Kidderminster at the southern, in any way a development that meets the needs of Cookley as a village. Our village envelope will be stretched to Kidderminster and our Green Belt will be decimated. Cookley is referred to as Inset Green Belt. How will Cookley be Inset Green Belt when <i>our</i> southern Green Belt is completely removed? I would infer from this that your intention is to join Cookley to Kidderminster, therefore negating your obligation to protect Cookley as a village Inset Green Belt. I see no evidence in the review of any employment provision or any commercial activity for the 2800+ people that will move in to the homes on the Green Belt "based around the redundant Lea Castle Hospital site near Cookley". By near the document should say joined to The Crescent, Cookley, of course. One convenience store next to the Park Gate Inn & a small office building is insufficient. To summarise: Cookley is a Village INSET in Green Belt. It has its own strong identity and provides key local services. As a council WFDC should be supporting Wolverley and Cookley Parish Council to meet it's local needs in a sustainable way and not by destroying our Green Belt and putting a development larger than our village, joining our village and forming a development large enough to join Cookley to Kidderminster. I am happy to see a residential development on the Lea Castle Hospital site on the Brownfield part of the site and without the destruction of the woodland.</p>
	LPPO5102	Comment	<u>Proposal</u> - Having studied the Wyre Forest District Local Plan Review we propose and support a plan to

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Company / Organisation	Response No	Type of Response	Summary of Response
			develop the Lea Castle site (WFR/WC/15) and adjacent sites (WFR/WC/32) and (WFR/WC/16) bounded by Wolverhampton Road, Stourbridge Road and Axborough Lane being the only real option. This area would provide a good number of dwellings (2000+) with local amenities to compliment this size of development such as a primary school a good bus service etc., all served by existing good roads with a minimum of major infrastructure provisions. If the town council adopts this proposal it would be vital to improve/widen Hurcott Lane to improve traffic flow from the Lea Castle site to the Birmingham Road. This would also provide a very useful relief road for those travelling from the Northeast of Kidderminster wishing to connect with the A456 Birmingham Road to then travel in the direction of Birmingham.
	LPP0409	Object	OPTION A: Strongly object to this if Lea Castle WFR/WFC/15 is developed as it would effectively link Cookley to Kidderminster. Cookley is not an Urban Extension of Kidderminster it is a village in its own right.
	LPP0445	Object	This proposal links Lea Castle development to Kidderminster, and therefore links Cookley to Kidderminster. Whilst the nature of Cookley as a village will be dramatically altered by the development, annexing the entire thing to Kidderminster will simply destroy the village. This proposal will be socially catastrophic for the residents of Cookley. Your proposals do not support your vision. You foresee "...outlying villages have grown organically to meet their own needs..." and "...the larger villages of Cookley and Blakedown continue..." but your plans are to double the size of Cookley with the core site at Lea Castle. Doubling the size of a village is most certainly NOT growing organically. Should Option A at Lea Castle be selected, Cookley will be annexed to Kidderminster (you will be able to walk from Kidderminster centre to Cookley centre without passing through any fields, Green Belt etc). Cookley will not be a village, it will be a suburb of Kidderminster.
	LPP0492	Object	I object to Option A in that it would effectively link Cookley to Kidderminster making it an extension of Kidderminster. I note that in the local plan Cookley is referred to as an urban extension of Kidderminster, it is not, it is a village. As a separate village it should be allowed to expand in line with its own needs. I object to Option A on the grounds that there is a lack of local infrastructure to support this. In terms of Schools, Doctors Surgery, shops and transport Cookley is already at capacity. The access and highways infrastructure would also not cope with the additional traffic and some additional visibility splays and traffic lights will not do anything to help this. The junction of the A449 and Castle Road, Cookley is extremely busy and a well know local accident blackspot. It is also less than 50 metres from the proposed entrance to the Core Site via

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Company / Organisation	Response No	Type of Response	Summary of Response
			the Crescent, Cookley. 600 houses in the Lea Castle area would need an additional School and a doctor's surgery. Cookley Sebright Primary School is full and has no room for expansion. It already has no usable playing field and to expect it to take more children is ludicrous. Additionally the doctor's surgery is so busy it is hard to get an appointment. Hence, my suggestion that this site is more suited to the 540 unit elderly persons site.
	LPP0651	Object	I object to both options A&B. There is lack of local infrastructure to support either. Cookley have roughly 480 houses, suggesting building 600-1200 houses, triple the amount. Schools, doctors, shops and transport will not cope. Roads around Lea Castle and Cookley are accident black spots. The amount of houses are not supporting the local infrastructure. I strongly object to linking Kidderminster to Cookley. Cookley is a village, it should be allowed to expand in line with its own needs. Development of Lea Castle needs to be done with more sensitivity, supporting local infrastructure and need, the current plans do not do this. Please build on housing estates like Comberton or Spennells. They have been designed for and could be extended. I object to the use of any Green Belt land as it should be protected.
	LPP0656	Object	Proposed development of Lea Castle - I object to options A&B for the following grounds; Lack of supporting infrastructure and lack of appropriate access. Option A would effectively join Cookley to Kidderminster. In the local plan Cookley is referred to as an extension of Kidderminster. It is not; it is a village. The document states that villages should be allowed to develop to expand in line with their own needs. This proposed development would expect Cookley to accommodate a minimum of 600 new homes with no provision made for additional demands on existing services such as schooling, GP surgery and shops. I also have concerns re increased traffic in the area and the exhaust emission and noise pollution associated with it.
Barratt Homes West Midlands	LPP0798	Object	Lea Castle Hospital extensions - we do not consider it possible for east of Kidderminster to sustain completion rates needed to deliver these allocations during Plan period. Green Belt assessment states that sites make a contribution/significant contribution to Green Belt at this location. Non-Green Belt sites should be favoured instead.
Wolverley & Cookley Parish	LPP01151	Object	The Parish Council are TOTALLY opposed and vehemently object to development of Option A Lea Castle Hospital extension (South) (WFR/WC/16) as this would mean the village of Cookley would be joined to the

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Company / Organisation	Response No	Type of Response	Summary of Response
Council			town of Kidderminster and this would remove important Green Belt land and be contrary to retaining the local identity of Cookley. The Parish Council want to safeguard the setting and special character of the villages which have grown organically to meet their own needs and do not want to see disproportionate and aggressive housing development around the Lea Castle Site resulting in Urban Sprawl so Cookley is joined onto Kidderminster.
Persimmon Homes Limited	LPP01443	Object	Number of concerns with some of the proposed Kidderminster Urban Extensions, as detailed below: WFR/WC/16 – Lea Castle Hospital Extensions – Site identified as making a ‘contribution’ and ‘significant contribution’ to the Green Belt by the Green Belt assessment. The site should not be allocated for development.
	LPP01640	Object	I object to option A&B as it is Green Belt land and not enough Brownfield sites have considered. No consideration given to infrastructure i.e. Schools, Doctors etc. Kidderminster Hospital is inadequate and puts pressure on Worcester hospital, which is in special measures. Health care for the amount of people 6000 houses would bring puts peoples’ health and lives at risk. Cookley is a village not an extension of Kidderminster.
	LPP01643	Object	I object to option A&B and wish to retain Cookley as a village – school and GP Surgery just coping with current numbers. Lea Castle site could be used for a badly needed care home complex. Yes to Brownfield sites.
	LPP01915	Object	Objects to development of the Lea Castle site for the following reasons: <ol style="list-style-type: none"> 1. lack of infrastructure (doctors, schools, shops and transport - Cookley can't cater for any more) 2. Objects to building on Green Belt when there is sufficient Brownfield land 3. Cookley is a village not an extension of Kidderminster 4. Concerned about housing development areas without any employment or entertainment for young people

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	LPPO1918	Object	<p>I object to the proposed development at Lea Castle - Options A & B on the following grounds:</p> <ul style="list-style-type: none"> • There is a lack of local infrastructure to support this. In terms of Schools, Doctors Surgery, shops and transport Cookley is already at capacity. • Access and highways infrastructure is insufficient to cope with proposed development. Additional visibility splays and traffic lights will not do anything to help this. The junction of the A449 and Castle Road, Cookley is extremely busy and a well know local accident blackspot. It is also less than 50 metres from the proposed entrance to the Core Site via the Crescent, Cookley. • 600 houses in the Lea Castle area would need an additional School and a doctor's surgery. Cookley Sebright Primary School is full and has no room for expansion. Additionally the doctor's surgery is so busy it is hard to get an appointment. • Development would effectively link Cookley to Kidderminster making it an extension of Kidderminster. The Local Plan Cookley refers to Cookley as an urban extension of Kidderminster, it is not, it is a village and it should be allowed to expand in line with its own needs. Accommodating 600 houses would be for Kidderminster's needs. • Development of the Lea Castle site is needed, however this needs to be done more sensitively with a view to supporting local infrastructure and need. The current plans do not do this. <p>Cookley is a Village INSET in Green Belt. It has its own strong identity and provides key local services. WFDC should be supporting Wolverley and Cookley Parish Council to meet its local needs in a sustainable way and not by destroying our Green Belt with large enough to join Cookley to Kidderminster. I am happy to see a residential development on the Brownfield part of Lea Castle, without the destruction of the woodland. I also strongly suggest that you consider other brown field sites such those I have outlined in Wolverley to share the housing quota which is due to Wolverley and Cookley Parish.</p>
	LPPO2054	Object	Appalled at the timing. Objects to option A that would link the village of Cookley to Kidderminster. Regenerate Kidderminster Town centre instead.
	LPPO2094	Object	Objection to Options A & B Lea Castle:

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			<ol style="list-style-type: none"> 1. Uses Green Belt land not just Lea Castle. 2. What are plans for infrastructure; schools, public transport, doctors and impact on Cookley village. 3. Will houses be taken by commuters and what would impact be on roads, services and carbon footprint. 4. Develop Kidderminster town centre prior first
	LPP02136	Object	<p>We object to the development at Hurcott ADR/BW4 and the development at Lea Castle WFR/WC/15/16.</p> <ul style="list-style-type: none"> • The lane going through Hurcott from the Stourbridge Road to the Birmingham Road will not handle the increased level of traffic and would become a fast, quick entry to the Birmingham Road. The junction at the Park Gate is already an accident spot. • With regard to the Miller Homes application there were proposals for a path/cycle route from this site running along the back of the houses on Kendlewood Road. This is private property and the owner will not give permission for such. • Local schools will not handle the increase in numbers if you allow both proposals. Nor the hospitals which already are not able to cope as mentioned on national news. Worcester Royal is under considerable strain as is Russell Halls hospital. • This area should be left alone for natural wildlife. • The proposed extensions, in one area are unfair to local residents causing a new bottle neck to the entry of Kidderminster. This kind of development is unnecessary in a town with poor employment, hospital provision and over prescribed schools. <p>There are empty buildings in the Kidderminster area that could be developed into homes/apartments so there should be no need to build new homes on these areas of natural beauty/wildlife.</p>
	LPP02151	Object	<ul style="list-style-type: none"> • lack of local infrastructure available to support this. • village school that could not expand to cope with a further 600 houses and neither could Cookley Medical centre • increased level of traffic this development would produce

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			<ul style="list-style-type: none"> Cookley is a village and is no way an extension of Kidderminster. Cookley should not suffer to support Kidderminster's needs
	LPP02245	Object	<p>Object to Options A & B:</p> <p>Lack of local infrastructure to support this; i.e. schools, doctors, shops and transport Cookley is already at capacity. The highways infrastructure would also not cope with the additional traffic; the junction of the A449/Castle Road, Cookley is an accident blackspot less than 50 metres from the proposed entrance via the Crescent, Cookley. 600 houses in the Lea Castle area would necessitate an additional School/doctor's surgery. Cookley Sebright Primary School is already full with no room for expansion and the doctor's surgery v. busy. Plans would effectively link the village Cookley to Kidderminster making it an extension of Kidderminster.</p> <p>Policy 7 refers to <i>"insetting"/"washing over" of specific village's</i> development but 1200 — 1400 homes would stretch village envelope to Kidderminster and Green Belt will be decimated.</p> <p>Table, page 29, Cookley is referred to as <i>"Inset Green Belt"</i>. How will this be Inset when our southern Green Belt is completely removed?</p>
	LPP02271	Object	<p>I would like to express my comments on the proposed development of the Lea Castle site.</p> <ol style="list-style-type: none"> The current road infrastructure would not support the development of 600 houses on the proposed option Core housing site. Indeed any building on the site would severely impact upon the lives of people living in Cookley, Broadwaters and Wolverley with increased traffic on already busy roads that already have traffic hotspots. (A449 traffic lights, Broadwaters mini roundabouts, the junctions of Cookley onto the A449 and the appalling turning from the Stourbridge Road by the Park Gate Inn). There is no mention of building a school or availability of Drs Surgeries. Local primaries are currently full/oversubscribed, Drs Surgeries are already stretched. The village amenities of Cookley could not cope with the influx of people from 600 homes. Cookley is 'Inset Green Belt' pg29 LPR. This will no longer be the case if the proposed development option A is carried out. Indeed it would join up with Broadwaters and the rest of Kidderminster. Cookley

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			<p>is a village and should remain so.</p> <p>Whilst I have no objection to building on Lea Castle with additional supporting social infrastructure I do object to building on the land WFR/wc/16 and WFR/wc/32 and also building on established woodland (to the West and South of The Crescent) within the Core A site. (Which is not shown on the plan from the consultation evenings).</p>
	LPPO2287	Object	<p>I object to proposed core housing and options A and B at Lea Castle. Development will contribute to urban sprawl and remove separation between Cookley and Kidderminster. Insufficient infrastructure, congestion and pollution will get worse in an already very busy area. 600 houses will completely change the local character for the independent village. Road and pedestrian access is congested and dangerous Local facilities' have no capacity to handle the extra load. Site is wildlife friendly, deer, bats, badgers, birds and other wildlife. Site could instead be developed for other purposes sympathetic to the environment and local community. A 600-house development would destroy wildlife and greenery. I object to using The Crescent as an access route to the development. It is a narrow road with difficult pedestrian and vehicular access to the busy Wolverhampton Road. Any development should be totally separate from the community on The Crescent.</p>
	LPPO2318	Object	<p>Object to Options A & B as there is a lack of local infrastructure to support this. 600 houses would need an additional School and a doctor's surgery. In Cookley Schools, Doctors, shops and transport already at capacity. Access and highways infrastructure would not cope with additional traffic, visibility splays and traffic lights will help this. Junction of the A449 and Castle Road, Cookley is an accident blackspot and close to the proposed entrance to the Core Site via the Crescent. Object to Option A. it would link Cookley to Kidderminster making it an extension of Kidderminster. In the local plan Cookley is referred to as an urban extension of Kidderminster, it is not, it is a village. As a separate village it should be allowed to expand in line with its own needs. In being asked to accommodate 600 houses it is expanding to Kidderminster's needs. Development of the Lea Castle site is needed but needs to be done more sensitively supporting local infrastructure and need. The current plans do not do this. No evidence for employment or commercial provision around Lea Castle site. One convenience store next to the Park Gate Inn & a small office building is insufficient.</p> <p>31.2 fails that the planning application for 600 homes involves removal of woodland – Green Belt land – on</p>

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			the site. The Kidderminster Eastern Relief Road if extended to A449 would lead to congestion further up the A449 affecting the quality of life of the villages of Cookley and Caunsall. Cookley is a Village INSET in Green Belt with a strong identity and provides key local services. WFDC should be support Wolverley and Cookley to meet its local needs in a sustainable way, not by destroying Green Belt and putting a development larger than our village to join Cookley to Kidderminster. I am happy to see a residential development on the Lea Castle Hospital site on the brown field part of the site and without the destruction of the woodland.
	LPP02334	Object	In addition I would like to object to Option A and the northern urban expansion in that it would effectively link Cookley to Kidderminster making it an extension of Kidderminster.
	LPP02360	Object	I object to Options A & B in relation to Lea Castle on the grounds that there is a lack of local infrastructure to support this. In terms of schools, Doctors surgery, shops and transport Cookley is already at capacity. The access and highways infrastructure would also not cope with the additional traffic and some additional visibility splays and traffic lights will not do anything to help this. 600 houses in the Lea Castle area would need an additional school and Dr's surgery. Cookley Sebright is full and has no room for expansion. It already has no usable playing field and to expect it to take more children is ludicrous. Additionally the Dr's surgery is so busy it is hard to get appointments. In addition I would like to object to Option A in that it would effectively link Cookley to Kidderminster making it an extension of Kidderminster. I note that in the local plan Cookley is referred to as an extension of Kidderminster, it is not, it is a village. As a separate village it should be allowed to expand in line with its own needs. In being asked to accommodate 600 houses it is expanding to Kidderminster's need and being expected to carry this burden on its already stretched infrastructure. While I agree that a development of the Lea Castle site is needed this needs to be done more sensitively with a view to support local infrastructure and need. The current plans do not do this.
	LPP02364	Object	I object to Options A & B at Lea Castle on the grounds that there is a lack of local infrastructure to support this. In terms of schools, Doctors surgery, shops and transport Cookley is already at capacity. The access and highways infrastructure would also not cope with the additional traffic and some additional visibility splays and traffic lights will not do anything to help this. The junction of the A449 and Castle Road, Cookley is extremely busy and a well know local accident blackspot. It is also less than 50 metres from the proposed entrance to the Core Site via The Crescent, Cookley. 600 houses in the Lea Castle area would need an

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			additional School and a doctor's surgery. Cookley Sebright Primary School is full and has no room for expansion. It already has no usable playing field. Additionally the doctor's surgery is so busy it is hard to get an appointment. In addition I would like to object to Option A in that it would effectively link Cookley to Kidderminster making it an extension of Kidderminster. I note that in the local plan Cookley is referred to as an urban extension of Kidderminster, it is not, it is a village. As a separate village it should be allowed to expand in line with its own needs. In being asked to accommodate 600 houses it is expanding to Kidderminster's needs and being expected to carry this burden on its already stretched infrastructure. While I agree that a development of the Lea Castle site is needed this needs to be done more sensitively with a view to supporting local infrastructure and need. The current plans do not do this. I see no evidence in the review of any employment provision or any commercial activity for the 2800+ people that will move in to the homes on the Green Belt "based around the redundant Lea Castle Hospital site near Cookley". By near the document should say joined to The Crescent, Cookley, of course. One convenience store next to the Park Gate Inn & a small office building is insufficient.
	LPP02386	Object	<p>I would like to comment on policy section 31 , regarding the proposed development of Lea Castle Hospital site (WFR/WC/15), and southern extension (WFR/WC/16) between the A 449 and A451, and south of the A4521 (BW/4). I object to Options A & B on the grounds that there is a lack of local infrastructure to support this.</p> <ul style="list-style-type: none"> - The access and highways infrastructure would not cope with the additional traffic and some cosmetic changes, additional visibility splays and traffic lights, will not do anything to help this. The junction of the A449 and Castle Road, Cookley is extremely busy and a well know local accident blackspot. It is also very close to one of the entrances to the Core Site via The Crescent, Cookley. - In terms of Schools, Doctors Surgery, shops and transport Cookley is already at capacity. 600 houses in the Lea Castle area would need an additional School and doctor's surgery. Cookley Sebright Primary School is full and has no room for expansion. It already has no usable playing field and to expect it to take more children is ludicrous. The existing doctor's surgery would be overloaded. - In addition I would like to object to Option A in that it would effectively link Cookley to Kidderminster making it an extension of Kidderminster, particularly if the option B site was also used. I note that in the local plan Cookley is referred to as an urban extension of Kidderminster, it is not, it is a village. As a separate village it should be allowed to expand in line with its own needs. In being asked to accommodate 600 houses

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			it is expanding to Kidderminster's needs and being expected to carry this burden on its already stretched infrastructure. While I agree that a development of the Lea Castle site is needed this needs to be done more sensitively with a view to supporting Cookley's infrastructure and needs. The current plans do not do this. I am happy to see a residential development on the Lea Castle Hospital site on the brown field part of the site without the destruction of the woodland.
	LPPO2395	Object	In addition I would like to object to Option A in that it would effectively link Cookley to Kidderminster making it an extension of Kidderminster. I note that in the local plan Cookley is referred to as an urban extension of Kidderminster, it is not, it is a village. As a separate village it should be allowed to expand in line with its own needs. In being asked to accommodate 600 houses it is expanding to Kidderminster's needs and being expected to carry this burden on its already stretched infrastructure.
	LPPO2446	Object	<p>I object to the plan for the following reasons:</p> <ul style="list-style-type: none"> the plan will see Cookley being joined to Kidderminster and it will cease to be a village and destroy /overwhelm our community What is the main force driving this development, population growth? Population of Wyre Forest has not grown at all in the past five years and all indications are that UK population growth will retract over the next 10 years. Population growth cannot be used as a reason for this massive development. Destruction of Green Belt land. 1000 homes completely out of context with local environment inadequate infrastructure roads, schools, medical. No guarantee within plan. Who is the development aimed at clearly not the local population with only 18% affordable housing. This kind of development will attract people from outside the area not people who already live and work here, increasing pollution and traffic density. There are enough Brownfield sites around the area to cope with any population growth. This expansion is being driven by profit not social and enterprise needs. Lea Castle site is an area of natural beauty this should be preserved and enhanced, it is an asset that could be used for the benefit of local people in perpetuity. <p>This Development should not be allowed to go ahead.</p>

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	LPPO2457	Object	<p>I object to both Options A & B at Lea Castle on a number of grounds:</p> <ul style="list-style-type: none"> • There is a lack of local infrastructure to support this. In terms of schools, Doctors surgery, shops and transport Cookley is already at capacity. • The access and highways infrastructure would not cope with the additional traffic. Some additional visibility displays and traffic lights will do little to alleviate this. The junction of the A449 and Castle Road, Cookley is extremely busy and a well know local accident blackspot. It is also less than 50 metres from the proposed entrance to the Core Site via The Crescent, Cookley. • I would like to object to Option A in that it would effectively link Cookley to Kidderminster making it an extension of Kidderminster and no longer a village in its own right. • Please do not use Green Belt land. There are a number of Brownfield sites that are not being considered and I would like to know why not How sympathetic will the new build be to the fairly abundant wildlife on the Lea Castle site some of which are protected species - dormice, bats (including pipistrelle), polecats etc. all of which have been found on the site. • 600 plus houses in the Lea Castle area would need an additional School and a doctor's surgery. Cookley Sebright Primary School is full and has no room for expansion. It has no usable playing field as it is. • The doctor's surgery is very busy and it is hard to get an appointment within a reasonable time scale. • I note that in the local plan Cookley is referred to as an urban extension of Kidderminster; it is not, it is a village. As a separate village it should be allowed to expand in line with its own needs. In being asked to accommodate 600 houses it is expanding to meet the requirements of Wyre Forest rather than its and local needs. • I see no evidence in the review of any employment provision or any commercial activity for the 2800+ people that will move in to the homes on the Green Belt "based around the redundant Lea Castle Hospital site near Cookley". By near the document should say joined to The Crescent, Cookley, of course. One convenience store next to the Park Gate Inn & a small office building is insufficient. • Furthermore the Kidderminster Eastern Relief Road, if extended as far as the A449, would just lead to congestion further up the A449 further affecting the quality of life of the villages of Cookley and

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			<p>Caunsall.</p> <p>To summarise: Cookley is a Village INSET in Green Belt. It has its own strong identity and provides key local services. As a council WFDC should be supporting Wolverley and Cookley Parish Council to meet it's local needs in a sustainable way and not by destroying our Green Belt and putting a development larger than our village, joining our village and forming a development large enough to join Cookley to Kidderminster</p>
	LPPO2465	Object	<p>I object to Options A & B at Lea Castle on the grounds that there is a lack of local infrastructure to support this. In terms of schools, Doctors surgery, shops and transport Cookley is already at capacity. The access and highways infrastructure would also not cope with the additional traffic and some additional visibility splays and traffic lights will not do anything to help this. 600 houses in the Lea Castle area would need an additional school and Dr's surgery. Cookley Sebright is full and has no room for expansion. It already has no usable playing field and to expect it to take more children is ludicrous. Additionally the Dr's surgery is so busy it is hard to get appointments. In addition I would like to object to Option A in that it would effectively link Cookley to Kidderminster making it an extension of Kidderminster. I note that in the local plan Cookley is referred to as an extension of Kidderminster, it is not, it is a village. As a separate village it should be allowed to expand in line with its own needs. In being asked to accommodate 600 houses it is expanding to Kidderminster's needs and being expected to carry this burden on its already stretched infrastructure. While I agree that a development of the Lea Castle site is needed this needs to be done more sensitively with a view to supporting local infrastructure and need. The current plans do not do this. As previous posted, other local action groups are recommending development of Lea Castle to protect their own interests, which is understandable...but Cookley is a village. It is not an extension of Kidderminster and it should not be sacrificed to support Kidderminster's needs. I have a 4 bedroom house that I wish to downsize from but am unable to find a suitable bungalow or house in the Cookley area. With an aging, but young mentally and physically, population growing, more suitable accommodation is needed in order to release the much-needed family homes. If the Lea Castle site is developed it should include much more of homes suitable for retired people.</p>
	LPPO2504	Object	<p>I would like to comment the proposed development of Lea Castle. I object to Options A & B on the grounds that there is a lack of local infrastructure to support this. In terms of Schools, Doctors Surgery, shops and transport Cookley is already at capacity. The access and highways infrastructure would also not cope with</p>

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			<p>the additional traffic and some additional visibility splays and traffic lights will not do anything to help this. The junction of the A449 and Castle Road, Cookley is extremely busy and a well known local accident blackspot. It is also less than 50 metres from the proposed entrance to the Core Site via The Crescent, Cookley. 600 houses in the Lea Castle area would need an additional school and a doctor's surgery. Cookley Sebright Primary School is full and has no room for expansion. It already has no usable playing field and to expect it to take more children is ludicrous. Additionally the doctor's surgery is so busy it is hard to get an appointment. In addition I would like to object to Option A in that it would effectively link Cookley to Kidderminster making it an extension of Kidderminster. I note that in the local plan Cookley is referred to as an urban extension of Kidderminster, it is not, it is a village. As a separate village it should be allowed to expand in line with its own needs. In being asked to accommodate 600 houses it is expanding to Kidderminster's needs and being expected to carry this burden on its already stretched infrastructure. While I agree that a development of the Lea Castle site is needed this needs to be done more sensitively with a view to supporting local infrastructure and need. The current plans do not do this. Policy 7 states "The current approach to "insetting" and "washed over" status of specific villages will be retained although village envelopes will be revisited to allow for development to meet local needs." How is a development of 1200 – 1400 homes joining Cookley at the northern end, to Broadwaters, Kidderminster at the southern, in any way a development that meets the needs of Cookley as a village. Our village envelope will be stretched to Kidderminster and our Green Belt will be decimated. Cookley is referred to as Inset Green Belt. How will Cookley be Inset Green Belt when our southern Green Belt is completely removed? I would infer from this that your intention is to join Cookley to Kidderminster, therefore negating your obligation to protect Cookley as a village Inset Green Belt. I see no evidence in the review of any employment provision or any commercial activity for the 2800+ people that will move in to the homes on the Green Belt "based around the redundant Lea Castle Hospital site near Cookley". One convenience store next to the Park Gate Inn & a small office building is insufficient.</p> <p>To summarise: Cookley is a Village INSET in Green Belt. It has its own strong identity and provides key local services. As a council WFDC should be supporting Wolverley and Cookley Parish Council to meet it's local needs in a sustainable way and not by destroying our Green Belt and putting a development larger than our village, joining our village and forming a development large enough to join Cookley to Kidderminster. I am happy to see a residential development on the Lea Castle Hospital site on the Brownfield part of the site and without the destruction of the woodland.</p>

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	LPP02527	Object	I must object to both options A & B. There is not the infrastructure in place to accommodate either. Option A) This would be linking Cookley to Kidderminster and is referred to as an extension of Kidderminster. Cookley is a village in it's own right and only develop when there is a need. That at this moment in time is not the case. It is not Kidderminster's overflow answer. Both of these options require the need to build on Green Belt. This should not be done until every Brownfield site has been utilised. Wyre Forest has a population growth below the national average. Therefore housing requirements are below the national average. To cater for increased housing that is not actually required is against the Development Needs Assessment 2015.
	LPP02529	Object	I wish to object to the inclusion of Green Belt arable land WFR/WC/16 within the Option A plan as it creates a link to the Lea Castle site which cumulatively would result in an unacceptable linear extension of Kidderminster towards the north-east and encourage urban sprawl towards Cookley creating a corridor of continuous development between the two settlements. It is a sloping site that is highly visible, particularly from the A449 Wolverhampton Road and from the Wolverley direction and as such any large-scale development would be highly visually intrusive, particularly rising towards the A451 Stourbridge Road. Loss of this Green Belt land, in combination with development of the Lea Castle hospital site, would create a significant and unacceptable narrowing of the designated Green Belt between Kidderminster and Stourbridge and the wider West Midlands conurbation. The Green Belt study identifies this parcel of land as NE1 as having no nature conservation or cultural heritage interests. However, when left fallow, this arable field becomes one of the distinctive poppy fields in this area of Worcestershire and one of the few on the east side of Kidderminster. Inclusion of these parcels of Greenfield, Green Belt land for development combined with the Lea Castle site will actively encourage urban sprawl to the north-east and thus should be removed from the Plan.
	LPP02547	Object	I would like to comment on page 193 of the Local Plan Review of the local plan information, regarding the proposed development of Lea Castle. I object to Options A & B on the grounds that there is a lack of local infrastructure to support this. In terms of Schools, Doctors Surgery, shops and transport Cookley is already at capacity. The access and highways infrastructure would also not cope with the additional traffic and some additional visibility splays and traffic lights will not do anything to help this. The junction of the A449 and Castle Road, Cookley is extremely busy and a well known local accident blackspot. It is also less than 50 metres from the proposed entrance to the Core Site via the Crescent, Cookley. 600 houses in the Lea Castle area would need an additional school and a doctor's surgery. Cookley Sebright Primary School is full and has

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			<p>no room for expansion. It already has no usable playing field and to expect it to take more children is ludicrous. Additionally the doctor's surgery is so busy it is hard to get an appointment. In addition I would like to object to Option A in that it would effectively link Cookley to Kidderminster making it an extension of Kidderminster. I note that in the local plan Cookley is referred to as an urban extension of Kidderminster, it is not, it is a village. As a separate village it should be allowed to expand in line with its own needs. In being asked to accommodate 600 houses it is expanding to Kidderminster's needs and being expected to carry this burden on its already stretched infrastructure. While I agree that a development of the Lea Castle site is needed this needs to be done more sensitively with a view to supporting local infrastructure and need. The current plans do not do this. On page 47, in Policy 7 it states "The current approach to "insetting" and "washed over" status of specific villages will be retained although village envelopes will be revisited to allow for development to meet local needs." How is a development of 1200 – 1400 homes joining Cookley at the northern end, to Broadwaters, Kidderminster at the southern, in any way a development that meets the needs of Cookley as a village. Our village envelope will be stretched to Kidderminster and our Green Belt will be decimated. In the table on page 29, Cookley is referred to as Inset Green Belt. How will Cookley be Inset Green Belt when our southern Green Belt is completely removed? I would infer from this that your intention is to join Cookley to Kidderminster, therefore negating your obligation to protect Cookley as a village Inset Green Belt. I see no evidence in the review of any employment provision or any commercial activity for the 2800+ people that will move in to the homes on the Green Belt "based around the redundant Lea Castle Hospital site near Cookley". By near the document should say joined to The Crescent, Cookley, of course. One convenience store next to the Park Gate Inn & a small office building is insufficient. To summarise: Cookley is a Village Inset in Green Belt. It has its own strong identity and provides key local services. As a council WFDC should be supporting Wolverley and Cookley Parish Council to meet it's local needs in a sustainable way and not by destroying our Green Belt and putting a development larger than our village, joining our village and forming a development large enough to join Cookley to Kidderminster. I am happy to see a residential development on the Lea Castle Hospital site on the brown field part of the site and without the destruction of the woodland.</p>
	LPP02567	Object	<p>I would like to comment on page 193 of the Local Plan Review of the local plan information, regarding the proposed development of Lea Castle. I object to Options A & B on the grounds that there is a lack of local infrastructure to support this. In terms of schools, doctor's surgery, shops and transport Cookley is already at</p>

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			<p>capacity. The access and highways infrastructure would also not cope with the additional traffic and some additional visibility splays and traffic lights will not do anything to help this (not in plans). The junction of the A449 and Castle Road, Cookley is extremely busy and a well know local accident blackspot. It is also less than 50 metres from the proposed entrance to the Core Site via The Crescent, Cookley. Currently lack of planned infrastructure would mean all new residents crossing the A449 into Cookley using the "secondary access?", for pedestrians and motorists this will present dangers due to the volume of high speed traffic. The current bus service is under review, this is not mentioned and needs to be considered as vital for residents both incoming and established. 600 houses in the Lea Castle area would need an additional school and a doctor's surgery. Cookley Sebright Primary School is full and has no room for expansion. It already has no usable playing field and to expect it to take more children is ludicrous. Additionally the doctor's surgery is so busy it is hard to get an appointment. In addition I would like to object to Option A in that it would effectively link Cookley to Kidderminster making it an extension of Kidderminster. I note that in the local plan Cookley is referred to as an urban extension of Kidderminster, it is not, it is a village. As a separate village it should be allowed to expand in line with its own needs. In being asked to accommodate 600 houses it is expanding to Kidderminster's needs and being expected to carry this burden on its already stretched infrastructure. While I agree that a development of the Lea Castle site is needed this needs to be done more sensitively with a view to supporting local infrastructure and need. There is, also an identified need for housing suitable for elderly people. The current plans do not do this. On page 47, in Policy 7 it states "The current approach to "insetting" and "washed over" status of specific villages will be retained although village envelopes will be revisited to allow for development to meet local needs." How is a development of 1200 – 1400 homes joining Cookley at the northern end, to Broadwaters, Kidderminster at the southern, in any way a development that meets the needs of Cookley as a village. Our village envelope will be stretched to Kidderminster and our Green Belt will be decimated. In the table on page 29, Cookley is referred to as Inset Green Belt. How will Cookley be Inset Green Belt when our southern Green Belt is completely removed? I would infer from this that your intention is to join Cookley to Kidderminster, therefore negating your obligation to protect Cookley as a village Inset Green Belt. Cookley is a Village inset in Green Belt, known to WFDC as part of Wyre Forest Rural. It has its own strong identity and provides key local services. As a council WFDC should be supporting Wolverley and Cookley Parish Council to meet it's local needs in a sustainable way, not by destroying Green Belt and putting a development larger than the established village, joining our village and forming a development large enough to join Cookley to Kidderminster. Most local people wish to</p>

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			see sensible, balanced development of the Lea Castle Hospital site on the brown field part of the site and without the destruction of the woodland. Finally, Cookley is identified as self sustaining for it's housing needs, such a large development does not consider this or any harmonisation required with the established Community. I see no evidence in the review of any employment provision or any commercial activity for the 2800+ people that will move in to the homes on the Green Belt “based around the redundant Lea Castle Hospital site near Cookley”. By near the document should say joined to The Crescent, Cookley, of course. One convenience store next to the Park Gate Inn & a small office building is insufficient.
	LPP02574	Object	<p>I would like to object to Option A in that it would effectively link Cookley to Kidderminster making it an extension of Kidderminster. I note that in the local plan Cookley is referred to as an urban extension of Kidderminster, it is not, it is a village. As a separate village it should be allowed to expand in line with its own needs. In being asked to accommodate 600 houses it is expanding to Kidderminster's needs and being expected to carry this burden on its already stretched infrastructure. While I agree that a development of the Lea Castle site is needed this needs to be done more sensitively and proportionately-with a view to supporting local infrastructure and need. The current plans do not do this. On page 47, in Policy 7 it states “The current approach to “insetting” and “washed over” status of specific villages will be retained although village envelopes will be revisited to allow for development to meet local needs.” How is a development of 600-1200 homes joining Cookley at the northern end, to Broadwaters, Kidderminster at the southern, in any way a development that meets the needs of Cookley as a village. Our village envelope will be stretched to Kidderminster and our Green Belt will be decimated. The unique character and community of Cookley will become lost in urbanisation. Green Belt once lost, is lost forever. I fail to see why developing houses on Green Belt land is needed when there are multiple Brownfield sites that could be developed. Population numbers in Wyre Forest have barely risen in the last 7 years. These plans are disproportionate. Affordable housing- I see there is allowance for 18% affordable or social housing- this is low- please explain why? If houses are to be built- build homes people can afford to buy.</p> <p>To summarise: Cookley is a Village inset in Green Belt. It has its own strong identity and provides key local services. As a council, WFDC should be supporting Wolverley and Cookley Parish Council to meet its local needs in a sustainable way and not by destroying our Green Belt and putting a development larger than our village- forming a development large enough to join Cookley to Kidderminster. I am happy to see a residential development on the Lea Castle Hospital site on the Brownfield part of the site and without the</p>

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			destruction of the woodland, which includes affordable housing. I also strongly suggest that you consider other brown field sites to share the housing quota which is due to Wolverley and Cookley Parish.
	LPPQ2608	Object	<p>I would like to comment on page 193 of the Local Plan Review of the local plan information, regarding the proposed development of Lea Castle. I object to Options A & B on the grounds that there is a lack of local infrastructure to support this. In terms of Schools, Doctors Surgery, shops and transport Cookley is already at capacity. The access and highways infrastructure would also not cope with the additional traffic and some additional visibility splays and traffic lights will not do anything to help this. The junction of the A449 and Castle Road, Cookley is extremely busy and a well know local accident blackspot. It is also less than 50 metres from the proposed entrance to the Core Site via the Crescent, Cookley. 600 houses in the Lea Castle area would need an additional School and a doctor's surgery. As a parent of a child who has just completed her schooling at Cookley Sebright Primary School there is no room for expansion and they are full. It already has no usable playing field and to expect it to take more children is ludicrous. There is also the danger of children crossing the A449 to get to school. Additionally the doctor's surgery is so busy it is hard to get an appointment. In addition I would like to object to Option A in that it would effectively link Cookley to Kidderminster making it an extension of Kidderminster. I note that in the local plan Cookley is referred to as an urban extension of Kidderminster, it is not, it is a village. As a separate village it should be allowed to expand in line with its own needs. In being asked to accommodate 600 houses it is expanding to Kidderminster's needs and being expected to carry this burden on its already stretched infrastructure. While I agree that a development of the Lea Castle site is needed this needs to be done more sensitively with a view to supporting local infrastructure and need. The current plans do not do this. On page 47, in Policy 7 it states "The current approach to "insetting" and "washed over" status of specific villages will be retained although village envelopes will be revisited to allow for development to meet local needs." How is a development of 1200 – 1400 homes joining Cookley at the northern end, to Broadwaters, Kidderminster at the southern, in any way a development that meets the needs of Cookley as a village. Our village envelope will be stretched to Kidderminster and our Green Belt will be decimated. In the table on page 29, Cookley is referred to as Inset Green Belt. How will Cookley be Inset Green Belt when our southern Green Belt is completely removed? I would infer from this that your intention is to join Cookley to Kidderminster, therefore negating your obligation to protect Cookley as a village Inset Green Belt. I see no evidence in the review of any employment provision or any commercial activity for the 2800+ people that will move in to the</p>

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			<p>homes on the Green Belt “based around the redundant Lea Castle Hospital site near Cookley”. By near the document should say joined to The Crescent, Cookley, of course. One convenience store next to the Park Gate Inn & a small office building is insufficient.</p> <p>To summarise: Cookley is a Village INSET in Green Belt. It has its own strong identity and provides key local services. As a council WFDC should be supporting Wolverley and Cookley Parish Council to meet it’s local needs in a sustainable way and not by destroying our Green Belt and putting a development larger than our village, joining our village and forming a development large enough to join Cookley to Kidderminster. I am happy to see a residential development on the Lea Castle Hospital site on the brown field part of the site and without the destruction of the woodland.</p>
	LPP02623	Object	<ol style="list-style-type: none"> 1. The development takes over Green Belt land and is not just limited to the Lea Castle development. 2. There are no submitted plans to describe where proposed facilities like doctors, shops, schools for us to consider. 3. I believe that the redevelopment of Kidderminster is needed prior to the development of either site A&B to support jobs and infrastructure. 4. No clear explanation on the plans to identify the link roads and what impact this will have on local routes and villages. <p>Under no circumstances should Green Belt land ever be surrendered.</p>
	LPP02660	Object	<p>I would like to comment on the Local Plan Review of the local plan information, regarding the proposed development of Lea Castle. I object to Option A on the grounds that there is a lack of local infrastructure to support this. In terms of Schools, Doctors Surgery, shops and transport Cookley is already at capacity. The access and highways infrastructure would also not cope with the additional traffic and some additional traffic lights; roundabouts will not do anything to help. The junction of the A449 and Castle Road, Cookley is extremely busy and a well know local accident black spot. It is also less than 50 metres from the proposed entrance to the Core Site via the Crescent, Cookley. 600 houses in the Lea Castle area would need an additional School and a doctor’s surgery. Cookley Sebright Primary School is full and has no room for expansion. It already has no usable playing field and to expect it to take more children is ludicrous. Additionally the doctor’s surgery is so busy it is hard to get an appointment. In addition I would like to object</p>

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			<p>to Option A in that it would effectively link Cookley to Kidderminster making it an extension of Kidderminster. I note that in the local plan for Cookley is referred to as an urban extension of Kidderminster. Cookley is a village & not an extension of Kidderminster. As a separate village it should be allowed to expand in line with its own needs. In being asked to accommodate 600 houses it is expanding to Kidderminster's needs and being expected to carry this burden on its already stretched infrastructure. While I agree that a development of the Lea Castle site is needed this needs to be done more sensitively with a view to supporting local infrastructure and need. The current plans do not do this. On page 47, in Policy 7 it states, "The current approach to wash over status of specific villages will be retained although village envelopes will be revisited to allow for development to meet local needs." How is a development of 1200 – 1400 homes joining Cookley at the northern end, to Broadwaters, Kidderminster at the southern, in any way a development that meets the needs of Cookley as a village? Our village envelope will be stretched to Kidderminster and our Green Belt will be decimated. In the table on page 29, Cookley is referred to as Inset Green Belt. How will Cookley be Inset Green Belt when our southern Green Belt is completely removed? I would infer from this that your intention is to join Cookley to Kidderminster, therefore negating your obligation to protect Cookley as a village Inset Green Belt. I see no evidence in the review of any employment provision or any commercial activity for the 2800+ people that will move in to the homes. We as a society should be looking into local employment to minimise the travelling distances to our employment in light of the energy crisis that is looming on this world of ours. We need to be making these provisions of long-term employment in this area for our future generations & not just thinking about the here & now. This is especially prominent in light of the lack of employment in this area & the up & coming redundancies from local employers.</p> <p>To summarise: Cookley is a Village INSET in Green Belt. It has its own strong identity and provides key local services. As a council WFDC should be supporting Wolverley and Cookley Parish Council to meet it's local needs in a sustainable way and not by destroying our Green Belt and putting a development larger than our village, joining our village and forming a development large enough to join Cookley to Kidderminster. I am happy to see a residential development on the Lea Castle Hospital site on the brown field part of the site and without the destruction of the woodland.</p>
	LPP02661	Object	There is a lack of local infrastructure to support this. In terms of Schools, Doctors Surgery, shops and transport Cookley is already at capacity. The access and highways infrastructure would also not cope with

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			the additional traffic. 600 houses in the Lea Castle area would need an additional School and Dr's surgery. Cookley Sebright is full and has no room for expansion. It already has no usable playing field. Additionally the Dr's surgery is so busy it is hard to get appointments. It would effectively link Cookley to Kidderminster making it an extension of Kidderminster.
	LPP02761	Object	I would like to comment on page 193 of the Local Plan Review of the local plan information, regarding the proposed development of Lea Castle. I object to Options A & B on the grounds that there is a lack of local infrastructure to support this. In terms of schools, Doctors surgery, shops and transport Cookley is already at capacity. The junction of the A449 and Castle Road, Cookley is extremely busy and a well know local accident blackspot. It is also less than 50 metres from the proposed entrance to the Core Site via The Crescent, Cookley. The proposed development of the Lea Castle site with 600 houses would require a surgery and school as Cookley is already at capacity for both with no room for expansion at the school. In the local plan Cookley is referred to as an urban extension of Kidderminster, it is not, it is a village. As a separate village it should be allowed to expand in line with its own needs. In addition I would like to object to Option A in that it would effectively link Cookley to Kidderminster. In the local plan Cookley is referred to as an urban extension of Kidderminster, it is not, it is a village. As a separate village it should be allowed to expand in line with its own needs. While I agree that a development of the Lea Castle site is needed this needs to be done more sensitively with a view to supporting local infrastructure and need. On page 47, in Policy 7 it states "The current approach to "insetting" and "washed over" status of specific villages will be retained although village envelopes will be revisited to allow for development to meet local needs."The proposed development in no way supports this. In the table on page 29, Cookley is referred to as Inset Green Belt. How will Cookley be Inset Green Belt when our southern Green Belt is completely removed? I would infer from this that your intention is to join Cookley to Kidderminster, therefore negating your obligation to protect Cookley as a village Inset Green Belt. I see no evidence in the review of any employment provision or any commercial activity for the 2800+ people that will move in to the homes on the Green Belt "based around the redundant Lea Castle Hospital site near Cookley". By near the document should say joined to The Crescent, Cookley, of course. One convenience store next to the Park Gate Inn & a small office building is insufficient. On a personal note, I moved the West Midlands from Wiltshire having grown up in a small village with a strong sense of social cohesion where neighbours supported one another. I have found this again for the first time in Cookley/ Caunsall since moving here 2 years ago. I work as a health visitor in Kidderminster I am acutely

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			<p>aware of the housing and social problems there, however, I believe overall the population of Wyre forest has not increased substantially and amalgamating Kidderminster with the outlying villages will not solve either the housing or social problems of the town, but may destroy the positive community relationships that already exist in these villages. In Kidderminster what is needed is an investment in the existing housing stock with more local amenities which could be incorporated into the development of the Brownfield sites, the town centre in particular needs careful consideration. Housing schemes need good infrastructure support to prevent isolation and a strong emphasis on social and affordable housing incorporated into small mixed communities. The proposed development fails to deliver this.</p> <p>To summarise: Cookley is a Village inset in Green Belt. It has its own strong identity and provides key local services. As a council WFDC should be supporting Wolverley and Cookley Parish Council to meet it's local needs in a sustainable way and not by destroying Green Belt. I am happy to see a residential development on the Lea Castle Hospital site on the Brownfield part of the site and without the destruction of the woodland. I also strongly suggest that you consider other Brownfield sites such those I have outlined in Wolverley to share the housing quota which is due to Wolverley and Cookley Parish.</p>
	LPP02786	Object	<p>I would like to comment on the proposed development of Lea Castle. I object to Options A & B on the grounds that there is a lack of local infrastructure to support this. In terms of Schools, Doctors Surgery, shops and transport Cookley is already at capacity. The access and highways infrastructure would also not cope with the additional traffic and some additional visibility splays and traffic lights will not do anything to help this. The junction of the A449 and Castle Road, Cookley is extremely busy and a well know local accident blackspot. It is also less than 50 metres from the proposed entrance to the Core Site via The Crescent, Cookley. 600 houses in the Lea Castle area would need an additional School and a doctor's surgery. Cookley Sebright Primary School is full and has no room for expansion. It already has no usable playing field and unable to take more children.. Additionally the doctor's surgery is so busy it is hard to get an appointment. In addition I would like to object to Option A in that it would effectively link Cookley to Kidderminster making it an extension of Kidderminster. I note that in the local plan Cookley is referred to as an urban extension of Kidderminster, it is not, it is a village. As a separate village it should be allowed to expand in line with its own needs. In being asked to accommodate 600 houses it is expanding to Kidderminster's needs and being expected to carry this burden on its already stretched infrastructure. While I agree that a development of the Lea Castle site is needed this needs to be done more sensitively with a view to supporting local infrastructure</p>

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			<p>and need. The current plans do not do this. Policy 7 states “The current approach to “insetting” and “washed over” status of specific villages will be retained although village envelopes will be revisited to allow for development to meet local needs.” How is a development of 1200 – 1400 homes joining Cookley at the northern end, to Broadwaters, Kidderminster at the southern, in any way a development that meets the needs of Cookley as a village. Our village envelope will be stretched to Kidderminster and our Green Belt will be decimated. Cookley is referred to as Inset Green Belt. How will Cookley be Inset Green Belt when our southern Breen Belt is completely removed? I would infer from this that your intention is to join Cookley to Kidderminster, therefore negating your obligation to protect Cookley as a village Inset Green Belt. I see no evidence in the review of any employment provision or any commercial activity for the 2800+ people that will move in to the homes on the Green Belt “based around the redundant Lea Castle Hospital site near Cookley”. By near the document should say joined to The Crescent, Cookley, of course. One convenience store next to the Park Gate Inn & a small office building is insufficient. To summarise: Cookley is a Village INSET in Green Belt. It has its own strong identity and provides key local services. As a council WFDC should be supporting Wolverley and Cookley Parish Council to meet it’s local needs in a sustainable way and not by destroying our Green Belt and putting a development larger than our village, joining our village and forming a development large enough to join Cookley to Kidderminster. I am happy to see a residential development on the Lea Castle Hospital site on the Brownfield part of the site and without the destruction of the woodland. We should build on Brownfield sites first before any Green Belt land is used. I want to keep Cookley as a village and not lose it’s identify and become part of Kidderminster. Kidderminster gets gridlocked at the best of times so how can building this amount of homes at Lea Castle and other areas around the town centre cope with the extra traffic not to mention accommodating additional children at schools in the area.</p>
	LPPO2817	Object	<p>Object to Option A as there is a lack of local infrastructure to support this. In terms of Schools, Doctors Surgery, shops and transport Cookley is already at capacity. 600 houses would need additional school and Doctors surgery. Access and highways infrastructure would not cope with the additional traffic and additional visibility splays and traffic lights will not help this. A development of Lea Castle is needed but needs to be done more sensitively supporting local infrastructure and need. Object to Option A as it would effectively link Cookley to Kidderminster making it an extension of Kidderminster. Cookley is not an extension of Kidderminster. It is a village and should expand in line with its own needs. Asking it to take 600</p>

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			houses is expanding Kidderminster's needs and expected to carry this burden on its already stretched infrastructure. Cookley is a village. It is not an extension of Kidderminster and it should not be sacrificed to support Kidderminster's needs.
	LPP02848	Object	<p>Object to Options A and B:</p> <ul style="list-style-type: none"> • Impact on Cookley, i.e. Doctors/related parking/Cookley Primary School no room to expand. • Use Lea Castle site with necessary infrastructure • Develop Brownfield sites before Green Belt land/regenerate empty shops in town centre. • A449 is a very busy road which increased traffic would make more dangerous • Outline planning permission involves removal of Green Belt land. • Cookley village would become part of Kidderminster.
	LPP02849	Object	<p>Object to Options A and B:</p> <ul style="list-style-type: none"> • Impact on Cookley, i.e. Doctors/related parking/Cookley Primary School no room to expand. • Use Lea Castle site with necessary infrastructure • Develop Brownfield sites before Green Belt land/regenerate empty shops in town centre. • A449 is a very busy road which increased traffic would make more dangerous • Outline planning permission involves removal of Green Belt land. • Cookley village would become part of Kidderminster.
	LPP02867	Object	We would like to strongly object to Options A/B of the housing development at Lea Castle and surrounding areas. After looking at the plans online and at Cookley Village Hall our objection is that neither option A or B has been thought out or presented properly by the Council to our people. There are no proper plans for our local or Kidderminster's infrastructure. Unknown to us and neighbours who have lived in Cookley for over 40 years the Village is being referred to on the plans as an extension of Kidderminster to our knowledge it has

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			<p>always been Cookley Village like its neighbour Wolverley Village which doesn't seem to be included in this re-titling on the plans. This presumably has been changed so as to decrease the needs of Kidderminster. Cookley Village infrastructure can hardly cope at the moment with its own needs. You are unable to get an appointment at the local Doctors surgery as it is very busy. The Primary school is full to capacity and now that Sion Hill and Sladen middle school have been closed there will be a knock on effect to Kidderminster schools and services. The Village bus service and few small shops won't cope with the extra load. Many residents are young parents or pensioners who do not drive and rely on these services, any new people will surely impact on their quality of life? The problems of an extra 600 houses at Lea Castle linking us to Kidderminster along the Green Belt up the Wolverhampton A449 & along the Stourbridge Road A451 would be a nightmare. The Park Gate public house on the Stourbridge Road has always been an accident black spot along with the Cookley Village Castle Road entrance. This has been the scene of many accidents for over 40 years, The extra problems of traffic at both sites would be appalling. Children and parents walking to school in Cookley would need to cross the A449 safely. We think that Lea Castle site should be developed, but sympathetically in its own right and as a separate entity to Cookley and Kidderminster with its own infrastructure and surrounded by the woodland already established not surrounded by houses. Worcestershire is a beautiful county the envy of a lot of our neighbours, with beautiful nature reserves and countryside, walks, rivers, views etc, when this has all been built on and spoilt we will never get it back. Animal life, their habitats and way of life will all be gone. Like our friends in other parts of Kidderminster Offmore, Comberton, Hurcott and Spennells to name but a few, not one of us want to see our neighbourhood spoilt, the Green Belt gone and relief roads zigzagging all over our land. We need to go back to the drawing board and work together with the Council as a community to talk and find an agreeable solution together sharing the load and coming up with a proper workable plan for the future of our home, Wyre Forest.</p>
	LPP02875	Object	<p>Option A Lea Castle. Object as lack of local infrastructure to support this - Schools, Doctors Surgery, shops and transport already at capacity. 600 houses in the Lea Castle area would need an additional School and Dr's surgery. The access and highways infrastructure would not cope with additional traffic, additional visibility splays and traffic lights will not help this. The pollution is yet another matter that needs to be addressed. Object to Option A as would link Cookley to Kidderminster. Cookley is not an extension of Kidderminster, it is a village. As a village it should expand in line with its own needs not expanding to</p>

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			Kidderminster's needs and I do agree that development of Lea Castle site is needed but done more sensitively supporting local infrastructure and need. The current plans do not do this. PROTECT COOKLEY as a village inset Green Belt. Relief road extended as far as the A449, would just lead to more congestion and pollution further on affecting both of the villages COOKLEY and CAUNSALL. No objection to the building of homes on the Lea Castle site, on the Brownfield part of this site without the destruction of the woodland.
	LPP02882	Object	<p>Whilst the initial planned housing for Lea Castle was proposed at 600 it is now clear there are proposals to increase this to over 1000. I am not opposed to building houses and light business units on the site but I am very concerned with the impact over 600+ houses will have added to this the number of proposed houses on the other sites nearby and the effect all this will have on the surrounding road links, schools, doctors and people. It seems there is no definitive number of houses proposed for Sion Hill, but I have heard this could be between 45 and 150.</p> <p>Transport:</p> <ul style="list-style-type: none"> • No access should be permitted onto the A449 from Lea Castle. The A449 is already a fast and busy road, notorious for accidents with a significant number of fatalities. Road safety, traffic flow and congestion are a serious concern. Concerned that too many houses in one area converging onto the same busy roads/areas of Cookley, Wolverley, Broadwaters, Horsefair, Land Oak, Birmingham Road and on the town ring road will have massive impact on traffic flow and • No access should be permitted from Lea Castle via The Crescent. Concerned with proposed exits off Lea Castle site and the volume of traffic which will impact on the traffic lights and A449. Exiting via The Crescent will make it very difficult for people exiting Castle Road safely onto main A449. The bend leading up to the Cookley turn is a bad bend where there are frequently accidents/near misses. At peak times it is very difficult to exit onto the A449 towards Kidderminster. I was told at one of the drop-in sessions that exiting via The Crescent would be discouraged, but in reality if the main exit off Lea Castle (Park Gate end) is busy, people will opt to exit via The Crescent — so no access via The Crescent would stop this. • Axborough Lane- although it is only proposed that a small amount of houses access this road, it will inevitably be a choice road to cut through to the Stourbridge Road if people exit via The Crescent.

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			<p>This road is narrow with a blind summit and very poor visibility for exiting at both ends.</p> <ul style="list-style-type: none">• Concerned that Cookley will become a 'rat run' to and from Kidderminster via Lea Lane. Increased traffic on this road would be dangerous, the road is very unsafe, very narrow and runs past a Primary School and doctors with a tight turning T-junction at the Village end and busy T junction at the Lock Pub end. Predictably, if roads used to commute are congested, you find the next available 'cut through' and for those who wish to avoid congestion elsewhere in order to get to Kidderminster, Stourport Bewdley, Bridgenorth, Cookley and Lea Lane will be their option. This should be discouraged I Perhaps it should be considered that Lea Lane be made one way only?• No access from Lea Castle into The Crescent.• Possible solution: Consider that the main road in and out of Lea Castle should run directly onto the Stourbridge Road A451 (between Axborough Lane and the Park Gate pub). A roundabout at this point or slip roads (which may also reduce the speed on this road). Perhaps even another roundabout at the Park Gate T-Junction. Re-directing traffic in this direction will mean traffic does not exit onto the A449, may reduce traffic at the Park Gate Junction and prevent Axborough lane being a cut through to the A451. Maybe in the future the A451 could link into the Eastern Relief Road so traffic here can also circumvent the town .• Public transport needs reviewing to ensure services are more reliable, accessible right across Wyre Forest, run frequently and economic to use. <p>Schools: Cookley Primary cannot be expanded further and is already an oversubscribed school. Similarly, with Wolverley Primary. St Oswald's alone will not be able to cater for the potential extra intake from Lea Castle, Sion Hill, Stourbridge Road. Therefore any injection of funds would be futile to create extra places if buildings cannot be expanded to cope.</p> <p>Wolverley High School, although on a larger site is situated inside a small village, across two, one vehicle access bridges. Increased traffic in this area would be a major issue. There are already problems with parents having to collect children from surrounding areas such as The Lock car park. In an ideal world the children would walk to school but there is a danger element as the Wolverley Road is a very busy road with heavy vehicle traffic and pollution. As a priority any proposed development must give serious thought to school</p>

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			<p>access and the necessity of further primary school(s) being built and how/where these children will move on to High School and how practical (travelling to/from) this will be. It should be made possible for Children/families to be able to walk to school safely for all the obvious reasons.</p> <p>Health:</p> <ul style="list-style-type: none"> • Doctors surgeries: Cookley is a very small practice with no parking and difficult road access. Wolverley, although slightly bigger, I would assume would not be able to take an influx of patients. This would mean that residents would have to commute into town — impacting on traffic load. Again this requires serious thought and if necessary further doctors surgery(s) should be incorporated into the developments. • With the planned expansion of Kidderminster I feel very strongly that hospital services needs to be at the forefront in terms of a hospital with A&E and more services. Re-instating a proper hospital will relieve the current pressure on Worcester and Russell's Hall hospitals especially given these areas are also massively expanding. Could part of Lea Castle be ring fenced and considered for a hospital should the current hospital site not be considered big enough? <p>Shops on Lea Castle: Were Lea Castle to be developed then I feel it is very important it is self-sufficient with good shops/takeaways/public transport links so residents are not reliant on travelling to amenities in Cookley/Wolverley or Broadwaters - to limit traffic flow. The site must also ensure there are safe play areas to suit all ages.</p> <p>Sympathetic Building and Wildlife Lea Castle: Any building on the Lea Castle site needs to be sympathetic to the area, I would be totally against removing/destroying the forest area as this creates a natural 'wall' and in effect hides the fact that a housing estate may exist there. I hope that existing wildlife would be considered as we are aware of bats on this location and other precious wildlife.</p>
	LPP02976	Object	<p>I object to Options A & B on the grounds that there is a lack of local infrastructure to support this. Schools, Doctors Surgery, shops and transport in Cookley are already at capacity. Access and highways infrastructure would not cope with the additional traffic and some additional visibility splays and traffic lights will not do</p>

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			<p>anything to help this. The junction of the A449 and Castle Road, Cookley is extremely busy and a well know local accident blackspot. It is also less than 50 metres from the proposed entrance to the Core Site via The Crescent, Cookley.</p> <p>600 houses in the Lea Castle area would need an additional School and a doctor's surgery. Cookley Sebright Primary School is full and has no room for expansion. It already has no usable playing field. Additionally the doctors surgery busy.</p> <p>I would like to object to Option A in that it would effectively link Cookley to Kidderminster making it an extension of Kidderminster. I note that Cookley is referred to as an urban extension of Kidderminster, it is not, it is a village. As a separate village it should be allowed to expand in line with its own needs. In being asked to accommodate 600 houses it is expanding to Kidderminster's needs and being expected to carry this burden on its already stretched infrastructure.</p> <p>Agree that development of the Lea Castle site is needed but needs to be done more sensitively, supporting local infrastructure and need. The current plans do not do this. Policy 7 states "The current approach to "insetting" and "washed over" status of specific villages will be retained although village envelopes will be revisited to allow for development to meet local needs." How is a development of 1200 — 1400 homes joining Cookley at the northern end to Broadwaters at the southern meeting the needs of Cookley as a village. Our village envelope will be stretched to Kidderminster and our Green Belt will be decimated. Cookley is referred to as Inset Green Belt. How will Cookley be Inset Green Belt when our southern Green Belt is completely removed? I would infer from this that your intention is to join Cookley to Kidderminster, therefore negating your obligation to protect Cookley as a village Inset Green Belt. I see no evidence in the review of any employment provision or any commercial activity for the 2800+ people that will move in to the homes on the Green Belt "based around the redundant Lea Castle Hospital site near Cookley". By near the document should say joined to The Crescent, Cookley. One convenience store next to the Park Gate Inn & a small office building is insufficient. In addition Cookley Village will not be able to cope with the additional cars coming into the village to park at the shops, doctors, schools etc. If there are 600 houses that is an average of 1200 cars. Lea Lane already suffers with people constantly parking on the double yellow lines and blocking the road.</p> <p>To summarise: Cookley is a Village inset in Green Belt. It has its own strong identity and provides key local services. As a council WFDC should be supporting Wolverley and Cookley Parish Council to meet its local needs in a sustainable way and not by destroying our Green Belt and putting a development larger than our</p>

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			village, joining our village and forming a development large enough to join Cookley to Kidderminster. I am happy to see a residential development on the Lea Castle Hospital site on the Brownfield part of the site and without the destruction of the woodland.
	LPPQ2977	Object	<p>I object to Options A & B on the grounds that there is a lack of local infrastructure to support this. Schools, Doctors Surgery, shops and transport in Cookley are already at capacity. Access and highways infrastructure would not cope with the additional traffic and some additional visibility splays and traffic lights will not do anything to help this. The junction of the A449 and Castle Road, Cookley is extremely busy and a well know local accident blackspot. It is also less than 50 metres from the proposed entrance to the Core Site via The Crescent, Cookley.</p> <p>600 houses in the Lea Castle area would need an additional School and a doctor's surgery. Cookley Sebright Primary School is full and has no room for expansion. It already has no usable playing field. Additionally the doctors surgery busy.</p> <p>I would like to object to Option A in that it would effectively link Cookley to Kidderminster making it an extension of Kidderminster. I note that Cookley is referred to as an urban extension of Kidderminster, it is not, it is a village. As a separate village it should be allowed to expand in line with its own needs. In being asked to accommodate 600 houses it is expanding to Kidderminster's needs and being expected to carry this burden on its already stretched infrastructure.</p> <p>Agree that development of the Lea Castle site is needed but needs to be done more sensitively, supporting local infrastructure and need. The current plans do not do this. Policy 7 states "The current approach to "insetting" and "washed over" status of specific villages will be retained although village envelopes will be revisited to allow for development to meet local needs." How is a development of 1200 — 1400 homes joining Cookley at the northern end to Broadwaters at the southern meeting the needs of Cookley as a village. Our village envelope will be stretched to Kidderminster and our Green Belt will be decimated. Cookley is referred to as Inset Green Belt. How will Cookley be Inset Green Belt when our southern Green Belt is completely removed? I would infer from this that your intention is to join Cookley to Kidderminster, therefore negating your obligation to protect Cookley as a village Inset Green Belt. I see no evidence in the review of any employment provision or any commercial activity for the 2800+ people that will move in to the homes on the Green Belt "based around the redundant Lea Castle Hospital site near Cookley". By near the document should say joined to The Crescent, Cookley. One convenience store next to the Park Gate Inn & a</p>

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			<p>small office building is insufficient. In addition Cookley Village will not be able to cope with the additional cars coming into the village to park at the shops, doctors, schools etc. If there are 600 houses that is an average of 1200 cars. Lea Lane already suffers with people constantly parking on the double yellow lines and blocking the road.</p> <p>To summarise: Cookley is a Village inset in Green Belt. It has its own strong identity and provides key local services. As a council WFDC should be supporting Wolverley and Cookley Parish Council to meet its local needs in a sustainable way and not by destroying our Green Belt and putting a development larger than our village, joining our village and forming a development large enough to join Cookley to Kidderminster. I am happy to see a residential development on the Lea Castle Hospital site on the Brownfield part of the site and without the destruction of the woodland.</p>
	LPPO3014	Object	<p>I would like to take this opportunity to voice my opinion on page 193 of the Local Plan Review of the local plan information, regarding the proposed development of Lea Castle. I object to Options A & B on the grounds that there is a lack of local infrastructure to support this. As a resident of Cookley I can confirm that the Schools, Doctors Surgery, shops and transport are already at capacity. The access and highways infrastructure would also not cope with the additional traffic and some additional visibility splays and traffic lights will not do anything to help this and potentially hinder it as the traffic backs up down into the village. The junction of the A449 and Castle Road, Cookley is extremely busy and a well know local accident blackspot, it is also less than 50 metres from the proposed entrance to the Core Site via the Crescent, Cookley. I cannot comprehend the volume of traffic and neither it seems can the planning developers that would travel along this stretch of road between approximately 7.30am of a week day morning. If you also think long term (again something that appears there is a gross lack of) I wonder how long it would be with the proposed increase in traffic before the road needs resurfacing. 600 houses in the Lea Castle area would need an additional School and a doctor's surgery, however I am led to believe that there is no legal obligation from either the local authority or the developers that this would be built. Cookley Sebright Primary School is full and has no room for expansion. It already has no usable playing field and to expect it to take more children is incomprehensible. Additionally the doctor's surgery is so busy it is hard to get an appointment, oh and did I mention that it's impossible to park outside it also? In addition I would like to object to Option A in that it would effectively link Cookley to Kidderminster making it an extension of Kidderminster. I note that in the local plan Cookley is referred to as an urban extension of Kidderminster, it is not, it is a village. As a</p>

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			<p>separate village it should be allowed to expand in line with its own needs. In the table on page 29, Cookley is referred to as Inset Green Belt. How will Cookley be Inset Green Belt when our southern Green Belt is completely removed? I would infer from this that your intention is to join Cookley to Kidderminster, therefore negating your obligation to protect Cookley as a village Inset Green Belt. Also in being asked to accommodate 600 houses it is expanding to Kidderminster's needs and being expected to carry this burden on its already stretched infrastructure. I would at this point like to draw your attention to this article please to this article, which yes I appreciate dates back to 2012 - http://www.kidderminstershuttle.co.uk/news/9825320.Wyre_Forest_s_population_growth_lowest_in_Worcestershire_over_10_years/ I am of course not naïve in knowing that there is a housing shortage in the UK and would indeed be prepared to give more support to the plan if I felt that the majority of it would be affordable housing. I wonder if you could tell me please what percentage of Option A would be built as affordable housing ? 30% or 18 % ? Which is the more accurate figure? On page 47, in Policy 7 it states "The current approach to "insetting" and "washed over" status of specific villages will be retained although village envelopes will be revisited to allow for development to meet local needs." How is a development of 1200 – 1400 homes joining Cookley at the northern end, to Broadwaters, Kidderminster at the southern, in any way a development that meets the needs of Cookley as a village. Our village envelope will be stretched to Kidderminster and our Green Belt will be decimated leading to only consequence. It strikes me that it won't be long before generations of villagers will be harking back to the halcyon days when it was nice to see trees and fields as far as the eye can see and not row upon row of cold and sterile houses with a profound lack of community or belonging ? I'm let's be honest....where is the economy in Kidderminster also to support such a population increase ? These homes will simply act as a commuter belt for Birmingham, Wolverhampton and others.</p>
	LPPO3015	Object	<p>I would like to voice my opinion regarding the proposed development of Lea Castle. I object to Options A & B on the grounds that there is a lack of local infrastructure to support this. As a resident of Cookley I can confirm that the Schools, Doctors Surgery, shops and transport are already at capacity. The access and highways infrastructure would also not cope with the additional traffic and some additional visibility splays and traffic lights will not do anything to help this and potentially hinder it as the traffic backs up down into the village. The junction of the A449 and Castle Road, Cookley is extremely busy and a well know local accident blackspot, it is also less than 50 metres from the proposed entrance to the Core Site via The</p>

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			<p>Crescent, Cookley. I cannot comprehend the volume of traffic that would travel along this stretch of road between approximately 7.30am of a week day morning. If you also think long term, how long with the proposed increase in traffic before the road needs resurfacing? 600 houses in the Lea Castle area would need an additional School and a Doctor's surgery, however I am led to believe that there is no legal obligation from either the local authority or the developers that this would be built. Cookley Sebright Primary School is full and has no room for expansion. It already has no usable playing field and to expect it to take more children is incomprehensible. Additionally the Doctor's surgery is so busy it is hard to get an appointment - and impossible to park outside it also. I note that in the local plan Cookley is referred to as an urban extension of Kidderminster, it is not, it is a village. As a separate village it should be allowed to expand in line with its own needs. In the table on page 29, Cookley is referred to as Inset Green Belt. How will Cookley be Inset Green Belt when our southern Green Belt is completely removed? I would infer from this that your intention is to join Cookley to Kidderminster, therefore negating your obligation to protect Cookley as a village Inset Green Belt. Also in being asked to accommodate 600 houses it is expanding to Kidderminster's needs and being expected to carry this burden on its already stretched infrastructure. I would at this point like to draw your attention to the Shuttle article (2012) stating the 10yr (2001-2011) population growth for Wyre Forest was 1.1%. I am not naïve in knowing that there is a housing shortage in the UK and would indeed be prepared to give more support to the plan if I felt that the majority of it would be affordable housing. I wonder if you could tell me please what percentage of Option A would be built as affordable housing? 30% or 18 %? Which is the more accurate figure? On page 47, in Policy 7 it states "The current approach to "insetting" and "washed over" status of specific villages will be retained although village envelopes will be revisited to allow for development to meet local needs." How is a development of 1200 – 1400 homes joining Cookley at the northern end, to Broadwaters, Kidderminster at the southern, in any way a development that meets the needs of Cookley as a village. Our village envelope will be stretched to Kidderminster and our Green Belt will be decimated. It won't be long before generations of villagers will be harking back to the halcyon days when it was nice to see trees and fields as far as the eye can see and not row upon row of cold and sterile houses with a profound lack of community or belonging? Where is the economy in Kidderminster also to support such a population increase? These homes will simply act as a commuter belt for Birmingham, Wolverhampton and others.</p>
	LPPO3113	Object	I object to Options A & B in relation to Lea Castle on the grounds that there is a lack of local infrastructure to

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			<p>support this. In terms of Schools, Doctors Surgery, shops and transport Cookley is already at capacity. The access and highways infrastructure would also not cope with the additional traffic and some additional visibility splays and traffic lights will not do anything to help this. The junction of the A449 and Castle Road, Cookley is extremely busy and a well know local accident blackspot. It is also less than 50 metres from the proposed entrance to the Core Site via The Crescent, Cookley. 600 houses in the Lea Castle area would need an additional School and a doctor's surgery. Cookley Sebright Primary School is full and has no room for expansion. It already has no usable playing field. Additionally the doctor's surgery is so busy it is hard to get an appointment. In addition I would like to object to Option A in that it would effectively link Cookley to Kidderminster making it an extension of Kidderminster. I note that in the local plan Cookley is referred to as an urban extension of Kidderminster, it is not, it is a village. As a separate village it should be allowed to expand in line with its own needs. In being asked to accommodate 600 houses it is expanding to Kidderminster's needs and being expected to carry this burden on its already stretched infrastructure. While I agree that a development of the Lea Castle site is needed this needs to be done more sensitively with a view to supporting local infrastructure and need. The current plans do not do this. Policy 7 states "The current approach to "insetting" and "washed over" status of specific villages will be retained although village envelopes will be revisited to allow for development to meet local needs." How is a development of 1200 – 1400 homes joining Cookley at the northern end, to Broadwaters, Kidderminster at the southern, in any way a development that meets the needs of Cookley as a village. Our village envelope will be stretched to Kidderminster and our Green Belt will be decimated. Cookley is referred to as Inset Green Belt. How will Cookley be Inset Green Belt when <i>our</i> southern Green Belt is completely removed? I would infer from this that your intention is to join Cookley to Kidderminster, therefore negating your obligation to protect Cookley as a village Inset Green Belt. I see no evidence in the review of any employment provision or any commercial activity for the 2800+ people that will move in to the homes on the Green Belt "based around the redundant Lea Castle Hospital site near Cookley". By near the document should say joined to The Crescent, Cookley, of course. One convenience store next to the Park Gate Inn & a small office building is insufficient.</p> <p>To summarise: Cookley is a Village INSET in Green Belt. It has its own strong identity and provides key local services. As a council WFDC should be supporting Wolverley and Cookley Parish Council to meet it's local needs in a sustainable way and not by destroying our Green Belt and putting a development larger than our village, joining our village and forming a development large enough to join Cookley to Kidderminster. I am happy to see a residential development on the Lea Castle Hospital site on the Brownfield part of the site and</p>

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			without the destruction of the woodland.
	LPP03126	Object	<p>I object to Options A & B in relation to Lea Castle on the grounds that there is a lack of local infrastructure to support this. In terms of Schools, Doctors Surgery, shops and transport Cookley is already at capacity. The access and highways infrastructure would also not cope with the additional traffic and some additional visibility splays and traffic lights will not do anything to help this. The junction of the A449 and Castle Road, Cookley is extremely busy and a well know local accident blackspot. It is also less than 50 metres from the proposed entrance to the Core Site via The Crescent, Cookley. 600 houses in the Lea Castle area would need an additional School and a doctor's surgery. Cookley Sebright Primary School is full and has no room for expansion. It already has no usable playing field. Additionally the doctor's surgery is so busy it is hard to get an appointment. In addition I would like to object to Option A in that it would effectively link Cookley to Kidderminster making it an extension of Kidderminster. I note that in the local plan Cookley is referred to as an urban extension of Kidderminster, it is not, it is a village. As a separate village it should be allowed to expand in line with its own needs. In being asked to accommodate 600 houses it is expanding to Kidderminster's needs and being expected to carry this burden on its already stretched infrastructure. While I agree that a development of the Lea Castle site is needed this needs to be done more sensitively with a view to supporting local infrastructure and need. The current plans do not do this. Policy 7 states "The current approach to "insetting" and "washed over" status of specific villages will be retained although village envelopes will be revisited to allow for development to meet local needs." How is a development of 1200 – 1400 homes joining Cookley at the northern end, to Broadwaters, Kidderminster at the southern, in any way a development that meets the needs of Cookley as a village. Our village envelope will be stretched to Kidderminster and our Green Belt will be decimated. Cookley is referred to as Inset Green Belt. How will Cookley be Inset Green Belt when <i>our</i> southern Green Belt is completely removed? I would infer from this that your intention is to join Cookley to Kidderminster, therefore negating your obligation to protect Cookley as a village Inset Green Belt. I see no evidence in the review of any employment provision or any commercial activity for the 2800+ people that will move in to the homes on the Green Belt "based around the redundant Lea Castle Hospital site near Cookley". By near the document should say joined to The Crescent, Cookley, of course. One convenience store next to the Park Gate Inn & a small office building is insufficient.</p> <p>To summarise: Cookley is a Village INSET in Green Belt. It has its own strong identity and provides key local services. As a council WFDC should be supporting Wolverley and Cookley Parish Council to meet it's local</p>

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			needs in a sustainable way and not by destroying our Green Belt and putting a development larger than our village, joining our village and forming a development large enough to join Cookley to Kidderminster. I am happy to see a residential development on the Lea Castle Hospital site on the Brownfield part of the site and without the destruction of the woodland.
	LPPO3137	Object	<p>I wish to object to both plans A&B of the local plan review for the following reasons.</p> <ul style="list-style-type: none"> • Cookley is, as you know, a small rural village which is part and parcel of our unique heritage and characteristic of the "British countryside" which in my opinion is worth fighting to preserve. • I also do not agree with Green Belt land being swallowed up into urban development unless, as a very last resort! • I myself face a huge change living here in The Crescent, as we are more than likely to have 600++?houses built upon the former Lea Castle site and my road which has been a cul-de-sac for at least 15 years is apparently, to be re-opened to accommodate this development. The A449 road is already a nightmare for both drivers\walkers alike. I recently did a random survey of traffic passing The Crescent during a week day 9am-9pm in which I calculated approx 16,000 vehicles per day(12hrs) passed the entrance to The Crescent.
	LPPO3175	Object	<p>I object to Options A&B on numerous grounds set out below</p> <ol style="list-style-type: none"> 1. Cookley is a Green Belt village, the council has a responsibility to ensure this continues. This proposed build goes against this. Just because Green Belt land is adjacent to Brownfield sites does not give a right or justification to build on that Green Belt. This goes against all ruling and requirements to protect the environment, agriculture and farming in the area. 2. The proposed site is Cookley plus another 50% in a condensed area and there is no capacity to cope. No parking in the village, no Doctor's appointments, no extra school places. The A449 is already a very busy fast road well known as an accident black spot with many serious accidents in the recent past leading to serious injury and death. Extra housing across the road from the village, Dr's and school will lead to a vast increase in traffic driving into the village as it will be unsafe for children and

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			<p>adults to cross this busy, dangerous road on foot. Parking will be a nightmare with increased congestion due to people driving into cookley as opposed to walking across A449. Poor parking = accidents. There is no room for extension of any local services in cookley.</p> <p>3. Removal of Green Belt including established woodland will affect wildlife in the area, Buzzards and Bats along with other species. Living just across the road from the proposed site we have restrictions on what type of lighting we are allowed because of the established wildlife. Surely these restrictions show the green credentials of Councils past. Why is this council proposing at least 600 houses requiring numerous street lights that will render these past green ideals null and void? Properties away from the site have these restrictions so it is more imperative for properties closer to have stricter lighting regulations to protect the bats and other species.</p> <p>4. Cookley is referred to as “village Inset Green Belt” how can this be if our Green Belt is removed? Cookley is NOT an urban extension of Kidderminster! Cookley deserves and needs to be retained as a village. I know that the old hospital site will need to be redeveloped but it surely should be on a much smaller scale than proposed. It should stay within the established footprint of buildings already on the site. Access should be via the B4189 and the A451 in order not to over burden the already busy A449.</p> <p>5. A smaller development should concentrate on environmentally sound, eco-friendly housing to compliment the local area not to decimate it! The community should be encouraged to maintain the wildlife and established animal community for future generations to enjoy and maintain a healthy human existence.</p> <p>6. Before established Green Belt is destroyed for new housing all existing Brownfield sites within the councils jurisdiction should be fully developed. These may not be as financially appealing to developers but should be a priority to our council. Profit should not come before the environment and the devastation of existing communities and wildlife. Animal life some of which are protected will be lost, the bees will be reduced due to removal of plant life and the removal of hundreds of established trees will negatively effect the environments and will have detrimental long term effects to the area and sustaining of human beings in the future.</p> <p>7. As a society we are all aware of the damage we have done and are doing to our environment . The government is actively looking to rectify damage for the future re cars, pollution and the council</p>

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			should be looking to do the same and not just provide a quick fix to housing problems which is not environmentally friendly, not conducive to society long term and is putting the community both in Cookley and the new site at risk in its location, lack of amenities and destruction of wildlife.
	LPO3202	Object	It is Green Belt land currently being farmed. It supports populations of Skylarks amongst it's wildlife and such Green Belt land should be preserved where ever possible.
	LPO3204	Object	It is Green Belt land currently being farmed. It supports populations of Skylarks amongst it's wildlife and such Green Belt land should be preserved where ever possible. It also will be the only countryside buffer separating Kidderminster from Cookley village.
	LPO3257	Object	I would like to comment the proposed development of Lea Castle. I object to Options A & B on the grounds that there is a lack of local infrastructure to support this. In terms of Schools, Doctors Surgery, shops and transport Cookley is already at capacity. The access and highways infrastructure would also not cope with the additional traffic and some additional visibility splays and traffic lights will not do anything to help this. The junction of the A449 and Castle Road, Cookley is extremely busy and a well know local accident blackspot. It is also less than 50 metres from the proposed entrance to the Core Site via The Crescent, Cookley. 600 houses in the Lea Castle area would need an additional school and a doctor's surgery. Cookley Sebright Primary School is full and has no room for expansion. It already has no usable playing field and to expect it to take more children is ludicrous. Additionally the doctor's surgery is so busy it is hard to get an appointment. In addition I would like to object to Option A in that it would effectively link Cookley to Kidderminster making it an extension of Kidderminster. I note that in the local plan Cookley is referred to as an urban extension of Kidderminster, it is not, it is a village. As a separate village it should be allowed to expand in line with its own needs. In being asked to accommodate 600 houses it is expanding to Kidderminster's needs and being expected to carry this burden on its already stretched infrastructure. While I agree that a development of the Lea Castle site is needed this needs to be done more sensitively with a view to supporting local infrastructure and need. The current plans do not do this. Policy 7 states "The current approach to "insetting" and "washed over" status of specific villages will be retained although village envelopes will be revisited to allow for development to meet local needs." How is a development of 1200 – 1400 homes joining Cookley at the northern end, to Broadwaters, Kidderminster at the southern, in any way

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			<p>a development that meets the needs of Cookley as a village. Our village envelope will be stretched to Kidderminster and our Green Belt will be decimated. Cookley is referred to as Inset Green Belt. How will Cookley be Inset Green Belt when our southern Green Belt is completely removed? I would infer from this that your intention is to join Cookley to Kidderminster, therefore negating your obligation to protect Cookley as a village Inset Green Belt. I see no evidence in the review of any employment provision or any commercial activity for the 2800+ people that will move in to the homes on the Green Belt “based around the redundant Lea Castle Hospital site near Cookley”. One convenience store next to the Park Gate Inn & a small office building is insufficient.</p> <p>To summarise: Cookley is a Village INSET in Green Belt. It has its own strong identity and provides key local services. As a council WFDC should be supporting Wolverley and Cookley Parish Council to meet it’s local needs in a sustainable way and not by destroying our Green Belt and putting a development larger than our village, joining our village and forming a development large enough to join Cookley to Kidderminster. I am happy to see a residential development on the Lea Castle Hospital site on the Brownfield part of the site and without the destruction of the woodland.</p>
	LPPO3379	Object	<p>I object to Options A & B in relation to Lea Castle on the grounds that there is a lack of local infrastructure to support this. In terms of Schools, Doctors Surgery, shops and transport Cookley is already at capacity. The access and highways infrastructure would also not cope with the additional traffic and some additional visibility splays and traffic lights will not do anything to help this. The junction of the A449 and Castle Road, Cookley is extremely busy and a well know local accident blackspot. It is also less than 50 metres from the proposed entrance to the Core Site via The Crescent, Cookley. 600 houses in the Lea Castle area would need an additional School and a doctor’s surgery. Cookley Sebright Primary School is full and has no room for expansion. It already has no usable playing field. Additionally the doctor’s surgery is so busy it is hard to get an appointment. In addition I would like to object to Option A in that it would effectively link Cookley to Kidderminster making it an extension of Kidderminster. I note that in the local plan Cookley is referred to as an urban extension of Kidderminster, it is not, it is a village. As a separate village it should be allowed to expand in line with its own needs. In being asked to accommodate 600 houses it is expanding to Kidderminster’s needs and being expected to carry this burden on its already stretched infrastructure. While I agree that a development of the Lea Castle site is needed this needs to be done more sensitively with a view to supporting local infrastructure and need. The current plans do not do this. Policy 7 states “The</p>

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			<p>current approach to “insetting” and “washed over” status of specific villages will be retained although village envelopes will be revisited to allow for development to meet local needs.” How is a development of 1200 – 1400 homes joining Cookley at the northern end, to Broadwaters, Kidderminster at the southern, in any way a development that meets the needs of Cookley as a village. Our village envelope will be stretched to Kidderminster and our Green Belt will be decimated. Cookley is referred to as Inset Green Belt. How will Cookley be Inset Green Belt when <i>our</i> southern Green Belt is completely removed? I would infer from this that your intention is to join Cookley to Kidderminster, therefore negating your obligation to protect Cookley as a village Inset Green Belt. I see no evidence in the review of any employment provision or any commercial activity for the 2800+ people that will move in to the homes on the Green Belt “based around the redundant Lea Castle Hospital site near Cookley”. By near the document should say joined to The Crescent, Cookley, of course. One convenience store next to the Park Gate Inn & a small office building is insufficient.</p> <p>To summarise: Cookley is a Village INSET in Green Belt. It has its own strong identity and provides key local services. As a council WFDC should be supporting Wolverley and Cookley Parish Council to meet it’s local needs in a sustainable way and not by destroying our Green Belt and putting a development larger than our village, joining our village and forming a development large enough to join Cookley to Kidderminster. I am happy to see a residential development on the Lea Castle Hospital site on the Brownfield part of the site and without the destruction of the woodland.</p>
	LPP03403	Object	<p>The area affected is home to wildlife including birds of prey and sometimes deer. I am shocked that our Council would build on land that has been preserved as Green Belt. Once Green Belt land is gone, it is gone forever. I fear and strongly suspect that your plans will result in Cookley losing this sense of identity, history and community. If your proposals go ahead, there seem to be no plans for the people who will live in them! It seems that local schools must already have capacity for increased numbers of pupils. Local shops and current facilities will be able to absorb increased demand; and there is available employment in the local area. Not to mention the adverse impact on local roads and volume of traffic potentially resulting in an increase in accidents and injury.</p>
	LPP03459	Object	<p>This local plan does not promote sustainable development.</p> <ol style="list-style-type: none"> 1. Build a strong, competitive economy

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			<ol style="list-style-type: none"> Ensuring the vitality of town centres Supporting a prosperous rural economy Promoting sustainable transport Delivering a wide choice of high quality homes. Promoting healthy communities Protecting Green Belt Land. Meeting the challenge of climate change, flooding and coastal change Conserving and enhancing the natural environment Conserving and enhancing the historic environment <p>Kidderminster is a market town, not an urban sprawl. Cookley is a village, not an extension of Kidderminster.</p>
	LPPO3504	Object	<ol style="list-style-type: none"> Safety. As all people from the new build area will need to come to the existing Cookley area for school, the Doctors or small local shops, they will need to cross a busy road which is already an accident blackspot. Infrastructure. if they drive into the main village this will cause further congestion around the school and Doctors. There is not sufficient parking in this area for people at present. The local school is already at capacity. Green Belt. We should be doing all we can to protect and preserve these areas. They should be used only when all Brownfield options have been exhausted.
	LPPO3526	Object	<p>I am not opposed to building houses and light business units on the site but I am are very concerned with the impact over 600+ houses will have added to this the number of proposed houses on the other sites (bold above) and the effect all this will have on the surrounding road links, schools, doctors and people.</p> <p><u>Roads around the Lea Castle site</u> – The A449 is already a fast and busy road, notorious for accidents with a significant number of fatalities and does not need increased pressure. I am very concerned that too many houses in one area converging onto the same busy roads/areas of Cookley, Wolverley, Broadwaters, Horsefair, Land Oak, Birmingham Road and on the town ring road will have massive impact on traffic flow</p>

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			<p>and safety.</p> <p>Castle Road Cookley and The Crescent – Exiting via The Crescent will make it very difficult for people exiting Castle Road safely onto main A449. The bend leading up to the Cookley turn is a bad bend where there are frequently accidents/near misses. At peak times it is very difficult to exit onto the A449 towards Kidderminster.</p> <p>Axborough Lane will inevitably be a choice road to cut through to the Stourbridge Road if people exit via The Crescent. This road is narrow with a blind summit and very poor visibility for exiting at both ends.</p> <p>Lea Lane – I am concerned that Cookley will become a ‘rat run’ to and from Kidderminster via Lea Lane. Increased traffic on this road would be dangerous, the road is very unsafe, very narrow and runs past a Primary School and doctors with a tight turning T-junction at the village end and busy T junction at the Lock Pub end. Perhaps it should be considered <u>that Lea Lane be made one way only?</u></p> <p>Schools: Local schools being Cookley Primary, Wolverley Sebright Primary, St Oswald’s Primary, Wolverley Secondary. Cookley has recently had a new build and would suggest cannot be expanded further and is already an oversubscribed school. Similarly, with Wolverley Primary. I would suggest St Oswald’s alone will not be able to cater for the potential extra intake from Lea Castle, Sion Hill, Stourbridge Road. Also there is a danger element as the Wolverley Road is a very busy road with heavy vehicle traffic and pollution.</p> <p>Doctors surgeries: Cookley is a very small practice with no parking and difficult road access. Wolverley, although slightly bigger, I would assume would not be able to take an influx of patients</p> <p>Shops on Lea Castle: Were Lea Castle to be developed then I feel it is very important it is self-sufficient with good shops/takeaways/public transport links so residents are not reliant on travelling to amenities in Cookley/Wolverley or Broadwaters - to limit traffic flow.</p> <p>Sympathetic Building and Wildlife Lea Castle: I would be <u>totally against</u> removing/destroying the forest area as this creates a natural ‘wall’. I hope that existing wildlife would be considered as we are aware of bats on this location and other precious wildlife.</p> <p>Retirement/low level housing: What I would like to see on ANY development particularly on Lea Castle, given its beauty and location would be housing and a community for the elderly. A safe and secure complex with services for the elderly, shops, community centre, hair salon, doctors etc. A site of this nature would not necessarily have commuters at peak times, not impact on schools and local shops would mean no heavy impact on current supermarkets in the town. It will also create jobs and business opportunities.</p> <p>Public Transport: Needs reviewing to ensure services are more reliable, accessible right across Wyre Forest,</p>

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			run frequently and economic to use. Proposed Options A and B: I do feel that housing should be spread as equally as possible across Wyre Forest so that it does not negatively impact one side/area. I also would also not support Lea Castle becoming a HUGE estate because of its surrounding road links.
	LPPO3534	Object	The village of Cookley is entirely separate and clearly distinct from the outer suburban areas of Kidderminster. By not building on Option A this will create a natural break and a wildlife corridor separating the Broadwaters estate and the newly developed Lea Castle Hospital site. This will maintain the visual appearance and 'feel' of the village of Cookley remaining separate from the expanding suburban sprawl of Kidderminster.
	LPPO3569	Object	<p>The entire plan goes against a number of planning policy clauses in addition to being wholly against the need to rejuvenate Kidderminster town centre, provide housing within areas accessible to local services, promote the use of public transport, reduce car use and in turn carbon emissions within the region. This local plan does not promote sustainable development.</p> <ol style="list-style-type: none"> 1. Build a strong, competitive economy 2. Ensuring the vitality of town centres 3. Supporting a prosperous rural economy 4. Promoting sustainable transport 5. Delivering a wide choice of high quality homes. 6. Promoting healthy communities 7. Protecting Green Belt Land. 8. Meeting the challenge of climate change, flooding and coastal change 9. Conserving and enhancing the natural environment 10. Conserving and enhancing the historic environment <p>Kidderminster is a market town, not an urban sprawl. Cookley is a village, not an extension of Kidderminster.</p>
	LPPO3641	Object	This is a development plan on a massive scale for such a rural area, and I oppose all of the options. I agree to

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			development on Lea Castle on the blue print only. Our infrastructure is already stretched to full capacity, with the A449 already an accident hot spot with no provisions in place from yourselves to solve this, so adding more onto this would mean catastrophic consequences. I see no reason for development to remove trees, woodlands or wild life habitats in the name of progress.
	LPP04311	Object	I object to use of Green Belt land as proposed by your Option A. Thus is both unnecessary and morally wrong. Green Belt is not to be used in this fashion it is for agricultural and recreational use only.
	LPP04401	Object	I strongly disagree with the proposal plans (both options) and feel that the lack of facilities within Kidderminster such as local shops and poor transport links, will not be able to cope with the volume of new homes you are proposing to build. Not to mention the beautiful Green Belt that will disappear if these plans are granted. My other strong concern is for the local wildlife, they will have nowhere to go if their natural habitat is destroyed, this includes the local bat population which are protected species. The rural feel of the outskirts of Kidderminster will be no more. The beautiful view from Kendlewood Road and nearby will be ruined and the view is the reason my family moved to Kendlewood Road. This will also devalue the house if the plans go ahead. I also feel that Kidderminster will suddenly no longer feel rural, but completely overcrowded with no amount of local amenities to cope with the volume of people proposed to live here. I question why developments are proposed on beautiful Green Belt and not derelict industrial sites.
	LPP04453	Object	I object to options A on the grounds that there is a lack of local infrastructure to support this. In terms of schools, doctors surgery, shops and transport, Cookley is already at capacity. The access and highways infrastructure would also not cope with the additional traffic and some additional visibility splays and traffic lights will not do anything to help this. The junction of the A449 and Castle Road, Cookley is extremely busy and a well known local accident spot. It is also less than 50 meters from the proposed entrance to the core site via the Crescent, Cookley. To summarise: Cookley is a village inset in Green Belt. It has its own strong identity and provides key local services. As a council WFDC should be supporting Wolverley and Cookley Parish Council to meet its local needs in a sustainable way and not be destroying our Green Belt and putting development larger than our village, joining our village and forming a development large enough to join Cookley to Kidderminster. I am happy to see a residential development on the Lea Castle Hospital site in the Brownfield part of the site and without destruction of the woodland. I also strongly suggest that you consider other Brownfield sites such

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			those I have outlines in Wolverley to share the housing quota which is due to Wolverley and Cookley Parish.
	LPP04558	Object	<p>Object to Options A & B:</p> <p>Lack of local infrastructure to support this; i.e. schools, doctors, shops and transport Cookley is already at capacity. The highways infrastructure would also not cope with the additional traffic; the junction of the A449/Castle Road, Cookley is an accident blackspot less than 50 metres from the proposed entrance via the Crescent, Cookley. 600 houses in the Lea Castle area would necessitate an additional School/doctor's surgery. Cookley Sebright Primary School is already full with no room for expansion and the doctor's surgery v. busy. Plans would effectively link the village Cookley to Kidderminster making it an extension of Kidderminster. Policy 7 refers to "<i>insetting</i>" / "<i>washing over</i>" of specific villages development but 1200 – 1400 homes would stretch village envelope to Kidderminster and Green Belt will be decimated. Table, page 29, Cookley is referred to as "<i>Inset Green Belt</i>". How will this be Inset when our southern Green Belt is completely removed?</p>
	LPP04566	Object	<p>Object to Options A & B:</p> <p>Lack of local infrastructure to support this; i.e. schools, doctors, shops and transport Cookley is already at capacity. The highways infrastructure would also not cope with the additional traffic; the junction of the A449/Castle Road, Cookley is an accident blackspot less than 50 metres from the proposed entrance via the Crescent, Cookley. 600 houses in the Lea Castle area would necessitate an additional School/doctor's surgery. Cookley Sebright Primary School is already full with no room for expansion and the doctor's surgery v. busy. Plans would effectively link the village Cookley to Kidderminster making it an extension of Kidderminster. Policy 7 refers to "<i>insetting</i>" / "<i>washing over</i>" of specific villages development but 1200 – 1400 homes would stretch village envelope to Kidderminster and Green Belt will be decimated. Table, page 29, Cookley is referred to as "<i>Inset Green Belt</i>". How will this be Inset when our southern Green Belt is completely removed?</p>
	LPP04567	Object	<p>I object to Options A & B:</p> <p>Cookley is already at capacity and there is no local infrastructure to support this; i.e. schools, doctors, shops</p>

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			and transport . The highways infrastructure would also not cope with the more traffic; the junction of the A449/Castle Road, Cookley is an accident blackspot less than 50 metres from the proposed entrance via the Crescent, Cookley. 600 houses in the Lea Castle area would need an additional School/doctor's surgery. Cookley Sebright Primary School is already full with no room for expansion and the doctor's surgery v. busy.
	LPP04688	Object	<p>I would like to comment on page 193 of the Local Plan Review of the local plan information, regarding the proposed development of Lea Castle. While I agree that a development of the Lea Castle site is needed this needs to be done more sensitively with a view to supporting local infrastructure and need. The current plans do not do this. I object to Options A & B on the grounds that there is a lack of local infrastructure to support this. In terms of schools, Doctors, shops and transport Cookley is already at capacity. The access and highways infrastructure would also not cope with the additional traffic and some additional visibility splays and traffic lights will not do anything to help this. The junction of the A449 and Castle Road, Cookley is extremely busy and a well know local accident black spot. It is also approx. only 50 metres from the proposed entrance to the Core Site via The Crescent, Cookley. 600 houses in the Lea Castle Hospital site area as a number in itself will mean at least 1200 people needing services, with children in the families to swell these numbers, they will need an additional school and a Doctor's surgery. Cookley Sebright Primary School is full and has no room for expansion. It already has no usable playing field and has undergone classroom expansion last year to accommodate the children who already attend it. There is no room for further expansion. Who has considered the additional impact on Wolverley High school or King Charles High school? Additionally the Doctor's surgery is small, and a spur to Aylmer lodge in Kidderminster already these days. Likewise there is no room for expansion. What does the Practice Management and GP's/Nursing services attached to this busy Cookley surgery think of these proposals? What meaningful discussion has taken place or research done regarding medical service provision? The Lea Castle Hospital housing estate Core building area covering the existing Brownfield site, should have its own services, which should include, community centre, services for the increasing older population, play areas for children, pharmacy, sensible sized shops in a safe accessible location. Not on a junction of a busy road (Park Gate entrance). In addition I would like to object to Option A in that it would effectively link Cookley to Kidderminster, making it an extension of Kidderminster. I note that in the local plan Cookley is referred to as an urban extension of Kidderminster, it is not, it is a village. As a separate village it should be allowed to expand in line with its own needs. In being asked to accommodate the social and infrastructural needs of 600 houses it is expanding to Kidderminster's</p>

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			needs and being expected to carry this burden on its already stretched infrastructure. On page 47, in Policy 7 it states “The current approach to “insetting” and “washed over” status of specific villages will be retained although village envelopes will be revisited to allow for development to meet local needs.” How is a development of 1200 – 1400 homes joining Cookley at the northern end, to Broadwaters, Kidderminster at the southern, in any way a development that meets the needs of Cookley as a village? Our village envelope would be stretched to Kidderminster and our Green Belt will be decimated. This is totally unacceptable. In the table on page 29, Cookley is referred to as Inset Green Belt. How will Cookley be Inset Green Belt when our southern Green Belt is completely removed? I would infer from this that your intention is to join Cookley to Kidderminster, therefore negating your obligation to protect Cookley as a ‘village Inset Green Belt’. I see no evidence in the review of any employment provision or any commercial activity for the 2,800+ people that will move into the homes on the Green Belt “based around the redundant Lea Castle Hospital site near Cookley”. On page 178, Justification 31.2 fails to mention that the outline planning permission for the core proposal is described as (for 600+plus homes) this is very disturbing and is not giving a final build intention, which in terms of planning, it clearly should. Most disturbing is additional numbers of houses, (above 600 properties) involves the removal of woodland which would be devastating to wildlife, and the environment of this part of the county, this is unacceptable. To summarise: Cookley is a Village INSET in Green Belt. It has its own strong identity and provides key local services. As a council WFDC should be supporting Wolverley and Cookley Parish Council to meet it’s local needs in a sustainable way and not by destroying our Green Belt and putting a development larger than our village, joining our village and forming a development large enough to join Cookley to Kidderminster. There is strong feeling about this issue in the village. We have met as a community and will stand together for what is right. But it is vital that the message comes across to Local Plan Review, that I like many local people believe in the development of the Brownfield site areas of Lea Castle Hospital site, for housing and services. However I do not approve of the plan as it is set out in the Local Plan Review document.
	LPP04696	Object	In addition I would like to object to Option A in that it would effectively link Cookley to Kidderminster making it an extension of Kidderminster. I note that in the local plan Cookley is referred to as an urban extension of Kidderminster, it is not, it is a village. As a separate village it should be allowed to expand in line with its own needs. In being asked to accommodate 600 houses it is expanding to Kidderminster’s needs and being expected to carry this burden on its already stretched infrastructure.

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	LPP04703	Object	In addition I would like to object to Option A in that it would effectively link Cookley to Kidderminster making it an extension of Kidderminster. I note that in the local plan Cookley is referred to as an urban extension of Kidderminster, it is not, it is a village. As a separate village it should be allowed to expand in line with its own needs. In being asked to accommodate 600 houses it is expanding to Kidderminster's needs and being expected to carry this burden on its already stretched infrastructure.
	LPP04744	Object	Policy 6D page 32 which gives the first mention of the proposed site of the Lea Castle Hospital. I, along with many in the area, would consider this the perfect site for development. The mature trees around the site would shield much of the housing from view of the general public and the access into the Wolverhampton and Stourbridge roads would be acceptable. However, there does not seem to be any logic at this stage to extend the housing along Hurcott Lane out onto the A456.
	LPP04952	Object	I would like to object strongly to the proposed development of Lea Castle site and surrounding areas. I object to Options A & B on the grounds that there is no local infrastructure to support this scale of development. In terms of doctors, schools, shops and transport Cookley is already up to capacity. 600+ houses in the Lea Castle area would need an additional school and doctors surgery. Cookley Sebright is full and has no room for expansion having recently been modernized at great cost. It already has no usable playing field and to expect it to take more children is unbelievable. Additionally the Doctors surgery is so busy it is hard to get appointments at the moment. In addition I would like to object to Option A in that it would effectively link Cookley to Kidderminster making it an extension of Kidderminster. I note that in the local plan Cookley is referred to as an extension of Kidderminster, it is not, it is a village. As a separate village it should be allowed to expand in line with its own needs. The population of our village has hardly changed over the last 5 years. In being asked to accommodate 600+ houses it is expanding to Kidderminster's needs and being expected to carry this burden on its already stretched infrastructure. Also this new development would be larger than the whole of Cookley. While I agree that a development of the Lea Castle site is needed this needs to be done more sensitively with a view to supporting local infrastructure and need. The current suggested plan does not do this. Where is the proposed development in nearby Wolverley which has 2 primary schools and a high school. Other local action groups are recommending development of Lea Castle to protect their own interests, which is understandable...but Cookley is a village. It is not an extension of Kidderminster and it should not be sacrificed to support Kidderminster's needs.

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Company / Organisation	Response No	Type of Response	Summary of Response
	LPP04966	Object	<p>Objects to the proposed development of the Lea Castle site and adjacent areas. For Cookley it will wipe out its status as a village, inns, GP surgery, school and church plus its playing fields and village hall. These will all be overstrained by the huge population growth implied. The value of Cookley's properties will undoubtedly suffer a loss. The proposal will blight the villages attractiveness – e.g. p.178, justification 31.2 will involve the destruction of Talbot Wood through which runs a beautiful public footpath. Cookley amenity natural surroundings accessed by such paths must not be blocked or turned into sub-urban alleyways benefit of the natural richness that enhances our well-being. The Anglo-Saxon castle contains a definitive description of the parishes bounds under King Aethelbald Lea Castle land is in this anciently established parish and not a district of Kidderminster. The Lea Castle land in question was designated to function as a sanatorium. Any future development should continue with a role of the same nature or a senior person's village.</p>
	LPP04979	Object	<p>Objects to the proposed development of Lea Castle and the surrounding area and development on the Green Belt. The core development – is now far greater than originally proposed. This was just to be on the site of the Lea Castle hospital and it should not extend into neighbouring fields and woodland.</p> <ul style="list-style-type: none"> • Cookley should not end up as part of Kidderminster. • The local infrastructure would not be able to sustain such a large development. The A449 outside Cookley is already dangerous to cross, and there is not enough space in the school in Cookley or at the doctor's surgery. <p>This is an ill-thought out proposal and I disagree with such an aggressive development on Green Belt land.</p>
	LPP04981	Object	<p>Objects to the proposed development of Lea Castle and the surrounding area and development on the Green Belt. The core development – is now far greater than originally proposed. This was just to be on the site of the Lea Castle hospital and it should not extend into neighbouring fields and woodland.</p> <ul style="list-style-type: none"> • Cookley should not end up as part of Kidderminster. • The local infrastructure would not be able to sustain such a large development. The A449 outside Cookley is already dangerous to cross, and there is not enough space in the school in Cookley or at

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			<p>the doctor's surgery.</p> <p>This is an ill-thought out proposal and I disagree with such an aggressive development on Green Belt land.</p>
	LPP04983	Object	<p>Objects to the proposed development of Lea Castle and the surrounding area and development on the Green Belt. The core development – is now far greater than originally proposed. This was just to be on the site of the Lea Castle hospital and it should not extend into neighbouring fields and woodland.</p> <ul style="list-style-type: none"> • Cookley should not end up as part of Kidderminster. • The local infrastructure would not be able to sustain such a large development. The A449 outside Cookley is already dangerous to cross, and there is not enough space in the school in Cookley or at the doctor's surgery. <p>This is an ill-thought out proposal and I disagree with such an aggressive development on Green Belt land.</p>
	LPP04995	Object	<ul style="list-style-type: none"> • If there is a need for more housing, there are plenty of Brownfield sites around the area. • School is full to capacity, as is the medical centre. • The Lea Castle site is home to a lot of wildlife. • The Crescent cannot support the amount of extra traffic for the development and I fear that it will be unsafe for the residents. • Cookley is a lovely village in its own right, it is not an extension of Kidderminster.
	LPP04999	Object	<p>I object to the plans at Lea Castle on the following grounds:</p> <ul style="list-style-type: none"> • Infrastructure • Green Belt • Employment • Community

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			I believe the road network, schools, doctors and local amenities of Cookley and surrounding areas are hugely inadequate. The more Green Belt that is taken away and replaced with concrete will impact on the amount of water that goes into the drains.
	LPP05132	Object	I object to 600 plus houses being built on the Lea Castle area with no schools/doctors/activities for children. Cookley school and doctors are both full already. I agree that building does need to be done on the Lea Castle area brown sites only. Save our Green Belt. There are plenty of brown sites that could be used prior to damaging our green. This plan has not been thought out as to how these new housing areas will be used and lived in. This is being rushed through due to invested interest by the council.
	LPP05138	Object	The Lea Castle site does need developing, the red area on the plan is in my opinion enough taking into account the closeness of the village and the impact it will have. The options of blue and sandy area are not necessary at this time. I do feel that the Brownfield sites have not been given enough consideration.
	LPP01767	Support	Support Option A- Lea Castle
	LPP01769	Support	Option A Lea Castle is better suited as the roads are capable to cope with a larger population.

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Respondent	Response No	Type of Response	Summary of Response
	LPPO497	Object	Object to WFR/WC/32.
	LPPO1933	Comment	<p>If 1000 dwellings were built on Lea Castle we understand that this would constitute sufficient additional increased demand for primary school places to warrant/justify the creation of a new Primary School.</p> <p>Prefer the larger Option B to be developed to achieve the required number of dwellings for an additional primary school.</p> <p>Concern with Lea Castle is that the Cookley village primary school should remain a village primary school serving the needs of the immediate local village.</p> <p>If Cookley village primary school is developed and expanded to increase number of class rooms/class sizes/attendance from outside the village (increasing traffic into the village with parents from outside the village leaving/collecting children by car) this would cause significant adverse impact on the village infrastructure (vast majority of village parents walk children to school) and the overall performance/results of the school.</p>
Health and Safety Executive	LPPO4165	Comment	<p>We have concluded that there is the potential for land allocated in your plan to encroach on consultations zones. The land allocations that could be effected are as follows:</p> <p>LEA CASTLE HOSPITAL EXTENSION (EAST) – WFR/WC/32 – HSE Ref: 6867 National Grid Gas Pipeline – Blakedown/Swindon (see additional comment LPPO018)</p>
Homes England	LPPO4402	Comment	<p>The HCA also supports the inclusion of the Lea Castle Hospital Extension site, which is proposed as an allocation under Option B for a residential development of 360 dwellings, and removal from the Green Belt. It is considered that this is a sustainable location for further development to support the 600 dwellings at the former Lea Castle Hospital. It is evident that some sites will need to be removed from the Green Belt to deliver the overall housing needs of the District. The site has clear robust boundaries, being bounded by the A451 to the west, and Axborough Lane to the north, as well as proposed development to the west.</p> <p>The inclusion of the Lea Castle Hospital Extension (east) site for 360 dwellings as part of Option B is supported, and considered an appropriate location to deliver additional housing at Kidderminster. High level technical assessments in relation to landscape, ecology and transport, have been</p>

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			<p>undertaken for the Lea Castle Hospital Extension (east) site to demonstrate how the site could be developed. This assessment should be read in parallel with these representations. A Concept Masterplan is also included which demonstrates that the site could provide around 360 dwellings (at a density of around 27 dph). The HCA also owns the land to the west of the Lea Castle Hospital site which could also support the the delivery of housing should the Council consider the site to be appropriate for development.</p> <p>This representation should be read in parallel with the accompanying supporting document, which includes high-level technical work in relation that has been undertaken for the Lea Castle Hospital Extension site to support its proposed allocation and emphasise its suitability for development. The HCA requests that the wording under Option B is changed to state that the indicative number of dwellings (subject to detailed masterplanning is 360).</p>
	LPPO4904	Comment	<p><u>Proposal.</u> Having studied the Wyre Forest District Local Plan Review we propose and support a plan to develop the Lea Castle site (WFR/WC/15) and adjacent sites (WFR/WC/32) and (WFR/WC/16) bounded by Wolverhampton Road, Stourbridge Road and Axeborough Lane being the only real option. This area would provide a good number of dwellings (2000+) with local amenities to compliment this size of development such as a primary school a good bus service etc., all served by existing good roads with a minimum of major infrastructure provisions. If the town council adopts this proposal it would be vital to improve/widen Hurcott Lane to improve traffic flow from the Lea Castle site to the Birmingham Road. This would also provide a very useful relief road for those travelling from the Northeast of Kidderminster wishing to connect with the A456 Birmingham Road to then travel in the direction of Birmingham.</p>
	LPPO4932	Comment	<p>I object to Options A & B in relation to Lea Castle on the grounds that there is a lack of local infrastructure to support this. In terms of Schools, Doctors' Surgery, shops and transport Cookley is already at capacity. The access and highways infrastructure would also not cope with the additional traffic and some additional visibility splays and traffic lights will not do anything to help this. The junction of the A449 and Castle Road, Cookley is extremely busy and a well know local accident blackspot. It is also less than 50 metres from the proposed entrance to the Core Site via The Crescent, Cookley. 600 houses in the Lea Castle area would need an additional School and a</p>

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			<p>Doctors’ surgery. Cookley Sebright Primary School is full and has no room for expansion. It already has no usable playing field. Additionally the Doctors’ surgery is so busy it is hard to get an appointment. I note that in the local plan Cookley is referred to as an urban extension of Kidderminster, it is not, it is a village. As a separate village it should be allowed to expand in line with its own needs. In being asked to accommodate 600 houses it is expanding to Kidderminster’s needs and being expected to carry this burden on its already stretched infrastructure. While I agree that a development of the Lea Castle site is needed this needs to be done more sensitively with a view to supporting local infrastructure and need. The current plans do not do this. Policy 7 states “The current approach to “insetting” and “washed over” status of specific villages will be retained although village envelopes will be revisited to allow for development to meet local needs.” How is a development of 1200 – 1400 homes joining Cookley at the northern end, to Broadwaters, Kidderminster at the southern, in any way a development that meets the needs of Cookley as a village. Our village envelope will be stretched to Kidderminster and our Green Belt will be decimated. Cookley is referred to as Inset Green Belt. How will Cookley be Inset Green Belt when <i>our</i> southern Green Belt is completely removed? I would infer from this that your intention is to join Cookley to Kidderminster, therefore negating your obligation to protect Cookley as a village Inset Green Belt. I see no evidence in the review of any employment provision or any commercial activity for the 2800+ people that will move in to the homes on the Green Belt “based around the redundant Lea Castle Hospital site near Cookley”. By near the document should say joined to The Crescent, Cookley, of course. One convenience store next to the Park Gate Inn & a small office building is insufficient. To summarise: Cookley is a Village INSET in Green Belt. It has its own strong identity and provides key local services. As a council WFDC should be supporting Wolverley and Cookley Parish Council to meet it’s local needs in a sustainable way and not by destroying our Green Belt and putting a development larger than our village, joining our village and forming a development large enough to join Cookley to Kidderminster. I am happy to see a residential development on the Lea Castle Hospital site on the Brownfield part of the site and without the destruction of the woodland.</p>
	LPPO4968	Comment	Object to option A and B and the loss of 'Green Belt' local to Cookley. Lea Castle brown field

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			areas should be developed and retain the perimeter trees. A smaller scheme could be adopted without major impact upon Wolverley and Cookley current services. Eastern relief road will join the A449 at some point before the County boundary with Staffs, this would mean a major junction local to or near the Caunsall tee junction and the Island Pool pub, this already is a dangerous road and currently is classed as an accident blackspot.
	LPPO4990	Comment	One of the positives put forward for the major housing development to the north and east is a potential eastern bypass. Without this, such development will be catastrophic in terms of travel in this area for local people and people wanting to visit the area. I have to object to options A & B including the Lea Castle site without proper provision for schools, medical services and other community services including open spaces and consideration of the impact on road infrastructure. I have to object to options A & B or any developments that effectively join the village of Cookley to Kidderminster. I have no objection to the development of the Lea Castle site without the intrusion onto Green Belt, and removal of wooded areas, however this needs to be done in a far more considered and sensitive way. Without an eastern bypass the impact of major housing development will impact significantly on the quality of life. An eastern bypass creates a possibility that I could support development on the Lea Castle site.
	LPPO410	Object	The current infrastructure will not support this development. Cookley school has already been extended and is at capacity. Medical facilities are stretched. The A449 is a very busy road, at certain times of day it is already very difficult coming out of Cookley. For this proposal to be successful extra schooling and medical facilities and great improvements in road safety would be needed.
	LPPO493	Object	I object to Options A & B on the grounds that there is a lack of local infrastructure to support this. In terms of Schools, Doctors' Surgery, shops and transport Cookley is already at capacity. The access and highways infrastructure would also not cope with the additional traffic and some additional visibility splays and traffic lights will not do anything to help this. The junction of the A449 and Castle Road, Cookley is extremely busy and a well know local accident blackspot. It is also less than 50 metres from the proposed entrance to the Core Site via the Crescent, Cookley. 600 houses in the Lea Castle area would need an additional School and a Doctors' surgery. Cookley

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			Sebright Primary School is full and has no room for expansion. It already has no usable playing field and to expect it to take more children is ludicrous. The Doctors' surgery is so busy it is hard to get an appointment. Hence, my suggestion that this site is more suited to the 540 unit elderly persons site.
	LPPO658	Object	I object to the blue and sandy coloured areas being developed. The red area which is the original Lea Castle site is sustainable in size and amount of dwellings originally proposed which I believe to be 600. The options A&B in addition to the red area are too much for surrounding villages/areas to sustain. More definition needs to be revealed as to infrastructure going in place, schools, GP's shops etc.
Campaign to Protect Rural England	LPPO1007	Object	<u>Land east of Lea Castle Hospital</u> From a map site appears as a natural extension to Hospital site but it is very different. Hospital is hidden behind tree belt but this site is very open. Development would mean urbanisation of open countryside. If more land is needed in this area then WFR/WC/16 would be preferable.
	LPPO1888	Object	The Lea Castle site does need developing, the red area on the plan is in my opinion enough taking into account the closeness of the village and the impact it will have. The options of blue and sandy area are not necessary at this time. I do feel that the Brownfield sites have not been given enough consideration.
	LPPO2202	Object	<ul style="list-style-type: none"> • Lack of local infrastructure i.e. schools, Doctors' etc. in Cookley. • Access and highways infrastructure would not cope with additional traffic. • Junction of A449 and Castle Road is busy and a well known accident spot. • Also less than 50m from the proposed entrance of the core site. • Cookley is a village inset in Green Belt. • Cookley has its own identity and provides key local services. • Should be meeting local needs in a sustainable way and not destroying Green Belt by putting a development larger than Cookley village next to us. • Will join Cookley and Kidderminster. • Happy to see residential development in Lea Castle Hospital site as long as only the

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			<p>Brownfield part is used - without the destruction of woodland.</p> <ul style="list-style-type: none"> Consider other brownfield sites.
	LPPO2246	Object	<p>I object to Options A & B: Cookley is already at capacity and there is no local infrastructure to support this; i.e. schools, Doctors', shops and transport. The highways infrastructure would also not cope with the more traffic; the junction of the A449/Castle Road, Cookley is an accident blackspot less than 50 metres from the proposed entrance via the Crescent, Cookley. 600 houses in the Lea Castle area would need an additional School/Doctors' surgery. Cookley Sebright Primary School is already full with no room for expansion and the Doctors' surgery v. busy.</p>
	LPPO2272	Object	<p>I would like to express my comments on the proposed development of the Lea Castle site.</p> <ul style="list-style-type: none"> The current road infrastructure would not support the development of 600 houses on the proposed option Core housing site. Indeed any building on the site would severely impact upon the lives of people living in Cookley, Broadwaters and Wolverley with increased traffic on already busy roads that already have traffic hotspots. (A449 traffic lights, Broadwaters mini roundabouts, the junctions of Cookley onto the A449 and the appalling turning from the Stourbridge Road by the Park Gate Inn). There is no mention of building a school or availability of Drs Surgeries. Local primaries are currently full/oversubscribed, Drs Surgeries are already stretched. The village amenities of Cookley could not cope with the influx of people from 600 homes. Cookley is 'Inset Green Belt' pg29 LPR. This will no longer be the case if the proposed development option A is carried out. Indeed it would join up with Broadwaters and the rest of Kidderminster. Cookley is a village and should remain so. <p>Summary: Whilst I have no objection to building on Lea Castle with additional supporting social infrastructure I do object to building on the land WFR/wc/16 and WFR/wc/32 and also building on</p>

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			established woodland (to the West and South of The Crescent) within the Core A site. (Which is not shown on the plan from the consultation evenings).
	LPPO2332	Object	I object to Option B due to lack of local infrastructure, schools, Doctors' surgery, shops and transport. Access/highways infrastructure would not cope. As a brownfield site some development necessary on Lea Castle but 600 homes too much; Option B would compound this. Need affordable housing/sheltered facilities for the elderly; development should be proportionate throughout area. I object to Option A as it would link Cookley to Kidderminster, it doesn't suit the needs of Cookley as a village; Green Belt will be lost. How will Cookley be Inset Green Belt when southern Green Belt is removed? If Option A is large enough will extra infrastructure, roads, Doctors', schools be provided? No evidence of any extra employment provision so will it just become a commuter belt. There are brown field sites not on plan, e.g. Brown Westhead Park/site of the old quarry on the B4189. Why is Wolverley washed over?
	LPPO2335	Object	I would like to comment on page 178 relating to Options A and B (appendix a) regarding the Kidderminster Urban Development, and the proposed development of Lea Castle. I object to Option B on the grounds that together with the development of the core site at Lea Castle, there is a lack of local infrastructure to support this. In terms of Schools, Doctors' surgery, shops and transport Cookley is already at capacity. The access and highways infrastructure would also not cope with the additional traffic. The junction of the A449 and Castle Road, Cookley, is extremely busy and a well know local accident black spot. It is also less than 50 metres from one of the proposed entrances to the Core Site via The Crescent, Cookley. Lea Castle, even though it has a Wolverley post code, has always been regarded as part of Cookley. Indeed many people from the village worked there and it has always been a nightmare crossing the A449 to the Lea Castle centre. It is inevitable that as a Brownfield site some development will have to go ahead and it is right and proper that it should. However, 600 homes can never be supported by the facilities in the village which are near capacity already. The additional proposal of Option B would only compound the problem. We need growth as everywhere in Kidderminster and we should take our share but not disproportionately. We were led to believe there would be some affordable housing for our young and sheltered care facilities for the elderly as a very high proportion of the residents are indeed 65 plus. The village needs to

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			expand according to its own needs and the development of this site should reflect this. In being asked to accommodate 600 houses it is expanding to the whole of Kidderminster's needs and is being expected to carry this burden on its already stretched infrastructure. It states in the local plan that development should be proportionate. This would not be the case. As an aside, I see no evidence in the review of any employment provision or any commercial activity for the 2000+ people that will move in to the homes on the Green Belt "based around the redundant Lea Castle Hospital site near Cookley". There seems to be very limited employment in the Wyre Forest and very small population growth, so are we just trying to creating a commuter belt for Birmingham and Worcester as opposed to meeting our own need? On page 178 Justification 31.1 it states "there is insufficient sustainably located readily available Brownfield or non-Green Belt land to accommodate the necessary housing and employment growth required in the plan period." WFDC should be supporting Wolverley and Cookley Parish Council to meet its local needs in a sustainable way and not by destroying our Green Belt and proposing a development larger than our village, and forming a development large enough to join Cookley to Kidderminster. I am happy to see a residential development on the Lea Castle Hospital site. As long as it is sensitive to our needs, on the brown field part of the site and without the destruction of the woodland.
	LPPO2458	Object	I object to both Options A & B at Lea Castle on a number of grounds: There is a lack of local infrastructure to support this. In terms of schools, Doctors' surgery, shops and transport Cookley is already at capacity. The access and highways infrastructure would not cope with the additional traffic. Some additional visibility displays and traffic lights will do little to alleviate this. The junction of the A449 and Castle Road, Cookley is extremely busy and a well know local accident blackspot. It is also less than 50 metres from the proposed entrance to the Core Site via The Crescent, Cookley. Please do not use Green Belt land. There are a number of brownfield sites that are not being considered and I would like to know why not How sympathetic will the new build be to the fairly abundant wildlife on the Lea Castle site some of which are protected species - dormice, bats (including pipistrelle), polecats etc. all of which have been found on the site. 600 plus houses in the Lea Castle area would need an additional School and a Doctors' surgery. Cookley Sebright Primary School is full and has no room for expansion. It has no usable playing field as it is. The Doctors'

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			surgery is very busy and it is hard to get an appointment within a reasonable time scale. I note that in the local plan Cookley is referred to as an urban extension of Kidderminster; it is not, it is a village. As a separate village it should be allowed to expand in line with its own needs. In being asked to accommodate 600 houses it is expanding to meet the requirements of Wyre Forest rather than its and local needs. I see no evidence in the review of any employment provision or any commercial activity for the 2800+ people that will move in to the homes on the Green Belt “based around the redundant Lea Castle Hospital site near Cookley”. By near the document should say joined to The Crescent, Cookley, of course. One convenience store next to the Park Gate Inn & a small office building is insufficient. Furthermore the Kidderminster Eastern Relief Road, if extended as far as the A449, would just lead to congestion further up the A449 further affecting the quality of life of the villages of Cookley and Caunsall. To summarise: Cookley is a Village INSET in Green Belt. It has its own strong identity and provides key local services. As a council WFDC should be supporting Wolverley and Cookley Parish Council to meet it’s local needs in a sustainable way and not by destroying our Green Belt and putting a development larger than our village, joining our village and forming a development large enough to join Cookley to Kidderminster
	LPPO2466	Object	I object to Options A & B at Lea Castle on the grounds that there is a lack of local infrastructure to support this. In terms of schools, Doctors’ surgery, shops and transport Cookley is already at capacity. The access and highways infrastructure would also not cope with the additional traffic and some additional visibility splays and traffic lights will not do anything to help this. 600 houses in the Lea Castle area would need an additional school and Dr's surgery. Cookley Sebright is full and has no room for expansion. It already has no usable playing field and to expect it to take more children is ludicrous. Additionally the Dr's surgery is so busy it is hard to get appointments. I note that in the local plan Cookley is referred to as an extension of Kidderminster, it is not, it is a village. As a separate village it should be allowed to expand in line with its own needs. In being asked to accommodate 600 houses it is expanding to Kidderminster's needs and being expected to carry this burden on its already stretched infrastructure. While I agree that a development of the Lea Castle site is needed this needs to be done more sensitively with a view to supporting local infrastructure and need. The current plans do not do this. As previous posted, other local action groups are

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			recommending development of Lea Castle to protect their own interests, which is understandable...but Cookley is a village. It is not an extension of Kidderminster and it should not be sacrificed to support Kidderminster's needs. I have a 4 bedroom house that I wish to downsize from but am unable to find a suitable bungalow or house in the Cookley area. With an aging, but young mentally and physically, population growing, more suitable accommodation is needed in order to release the much-needed family homes. If the Lea Castle site is developed it should include much more of homes suitable for retired people.
	LPPO2626	Object	<p>object to both A and B:</p> <ul style="list-style-type: none"> • Loss of Green Belt land not just at Lea Castle. • What plans are there for more facilities e.g. Doctors', shops, schools • Redevelop Kidderminster first to support local jobs/infrastructure/transport • Where are link roads and what is their impact? <p>Do not surrender Green Belt</p>
	LPPO2696	Object	<p>I would like to comment on page 193 of the Local Plan Review of the local plan information, regarding the proposed development of Lea Castle. While I agree that a development of the Lea Castle site is needed this needs to be done more sensitively with a view to supporting local infrastructure and need. The current plans do not do this.</p> <ol style="list-style-type: none"> 1) I object to Options A & B on the grounds that there is a lack of local infrastructure to support this. In terms of schools, Doctors', shops and transport Cookley is already at capacity. 2) The access and highways infrastructure would also not cope with the additional traffic and some additional visibility splays and traffic lights will not do anything to help this. The junction of the A449 and Castle Road, Cookley is extremely busy and a well know local accident black spot. It is also approx. only 50 metres from the proposed entrance to the

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			<p>Core Site via The Crescent, Cookley.</p> <p>600 houses in the Lea Castle Hospital site area as a number in itself will mean at least 1200 people needing services, with children in the families to swell these numbers, they will need an additional school and a Doctors' surgery. Cookley Sebright Primary School is full and has no room for expansion. It already has no usable playing field and has undergone classroom expansion last year to accommodate the children who already attend it. There is no room for further expansion. Who has considered the additional impact on Wolverley High school or King Charles High school? Additionally the Doctors' surgery is small, and a spur to Aylmer lodge in Kidderminster already these days. Likewise there is no room for expansion. What does the Practice Management and GP's/Nursing services attached to this busy Cookley surgery think of these proposals? What meaningful discussion has taken place or research done regarding medical service provision? The Lea Castle Hospital housing estate Core building area covering the existing brownfield site, should have its own services, which should include, community centre, services for the increasing older population, play areas for children, pharmacy, sensible sized shops in a safe accessible location. Not on a junction of a busy road (Park Gate entrance). I note that in the local plan Cookley is referred to as an urban extension of Kidderminster, it is not, it is a village. As a separate village it should be allowed to expand in line with its own needs. In being asked to accommodate the social and infrastructural needs of 600 houses it is expanding to Kidderminster's needs and being expected to carry this burden on its already stretched infrastructure. On page 47, in Policy 7 it states "The current approach to "insetting" and "washed over" status of specific villages will be retained although village envelopes will be revisited to allow for development to meet local needs." How is a development of 1200 – 1400 homes joining Cookley at the northern end, to Broadwaters, Kidderminster at the southern, in any way a development that meets the needs of Cookley as a village? Our village envelope would be stretched to Kidderminster and our Green Belt will be decimated. This is totally unacceptable. In the table on page 29, Cookley is referred to as Inset Green Belt. How will Cookley be Inset Green Belt when our southern Green Belt is completely removed? I would infer from this that your intention is to join Cookley to Kidderminster, therefore negating your obligation to protect Cookley as a 'village Inset Green Belt'. I see no evidence in the</p>

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			<p>review of any employment provision or any commercial activity for the 2,800+ people that will move into the homes on the Green Belt “based around the redundant Lea Castle Hospital site near Cookley”. On page 178, Justification 31.2 fails to mention that the outline planning permission for the core proposal is described as (for 600+plus homes) this is very disturbing and is not giving a final build intention, which in terms of planning, it clearly should. Most disturbing is additional numbers of houses, (above 600 properties) involves the removal of woodland which would be devastating to wildlife, and the environment of this part of the county, this is unacceptable. To summarise: Cookley is a Village INSET in Green Belt. It has its own strong identity and provides key local services. As a council WFDC should be supporting Wolverley and Cookley Parish Council to meet it’s local needs in a sustainable way and not by destroying our Green Belt and putting a development larger than our village, joining our village and forming a development large enough to join Cookley to Kidderminster. There is strong feeling about this issue in the village. We have met as a community and will stand together for what is right. But it is vital that the message comes across to Local Plan Review, that I like many local people believe in the development of the brownfield site areas of Lea Castle Hospital site, for housing and services. However I do not approve of the plan as it is set out in the Local Plan Review document.</p>
	LPPO2751	Object	<p>I would like to comment on page 193 of the Local Plan Review of the local plan information, regarding the proposed development of Lea Castle. I object to Options A & B on the grounds that there is a lack of local infrastructure to support this. In terms of schools, Doctors’ surgery, shops and transport Cookley is already at capacity. The access and highways infrastructure would also not cope with the additional traffic and some additional visibility splays and traffic lights will not do anything to help this. The junction of the A449 and Castle Road, Cookley is extremely busy and a well known local accident blackspot. It is also less than 50 metres from the proposed entrance to the Core Site via The Crescent, Cookley. 600 houses in the Lea Castle area would need an additional school and a Doctors’ surgery. Cookley Sebright Primary School is full and has no room for expansion. It already has no usable playing field and to expect it to take more children is ludicrous. Additionally the Doctors’ surgery is so busy it is hard to get an appointment. While I agree that a development of the Lea Castle site is needed this needs to be done more sensitively with a view to</p>

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			supporting local infrastructure and need. The current plans do not do this. On page 47, in Policy 7 it states “The current approach to “insetting” and “washed over” status of specific villages will be retained although village envelopes will be revisited to allow for development to meet local needs.” How is a development of 1200 – 1400 homes joining Cookley at the northern end, to Broadwaters, Kidderminster at the southern, in any way a development that meets the needs of Cookley as a village? Our village envelope will be stretched to Kidderminster and our Green Belt will be decimated. In the table on page 29, Cookley is referred to as Inset Green Belt. How will Cookley be Inset Green Belt when our southern Green Belt is completely removed? I would infer from this that your intention is to join Cookley to Kidderminster, therefore negating your obligation to protect Cookley as a village Inset Green Belt. I see no evidence in the review of any employment provision or any commercial activity for the 2800+ people that will move in to the homes on the Green Belt “based around the redundant Lea Castle Hospital site near Cookley”. By near the document should say joined to The Crescent, Cookley, of course. One convenience store next to the Park Gate Inn & a small office building is insufficient. To summarise: Cookley is a Village inset in Green Belt. It has its own strong identity and provides key local services. As a council WFDC should be supporting Wolverley and Cookley Parish Council to meet it’s local needs in a sustainable way and not by destroying our Green Belt and putting a development larger than our village, joining our village and forming a development large enough to join Cookley to Kidderminster. I am happy to see a residential development on the Lea Castle Hospital site on the brown field part of the site and without the destruction of the woodland.
	LPPO2753	Object	I would like to comment on page 193 of the Local Plan Review of the local plan information, regarding the proposed development of Lea Castle. I object to Options A & B on the grounds that there is a lack of local infrastructure to support this. In terms of schools, Doctors’ surgery, shops and transport Cookley is already at capacity. The access and highways infrastructure would also not cope with the additional traffic and some additional visibility splays and traffic lights will not do anything to help this. The junction of the A449 and Castle Road, Cookley is extremely busy and a well known local accident blackspot. It is also less than 50 metres from the proposed entrance to the Core Site via The Crescent, Cookley. 600 houses in the Lea Castle area would need an additional

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			<p>school and a Doctors' surgery. Cookley Sebright Primary School is full and has no room for expansion. It already has no usable playing field and to expect it to take more children is ludicrous. Additionally the Doctors' surgery is so busy it is hard to get an appointment. While I agree that a development of the Lea Castle site is needed this needs to be done more sensitively with a view to supporting local infrastructure and need. The current plans do not do this. On page 47, in Policy 7 it states "The current approach to "insetting" and "washed over" status of specific villages will be retained although village envelopes will be revisited to allow for development to meet local needs." How is a development of 1200 – 1400 homes joining Cookley at the northern end, to Broadwaters, Kidderminster at the southern, in any way a development that meets the needs of Cookley as a village? Our village envelope will be stretched to Kidderminster and our Green Belt will be decimated. In the table on page 29, Cookley is referred to as Inset Green Belt. How will Cookley be Inset Green Belt when our southern Green Belt is completely removed? I would infer from this that your intention is to join Cookley to Kidderminster, therefore negating your obligation to protect Cookley as a village Inset Green Belt. I see no evidence in the review of any employment provision or any commercial activity for the 2800+ people that will move in to the homes on the Green Belt "based around the redundant Lea Castle Hospital site near Cookley". By near the document should say joined to The Crescent, Cookley, of course. One convenience store next to the Park Gate Inn & a small office building is insufficient. To summarise: Cookley is a Village inset in Green Belt. It has its own strong identity and provides key local services. As a council WFDC should be supporting Wolverley and Cookley Parish Council to meet it's local needs in a sustainable way and not by destroying our Green Belt and putting a development larger than our village, joining our village and forming a development large enough to join Cookley to Kidderminster. I am happy to see a residential development on the Lea Castle Hospital site on the brown field part of the site and without the destruction of the woodland.</p>
	LPPO2787	Object	<p>I would like to comment on the proposed development of Lea Castle. I object to Options A & B on the grounds that there is a lack of local infrastructure to support this. In terms of Schools, Doctors' Surgery, shops and transport Cookley is already at capacity. The access and highways infrastructure would also not cope with the additional traffic and some additional visibility splays and traffic lights</p>

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			<p>will not do anything to help this. The junction of the A449 and Castle Road, Cookley is extremely busy and a well know local accident blackspot. It is also less than 50 metres from the proposed entrance to the Core Site via The Crescent, Cookley. 600 houses in the Lea Castle area would need an additional School and a Doctors’ surgery. Cookley Sebright Primary School is full and has no room for expansion. It already has no usable playing field and unable to take more children. Additionally the Doctors’ surgery is so busy it is hard to get an appointment. I note that in the local plan Cookley is referred to as an urban extension of Kidderminster, it is not, it is a village. As a separate village it should be allowed to expand in line with its own needs. In being asked to accommodate 600 houses it is expanding to Kidderminster’s needs and being expected to carry this burden on its already stretched infrastructure. While I agree that a development of the Lea Castle site is needed this needs to be done more sensitively with a view to supporting local infrastructure and need. The current plans do not do this. Policy 7 states “The current approach to “insetting” and “washed over” status of specific villages will be retained although village envelopes will be revisited to allow for development to meet local needs.” How is a development of 1200 – 1400 homes joining Cookley at the northern end, to Broadwaters, Kidderminster at the southern, in any way a development that meets the needs of Cookley as a village? Our village envelope will be stretched to Kidderminster and our Green Belt will be decimated. Cookley is referred to as Inset Green Belt. How will Cookley be Inset Green Belt when our southern Breen Belt is completely removed? I would infer from this that your intention is to join Cookley to Kidderminster, therefore negating your obligation to protect Cookley as a village Inset Green Belt. I see no evidence in the review of any employment provision or any commercial activity for the 2800+ people that will move in to the homes on the Green Belt “based around the redundant Lea Castle Hospital site near Cookley”. By near the document should say joined to The Crescent, Cookley, of course. One convenience store next to the Park Gate Inn & a small office building is insufficient. To summarise: Cookley is a Village INSET in Green Belt. It has its own strong identity and provides key local services. As a council WFDC should be supporting Wolverley and Cookley Parish Council to meet it’s local needs in a sustainable way and not by destroying our Green Belt and putting a development larger than our village, joining our village and forming a development large enough to join Cookley to Kidderminster. I am happy to see a residential development on the Lea Castle Hospital site on the brownfield part of the site and</p>

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			without the destruction of the woodland. We should build on brownfield sites first before any Green Belt land is used. I want to keep Cookley as a village and not lose it's identity and become part of Kidderminster. Kidderminster gets gridlocked at the best of times so how can building this amount of homes at Lea Castle and other areas around the town centre cope with the extra traffic not to mention accommodating additional children at schools in the area.
	LPPO2819	Object	Object to Option B as there is a lack of local infrastructure to support this. In terms of Schools, Doctors' Surgery, shops and transport Cookley is already at capacity. 600 houses would need additional school and Doctors' surgery. Access and highways infrastructure would not cope with the additional traffic and additional visibility splays and traffic lights will not help this. A development of Lea Castle is needed but needs to be done more sensitively supporting local infrastructure and need. Cookley is a village. It is not an extension of Kidderminster and it should not be sacrificed to support Kidderminster's needs.
	LPPO2878	Object	Option B Object as lack of infrastructure - Schools, Doctors' Surgery, shops and transport Cookley is already at capacity. 600 houses would need an additional School and Dr's surgery. Access and highways infrastructure would not cope with additional traffic, visibility splays and traffic lights will not help, also pollution. Agree that a development of Lea Castle site is needed but done more sensitively supporting local infrastructure and need. The current plans do not do this. If relief road built will cause congestion and pollution for Cookley and Caunsall. Do not destroy our Green Belt. No objection to building homes on the brownfield Lea Castle site without destruction of the woodland.
	LPPO2883	Object	Whilst the initial planned housing for Lea Castle was proposed at 600 it is now clear there are proposals to increase this to over 1000. I am not opposed to building houses and light business units on the site but I am are very concerned with the impact over 600+ houses will have added to this the number of proposed houses on the other sites nearby and the effect all this will have on the surrounding road links, schools, Doctors' and people. It seems there is no definitive number of houses proposed for Sion Hill, but I have heard this could be between 45 and 150.

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			<p>Transport:</p> <ul style="list-style-type: none"> • No access should be permitted onto the A449 from Lea Castle. The A449 is already a fast and busy road, notorious for accidents with a significant number of fatalities. Road safety, traffic flow and congestion is a serious concern. Concerned that too many houses in one area converging onto the same busy roads/areas of Cookley, Wolverley, Broadwaters, Horsefair, Land Oak, Birmingham Road and on the town ring road will have massive impact on traffic flow and • No access should be permitted from Lea Castle via The Crescent. Concerned with proposed exits off Lea Castle site and the volume of traffic which will impact on the traffic lights and A449. Exiting via The Crescent will make it very difficult for people exiting Castle Road safely onto main A449. The bend leading up to the Cookley turn is a bad bend where there are frequently accidents/near misses. At peak times it is very difficult to exit onto the A449 towards Kidderminster. I was told at one of the drop-in sessions that exiting via The Crescent would be discouraged, but in reality if the main exit off Lea Castle (Park Gate end) is busy, people will opt to exit via The Crescent — so no access via The Crescent would stop this. • Axborough Lane- although it is only proposed that a small amount of houses access this road, it will inevitably be a choice road to cut through to the Stourbridge Road if people exit via The Crescent. This road is narrow with a blind summit and very poor visibility for exiting at both ends. • Concerned that Cookley will become a 'rat run' to and from Kidderminster via Lea Lane. Increased traffic on this road would be dangerous, the road is very unsafe, very narrow and runs past a Primary School and Doctors' with a tight turning T-junction at the Village end and busy T junction at the Lock Pub end. Predictably, if roads used to commute are congested, you find the next available 'cut through' and for those who wish to avoid congestion elsewhere in order to get to Kidderminster, Stourport Bewdley, Bridgenorth, Cookley and Lea Lane will be their option. This should be discouraged I Perhaps it should be considered that Lea Lane be made one way only?

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			<ul style="list-style-type: none"> No access from Lea Castle into The Crescent. Possible solution: Consider that the main road in and out of Lea Castle should run directly onto the Stourbridge Road A451 (between Axborough Lane and the Park Gate pub). A roundabout at this point or slip roads (which may also reduce the speed on this road). Perhaps even another roundabout at the Park Gate T-Junction. Re-directing traffic in this direction will mean traffic does not exit onto the A449, may reduce traffic at the Park Gate Junction and prevent Axborough lane being a cut through to the A451. Maybe in the future the A451 could link into the Eastern Relief Road so traffic here can also circumvent the town. Public transport needs reviewing to ensure services are more reliable, accessible right across Wyre Forest, run frequently and economic to use. <p>Schools: Cookley Primary cannot be expanded further and is already an oversubscribed school. Similarly, with Wolverley Primary. St Oswalds alone will not be able to cater for the potential extra intake from Lea Castle, Sion Hill, Stourbridge Road. Therefore any injection of funds would be futile to create extra places if buildings cannot be expanded to cope. Wolverley High School, although on a larger site is situated inside a small village, across two, one vehicle access bridges. Increased traffic in this area would be a major issue. There are already problems with parents having to collect children from surrounding areas such as The Lock car park. In an ideal world the children would walk to school but there is a danger element as the Wolverley Road is a very busy road with heavy vehicle traffic and pollution. As a priority any proposed development must give serious thought to school access and the necessity of further primary school(s) being built and how/where these children will move on to High School and how practical (travelling to/from) this will be. It should be made possible for Children/families to be able to walk to school safely for all the obvious reasons.</p> <p>Health:</p> <ul style="list-style-type: none"> Doctors' surgeries: Cookley is a very small practice with no parking and difficult road

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			<p>access. Wolverley, although slightly bigger, I would assume would not be able to take an influx of patients. This would mean that residents would have to commute into town — impacting on traffic load. Again this requires serious thought and if necessary further Doctors’ surgery(s) should be incorporated into the developments.</p> <ul style="list-style-type: none"> • With the planned expansion of Kidderminster I feel very strongly that hospital services needs to be at the forefront in terms of a hospital with A&E and more services. Re-instating a proper hospital will relieve the current pressure on Worcester and Russell’s Hall hospitals especially given these areas are also massively expanding. Could part of Lea Castle be ring fenced and considered for a hospital should the current hospital site not be considered big enough? <p>Shops on Lea Castle: Were Lea Castle to be developed then I feel it is very important it is self-sufficient with good shops/takeaways/public transport links so residents are not reliant on travelling to amenities in Cookley/Wolverley or Broadwaters - to limit traffic flow. The site must also ensure there are safe play areas to suit all ages.</p> <p>Sympathetic Building and Wildlife Lea Castle: Any building on the Lea Castle site needs to be sympathetic to the area, I would be totally against removing/destroying the forest area as this creates a natural ‘wall’ and in effect hides the fact that a housing estate may exist there. I hope that existing wildlife would be considered as we are aware of bats on this location and other precious wildlife.</p>
	LPPO3461	Object	<p>This local plan does not promote sustainable development.</p> <ol style="list-style-type: none"> 1. Build a strong, competitive economy 2. Ensuring the vitality of town centres 3. Supporting a prosperous rural economy 4. Promoting sustainable transport 5. Delivering a wide choice of high quality homes.

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			<p>6. Promoting healthy communities</p> <p>7. Protecting Green Belt Land.</p> <p>8. Meeting the challenge of climate change, flooding and coastal change</p> <p>9. Conserving and enhancing the natural environment</p> <p>10. Conserving and enhancing the historic environment</p> <p>Kidderminster is a market town, not an urban sprawl. Cookley is a village, not an extension of Kidderminster.</p>
	LPPO3642	Object	This is a development plan on a massive scale for such a rural area, and I oppose all of the options. I agree to development on Lea Castle on the blue print only. Our infrastructure is already stretched to full capacity, with the A449 already an accident hot spot with no provisions in place from yourselves to solve this, so adding more onto this would mean catastrophic consequences. I see no reason for development to remove trees, woodlands or wild life habitats in the name of progress.
Persimmon Homes Limited	LPPO4090	Object	Number of concerns with some of the proposed Kidderminster Urban Extensions, as detailed below: WFR/WC/32 – Lea Castle Hospital Extensions – Site identified as making a ‘contribution’ and ‘significant contribution’ to the Green Belt by the Green Belt assessment. The site should not be allocated for development.
	LPPO4256	Object	<p>I object to all of the Core Sites and Option B in the Green Belt to the north and east of Kidderminster on the basis of:</p> <ul style="list-style-type: none"> • impairing the quality of the rural environment visible and immediately accessible from Greenhill; • noise and air pollution due to increased traffic on the roads around Greenhill and Broadwaters; • pressure on local amenities (play areas, schools, shops, etc); • 4) Pressure on public transport, since the proposed sites are too far from the town centre

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			and secondary schools to access by walking.
	LPPO4397	Object	I strongly disagree with the proposal plans (both options) and feel that the lack of facilities within Kidderminster such as local shops and poor transport links, will not be able to cope with the volume of new homes you are proposing to build. Not to mention the beautiful Green Belt that will disappear if these plans are granted. My other strong concern is for the local wildlife, they will have no where to go if their natural habitat is destroyed, this includes the local bat population which are protected species. The rural feel of the outskirts of Kidderminster will be no more. I also feel that Kidderminster will suddenly no longer feel rural, but completely over-crowded with no amount of local amenities to cope with the volume of people proposed to live here. I question why developments are proposed on beautiful Green Belt and not derelict industrial sites.
	LPPO4420	Object	<p>I wish to object to both plans A&B of the local plan review for the following reasons...</p> <ul style="list-style-type: none"> • Cookley is, as you know, a small rural village which is part and parcel of our unique heritage and characteristic of the "British countryside" which in my opinion is worth fighting to preserve. • I also do not agree with Green Belt land being swallowed up into urban development unless, as a very last resort! • 3) I myself face a huge change living here in The Crescent, as we are more than likely to have 600++?houses built upon the former Lea Castle site and my road which has been a cul-de-sac for at least 15 years is apparently, to be re-opened to accommodate this development. The A449 road is already a nightmare for both drivers\walkers alike. I recently did a random survey of traffic passing The Crescent during a week day 9am-9pm in which I calculated approx 16,000 vehicles per day (12hrs) passed the entrance to The Crescent.

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	LPPO4425	Object	<p>I object to Options A&B on numerous grounds set out below...</p> <ol style="list-style-type: none"> 1. Cookley is a Green Belt village, the council has a responsibility to ensure this continues. This proposed build goes against this. Just because Green Belt land is adjacent to brown field sites does not give a right or justification to build on that Green Belt. This goes against all ruling and requirements to protect the environment, agriculture and farming in the area. 2. The proposed site is Cookley plus another 50% in a condensed area and there is no capacity to cope. No parking in the village, no Doctors' appointments, no extra school places. The A449 is already a very busy fast road well known as an accident black spot with many serious accidents in the recent past leading to serious injury and death. Extra housing across the road from the village, Dr's and school will lead to a vast increase in traffic driving into the village as it will be unsafe for children and adults to cross this busy, dangerous road on foot. Parking will be a nightmare with increased congestion due to people driving into cookley as opposed to walking across A449. Poor parking = accidents. There is no room for extension of any local services in cookley. 3. Removal of Green Belt including established woodland will affect wild life in the area, Buzzards and Bats along with other species. Living just across the road from the proposed site we have restrictions on what type of lighting we are allowed because of the established wildlife. Surely these restrictions show the green credentials of Councils past. Why is this council proposing at least 600 houses requiring numerous street lights that will render these past green ideals null and void? Properties away from the site have these restrictions so it is more imperative for properties closer to have stricter lighting regulations to protect the bats and other species. 4. Cookley is referred to as "village Inset Green Belt" how can this be if our Green Belt is removed? Cookley is NOT an urban extension of Kidderminster! Cookley deserves and needs to be retained as a village. I know that the old hospital site will need to be redeveloped but it surely should be on a much smaller scale than proposed. It should stay within the established footprint of buildings already on the site. Access should be via the B4189 and the A451 in order not to over burden the already busy A449.

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			<p>5. A smaller development should concentrate on environmentally sound, eco-friendly housing to compliment the local area not to decimate it! The community should be encouraged to maintain the wildlife and established animal community for future generations to enjoy and maintain a healthy human existence.</p> <p>6. Before established Green Belt is destroyed for new housing all existing brown field sites within the councils jurisdiction should be fully developed. These may not be as financially appealing to developers but should be a priority to our council. Profit should not come before the environment and the devastation of existing communities and wildlife. Animal life some of which are protected will be lost, the bees will be reduced due to removal of plant life and the Removal of hundreds of established tress will negatively effect the environments and will have detrimental long term effects to the area and sustaining of human beings in the future (we should be thinking long term!).</p> <p>7. As a society we are all aware of the damage we have done and are doing to our environment. The government is actively looking to rectify damage for the future re cars, pollution and the council should be looking to do the same and not just provide a quick fix to housing problems which is not environmentally friendly, not conducive to society long term and is putting the community both in Cookley and the new site at risk in its location, lack of amenities and destruction of wildlife.</p>
	LPPO4443	Object	I agree that the Lea Castle site is in need of development as it has been standing empty for many years and has been subject to vandalism and criminal activity. The locals put this forward as an option several years ago, when the Council proposed turning it into a Traveller's site as they stated there was no need for housing in the town. Were the Planners wrong then or now? This site on its own I believe has scope for 600+ houses. I do not agree that the neighbouring fields bordering the A451 should be added on. This would be an eyesore for those approaching Kidderminster, as well as wanton destruction of productive farmland.
	LPPO4448	Object	I agree that the Lea Castle site is in need of development as it has been standing empty for many years and has been subject to vandalism and criminal activity. The locals put this forward as an

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			option several years ago when the Council proposed turning it into a Traveller's site as they stated there was no need for housing in the town. Were the Planners wrong then or now? This site on its own I believe has scope for 600+ houses. I do not agree that the neighbouring fields bordering the A451 should be added on. This would be an eyesore for those approaching Kidderminster, as well as wanton destruction of productive farmland.
	LPP04539	Object	<p>I would like to comment on page 193 of the Local Plan Review of the local plan information, regarding the proposed development of Lea Castle. I object to Options A & B on the grounds that there is a lack of local infrastructure to support this. In terms of schools, Doctors' surgery, shops and transport Cookley is already at capacity. The junction of the A449 and Castle Road, Cookley is extremely busy and a well know local accident blackspot. It is also less than 50 metres from the proposed entrance to the Core Site via The Crescent, Cookley. The proposed development of the Lea Castle site with 600 houses would require a surgery and school as Cookley is already at capacity for both with no room for expansion at the school. In the local plan Cookley is referred to as an urban extension of Kidderminster, it is not, it is a village. As a separate village it should be allowed to expand in line with its own needs. While I agree that a development of the Lea Castle site is needed this needs to be done more sensitively with a view to supporting local infrastructure and need. On page 47, in Policy 7 it states "The current approach to "insetting" and "washed over" status of specific villages will be retained although village envelopes will be revisited to allow for development to meet local needs."The proposed development in no way supports this. In the table on page 29, Cookley is referred to as Inset Green Belt. How will Cookley be Inset Green Belt when our southern Green Belt is completely removed? I would infer from this that your intention is to join Cookley to Kidderminster, therefore negating your obligation to protect Cookley as a village Inset Green Belt. I see no evidence in the review of any employment provision or any commercial activity for the 2800+ people that will move in to the homes on the Green Belt "based around the redundant Lea Castle Hospital site near Cookley". By near the document should say joined to The Crescent, Cookley, of course. One convenience store next to the Park Gate Inn & a small office building is insufficient. On a personal note, I moved the West Midlands from Wiltshire having grown up in a small village with a strong sense of social cohesion where neighbours supported one</p>

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			<p>another. I have found this again for the first time in Cookley/ Caunsall since moving here 2 years ago. I work as a health visitor in Kidderminster I am acutely aware of the housing and social problems there, however, I believe overall the population of Wyre forest has not increased substantially and amalgamating Kidderminster with the outlying villages will not solve either the housing or social problems of the town, but may destroy the positive community relationships that already exist in these villages. In Kidderminster what is needed is an investment in the existing housing stock with more local amenities which could be incorporated into the development of the brownfield sites, the town centre in particular needs careful consideration. Housing schemes need good infrastructure support to prevent isolation and a strong emphasis on social and affordable housing incorporated into small mixed communities. The proposed development fails to deliver this. To summarise: Cookley is a Village inset in Green Belt. It has its own strong identity and provides key local services. As a council WFDC should be supporting Wolverley and Cookley Parish Council to meet it's local needs in a sustainable way and not by destroying Green Belt. I am happy to see a residential development on the Lea Castle Hospital site on the brownfield part of the site and without the destruction of the woodland. I also strongly suggest that you consider other brownfield sites such those I have outlined in Wolverley to share the housing quota which is due to Wolverley and Cookley Parish.</p>
	LPPO4557	Object	<p>I object to Options A & B: Cookley is already at capacity and there is no local infrastructure to support this; i.e. schools, Doctors', shops and transport. The highways infrastructure would also not cope with the more traffic; the junction of the A449/Castle Road, Cookley is an accident blackspot less than 50 metres from the proposed entrance via the Crescent, Cookley. 600 houses in the Lea Castle area would need an additional School/Doctors' surgery. Cookley Sebright Primary School is already full with no room for expansion and the Doctors' surgery v. busy.</p>
	LPPO4564	Object	<p>I object to Options A & B: Cookley is already at capacity and there is no local infrastructure to support this; i.e. schools, Doctors', shops and transport. The highways infrastructure would also not cope with the more traffic; the junction of the A449/Castle Road, Cookley is an accident blackspot less than 50 metres from the proposed entrance via the Crescent, Cookley. 600 houses in the Lea Castle area would need an additional School/Doctors' surgery. Cookley Sebright Primary School is</p>

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			already full with no room for expansion and the Doctors' surgery v. busy.
	LPPO4565	Object	I object to Options A & B : Cookley is already at capacity and there is no local infrastructure to support this; i.e. schools, Doctors', shops and transport. The highways infrastructure would also not cope with the more traffic; the junction of the A449/Castle Road, Cookley is an accident blackspot less than 50 metres from the proposed entrance via the Crescent, Cookley. 600 houses in the Lea Castle area would need an additional School/Doctors' surgery. Cookley Sebright Primary School is already full with no room for expansion and the Doctors' surgery v. busy.
	LPPO4612	Object	I object to Options A & B at Lea Castle on the grounds that there is a lack of local infrastructure to support this. In terms of schools, Doctors' Surgery, shops and transport Cookley is already at capacity. The access and highways infrastructure would also not cope with the additional traffic and some additional visibility splays and traffic lights will not do anything to help this. The junction of the A449 and Castle Road, Cookley is extremely busy and a well know local accident blackspot. It is also less than 50 metres from the proposed entrance to the Core Site via The Crescent, Cookley. 600 houses in the Lea Castle area would need an additional school and a Doctors' surgery. Cookley Sebright Primary School is full and has no room for expansion. It already has no usable playing field. Additionally the Doctors' surgery is so busy it is hard to get an appointment. While I agree that a development of the Lea Castle site is needed this needs to be done more sensitively with a view to supporting local infrastructure and need. The current plans do not do this. Please do not destroy the village for the children of the future.
	LPPO4662	Object	I would like to comment on page 193 of the Local Plan Review of the local plan information, regarding the proposed development of Lea Castle. I object to Options A & B on the grounds that there is a lack of local infrastructure to support this. In terms of Schools, Doctors' Surgery, shops and transport Cookley is already at capacity. The access and highways infrastructure would also not cope with the additional traffic and some additional visibility splays and traffic lights will not do anything to help this. The junction of the A449 and Castle Road, Cookley is extremely busy and a well known local accident blackspot. It is also less than 50 metres from the proposed entrance to the Core Site via the Crescent, Cookley. 600 houses in the Lea Castle area would need an additional

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			<p>school and a Doctors’ surgery. Cookley Sebright Primary School is full and has no room for expansion. It already has no usable playing field and to expect it to take more children is ludicrous. Additionally the Doctors’ surgery is so busy it is hard to get an appointment. I note that in the local plan Cookley is referred to as an urban extension of Kidderminster, it is not, it is a village. As a separate village it should be allowed to expand in line with its own needs. In being asked to accommodate 600 houses it is expanding to Kidderminster’s needs and being expected to carry this burden on its already stretched infrastructure. While I agree that a development of the Lea Castle site is needed this needs to be done more sensitively with a view to supporting local infrastructure and need. The current plans do not do this. On page 47, in Policy 7 it states “The current approach to “insetting” and “washed over” status of specific villages will be retained although village envelopes will be revisited to allow for development to meet local needs.” How is a development of 1200 – 1400 homes joining Cookley at the northern end, to Broadwaters, Kidderminster at the southern, in any way a development that meets the needs of Cookley as a village? Our village envelope will be stretched to Kidderminster and our Green Belt will be decimated. In the table on page 29, Cookley is referred to as Inset Green Belt. How will Cookley be Inset Green Belt when our southern Green Belt is completely removed? I would infer from this that your intention is to join Cookley to Kidderminster, therefore negating your obligation to protect Cookley as a village Inset Green Belt. I see no evidence in the review of any employment provision or any commercial activity for the 2800+ people that will move in to the homes on the Green Belt “based around the redundant Lea Castle Hospital site near Cookley”. By near the document should say joined to The Crescent, Cookley, of course. One convenience store next to the Park Gate Inn & a small office building is insufficient. To summarise: Cookley is a Village Inset in Green Belt. It has its own strong identity and provides key local services. As a council WFDC should be supporting Wolverley and Cookley Parish Council to meet it’s local needs in a sustainable way and not by destroying our Green Belt and putting a development larger than our village, joining our village and forming a development large enough to join Cookley to Kidderminster. I am happy to see a residential development on the Lea Castle Hospital site on the brown field part of the site and without the destruction of the woodland.</p>

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	LPPO4671	Object	<p>I would like to comment on page 193 of the Local Plan Review of the local plan information, regarding the proposed development of Lea Castle. I object to Options A & B on the grounds that there is a lack of local infrastructure to support this. In terms of schools, Doctors' surgery, shops and transport Cookley is already at capacity. The access and highways infrastructure would also not cope with the additional traffic and some additional visibility splays and traffic lights will not do anything to help this (not in plans). The junction of the A449 and Castle Road, Cookley is extremely busy and a well know local accident blackspot. It is also less than 50 metres from the proposed entrance to the Core Site via The Crescent, Cookley. Currently lack of planned infrastructure would mean all new residents crossing the A449 into Cookley using the "secondary access?", for pedestrians and motorists this will present dangers due to the volume of high speed traffic. The current bus service is under review, this is not mentioned and needs to be considered as vital for residents both incoming and established. 600 houses in the Lea Castle area would need an additional school and a Doctors' surgery. Cookley Sebright Primary School is full and has no room for expansion. It already has no usable playing field and to expect it to take more children is ludicrous. Additionally the Doctors' surgery is so busy it is hard to get an appointment. I note that in the local plan Cookley is referred to as an urban extension of Kidderminster, it is not, it is a village. As a separate village it should be allowed to expand in line with its own needs. In being asked to accommodate 600 houses it is expanding to Kidderminster's needs and being expected to carry this burden on its already stretched infrastructure. While I agree that a development of the Lea Castle site is needed this needs to be done more sensitively with a view to supporting local infrastructure and need. There is, also an identified need for housing suitable for elderly people. The current plans do not do this. On page 47, in Policy 7 it states "The current approach to "insetting" and "washed over" status of specific villages will be retained although village envelopes will be revisited to allow for development to meet local needs." How is a development of 1200 – 1400 homes joining Cookley at the northern end, to Broadwaters, Kidderminster at the southern, in any way a development that meets the needs of Cookley as a village? Our village envelope will be stretched to Kidderminster and our Green Belt will be decimated.</p> <p>In the table on page 29, Cookley is referred to as Inset Green Belt. How will Cookley be Inset Green</p>

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			Belt when our southern Green Belt is completely removed? I would infer from this that your intention is to join Cookley to Kidderminster, therefore negating your obligation to protect Cookley as a village Inset Green Belt. Cookley is a Village inset in Green Belt, known to WFDC as part of Wyre Forest Rural. It has its own strong identity and provides key local services. As a council WFDC should be supporting Wolverley and Cookley Parish Council to meet it's local needs in a sustainable way, not by destroying Green Belt and putting a development larger than the established village, joining our village and forming a development large enough to join Cookley to Kidderminster. Most local people wish to see sensible, balanced development of the Lea Castle Hospital site on the brown field part of the site and without the destruction of the woodland. Finally, Cookley is identified as self sustaining for it's housing needs, such a large development does not consider this or any harmonisation required with the established Community. I see no evidence in the review of any employment provision or any commercial activity for the 2800+ people that will move in to the homes on the Green Belt "based around the redundant Lea Castle Hospital site near Cookley". By near the document should say joined to The Crescent, Cookley, of course. One convenience store next to the Park Gate Inn & a small office building is insufficient.
	LPPO4743	Object	Policy 6D page 32 which give the first mention of the proposed site of the Lea Castle Hospital. I, along with many in the area, would consider this the perfect site for development. The mature trees around the site would shield much of the housing from view of the general public and the access into the Wolverhampton and Stourbridge roads would be acceptable. However, there does not seem to be any logic at this stage to extend the housing along Hurcott Lane out onto the A456.
	LPPO4765	Object	I would like to voice my opinion regarding the proposed development of Lea Castle. I object to Options A & B on the grounds that there is a lack of local infrastructure to support this. As a resident of Cookley I can confirm that the Schools, Doctors' Surgery, shops and transport are already at capacity. The access and highways infrastructure would also not cope with the additional traffic and some additional visibility splays and traffic lights will not do anything to help this and potentially hinder it as the traffic backs up down into the village. The junction of the A449 and Castle Road, Cookley is extremely busy and a well know local accident blackspot, it is also less than 50 metres from the proposed entrance to the Core Site via The Crescent, Cookley. I cannot comprehend the

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			<p>volume of traffic that would travel along this stretch of road between approximately 7.30am of a week day morning. If you also think long term, how long with the proposed increase in traffic before the road needs resurfacing? 600 houses in the Lea Castle area would need an additional School and a Doctors' surgery, however I am led to believe that there is no legal obligation from either the local authority or the developers that this would be built. Cookley Sebright Primary School is full and has no room for expansion. It already has no usable playing field and to expect it to take more children is incomprehensible. Additionally the Doctors' surgery is so busy it is hard to get an appointment - and impossible to park outside it also. I note that in the local plan Cookley is referred to as an urban extension of Kidderminster, it is not, it is a village. As a separate village it should be allowed to expand in line with its own needs. In the table on page 29, Cookley is referred to as Inset Green Belt. How will Cookley be Inset Green Belt when our southern Green Belt is completely removed? I would infer from this that your intention is to join Cookley to Kidderminster, therefore negating your obligation to protect Cookley as a village Inset Green Belt. Also in being asked to accommodate 600 houses it is expanding to Kidderminster's needs and being expected to carry this burden on its already stretched infrastructure. I would at this point like to draw your attention to the Shuttle article (2012) stating the 10yr (2001-2011) population growth for Wyre Forest was 1.1%. I am not naïve in knowing that there is a housing shortage in the UK and would indeed be prepared to give more support to the plan if I felt that the majority of it would be affordable housing. I wonder if you could tell me please what percentage of Option A would be built as affordable housing? 30% or 18 %? Which is the more accurate figure? On page 47, in Policy 7 it states "The current approach to "insetting" and "washed over" status of specific villages will be retained although village envelopes will be revisited to allow for development to meet local needs." How is a development of 1200 – 1400 homes joining Cookley at the northern end, to Broadwaters, Kidderminster at the southern, in any way a development that meets the needs of Cookley as a village? Our village envelope will be stretched to Kidderminster and our Green Belt will be decimated. It won't be long before generations of villagers will be harking back to the halcyon days when it was nice to see trees and fields as far as the eye can see and not row upon row of cold and sterile houses with a profound lack of community or belonging? Where is the economy in Kidderminster also to support such a population increase? These homes will simply act as a commuter belt for Birmingham,</p>

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			Wolverhampton and others.
	LPPO4769	Object	<p>I would like to voice my opinion regarding the proposed development of Lea Castle. I object to Options A & B on the grounds that there is a lack of local infrastructure to support this. As a resident of Cookley I can confirm that the Schools, Doctors' Surgery, shops and transport are already at capacity. The access and highways infrastructure would also not cope with the additional traffic and some additional visibility splays and traffic lights will not do anything to help this and potentially hinder it as the traffic backs up down into the village. The junction of the A449 and Castle Road, Cookley is extremely busy and a well know local accident blackspot, it is also less than 50 metres from the proposed entrance to the Core Site via The Crescent, Cookley. I cannot comprehend the volume of traffic that would travel along this stretch of road between approximately 7.30am of a week day morning. If you also think long term, how long with the proposed increase in traffic before the road needs resurfacing? 600 houses in the Lea Castle area would need an additional School and a Doctors' surgery, however I am led to believe that there is no legal obligation from either the local authority or the developers that this would be built. Cookley Sebright Primary School is full and has no room for expansion. It already has no usable playing field and to expect it to take more children is incomprehensible. Additionally the Doctors' surgery is so busy it is hard to get an appointment - and impossible to park outside it also. I note that in the local plan Cookley is referred to as an urban extension of Kidderminster, it is not, it is a village. As a separate village it should be allowed to expand in line with its own needs. In the table on page 29, Cookley is referred to as Inset Green Belt. How will Cookley be Inset Green Belt when our southern Green Belt is completely removed? I would infer from this that your intention is to join Cookley to Kidderminster, therefore negating your obligation to protect Cookley as a village Inset Green Belt. Also in being asked to accommodate 600 houses it is expanding to Kidderminster's needs and being expected to carry this burden on its already stretched infrastructure. I would at this point like to draw your attention to the Shuttle article (2012) stating the 10yr (2001-2011) population growth for Wyre Forest was 1.1%. I am not naïve in knowing that there is a housing shortage in the UK and would indeed be prepared to give more support to the plan if I felt that the majority of it would be affordable housing. I wonder if you could tell me please what percentage of Option A would be built as affordable housing? 30% or 18</p>

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			<p>%? Which is the more accurate figure? On page 47, in Policy 7 it states “The current approach to “insetting” and “washed over” status of specific villages will be retained although village envelopes will be revisited to allow for development to meet local needs.” How is a development of 1200 – 1400 homes joining Cookley at the northern end, to Broadwaters, Kidderminster at the southern, in any way a development that meets the needs of Cookley as a village? Our village envelope will be stretched to Kidderminster and our Green Belt will be decimated. It won’t be long before generations of villagers will be harking back to the halcyon days when it was nice to see trees and fields as far as the eye can see and not row upon row of cold and sterile houses with a profound lack of community or belonging? Where is the economy in Kidderminster also to support such a population increase? These homes will simply act as a commuter belt for Birmingham, Wolverhampton and others.</p>
	LPPO4818	Object	<p>I object to Options A & B on the grounds that there is a lack of local infrastructure to support this. Schools, Doctors’ Surgery, shops and transport in Cookley are already at capacity. Access and highways infrastructure would not cope with the additional traffic and some additional visibility splays and traffic lights will not do anything to help this. The junction of the A449 and Castle Road, Cookley is extremely busy and a well know local accident blackspot. It is also less than 50 metres from the proposed entrance to the Core Site via The Crescent, Cookley.</p> <p>600 houses in the Lea Castle area would need an additional School and a Doctors’ surgery. Cookley Sebright Primary School is full and has no room for expansion. It already has no usable playing field. Additionally the Doctors’ surgery busy.</p> <p>I note that Cookley is referred to as an urban extension of Kidderminster, it is not, it is a village. As a separate village it should be allowed to expand in line with its own needs. In being asked to accommodate 600 houses it is expanding to Kidderminster’s needs and being expected to carry this burden on its already stretched infrastructure.</p> <p>Agree that development of the Lea Castle site is needed but needs to be done more sensitively, supporting local infrastructure and need. The current plans do not do this. Policy 7 states “The current approach to “insetting” and “washed over” status of specific villages will be retained although village envelopes will be revisited to allow for development to meet local needs.” How is a</p>

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			<p>development of 1200 — 1400 homes joining Cookley at the northern end to Broadwaters at the southern meeting the needs of Cookley as a village? Our village envelope will be stretched to Kidderminster and our Green Belt will be decimated.</p> <p>Cookley is referred to as Inset Green Belt. How will Cookley be Inset Green Belt when our southern Green Belt is completely removed? I would infer from this that your intention is to join Cookley to Kidderminster, therefore negating your obligation to protect Cookley as a village Inset Green Belt. I see no evidence in the review of any employment provision or any commercial activity for the 2800+ people that will move in to the homes on the Green Belt “based around the redundant Lea Castle Hospital site near Cookley”. By near the document should say joined to The Crescent, Cookley. One convenience store next to the Park Gate Inn & a small office building is insufficient. In addition Cookley Village will not be able to cope with the additional cars coming into the village to park at the shops, Doctors’, schools etc. If there are 600 houses that is an average of 1200 cars. Lea Lane already suffers with people constantly parking on the double yellow lines and blocking the road. To summarise: Cookley is a Village inset in Green Belt. It has its own strong identity and provides key local services. As a council WFDC should be supporting Wolverley and Cookley Parish Council to meet its local needs in a sustainable way and not by destroying our Green Belt and putting a development larger than our village, joining our village and forming a development large enough to join Cookley to Kidderminster. I am happy to see a residential development on the Lea Castle Hospital site on the brownfield part of the site and without the destruction of the woodland.</p>
	LPPO4822	Object	<p>I object to Options A & B on the grounds that there is a lack of local infrastructure to support this. Schools, Doctors’ Surgery, shops and transport in Cookley are already at capacity. Access and highways infrastructure would not cope with the additional traffic and some additional visibility splays and traffic lights will not do anything to help this. The junction of the A449 and Castle Road, Cookley is extremely busy and a well know local accident blackspot. It is also less than 50 metres from the proposed entrance to the Core Site via The Crescent, Cookley.</p> <p>600 houses in the Lea Castle area would need an additional School and a Doctors’ surgery. Cookley Sebright Primary School is full and has no room for expansion. It already has no usable playing field. Additionally the Doctors’ surgery busy.</p>

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			<p>I note that Cookley is referred to as an urban extension of Kidderminster, it is not, it is a village. As a separate village it should be allowed to expand in line with its own needs. In being asked to accommodate 600 houses it is expanding to Kidderminster's needs and being expected to carry this burden on its already stretched infrastructure.</p> <p>Agree that development of the Lea Castle site is needed but needs to be done more sensitively, supporting local infrastructure and need. The current plans do not do this. Policy 7 states "The current approach to "insetting" and "washed over" status of specific villages will be retained although village envelopes will be revisited to allow for development to meet local needs." How is a development of 1200 — 1400 homes joining Cookley at the northern end to Broadwaters at the southern meeting the needs of Cookley as a village? Our village envelope will be stretched to Kidderminster and our Green Belt will be decimated.</p> <p>Cookley is referred to as Inset Green Belt. How will Cookley be Inset Green Belt when our southern Green Belt is completely removed? I would infer from this that your intention is to join Cookley to Kidderminster, therefore negating your obligation to protect Cookley as a village Inset Green Belt. I see no evidence in the review of any employment provision or any commercial activity for the 2800+ people that will move in to the homes on the Green Belt "based around the redundant Lea Castle Hospital site near Cookley". By near the document should say joined to The Crescent, Cookley. One convenience store next to the Park Gate Inn & a small office building is insufficient. In addition Cookley Village will not be able to cope with the additional cars coming into the village to park at the shops, Doctors', schools etc. If there are 600 houses that is an average of 1200 cars. Lea Lane already suffers with people constantly parking on the double yellow lines and blocking the road. To summarise: Cookley is a Village inset in Green Belt. It has its own strong identity and provides key local services. As a council WFDC should be supporting Wolverley and Cookley Parish Council to meet its local needs in a sustainable way and not by destroying our Green Belt and putting a development larger than our village, joining our village and forming a development large enough to join Cookley to Kidderminster. I am happy to see a residential development on the Lea Castle Hospital site on the brownfield part of the site and without the destruction of the woodland.</p>
	LPPO4888	Object	I would like to comment the proposed development of Lea Castle. I object to Options A & B on the

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			<p>grounds that there is a lack of local infrastructure to support this. In terms of Schools, Doctors' Surgery, shops and transport Cookley is already at capacity. The access and highways infrastructure would also not cope with the additional traffic and some additional visibility splays and traffic lights will not do anything to help this. The junction of the A449 and Castle Road, Cookley is extremely busy and a well know local accident blackspot. It is also less than 50 metres from the proposed entrance to the Core Site via The Crescent, Cookley. 600 houses in the Lea Castle area would need an additional school and a Doctors' surgery. Cookley Sebright Primary School is full and has no room for expansion. It already has no usable playing field and to expect it to take more children is ludicrous. Additionally the Doctors' surgery is so busy it is hard to get an appointment. I note that in the local plan Cookley is referred to as an urban extension of Kidderminster, it is not, it is a village. As a separate village it should be allowed to expand in line with its own needs. In being asked to accommodate 600 houses it is expanding to Kidderminster's needs and being expected to carry this burden on its already stretched infrastructure. While I agree that a development of the Lea Castle site is needed this needs to be done more sensitively with a view to supporting local infrastructure and need. The current plans do not do this. Policy 7 states "The current approach to "insetting" and "washed over" status of specific villages will be retained although village envelopes will be revisited to allow for development to meet local needs." How is a development of 1200 – 1400 homes joining Cookley at the northern end, to Broadwaters, Kidderminster at the southern, in any way a development that meets the needs of Cookley as a village? Our village envelope will be stretched to Kidderminster and our Green Belt will be decimated. Cookley is referred to as Inset Green Belt. How will Cookley be Inset Green Belt when our southern Green Belt is completely removed? I would infer from this that your intention is to join Cookley to Kidderminster, therefore negating your obligation to protect Cookley as a village Inset Green Belt. I see no evidence in the review of any employment provision or any commercial activity for the 2800+ people that will move in to the homes on the Green Belt "based around the redundant Lea Castle Hospital site near Cookley". One convenience store next to the Park Gate Inn & a small office building is insufficient. To summarise: Cookley is a Village INSET in Green Belt. It has its own strong identity and provides key local services. As a council WFDC should be supporting Wolverley and Cookley Parish Council to meet it's local needs in a sustainable way and not by destroying our Green Belt and putting a development larger than our</p>

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			village, joining our village and forming a development large enough to join Cookley to Kidderminster. I am happy to see a residential development on the Lea Castle Hospital site on the brownfield part of the site and without the destruction of the woodland.
	LPPO4892	Object	<p>I would like to comment the proposed development of Lea Castle. I object to Options A & B on the grounds that there is a lack of local infrastructure to support this. In terms of Schools, Doctors' Surgery, shops and transport Cookley is already at capacity. The access and highways infrastructure would also not cope with the additional traffic and some additional visibility splays and traffic lights will not do anything to help this. The junction of the A449 and Castle Road, Cookley is extremely busy and a well know local accident blackspot. It is also less than 50 metres from the proposed entrance to the Core Site via The Crescent, Cookley. 600 houses in the Lea Castle area would need an additional school and a Doctors' surgery. Cookley Sebright Primary School is full and has no room for expansion. It already has no usable playing field and to expect it to take more children is ludicrous. Additionally the Doctors' surgery is so busy it is hard to get an appointment. I note that in the local plan Cookley is referred to as an urban extension of Kidderminster, it is not, it is a village. As a separate village it should be allowed to expand in line with its own needs. In being asked to accommodate 600 houses it is expanding to Kidderminster's needs and being expected to carry this burden on its already stretched infrastructure. While I agree that a development of the Lea Castle site is needed this needs to be done more sensitively with a view to supporting local infrastructure and need. The current plans do not do this. Policy 7 states "The current approach to "insetting" and "washed over" status of specific villages will be retained although village envelopes will be revisited to allow for development to meet local needs." How is a development of 1200 – 1400 homes joining Cookley at the northern end, to Broadwaters, Kidderminster at the southern, in any way a development that meets the needs of Cookley as a village? Our village envelope will be stretched to Kidderminster and our Green Belt will be decimated. Cookley is referred to as Inset Green Belt. How will Cookley be Inset Green Belt when our southern Green Belt is completely removed? I would infer from this that your intention is to join Cookley to Kidderminster, therefore negating your obligation to protect Cookley as a village Inset Green Belt. I see no evidence in the review of any employment provision or any commercial activity for the 2800+ people that will move in to the homes on the</p>

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			Green Belt “based around the redundant Lea Castle Hospital site near Cookley”. One convenience store next to the Park Gate Inn & a small office building is insufficient. To summarise: Cookley is a Village INSET in Green Belt. It has its own strong identity and provides key local services. As a council WFDC should be supporting Wolverley and Cookley Parish Council to meet it’s local needs in a sustainable way and not by destroying our Green Belt and putting a development larger than our village, joining our village and forming a development large enough to join Cookley to Kidderminster. I am happy to see a residential development on the Lea Castle Hospital site on the brownfield part of the site and without the destruction of the woodland.
	LPPO4901	Object	I would like to comment on page 193 of the Local Plan Review of the local plan information, regarding the proposed development of Lea Castle. I object to Options A & B on the grounds that there is a lack of local infrastructure to support this. In terms of Schools, Doctors’ Surgery, shops and transport Cookley is already at capacity. The access and highways infrastructure would also not cope with the additional traffic and some additional visibility splays and traffic lights will not do anything to help this. The junction of the A449 and Castle Road, Cookley is extremely busy and a well know local accident blackspot. It is also less than 50 metres from the proposed entrance to the Core Site via the Crescent, Cookley. 600 houses in the Lea Castle area would need an additional School and a Doctors’ surgery. As a parent of a child who has just completed her schooling at Cookley Sebright Primary School there is no room for expansion and they are full. It already has no usable playing field and to expect it to take more children is ludicrous. There is also the danger of children crossing the A449 to get to school. Additionally the Doctors’ surgery is so busy it is hard to get an appointment. I note that in the local plan Cookley is referred to as an urban extension of Kidderminster, it is not, it is a village. As a separate village it should be allowed to expand in line with its own needs. In being asked to accommodate 600 houses it is expanding to Kidderminster’s needs and being expected to carry this burden on its already stretched infrastructure. While I agree that a development of the Lea Castle site is needed this needs to be done more sensitively with a view to supporting local infrastructure and need. The current plans do not do this. On page 47, in Policy 7 it states “The current approach to “insetting” and “washed over” status of specific villages will be retained although village envelopes will be revisited to allow for development to meet local

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			needs.” How is a development of 1200 – 1400 homes joining Cookley at the northern end, to Broadwaters, Kidderminster at the southern, in any way a development that meets the needs of Cookley as a village? Our village envelope will be stretched to Kidderminster and our Green Belt will be decimated. In the table on page 29, Cookley is referred to as Inset Green Belt. How will Cookley be Inset Green Belt when our southern Green Belt is completely removed? I would infer from this that your intention is to join Cookley to Kidderminster, therefore negating your obligation to protect Cookley as a village Inset Green Belt. I see no evidence in the review of any employment provision or any commercial activity for the 2800+ people that will move in to the homes on the Green Belt “based around the redundant Lea Castle Hospital site near Cookley”. By near the document should say joined to The Crescent, Cookley, of course. One convenience store next to the Park Gate Inn & a small office building is insufficient. To summarise: Cookley is a Village INSET in Green Belt. It has its own strong identity and provides key local services. As a council WFDC should be supporting Wolverley and Cookley Parish Council to meet it’s local needs in a sustainable way and not by destroying our Green Belt and putting a development larger than our village, joining our village and forming a development large enough to join Cookley to Kidderminster. I am happy to see a residential development on the Lea Castle Hospital site on the brown field part of the site and without the destruction of the woodland.
	LPPO4908	Object	I would like to comment on the Local Plan Review of the local plan information, regarding the proposed development of Lea Castle. I object to Option B on the grounds that there is a lack of local infrastructure to support this. In terms of Schools, Doctors’ Surgery, shops and transport Cookley is already at capacity. The access and highways infrastructure would also not cope with the additional traffic and some additional traffic lights; roundabouts will not do anything to help. The junction of the A449 and Castle Road, Cookley is extremely busy and a well know local accident black spot. It is also less than 50 metres from the proposed entrance to the Core Site via the Crescent, Cookley. 600 houses in the Lea Castle area would need an additional School and a Doctors’ surgery. Cookley Sebright Primary School is full and has no room for expansion. It already has no usable playing field and to expect it to take more children is ludicrous. Additionally the Doctors’ surgery is so busy it is hard to get an appointment. I note that in the local plan for Cookley is referred to as an urban

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			<p>extension of Kidderminster. Cookley is a village & not an extension of Kidderminster. As a separate village it should be allowed to expand in line with its own needs. In being asked to accommodate 600 houses it is expanding to Kidderminster's needs and being expected to carry this burden on its already stretched infrastructure. While I agree that a development of the Lea Castle site is needed this needs to be done more sensitively with a view to supporting local infrastructure and need. The current plans do not do this. On page 47, in Policy 7 it states, "The current approach to wash over status of specific villages will be retained although village envelopes will be revisited to allow for development to meet local needs." How is a development of 1200 – 1400 homes joining Cookley at the northern end, to Broadwaters, Kidderminster at the southern, in any way a development that meets the needs of Cookley as a village? Our village envelope will be stretched to Kidderminster and our Green Belt will be decimated. In the table on page 29, Cookley is referred to as Inset Green Belt. How will Cookley be Inset Green Belt when our southern Green Belt is completely removed? I would infer from this that your intention is to join Cookley to Kidderminster, therefore negating your obligation to protect Cookley as a village Inset Green Belt. I see no evidence in the review of any employment provision or any commercial activity for the 2800+ people that will move in to the homes. We as a society should be looking into local employment to minimise the travelling distances to our employment in light of the energy crisis that is looming on this world of ours. We need to be making these provisions of long-term employment in this area for our future generations & not just thinking about the here & now. This is especially prominent in light of the lack of employment in this area & the up & coming redundancies from local employers. To summarise: Cookley is a Village INSET in Green Belt. It has its own strong identity and provides key local services. As a council WFDC should be supporting Wolverley and Cookley Parish Council to meet its local needs in a sustainable way and not by destroying our Green Belt and putting a development larger than our village, joining our village and forming a development large enough to join Cookley to Kidderminster. I am happy to see a residential development on the Lea Castle Hospital site on the brown field part of the site and without the destruction of the woodland.</p>
	LPPO4937	Object	I object to Options A & B in relation to Lea Castle on the grounds that there is a lack of local infrastructure to support this. In terms of Schools, Doctors' Surgery, shops and transport Cookley is

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			<p>already at capacity. The access and highways infrastructure would also not cope with the additional traffic and some additional visibility splays and traffic lights will not do anything to help this. The junction of the A449 and Castle Road, Cookley is extremely busy and a well know local accident blackspot. It is also less than 50 metres from the proposed entrance to the Core Site via The Crescent, Cookley. 600 houses in the Lea Castle area would need an additional School and a Doctors' surgery. Cookley Sebright Primary School is full and has no room for expansion. It already has no usable playing field. Additionally the Doctors' surgery is so busy it is hard to get an appointment. I note that in the local plan Cookley is referred to as an urban extension of Kidderminster, it is not, it is a village. As a separate village it should be allowed to expand in line with its own needs. In being asked to accommodate 600 houses it is expanding to Kidderminster's needs and being expected to carry this burden on its already stretched infrastructure. While I agree that a development of the Lea Castle site is needed this needs to be done more sensitively with a view to supporting local infrastructure and need. The current plans do not do this. Policy 7 states "The current approach to "insetting" and "washed over" status of specific villages will be retained although village envelopes will be revisited to allow for development to meet local needs." How is a development of 1200 – 1400 homes joining Cookley at the northern end, to Broadwaters, Kidderminster at the southern, in any way a development that meets the needs of Cookley as a village? Our village envelope will be stretched to Kidderminster and our Green Belt will be decimated. Cookley is referred to as Inset Green Belt. How will Cookley be Inset Green Belt when <i>our</i> southern Green Belt is completely removed? I would infer from this that your intention is to join Cookley to Kidderminster, therefore negating your obligation to protect Cookley as a village Inset Green Belt. I see no evidence in the review of any employment provision or any commercial activity for the 2800+ people that will move in to the homes on the Green Belt "based around the redundant Lea Castle Hospital site near Cookley". By near the document should say joined to The Crescent, Cookley, of course. One convenience store next to the Park Gate Inn & a small office building is insufficient. To summarise: Cookley is a Village INSET in Green Belt. It has its own strong identity and provides key local services. As a council WFDC should be supporting Wolverley and Cookley Parish Council to meet it's local needs in a sustainable way and not by destroying our Green Belt and putting a development larger than our village, joining our village and forming a</p>

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Respondent	Response No	Type of Response	Summary of Response
			development large enough to join Cookley to Kidderminster. I am happy to see a residential development on the Lea Castle Hospital site on the brownfield part of the site and without the destruction of the woodland.
	LPPO4941	Object	<p>I object to Options A & B in relation to Lea Castle on the grounds that there is a lack of local infrastructure to support this. In terms of Schools, Doctors' Surgery, shops and transport Cookley is already at capacity. The access and highways infrastructure would also not cope with the additional traffic and some additional visibility splays and traffic lights will not do anything to help this. The junction of the A449 and Castle Road, Cookley is extremely busy and a well know local accident blackspot. It is also less than 50 metres from the proposed entrance to the Core Site via The Crescent, Cookley. 600 houses in the Lea Castle area would need an additional School and a Doctors' surgery. Cookley Sebright Primary School is full and has no room for expansion. It already has no usable playing field. Additionally the Doctors' surgery is so busy it is hard to get an appointment. I note that in the local plan Cookley is referred to as an urban extension of Kidderminster, it is not, it is a village. As a separate village it should be allowed to expand in line with its own needs. In being asked to accommodate 600 houses it is expanding to Kidderminster's needs and being expected to carry this burden on its already stretched infrastructure. While I agree that a development of the Lea Castle site is needed this needs to be done more sensitively with a view to supporting local infrastructure and need. The current plans do not do this. Policy 7 states "The current approach to "insetting" and "washed over" status of specific villages will be retained although village envelopes will be revisited to allow for development to meet local needs." How is a development of 1200 – 1400 homes joining Cookley at the northern end, to Broadwaters, Kidderminster at the southern, in any way a development that meets the needs of Cookley as a village? Our village envelope will be stretched to Kidderminster and our Green Belt will be decimated. Cookley is referred to as Inset Green Belt. How will Cookley be Inset Green Belt when <i>our</i> southern Green Belt is completely removed? I would infer from this that your intention is to join Cookley to Kidderminster, therefore negating your obligation to protect Cookley as a village Inset Green Belt. I see no evidence in the review of any employment provision or any commercial activity for the 2800+ people that will move in to the homes on the Green Belt "based around the</p>

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Respondent	Response No	Type of Response	Summary of Response
			redundant Lea Castle Hospital site near Cookley”. By near the document should say joined to The Crescent, Cookley, of course. One convenience store next to the Park Gate Inn & a small office building is insufficient. To summarise: Cookley is a Village INSET in Green Belt. It has its own strong identity and provides key local services. As a council WFDC should be supporting Wolverley and Cookley Parish Council to meet it’s local needs in a sustainable way and not by destroying our Green Belt and putting a development larger than our village, joining our village and forming a development large enough to join Cookley to Kidderminster. I am happy to see a residential development on the Lea Castle Hospital site on the brownfield part of the site and without the destruction of the woodland.
	LPP04945	Object	I object to Options A & B in relation to Lea Castle on the grounds that there is a lack of local infrastructure to support this. In terms of Schools, Doctors’ Surgery, shops and transport Cookley is already at capacity. The access and highways infrastructure would also not cope with the additional traffic and some additional visibility splays and traffic lights will not do anything to help this. The junction of the A449 and Castle Road, Cookley is extremely busy and a well know local accident blackspot. It is also less than 50 metres from the proposed entrance to the Core Site via The Crescent, Cookley. 600 houses in the Lea Castle area would need an additional School and a Doctors’ surgery. Cookley Sebright Primary School is full and has no room for expansion. It already has no usable playing field. Additionally the Doctors’ surgery is so busy it is hard to get an appointment. I note that in the local plan Cookley is referred to as an urban extension of Kidderminster, it is not, it is a village. As a separate village it should be allowed to expand in line with its own needs. In being asked to accommodate 600 houses it is expanding to Kidderminster’s needs and being expected to carry this burden on its already stretched infrastructure. While I agree that a development of the Lea Castle site is needed this needs to be done more sensitively with a view to supporting local infrastructure and need. The current plans do not do this. Policy 7 states “The current approach to “insetting” and “washed over” status of specific villages will be retained although village envelopes will be revisited to allow for development to meet local needs.” How is a development of 1200 – 1400 homes joining Cookley at the northern end, to Broadwaters, Kidderminster at the southern, in any way a development that meets the needs of Cookley as a

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Respondent	Response No	Type of Response	Summary of Response
			village? Our village envelope will be stretched to Kidderminster and our Green Belt will be decimated. Cookley is referred to as Inset Green Belt. How will Cookley be Inset Green Belt when <i>our</i> southern Green Belt is completely removed? I would infer from this that your intention is to join Cookley to Kidderminster, therefore negating your obligation to protect Cookley as a village Inset Green Belt. I see no evidence in the review of any employment provision or any commercial activity for the 2800+ people that will move in to the homes on the Green Belt “based around the redundant Lea Castle Hospital site near Cookley”. By near the document should say joined to The Crescent, Cookley, of course. One convenience store next to the Park Gate Inn & a small office building is insufficient. To summarise: Cookley is a Village INSET in Green Belt. It has its own strong identity and provides key local services. As a council WFDC should be supporting Wolverley and Cookley Parish Council to meet it’s local needs in a sustainable way and not by destroying our Green Belt and putting a development larger than our village, joining our village and forming a development large enough to join Cookley to Kidderminster. I am happy to see a residential development on the Lea Castle Hospital site on the brownfield part of the site and without the destruction of the woodland.
	LPPO4953	Object	I would like to object strongly to the proposed development of Lea Castle site and surrounding areas. I object to Options A & B on the grounds that there is no local infrastructure to support this scale of development. In terms of Doctors’, schools, shops and transport Cookley is already up to capacity. 600+ houses in the Lea Castle area would need an additional school and Doctors’ surgery. Cookley Sebright is full and has no room for expansion having recently been modernized at great cost. It already has no usable playing field and to expect it to take more children is unbelievable. Additionally the Doctors’ surgery is so busy it is hard to get appointments at the moment. In addition I would like to object to Option A in that it would effectively link Cookley to Kidderminster making it an extension of Kidderminster. I note that in the local plan Cookley is referred to as an extension of Kidderminster, it is not, it is a village. As a separate village it should be allowed to expand in line with its own needs. The population of our village has hardly changed over the last 5 years. In being asked to accommodate 600+ houses it is expanding to Kidderminster’s needs and being expected to carry this burden on its already stretched infrastructure. Also this new

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			development would be larger than the whole of Cookley. While I agree that a development of the Lea Castle site is needed this needs to be done more sensitively with a view to supporting local infrastructure and need. The current suggested plan does not do this. Where is the proposed development in nearby Wolverley which has 2 primary schools and a high school? Other local action groups are recommending development of Lea Castle to protect their own interests, which is understandable...but Cookley is a village. It is not an extension of Kidderminster and it should not be sacrificed to support Kidderminster's needs.
	LPPO4957	Object	Proposed development of Lea Castle - I object to options A&B for the following grounds; Lack of supporting infrastructure and lack of appropriate access. Option A would effectively join Cookley to Kidderminster. In the local plan Cookley is referred to as an extension of Kidderminster. It is not; it is a village. The document states that villages should be allowed to develop to expand in line with their own needs. This proposed development would expect Cookley to accommodate a minimum of 600 new homes with no provision made for additional demands on existing services such as schooling, GP surgery and shops. I also have concerns re increased traffic in the area and the exhaust emission and noise pollution associated with it.
	LPPO4959	Object	I strongly object to the development of the orange, purple and blue zones in and around Lea Castle, as this will join Cookley Village a rural community to Kidderminster Town and therefore lose the village status It is not necessary to build on as there variety of brown belt land still to be redeveloped nearer to the town centre which would meet the school, doctor, roads needed for the extra people.
	LPPO4961	Object	Object to development of this land is due to the fact that Cookley will lose its village identity and end up as a Kidderminster extension. This will not be feasible due to: <ul style="list-style-type: none"> - Recent modernisation of school will not accommodate more than 600 houses in the area. - This area is Green Belt and priority should be redevelopment of brown belt of which there are several around Kidderminster. - Increase in traffic in and around our quiet village

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			- I do not have any objection to development of red Lea Castle site as this is brown field.
	LPPO4963	Object	I object to option A&B as it is Green Belt land and not enough Brownfield sites have considered. No consideration given to infrastructure i.e. Schools, Doctors' etc. Kidderminster Hospital is inadequate and puts pressure on Worcester hospital, which is in special measures. Health care for the amount of people 6000 houses would bring puts peoples' health and lives at risk. Cookley is a village not an extension of Kidderminster.
	LPPO4964	Object	I object to option A&B and wish to retain Cookley as a village – school and GP Surgery just coping with current numbers. Lea Castle site could be used for a badly needed care home complex. Yes to Brownfield sites.
	LPPO4967	Object	Objects to the proposed development of the Lea Castle site and adjacent areas. For Cookley it will wipe out its status as a village, inns, GP surgery, school and church plus its playing fields and village hall. These will all be overstrained by the huge population growth implied. The value of Cookley's properties will undoubtedly suffer a loss. The proposal will blight the villages attractiveness – e.g. p.178, justification 31.2 will involve the destruction of Talbot Wood through which runs a beautiful public footpath. Cookley amenity natural surroundings accessed by such paths must not be blocked or turned into sub-urban alleyways benefit of the natural richness that enhances our well-being. The Anglo-Saxon castle contains a definitive description of the parishes' bounds under King Aethelbald Lea Castle land is in this anciently established parish and not a district of Kidderminster. The Lea Castle land in question was designated to function as a sanatorium. Any future development should continue with a role of the same nature or a senior person's village.
	LPPO4969	Object	Objects to development of the Lea Castle site for the following reasons: 1. lack of infrastructure (Doctors', schools, shops and transport - Cookley can't cater for any more) 2. Objects to building on Green Belt when there is sufficient brownfield land

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			3. Cookley is a village not an extension of Kidderminster 4. Concerned about housing development areas without any employment or entertainment for young people
	LPPO4970	Object	<p>I object to the proposed development at Lea Castle - Options A & B on the following grounds:</p> <ul style="list-style-type: none"> • There is a lack of local infrastructure to support this. In terms of Schools, Doctors' Surgery, shops and transport Cookley is already at capacity. • Access and highways infrastructure is insufficient to cope with proposed development. Additional visibility splays and traffic lights will not do anything to help this. The junction of the A449 and Castle Road, Cookley is extremely busy and a well know local accident blackspot. It is also less than 50 metres from the proposed entrance to the Core Site via the Crescent, Cookley. • 600 houses in the Lea Castle area would need an additional School and a Doctors' surgery. Cookley Sebright Primary School is full and has no room for expansion. Additionally the Doctors' surgery is so busy it is hard to get an appointment. • Development would effectively link Cookley to Kidderminster making it an extension of Kidderminster. The Local Plan Cookley refers to Cookley as an urban extension of Kidderminster, it is not, it is a village and it should be allowed to expand in line with its own needs. Accommodating 600 houses would be for Kidderminster's needs. • Development of the Lea Castle site is needed, however this needs to be done more sensitively with a view to supporting local infrastructure and need. The current plans do not do this. <p>Cookley is a Village INSET in Green Belt. It has its own strong identity and provides key local services. WFDC should be supporting Wolverley and Cookley Parish Council to meet its local needs in a sustainable way and not by destroying our Green Belt with large enough to join Cookley to Kidderminster. I am happy to see a residential development on the brownfield part of Lea Castle,</p>

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			without the destruction of the woodland. I also strongly suggest that you consider other brown field sites such those I have outlined in Wolverley to share the housing quota which is due to Wolverley and Cookley Parish.
	LPPO4971	Object	I object to 600 plus houses being built on the Lea Castle area with no schools/Doctors'/activities for children. Cookley school and Doctors' are both full already. I agree that building does need to be done on the Lea Castle area brown sites only. Save our Green Belt. There are plenty of brown sites that could be used prior to damaging our green. This plan has not been thought out as to how these new housing areas will be used and lived in. This is being rushed through due to invested interest by the council.
	LPPO4972	Object	Objection to Options A & B Lea Castle: <ol style="list-style-type: none"> 1. Uses Green Belt land not just Lea Castle. 2. What are plans for infrastructure; schools, public transport, Doctors' and impact on Cookley village. 3. Will houses be taken by commuters and what would impact be on roads, services and carbon footprint? 4. Develop Kidderminster town centre prior first
	LPPO4973	Object	We object to the development at Hurcott ADR/BW4 and the development at Lea Castle WFR/WC/15/16. <ul style="list-style-type: none"> • The lane going through Hurcott from the Stourbridge Road to the Birmingham Road will not handle the increased level of traffic and would become a fast, quick entry to the Birmingham Road. The junction at the Park Gate is already an accident spot. • With regard to the Miller Homes application there were proposals for a path/cycle route from this site running along the back of the houses on Kendlewood Road. This is private property and the owner will not give permission for such.

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			<ul style="list-style-type: none"> Local schools will not handle the increase in numbers if you allow both proposals. Nor the hospitals which already are not able to cope as mentioned on national news. Worcester Royal is under considerable strain as is Russell Hall hospital. This area should be left alone for natural wildlife. The proposed extensions, in one area are unfair to local residents causing a new bottle neck to the entry of Kidderminster. This kind of development is unnecessary in a town with poor employment, hospital provision and over prescribed schools. <p>There are empty buildings in the Kidderminster area that could be developed into homes/apartments so there should be no need to build news homes on these areas of natural beauty/wildlife.</p>
	LPPO4974	Object	I object to proposed core housing and options A and B at Lea Castle. Development will contribute to urban sprawl and remove separation between Cookley and Kidderminster. Insufficient infrastructure, congestion and pollution will get worse in an already very busy area. 600 houses will completely change the local character for the independent village. Road and pedestrian access is congested and dangerous Local facilities' have no capacity to handle the extra load. Site is wildlife friendly, deer, bats, badgers, birds and other wildlife. Site could instead be developed for other purposes sympathetic to the environment and local community. A 600-house development would destroy wildlife and greenery. I object to using The Crescent as an access route to the development. It is a narrow road with difficult pedestrian and vehicular access to the busy Wolverhampton Road. Any development should be totally separate from the community on The Crescent.
	LPPO4975	Object	Lack of local infrastructure available to support this. Village school that could not expand to cope with a further 600 houses and neither could Cookley Medical centre. Increased level of traffic this development would produce. Cookley is a village and is no way an extension of Kidderminster. Cookley should not suffer to support Kidderminster's needs.
	LPPO4976	Object	Object to Options A & B as there is a lack of local infrastructure to support this. 600 houses would

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			<p>need an additional School and a Doctors' surgery. In Cookley Schools, Doctors', shops and transport already at capacity. Access and highways infrastructure would not cope with additional traffic, visibility splays and traffic lights will help this. Junction of the A449 and Castle Road, Cookley is an accident blackspot and close to the proposed entrance to the Core Site via the Crescent. Object to Option A it would link Cookley to Kidderminster making it an extension of Kidderminster. In the local plan Cookley is referred to as an urban extension of Kidderminster, it is not, it is a village. As a separate village it should be allowed to expand in line with its own needs. In being asked to accommodate 600 houses it is expanding to Kidderminster's needs. Development of the Lea Castle site is needed but needs to be done more sensitively supporting local infrastructure and need. The current plans do not do this. No evidence for employment or commercial provision around Lea Castle site. One convenience store next to the Park Gate Inn & a small office building is insufficient. 31.2 fails that the planning application for 600 homes involves removal of woodland – Green Belt land – on the site. The Kidderminster Eastern Relief Road if extended to A449 would lead to congestion further up the A449 affecting the quality of life of the villages of Cookley and Caunsall. Cookley is a Village INSET in Green Belt with a strong identity and provides key local services. WFDC should be support Wolverley and Cookley to meet its local needs in a sustainable way, not by destroying Green Belt and putting a development larger than our village to join Cookley to Kidderminster. I am happy to see a residential development on the Lea Castle Hospital site on the brown field part of the site and without the destruction of the woodland.</p>
	LPPO4977	Object	<p>I object to Options A & B in relation to Lea Castle on the grounds that there is a lack of local infrastructure to support this. In terms of schools, Doctors' surgery, shops and transport Cookley is already at capacity. The access and highways infrastructure would also not cope with the additional traffic and some additional visibility splays and traffic lights will not do anything to help this. 600 houses in the Lea Castle area would need an additional school and Dr's surgery. Cookley Sebright is full and has no room for expansion. It already has no usable playing field and to expect it to take more children is ludicrous. Additionally the Dr's surgery is so busy it is hard to get appointments. I note that in the local plan Cookley is referred to as an extension of Kidderminster, it is not, it is a village. As a separate village it should be allowed to expand in line with its own needs. In being</p>

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			asked to accommodate 600 houses it is expanding to Kidderminster's need and being expected to carry this burden on its already stretched infrastructure. While I agree that a development of the Lea Castle site is needed this needs to be done more sensitively with a view to support local infrastructure and need. The current plans do not do this.
	LPPO4978	Object	I object to Options A & B at Lea Castle on the grounds that there is a lack of local infrastructure to support this. In terms of schools, Doctors' surgery, shops and transport Cookley is already at capacity. The access and highways infrastructure would also not cope with the additional traffic and some additional visibility splays and traffic lights will not do anything to help this. The junction of the A449 and Castle Road, Cookley is extremely busy and a well know local accident blackspot. It is also less than 50 metres from the proposed entrance to the Core Site via The Crescent, Cookley. 600 houses in the Lea Castle area would need an additional School and a Doctors' surgery. Cookley Sebright Primary School is full and has no room for expansion. It already has no usable playing field. Additionally the Doctors' surgery is so busy it is hard to get an appointment. I note that in the local plan Cookley is referred to as an urban extension of Kidderminster, it is not, it is a village. As a separate village it should be allowed to expand in line with its own needs. In being asked to accommodate 600 houses it is expanding to Kidderminster's needs and being expected to carry this burden on its already stretched infrastructure. While I agree that a development of the Lea Castle site is needed this needs to be done more sensitively with a view to supporting local infrastructure and need. The current plans do not do this. I see no evidence in the review of any employment provision or any commercial activity for the 2800+ people that will move in to the homes on the Green Belt "based around the redundant Lea Castle Hospital site near Cookley". By near the document should say joined to The Crescent, Cookley, of course. One convenience store next to the Park Gate Inn & a small office building is insufficient.
	LPPO4980	Object	Objects to the proposed development of Lea Castle and the surrounding area and development on the Green Belt. The core development – is now far greater than originally proposed. This was just to be on the site of the Lea Castle hospital and it should not extend into neighbouring fields and woodland.

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Respondent	Response No	Type of Response	Summary of Response
			<ul style="list-style-type: none"> • Cookley should not end up as part of Kidderminster. • The local infrastructure would not be able to sustain such a large development. The A449 outside Cookley is already dangerous to cross, and there is not enough space in the school in Cookley or at the Doctors’ surgery. <p>This is an ill-thought out proposal and I disagree with such an aggressive development on Green Belt land.</p>
	LPPO4982	Object	<p>Objects to the proposed development of Lea Castle and the surrounding area and development on the Green Belt. The core development – is now far greater than originally proposed. This was just to be on the site of the Lea Castle hospital and it should not extend into neighbouring fields and woodland.</p> <ul style="list-style-type: none"> • Cookley should not end up as part of Kidderminster. • The local infrastructure would not be able to sustain such a large development. The A449 outside Cookley is already dangerous to cross, and there is not enough space in the school in Cookley or at the Doctors’ surgery. <p>This is an ill-thought out proposal and I disagree with such an aggressive development on Green Belt land.</p>
	LPPO4984	Object	<p>Objects to the proposed development of Lea Castle and the surrounding area and development on the Green Belt. The core development – is now far greater than originally proposed. This was just to be on the site of the Lea Castle hospital and it should not extend into neighbouring fields and woodland.</p> <ul style="list-style-type: none"> • Cookley should not end up as part of Kidderminster. • The local infrastructure would not be able to sustain such a large development. The A449 outside Cookley is already dangerous to cross, and there is not enough space in the school

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			<p>in Cookley or at the Doctors’ surgery.</p> <p>This is an ill-thought out proposal and I disagree with such an aggressive development on Green Belt land.</p>
	LPPO4985	Object	<p>I must object to both options A & B. There is not the infrastructure in place to accommodate either. Option B) The existing roads are not capable of taking the additional traffic. The A449 would not be able to cope with the number of cars resulting from a proposed 600 house development on Lea Castle. Not to mention the increase in emissions that would be caused. The Doctors’ surgery in the village is full to capacity and so is the school. Therefore a new school and Doctors’ surgery will be required to accommodate probably 2000 plus people for 600 homes. Both of these options require the need to build on Green Belt. This should not be done until every brownfield site has been utilised. Wyre Forest has a population growth below the national average. Therefore housing requirements are below the national average. To cater for increased housing that is not actually required is against the Development Needs Assessment 2015.</p>
	LPPO4986	Object	<p>There is a lack of local infrastructure to support this. In terms of Schools, Doctors’ Surgery, shops and transport Cookley is already at capacity. The access and highways infrastructure would also not cope with the additional traffic. 600 houses in the Lea Castle area would need an additional School and Dr's surgery. Cookley Sebright is full and has no room for expansion. It already has no usable playing field. Additionally the Dr's surgery is so busy it is hard to get appointments. It would effectively link Cookley to Kidderminster making it an extension of Kidderminster.</p>
	LPPO4987	Object	<p>Object to Options A and B:</p> <ul style="list-style-type: none"> - Impact on Cookley, i.e. Doctors’/related parking/Cookley Primary School no room to expand. - Use Lea Castle site with necessary infrastructure - Develop brownfield sites before Green Belt land/regenerate empty shops in town centre. - A449 is a very busy road which increased traffic would make more dangerous

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			<ul style="list-style-type: none"> - Outline planning permission involves removal of Green Belt land. - Cookley village would become part of Kidderminster.
	LPPO4988	Object	<p>Object to Options A and B:</p> <ul style="list-style-type: none"> - Impact on Cookley, i.e. Doctors'/related parking/Cookley Primary School no room to expand. - Use Lea Castle site with necessary infrastructure - Develop brownfield sites before Green Belt land/regenerate empty shops in town centre. - A449 is a very busy road which increased traffic would make more dangerous - Outline planning permission involves removal of Green Belt land. - Cookley village would become part of Kidderminster.
	LPPO4989	Object	<p>We would like to strongly object to Options A/B of the housing development at Lea Castle and surrounding areas. After looking at the plans online and at Cookley Village Hall our objection is that neither option A or B has been thought out or presented properly by the Council to our people. There are no proper plans for our local or Kidderminster's infrastructure. Unknown to us and neighbours who have lived in Cookley for over 40 years the Village is being referred to on the plans as an extension of Kidderminster to our knowledge it has always been Cookley Village like its neighbour Wolverley Village which doesn't seem to be included in this re-titling on the plans. This presumably has been changed so as to decrease the needs of Kidderminster. Cookley Village infrastructure can hardly cope at the moment with its own needs. You are unable to get an appointment at the local Doctors' surgery as it is very busy. The Primary school is full to capacity and now that Sion Hill and Sladen middle school have been closed there will be a knock on effect to Kidderminster schools and services. The Village bus service and few small shops won't cope with the extra load. Many residents are young parents or pensioners who do not drive and rely on these services, any new people will surely impact on their quality of life? The problems of an extra 600 houses at Lea Castle linking us to Kidderminster along the Green Belt up the Wolverhampton A449</p>

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			<p>& along the Stourbridge Road A451 would be a nightmare. The Park Gate public house on the Stourbridge Road has always been an accident black spot along with the Cookley Village Castle Road entrance. This has been the scene of many accidents for over 40 years. The extra problems of traffic at both sites would be appalling. Children and parents walking to school in Cookley would need to cross the A449 safely. We think that Lea Castle site should be developed, but sympathetically in its own right and as a separate entity to Cookley and Kidderminster with its own infrastructure and surrounded by the woodland already established not surrounded by houses. Worcestershire is a beautiful county the envy of a lot of our neighbours, with beautiful nature reserves and countryside, walks, rivers, views etc, when this has all been built on and spoilt we will never get it back. Animal life, their habitats and way of life will all be gone. Like our friends in other parts of Kidderminster Offmore, Comberton, Hurcott and Spennells to name but a few, not one of us want to see our neighbourhood spoilt, the Green Belt gone and relief roads zigzagging all over our land. We need to go back to the drawing board and work together with the Council as a community to talk and find an agreeable solution together sharing the load and coming up with a proper workable plan for the future of our home, Wyre Forest.</p>
	LPPO4991	Object	<ol style="list-style-type: none"> 1. Safety. As all people from the new build area will need to come to the existing Cookley area for school, the Doctors' or small local shops, they will need to cross a busy road which is already an accident blackspot. 2. Infrastructure. If they drive into the main village this will cause further congestion around the school and Doctors'. There is not sufficient parking in this area for people at present. The local school is already at capacity. 3. Green Belt. We should be doing all we can to protect and preserve these areas. They should be used only when all brownfield options have been exhausted.
	LPPO4992	Object	<p>The entire plan goes against a number of planning policy clauses in addition to being wholly against the need to rejuvenate Kidderminster town centre, provide housing within areas accessible to local services, promote the use of public transport, reduce car use and in turn carbon emissions within</p>

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Respondent	Response No	Type of Response	Summary of Response
			<p>the region.</p> <p>Achieving Sustainable Development</p> <p>This local plan does not promote sustainable development.</p> <ol style="list-style-type: none"> 1. Build a strong, competitive economy 2. Ensuring the vitality of town centres 3. Supporting a prosperous rural economy 4. Promoting sustainable transport 5. Delivering a wide choice of high quality homes. 6. Promoting healthy communities 7. Protecting Green Belt Land. 8. Meeting the challenge of climate change, flooding and coastal change 9. Conserving and enhancing the natural environment 10. Conserving and enhancing the historic environment
	LPPO4993	Object	<p>I am not opposed to building houses and light business units on the site but I am are very concerned with the impact over 600+ houses will have added to this the number of proposed houses on the other sites (bold above) and the effect all this will have on the surrounding road links, schools, Doctors' and people. The A449 is already a fast and busy road, notorious for accidents with a significant number of fatalities and does not need increased pressure. I am very concerned that too many houses in one area converging onto the same busy roads/areas of Cookley, Wolverley, Broadwaters, Horsefair, Land Oak, Birmingham Road and on the town ring road will have massive impact on traffic flow and safety. Exiting via The Crescent will make it very difficult for people exiting Castle Road safely onto main A449. The bend leading up to the Cookley turn is a bad bend where there are frequently accidents/near misses. At peak times it is very difficult to exit onto the A449 towards Kidderminster. Axborough Lane will inevitably be a choice road to cut through to the</p>

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO WFR/WC/32 - LEA CASTLE HOSPITAL EXTENSION EAST

Respondent	Response No	Type of Response	Summary of Response
			Stourbridge Road if people exit via The Crescent. This road is narrow with a blind summit and very poor visibility for exiting at both ends. I am concerned that Cookley will become a 'rat run' to and from Kidderminster via Lea Lane. Increased traffic on this road would be dangerous, the road is very unsafe, very narrow and runs past a Primary School and Doctors' with a tight turning T-junction at the village end and busy T junction at the Lock Pub end. Perhaps it should be considered <u>that Lea Lane be made one way only?</u>
	LPPO4996	Object	<p>If there is a need for more housing, there are plenty of brownfield sites around the area.</p> <ul style="list-style-type: none"> - School is full to capacity, as is the medical centre. - The Lea Castle site is home to a lot of wildlife. - The Crescent cannot support the amount of extra traffic for the development and I fear that it will be unsafe for the residents. - Cookley is a lovely village in its own right, it is not an extension of Kidderminster.
	LPPO4997	Object	<p>I object to the plan for the following reasons:</p> <ul style="list-style-type: none"> • the plan will see Cookley being joined to Kidderminster and it will cease to be a village and destroy /overwhelm our community • What is the main force driving this development, population growth? Population of Wyre Forest has not grown at all in the past five years and all indications are that UK population growth will retract over the next 10 years. Population growth cannot be used as a reason for this massive development. • Destruction of Green Belt land. • 1000 homes completely out of context with local environment inadequate infrastructure roads, schools, medical. No guarantee within plan. • Who is the development aimed at clearly not the local population with only 18% affordable housing. • This kind of development will attract people from outside the area not people who already

**LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO WFR/WC/32 - LEA CASTLE HOSPITAL
EXTENSION EAST**

Respondent	Response No	Type of Response	Summary of Response
			<p>live and work here, increasing pollution and traffic density.</p> <ul style="list-style-type: none"> • There are enough brownfield sites around the area to cope with any population growth. • This expansion is being driven by profit not social and enterprise needs. • Lea Castle site is an area of natural beauty this should be preserved and enhanced. It is an asset that could be used for the benefit of local people in perpetuity. <p>This Development should not be allowed to go ahead.</p>
	LPPO4998	Object	<p>The area affected is home to wildlife including birds of prey and sometimes deer. I am shocked that our Council would build on land that has been preserved as Green Belt. Once Green Belt land is gone, it is gone forever. I fear and strongly suspect that your plans will result in Cookley losing this sense of identity, history and community. If your proposals go ahead, there seem to be no plans for the people who will live in them! It seems that local schools must already have capacity for increased numbers of pupils. Local shops and current facilities will be able to absorb increased demand; and there is available employment in the local area. Not to mention the adverse impact on local roads and volume of traffic potentially resulting in an increase in accidents and injury.</p>
	LPPO5000	Object	<p>I object to the plans at Lea Castle on the following grounds:</p> <ul style="list-style-type: none"> • Infrastructure • Green Belt • Employment • Community <p>I believe the road network, schools, Doctors' and local amenities of Cookley and surrounding areas are hugely inadequate. The more Green Belt that is taken away and replaced with concrete will impact on the amount of water that goes into the drains.</p>
Barratt Homes West Midlands	LPPO5001	Object	<p>Lea Castle Hospital extensions - we do not consider it possible for east of Kidderminster to sustain completion rates needed to deliver these allocations during Plan period. Green Belt assessment</p>

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Respondent	Response No	Type of Response	Summary of Response
			states that sites make a contribution/significant contribution to Green Belt at this location. Non-Green Belt sites should be favoured instead.
	LPPO5002	Object	<p>LEA CASTLE SITE The roads, around this site already have many problems. The site which was Sion Hill School is planned for 100 – 150 houses both this road & the Wolverley road converge on to the crossroads of the A449 which is a very fast road. You have the Cookley turning which goes into the village, another accident BLACKSPOT. From there you have the Crescent, then onto Axborough Lane & the Island Pool & crossroads. All of this area has experienced many accidents & fatalities.</p> <p>THE PARK GATE PUBLIC HOUSE A451 Stourbridge Road, both this junction & the whole of the Stourbridge Road again is a fast road experiencing many accidents & fatalities. When considering the large number of houses in this area consideration should be whether it is a safe environment for the increased traffic. & the fact each household has a least 2 cars to each family.</p> <p>LEA CASTLE SITE footprint The avenue of trees & woodland & wildlife, i.e. bats, owls etc. The fact is builders don't take this into consideration when building on these sites. If it is necessary to build on this site, serious consideration should be given to building low density housing i.e. one or two bedroom bungalows of which there is a serious shortage for the older generation in the Wyre Forest area. Providing a regular bus service from the site, alleviating the use of vehicles leaving the area.</p> <p>HOSPITALS KIDDERMINSTER hospital has downgraded & is still being considered for further reductions, as is REDDITCH Hospital and they can't help as they are over subscribed! WORCESTER cannot cope with the number of people attending the hospital, A FACT, yet still Worcester is experiencing extensive housing in its areas. Where are all the additional people to go when they need medical help! DOCTORS' surgeries are full in Wyre Forest putting further pressure on the medical profession. The</p>

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EXTENSION EAST**

Respondent	Response No	Type of Response	Summary of Response
			<p>District Nurses are in the same position.</p> <p>SCHOOLS are at full capacity.</p> <p>With all the redundancies that have taken place recently. Wyre Forest is no longer a hive of production.</p>
	LPPO513	Support	<p>I support building on the Lea Castle site for the following reasons:</p> <ul style="list-style-type: none"> - Large number of the dwellings would be on existing brown field ground and not reducing the amount of Green Belt land. The size of the area could be further increased by using the land up to Axborough Lane. - A large number of dwellings could support a 2 form entry primary school, thus reducing the impact on the local facilities. - It would be within the catchment of Wolverly CE High School and would positively impact the schools long term viability. - It would be capable of sustaining a bus service - It would support a village centre which would fall under Cookley parish, but would not put any burden on that community as it would be large enough to support its own park, village hall, school and shop. - It would potentially be able to provide live-work units
	LPPO2141	Support	<p>Support as site is already part developed with services required. Access is available to all types of transportation. Impact on The Crescent would be small, road runs through existing site and has supported the services daily to a large population.</p>
	LPPO3006	Support	<p>I choose option B the lea Castle site.</p>

**LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO WFR/WC/32 - LEA CASTLE HOSPITAL
EXTENSION EAST**

Respondent	Response No	Type of Response	Summary of Response
	LPPO3201	Support	It is more of a brownfield site, being adjacent to the area that has previously been built on.
	LPPO3205	Support	It is more of a brownfield site, being adjacent to the area that has previously been built on.
	LPPO3430	Support	I believe the alternative proposal is the best option. The old Lea Castle site is large and will accommodate the housing required to be built. Without encroaching on surrounding areas of Green Belt land and Cookley. No major alterations to man roads. No bridge to be built. No by-pass required.
	LPPO3536	Support	I was advised that if a combined total of approx 1000 dwellings were built on the Lea Castle Hospital site this would constitute sufficient additional increased demand for primary school places to warrant/justify the creation of a new Primary School. With this in mind we would prefer the larger Option B to be developed to achieve the required total number of dwellings to trigger the requirement for an additional primary school. Our main concern with the Lea Castle Hospital development is that the Cookley village primary school should remain a village primary school serving the needs of the immediate local village. If the existing Cookley village primary school is further developed and expanded to increase number of class rooms/class sizes/attendance from outside the village (increasing traffic into the village with parents from outside the village leaving/collecting children by car) this would cause significant adverse impact on the village infrastructure.
	LPPO4088	Support	Include WFR/WC/32 and reduce the size or density of development on the Spennells/Stanklyn Lane sites.
	LPPO4297	Support	<p>Following attending the Cookley consultation event I wish to submit my comments as follows:</p> <ul style="list-style-type: none"> I am in favour of the Lea Castle site and land next to Lea Castle being developed as long as it does not result in additional pressure being put onto Cookley School which already seems to be at capacity. Lea Lane which the school is situated on gets dangerously busy in term

**LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO WFR/WC/32 - LEA CASTLE HOSPITAL
EXTENSION EAST**

Respondent	Response No	Type of Response	Summary of Response
			<p>time when the school starts and ends each day, so with additional people having to drive their children to school would only put more pressure onto a lane which is already too busy. People also attend the Doctors' which is opposite the school this just adds extra pressure on the lane.</p> <ul style="list-style-type: none"> • I can see the merit of developing road infrastructure around the Spennells area to provide relief to the centre of Kidderminster which is often bottle necked something needs to be done to make road travel easier to the area. • It makes sense to me to develop just a few areas of the district with large housing sites rather than lots of areas with smaller developments, therefore I would be in favour of option A. <p>I have registered with your consultation website however did not find it easy to add any comments hence this email.</p>

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO LI/2 – WYRE FOREST GOLF CLUB

Company / Organisation	Response No	Type of Response	Summary of Response
	LPPO3073	Object	Existing infrastructure is totally inadequate for the present volume of traffic, Local schools, doctors and dentists are already struggling to cope with existing numbers of occupants in these areas, and a significant increase in the number of houses would lead to an influx in students and patients Loss of wildlife
	LPPO2056	Object	With the Burlish Top Nature reserve having homes, right up to its border. Will these defeat the object of a nature reserve? Currently during heavy rain falls, the Kingsway gutters are like fast flowing streams. Also the Junction of Elan Avenue to the Kingsway floods.
	LPPO2148	Object	<ol style="list-style-type: none"> 1. I object to the proposed plan due to the loss of Green Belt when there are areas that are empty buildings in Kidderminster than can be used to more effect. 2. There isn't enough spaces in schools as there is 3. It takes too long to get any GP, dentists 4. The road network now struggles with the demand of vehicles let alone extra carbon footprint emissions.
	LPPO2137	Object	<ul style="list-style-type: none"> • Increase in traffic noise and pollution • Removal of agricultural land have an impact on the wildlife in the area • Building of houses behind property will reduce value of her home. • Lack of facilities in Stourport already, increasing population will stretch the existing services i.e. GPS, dentists and schools.
	LPPO168	Object	I object to the inclusion of land adjoining Burlish Top nature reserve as being included within the plan for housing.

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Company / Organisation	Response No	Type of Response	Summary of Response
			<p>We have enjoyed access to the land for the 18 years.</p> <p>The land has always been used by walkers and is a natural buffer to the nature reserve. It is home to badgers, sky larks and many other animals. Any development would be destructive and have a massive impact on the environment. There would be light and noise intrusion to the nature reserve and would remove a valuable public amenity.</p> <p>Inclusion of this land in the plan is wholly inappropriate</p>
	LPPO1754	Object	<ul style="list-style-type: none"> Concerned that The Kingsway is already a 'rat-run' and residents struggle to exit their driveways safely due to congestion and speeding vehicles. Also concerned that Bewdley Rd won't cope with a new building site and more traffic. Public transport is not seen as viable as bus service is 'extremely poor.' Worried that increased congestion will delay the emergency services. Also concerned about increased traffic and impact of pollution on health. Highlights the fact that Stourport lacks a by-pass or ringroad. Concerned that doctors and dentists won't cope with growing population. Believes that there isn't any evidence of a shortfall of housing in the WFDC area that couldn't be met by utilising brownfield sites.
	LPPO3289	Comment	<p>This is an important and widely used public open space currently acts as a “buffer” between a large residential area and the local nature reserve and SSSI. Again concerns must exist about the suitability of The Kingsway for access to this site. This land in the past had been farmland, and its inclusion as part of the Golf Course was acceptable on the grounds that it would still provide a predominantly green area for local enjoyment and recreation. It is concerning too that the land has been contaminated by recent waste tipping, again detracting from its suitability.</p>
	LPPO166	Comment	<p>Site L1/2, the Kingsway road will require widening to a standard carriageway so that residents can access the A451 safely rather than use Burlish Crossing or Windermere Way. The Burlish Crossing lights will need to be reconfigured to avoid even worse traffic delays if all the developments closest to this junction are approved.</p>

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Company / Organisation	Response No	Type of Response	Summary of Response
	LPPO741	Comment	An area with no direct public transport into the nearest town, increasing car traffic and air pollution, leaving residents with no alternative means of transport
	LPPO2178	Comment	Wyre Forest Golf Club land could be an option for development.
	LPPO2189	Comment	Wyre forest golf club (Burlish Golf club), if the golf course cannot be reopened the 62 acres could be used for building more homes having good accessibility to both Kidderminster and Stourport,
	LPPO234	Comment	The proposal to develop the golf course does not take in to consideration that for building of properties the site will be cut in to two by the Strategic Main and its service access zone. This will not only limit the number of dwellings but effectively create two separate sites. Both of which border an SSI.
Wyre Forest District Council	LPPO1254	Comment	Concerns related to potential impacts on biodiversity at Wyre forest golf club. Due to the presence of acidic habitat.
	LPPO2651	Comment	<p>I cannot comment on most of the proposed sites for development because I do not have a thorough knowledge of the environment and area for each of them. The same applies to those preparing the plans – flow chart trends and geographical pictures may well suggest “potentially” suitable areas but there may be local specific considerations that contradict this view.</p> <p>My comments are therefore restricted to proposed development sites in my immediate area.</p> <p>I have some serious concerns for any changes to the use of land in the areas on Burlish Top and the immediate surrounding land. With reference to the plans this is the area shown as a CORE SITE immediately behind Torridon Close and Elan Avenue that the council have owned and I believe has been previously referred to as “the potential golf academy” land. It is shown on the plan as a core site.</p> <p><u>HISTORIC FLOODING</u></p> <p>The lie of this land has previously been the cause of severe flooding to properties in Elan Avenue, my own property</p>

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO LI/2 – WYRE FOREST GOLF CLUB

Company / Organisation	Response No	Type of Response	Summary of Response
			<p>included. We suffered this issue numerous times from the mid-seventies. Although local residents had grave concerns about the land fill matter that was being dumped in this site it has resulted in a situation where we have not had any flooding for the past few years. I was fortunate that only my garden was affected (the flood water was lapping my rear doorstep about an inch below entering the house) – but that resulted in me having to remove many inches of mud from my land and losing equipment from my shed that was ruined. Other properties were more unfortunate, they had huge amounts of water entering their houses as much as 18 inches deep – one house in particular that I went to had raw sewerage in their house because the force of flood water had blown the manhole cover.</p> <p>This was not just a one-off occurrence.</p> <p>The current lie of the land has been created by a company, authorised by the council, dumping excessive land fill which I believe deems the current land unsafe for building on. There has been talk of asbestos and all sorts of stuff being dumped there. This would require the height of the land being reduced significantly prior to development and this would take us back to the same as it was when the flooding occurred.</p> <p>At the moment the lie of the land allows the grassed open area to absorb heavy rainfall. Flattening out the area it is believed will cause the water to start running off again – standard drainage channels are unlikely to prevent the problem because, as stated above, the force of water was able to blow off manhole covers.</p> <p><u>PROTECTION</u></p> <p>There is a spring at the bottom of this land which I believe is a protected area because it has been identified there are newts there. I believe in the past that the council said this area would be fenced off but that has not happened.</p> <p><u>EXISTING PROPERTY PRIVACY</u></p> <p>I have no objection on this basis, the new properties would not interfere visually with my home at all so this is not part of my concern. Neighbours in the Elan Avenue cul-de-sac might have a different opinion because the new</p>

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Company / Organisation	Response No	Type of Response	Summary of Response
			<p>houses being on higher land would make them fully overlook their properties.</p> <p><u>CHANGE OF USE</u></p> <p>We have previously been advised by the council that land owners cannot be held responsible for water escapement if they have not changed the use of the land because the land was there before our properties.</p> <p>In this instance there would be a change of use so the land owner (the council) would be held responsible for any subsequent issues, damages and losses.</p>
	LPPO4221	Comment	If you are going to build why do you have to build on Green Belt when you have land right by the school such as the Wyre Forest Golf Course L1/2 and the land that runs behind Windermere Way and the Kingsway where the children and parents are in walking distance surely this makes more sense?
Stourport on Severn Civic Society	LPPO1301	Comment	This currently acts as a “buffer” between a large residential area and the local nature reserve and SSI. It is used by many walkers (ref. obesity figures for Wyre Forest District). We question the suitability of The Kingsway access to this site. There are also suggestions that the land has been contaminated by past activities.
Persimmon Homes Limited	LPPO1444	Comment	Wyre Forest Golf Club - only part of site has been assessed in Green Belt assessment so entire site cannot be released. Should be subject to requirements of para.74 of NPPF. No evidence to show the requirements have been met. Allocation should be removed,
	LPPO3435	Object	<ul style="list-style-type: none"> • Loss of Green Belt status which protects our countryside from urban sprawl, threatening the existing public rights of way. Traffic noise and higher emissions of exhaust fumes with resulting increased risk to the health of local residents. • Lack of GP surgeries and dentists to cope with additional influx of patients. • Increased traffic on all roads on Burlish Estate, Lickhill Road and Bewdley Road which at peak times already suffer from long tailbacks. • Loss of wildlife habitat, skylarks, linnets and other red listed birds nest in these fields. The impact of building houses on the Kingsway field would also have significant impact upon the vast variety of pant and wildlife

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO LI/2 – WYRE FOREST GOLF CLUB

Company / Organisation	Response No	Type of Response	Summary of Response
			on Burlish Top Nature Reserve.
	LPPO3440	Object	<p>The roads on Burlish/Lickhill and Bewdley Road are already being used as rat runs and can't cope with any more traffic never mind the population with the inevitable building of houses.</p> <p>Houses mean requirements for schools and doctors and dentists and we are already at overflow point.</p> <p>Let's keep the bit of beauty we have left.</p>
	LPPO4182	Object	I am also concerned that a number of the sites proposed for housing are so close to special areas of countryside that may be damaged by the development – L1/2 Wyre Forest Golf Club.
	LPPO4217	Object	<ul style="list-style-type: none"> • Loss of Green Belt status, which protects our countryside from urbanisation, threatening the existing public Rights of Way. Loss of good quality productive agricultural land. We think that building would have impact on the vast variety of plant and wildlife. • Significant increased traffic on all roads on Bewdley Road North, Burlish Estate and Lickhill Road which at peak times already suffer from long tail backs which will effect times for emergency services to reach destinations. • Traffic noise and higher emission of exhaust fumes with results of higher risk to local residents. • Bewdley has a By-pass, Kidderminster has a ring road, Stourport has nothing despite promises of a "By-pass. • Schools having larger classes, or unable to take in local children requiring them to travel to another area to attend school. • Lack of other facilities i.e. GP surgeries and dentists to cope with additional influx of patients.
	LPPO3632	Object	<ul style="list-style-type: none"> • Objects to Wyre Forest Golf Club. <ul style="list-style-type: none"> ○ Will destroy wildlife. ○ Will put more pressure on Burlish Top Nature Reserve. ○ This will undermine the work WFDC Rangers have done to create more biodiversity.

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO LI/2 – WYRE FOREST GOLF CLUB

Company / Organisation	Response No	Type of Response	Summary of Response
			<ul style="list-style-type: none"> ○ The route to local schools is limited adding to more traffic congestion. ○ Risk of class sizes increasing if schools take on more pupils. ○ County Council receives received one of the lowest payments per pupil in the country. <p>To summarise</p> <ul style="list-style-type: none"> • The increase in hosing will bring more traffic, noise and air pollution. • Poor public transport and high levels of traffic congestion need to be addressed in Stourport. • Doctors will not be able to cope with more patients. • Plans need to be put in place to alleviate these problems before any developments go ahead.
	LPPO4019	Object	<p>I am aware that it has been extensively tipped on and understand that the nature of the materials tipped there may not be fully known. There is still evidence of settlement with area's not draining & pooling with water. The new Birmingham relief water pipe which is still undergoing installation passes through the middle of the site.</p> <ul style="list-style-type: none"> • There is a pond which has a population of protected Great Crested Newts. • There's a spring on the site which is utilised. • The site provides a natural barrier between the existing houses & the Birchen Top Nature Reserve. • The site is regularly & extensively used for recreational purposes by the local population. • The building of housing would spoil the open aspect & greatly effect my enjoyment. • Access to the site is very limited via the Kingsway this is not a main road and was not designed to take a substantial increase to traffic flow. • I am concerned that any development will increase the risk of flooding properties.
	LPPO5097	Object	<p>Object on the following grounds:</p> <ul style="list-style-type: none"> • Extra Traffic. • More children to local schools.

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Company / Organisation	Response No	Type of Response	Summary of Response
			<ul style="list-style-type: none"> Loss of wildlife.
	LPPO451	Object	<p>I wish to object to development of the Kingsway/ Golf Club site and surrounding areas.</p> <p>Development of this land will be detrimental to the natural environment on this site and to the adjoining nature reserve. The site is essential for the many insects, small wildlife and nesting birds that make their homes there.</p> <p>The development is another step towards joining the towns of Kidderminster and Stourport via Birchen Coppice. Development towards the joining of the two towns must not be allowed to take place.</p> <p>The infrastructure to support such a large development on Lickhill and on Burlish is not in place. The roads, schools and doctors are not coping now and when planning such a large scale development in the Stourport and Burlish area plans are included to improve these also in order to make it a self contained community rather than an add on to an already not coping system.</p>
	LPPO523	Object	<p>The area is poorly serviced by the current road infrastructure. At peak traffic times there are often traffic queues from the sharp bend in Kingsway to the traffic lights at Burlish crossroads. The road is used as a shortcut by heavy goods vehicles in both directions, despite the signage pointing out its unsuitability. Little evidence of the need for additional recreational facilities to address the "pressure on the adjoining Burlish Top Nature Reserve" the suggested need for additional housing in this area can be addressed through the use of existing brownfield sites. Severn Trent Water should be consulted over the wisdom of building anything at all over its new water pipeline once it is finished.</p>
	LPPO748	Object	<p>Need to protect Green Belt; loss of habitat, increased traffic, pollution, schools full, doctors would not be able to cope, no evidence to justify building on Green Belt</p>
	LPPO1644	Object	<p>Object loss of Green Belt and good quality agricultural land.</p>

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Company / Organisation	Response No	Type of Response	Summary of Response
Stourport High School	LPPO1201	Object	<p>Concerns with the Stourport-on-Severn site allocations :</p> <p>LI/2 – Wyre Forest Golf Club – Part of site assessed through Green Belt assessment. No evidence base to support the release of the entire site shown from the Green Belt Site last used as a golf course and therefore, a form of open space subject to the requirements of paragraph 74 of the Framework. Areas of open space should not be built upon unless an assessment has been undertaken which has clearly shown the open space to be surplus to requirements, or the loss resulting from the proposed development will be replaced by equivalent or better provision. No evidence to support this. This allocation should be removed in its entirety.</p>
	LPPO1673	Object	<p>I object to LI/2 as it impacts on wildlife and a loss of open green space. The natural beauty of the area would be blighted, the Kingsway and Buggy Lane are not suitable for the increase in traffic generated from new houses.</p>
	LPPO1761	Object	<p>Strongly objects to building houses on the fields at the Kingsway, Burlish Crossing, Bewdley Road North and on the garden centre and horse paddocks on the Lickhill Road.</p> <p>There will be a loss of Green Belt areas, a lot more traffic with increased noise and higher emissions of exhaust fumes. Stourport lacks a bypass.</p> <p>There will be loss of agricultural land, loss of wildlife habitat and impact on a variety of plants.</p> <p>More people needing facilities such as school, doctors, dentists etc.</p> <p>Asks if there are brownfield sites that could be used as an alternative.</p> <p>Objects to building on Green Belt areas.</p>
	LPPO1801	Object	<p>It would add extra traffic and more children to the local schools.</p> <p>Loss of wildlife.</p>

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Company / Organisation	Response No	Type of Response	Summary of Response
	LPPO1815	Object	<p>Objects to LI/5 and LI/2 due to the following reasons:</p> <ol style="list-style-type: none"> 1. Stourport does not have the infrastructure to support sufficient increase in traffic. 2. Burlish Crossing is already overwhelmed by traffic at peak times causing tailbacks, 3. Loss of valuable Green Belt will lead to loss of wildlife. 4. Impact on habitat - there are nesting skylarks and tawny owl 5. Increase in traffic pollution 6. Need to consider schools and Doctor's surgeries as they are already under pressure. <p>Please re consider your plans.</p>
	LPPO2365	Object	<p>OBJECTIONS TO Policy 32- Core Sites/Wyre Forest Golf Club as development would almost join Stourport and Kidderminster at Kinver Avenue.</p>
	LPPO657	Object	<p>This site is on landfill, next to a narrow lane at national speed limit and next to an SSI site and beauty spot. If developed site is right next to Kidderminster Gun Club which operates all through the summer months clay shooting. I have complained twice now to environmental health as the noise level is unacceptable. New houses would be even closer to this site. Severn Trent has put a major pipeline through the site surely this cannot be compromised.</p>
	LPPO1856	Object	<p>Stourport has enough new housing sites, building more would be disastrous. Our roads are too busy now. Kingsway is like a main road, and with new houses built at the field adjacent to Burlish Park, can only make it worse.</p> <p>Getting in and out of Stourport. is very difficult because of so much traffic.</p>
	LPPO1896	Object	<p>Map L1/2 - This area of land was used as landfill for a considerable time. Was this waste there toxic and even if not</p>

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Company / Organisation	Response No	Type of Response	Summary of Response
			<p>is it advisable to build on this type of land?</p> <p>It is adjacent to Burlish Top Nature Reserve and surely households and traffic will adversely affect this important facility and the flora and fauna of the area.</p>
	LPPO1993	Object	Object
	LPPO2032	Object	L1/6/7: Kingsway traffic is already busy and noisy. More houses would add to this. The schools could not cope with more pupils doctors/local hospitals are already stretched; we do not need more housing in the area due to lack of infrastructure and should protect wildlife.
	LPPO2067	Object	<p>I object to the proposal</p> <p>Kingsway is already a very road between Kidderminster to Bewdley with speeding issues</p> <p>The proposal will impact on schools, doctors/dentists and wildlife</p>
	LPPO4203	Object	Traffic at the Burlish traffic lights is already unacceptable. Extra housing on Kingsway, golf course or on Lickhill sites will make this severe issue even worse for everyone. The extra volume of cars will cause even more pollution and will impact on the environment. Building on Green Belt sites is unacceptable. Many brown field sites are not being developed, many parts of Stourport are derelict and run down, why can't these be utilised before destroying the parts of the town that are still attractive, unpolluted and well kept.
	LPPO1807	Object	Object to LI/2.
	LPPO1636	Object	<ul style="list-style-type: none"> • The field at the top of Kingsway is contaminated and unsuitable for housing development. • Roads are already congested w/o more traffic/pollution; when will improved infrastructure be provided? • GP's/Schools will be unable to cope and wildlife will be affected • This will not bring wealth to Stourport it will only attract commuters; Stourport town centre requires growth. • Why has riverside development not happened and Lloyds Garage site used as car park?

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Company / Organisation	Response No	Type of Response	Summary of Response
			<ul style="list-style-type: none"> Use brownfield sites - old vinegar works/“Cheapside” area of Stourport is ripe for development not Green Belt.
	LPPO1631	Object	<p>Can't see justification for building at Burlish crossing:</p> <p>Lack of roads/schools and doctors/dentists already busy</p>
	LPPO3261	Object	<p>The extra traffic - it is already difficult to get out of the immediate area at rush hour times and holidays/sunny days.</p> <p>The safety caused by the extra traffic, Kingsway is already a speedy and busy lane. We are regular walkers to Burlish Top along with a lot of locals with dogs, children, and cycles.</p> <p>The area has a Newt community which I thought were protected. There is also a Badger family living quietly and happily as well as other animals/birds/ reptiles. These would no doubt be disturbed and possibly evicted. A lot of council money has been spent on Burlish Top Nature Reserve bringing it back to its natural heathland habitat, for a home to wildlife, birds, reptiles and flora. I can only think that developing the land so close to this will undo all of that hard work.</p> <p>There is already a problem with illegal use of motorcycles and at night with youths drinking/drugs. Any major development will probably exacerbate these problems.</p> <p>There may be problems with the nature of materials in/on the land. There is still evidence of settlement; area's not draining and pooling with water and subsidence/holes appearing. We have previously suffered flooding to our property due to changes in the lie of the said land which resulted in substantial claims against our insurances.</p> <p>We are being asked to lodge our concerns before we actually know exactly what is being planned i.e. the type of houses, the spacing/road layout and the entrance from the Kingsway.</p>
	LPPO3307	Object	<ol style="list-style-type: none"> Top of 'Kingsway' (L1/2) restricted number of houses with no infringement towards the 'Golf Club' / Nature Reserve.

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Company / Organisation	Response No	Type of Response	Summary of Response
			<p>2. Housing next to 'New Tesco'!?</p> <p>3. Utilising 'Brownfield Sites' or existing housing stock.</p>
	LPPO2631	Object	This site should not be developed as it is essential to maintain green space between the three towns. WFDC should pursue other avenues to gain important revenue from this site, whilst still maintaining a green attractive appearance perhaps a wildflower meadow. Keeping this as a green site would not only be attractive to anyone wishing to move into the area, but would also benefit the current residents of Kidderminster and Stourport.
	LPPO3013	Object	<p>Object to Burlish Golf Course which was used as an unauthorised a tip despite being SSI/health risk. Better sites - Stourport/ Kidderminster town centres & former Chichester Caravans site being centrally located/on a bus route.</p> <p>Impact of extra traffic on Kingsway, distance from doctors surgeries/limited public transport/possible damage to property (already have pipe line close by)</p>
	LPPO3041	Object	<ul style="list-style-type: none"> • I received NO communication from the council. . • Strongly object to loss of Green Belt status. • Increase in traffic will cause more gridlock and affect response times of emergency services as it will take longer to reach their destinations. • Object to the increase in road noise and extra pollution from exhaust fumes. • Stourport does not have ring road or by pass like Bewdley and Kidderminster. • Will more schools, GP and dental surgeries be built? • Loss of Local wildlife habitats and productive agricultural land. • Green Belt land should remain undeveloped and unpopulated.
	LPPO1996	Object	<p>Objects due to the increase of traffic on Kingsway, Burlish Crossing, Lickhill Road and Bewdley Road.</p> <p>Traffic is already bad. Stourport is already a congested town and is not able to cope with increased traffic from increasing housing estates.</p>

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Company / Organisation	Response No	Type of Response	Summary of Response
	LPPO2017	Object	<p>Site LI/2 was previously a landfill site and I would be concerned about residential properties being built here. Firstly considerable excavation will be needed potentially leading to environmental problems for existing residents and users of Burlish Top Nature Reserve and secondly I'm not sure how attractive such a site would be to would be house buyers of the new builds.</p> <p>There has recently been much disruption due to the laying of the Severn Trent Water Pipeline. The prospect of yet more noise, mess and danger is not attractive.</p> <p>If LI/2 goes ahead the traffic situation will become even more horrendous leading to public safety and environmental impacts of untenable proportion.</p>
	LPPO2062	Object	<ul style="list-style-type: none"> • Loss of Green Belt/public rights of way. • Burlish Top Nature Reserve under threat/decrease in wildlife • Lack of road infrastructure in Stourport/increase in traffic noise/pollution in area/total upgrade of roads in Wyre Forest would be necessary • New areas of employment would be needed for house buyers • Lead to extreme pressure on – schools, doctors, dentists, gas/electricity and water/sewage suppliers
	LPPO2084	Object	<ul style="list-style-type: none"> • Use of brown belt not Green Belt land • Proposed plans would increase of traffic, pollution, medical facilities and schools • Don't let profit be the major factor
	LPPO2154	Object	<ul style="list-style-type: none"> • Loss of Green Belt status. The highly used Burlish Top Nature Reserve will be severely affected. • Traffic at ALL times of the day is extremely busy. An extra 300+ properties centred around this area without additional major roads included in your plans will be very foolhardy • The bus service is already abysmal, so using the car will be a necessity.

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Company / Organisation	Response No	Type of Response	Summary of Response
			<ul style="list-style-type: none"> GP's, Dentists and all local schools will not be able to cope!
	LPPO2363	Object	<ul style="list-style-type: none"> Badger Set and Protected acid grassland and newts on the site The New Birmingham relief pipe line goes through the site. Considerable depth of contaminated material on site. There is a spring feeding an Aquifer for Blackwell Abstraction point on the site Loss of Green Belt Drainage issues if built on; There is no storm drain system in Elan Avenue Former Golf Course would be a better option having space, being easier to develop, with good access to roads/schools/transport/sports facilities and Stourport.
	LPPO1990	Object	<p>Objects to development at Kingsway, Burlish and Lickhill Road due to the following reasons:</p> <ol style="list-style-type: none"> Significant increase of traffic on all roads on Burlish Estate, Lickhill Road and Bewdley Road which at peak times already suffer from large tailbacks. Significant impact on facilities e.g. GP surgeries, dentists, hospitals already over burdened. Impact on schools – larger class sizes or unable to take in local children requiring then to travel to outside area to school. Impact on wildlife habitat and Burlish Top Nature Reserve. Lack of bypass to alleviate traffic in Stourport Loss of Green Belt status which should protect countryside and protect rights of way. No evidence of shortfall of housing in WFDC area which cannot be met by brownfield sites e.g. Power Station site.
	LPPO4206	Object	<ul style="list-style-type: none"> Loss of Green Belt

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			<ul style="list-style-type: none"> • Increase in traffic/pollution • Stourport is already a bottleneck • Local amenities – schools/GP Surgeries full. • Use brownfield sites instead
	LPPO1795	Object	<p>Objects to any plans that involve building on Green Belt land for the following reasons:</p> <ol style="list-style-type: none"> 1. There are sufficient brownfield sites to exploit before needing to consider Green Belt 2. Concerned about development around Burlish as the crossing is very busy. 3. Concerned about access road to Bewdley for emergency services- at peak times Burlish crossing can be gridlocked. 4. Infrastructure in and around Stourport - questions if it will be able to cope with the additional demand on services and roads 5. Green Belt needs to be retained to protect wildlife.
	LPPO1904	Object	<p>Concerned about:-the loss of Green Belt, -Significant increase of traffic on all roads in Burlish Park, Lickhill Road and Bewdley Road (peak times tailbacks). -Increase in time it will take emergency services to reach residents. - The bus service is already poor. - The erosion of what makes Wyre Forest special, the three towns keeping their separate identities. - Increased pressure on GP surgeries, dentists and schools. -The wonderful addition we have of Burlish Nature Reserve will be affected by loss of wildlife. There are skylarks, linnets and other red listed birds nesting in these fields and rare plant species too. - Surely there are many brownfield sites that can be utilised within Wyre Forest. Once again Stourport-on-Severn comes out worst affected. Bewdley has a by-pass, Kidderminster a ring road but Stourport has nothing to alleviate or divert traffic. My objections are not of the 'in my backyard' syndrome but a plea for an already over crowded little town not to grow anymore. We do not have the infrastructure to grow further and let us keep the cherished parts of put town</p>

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Company / Organisation	Response No	Type of Response	Summary of Response
			that make it a place we want to live.
	LPP01664	Object	<ul style="list-style-type: none"> • I object to the increase in already congested traffic and related noise/emissions. • Doctors and hospitals already very busy. • Building on Green Belt will affect wildlife and lead to more flooding.
	LPP01778	Object	<ul style="list-style-type: none"> • Objects to any loss of Green Belt that protects the countryside from urban sprawl, threatening the existing public right of way. • Concerned about increased noise and pollution due to traffic and the impact on the health of local residents. • Suggests not building on the Green Belt but alternatively utilising land right by the school such as the Wyre Forest Golf course L1/2 and the land that runs behind Windermere Way and the Kingsway where children and parents are within walking distance. Suggests prioritising these sites before developing on Green Belt land. • Concerned about lack of other facilities such as GP surgeries dentists and public transport in this area. • Also concerned that Stourport lacks a good public transport infrastructure including a decent safe cycle path. This all needs to be done before any houses should be considered.
	LPP03176	Object	<p>The field which is part of the golf course is heavily contaminated with industrial waste including chemical waste.</p> <p>The Kingsway already suffers heavy traffic congestion in the morning and evening rush hour. Any further traffic would be entirely unacceptable, would increase pollution and add to the traffic queues.</p> <p>It was stated in your report that building houses on this site "would take pressure off the Burlish Top Nature Reserve" That is completely the opposite of what would happen. People would be attracted to and buy houses on this site because of the location.</p> <p>No new roads, no bridge or by pass.</p>

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	LPPO3325	Object	<p>Site L1/2 Wyre Forest Golf Club, represent an unacceptable use of Green Belt land, some would be better used as allotments.</p> <p>The traffic congestion at Burlish Crossing traffic lights with long queues in all directions at rush hour. The volume of traffic has increased substantially in the past 7 years, to the point where it can be difficult to leave our property. Further development will make the situation worse, without major road improvements.</p> <p>The increased traffic Burlish Top to the main Kidderminster - Stourport road represents a real safety hazard particularly to children at Stourport High School and users of the sports facilities. The road is very narrow and would not support increased traffic.</p> <p>Other core developments in Stourport, particularly M1/6 Steatite Way, will also increase the traffic at Burlish lights, I don't see how development at L1/2 can be integrated into the area with adequate transport facilities for both existing and new residents.</p>
	LPPO2908	Object	<ul style="list-style-type: none"> • Objects to this site being used. • Will encroach in The Burlish Top Nature Reserve. • The tranquillity of 'The Top' will be jeopardised with more people living in the area and cause damage to wildlife. • Nothing will be left for future generations except bricks, concrete and tarmac. • Fears it will increase traffic causing bottlenecks at areas in Burlish Park. • More traffic means more noise and pollution - hazardous to people's health. • Stourport doesn't have a good enough road infrastructure to cope with more vehicles. • There are no major roads - i.e. M roads for new residents to get to work (e.g. Birmingham etc.) • Insufficient schools to cope with more children. • Insufficient GP surgeries in the town to cope with more people. • Loss of Green Belt land - good agricultural land. • Loss of wildlife - horrendous for future generations.

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	LPPO2543	Object	<p>I strongly contest the Core development areas in the Burlish/ Lickhill areas, I do understand, just from the basic maths, that there is a need for additional housing within the district. However, I have raised my main concerns above to highlight the obvious issues that I assume someone within the Planning Policy Team has already considered.</p> <p>Following the drop-in and after having reviewed the documents again online I have a few points/queries to make, in particular in respect of the Core housing sites in the Burlish/Kingsway and Lickhill areas of Stourport and also the Option B sites, in particular the one at Burlish Crossing:</p> <p>In respect of the land agreed as a Core housing development at Kingsway (LI/2) I have seen and heard comments that this site has already been 'agreed' for development - is this the case? If so, this would suggest that Wyre Forest DC have already been in negotiations with a developer to sell the land to? Also, it has been brought to my attention, that part of this land (the south section) is immediately developable, again is this the case? If so, does this mean that the north part of the land isn't suitable to be developed and would mean less than 80 dwellings would be built there?</p> <p>Within the initial development plan (prior to the June 2017 options) I read that the site at LI/2 had been highlighted as a possible site for recreational development as well as housing development, which was a strategy to 'reduce the burden on the nearby Burlish Top Nature Reserve'. Given that the plan now only suggests housing on this site, am I right to assume that the 'recreational' plans for this land have been quashed? Wouldn't this land be better used for recreational purposes giving its proximity to the nature reserve, taking into account National obesity levels rising, the lack of local leisure facilities in both Bewdley and Stourport (and an under-equipped Leisure Centre for the Wyre Forest as a whole) and also the fact that the land is currently utilised by dog walkers and children for leisure? Similarly, there are hectares of land here that is now inhabited by wildlife and which houses a vast number of trees, all of which would presumably be destroyed if this land was developed.</p> <p>- Road networks and traffic - Both of the core housing sites at Lickhill and the Kingsway along with the Option B site at LI/5 would have a detrimental effect on the congestion within the local area. These three sites would potentially mean 331 new homes could be built within a 1/4 of a mile of each other, thus raising the concern that there could be potentially 331 more vehicles using the 3 main roads in this area being Bewdley Road, Lickhill Road and The</p>

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			<p>Kingsway. Currently, even without these additional houses, the traffic at Burlish Crossings is already a complete nightmare and inconvenience for all commuters going to/from work and/or school. With these additional (potential) developments I can only assume that this congestion will continue to become a more difficult problem to solve.</p> <p>- Roads networks and safety - Similarly these additional vehicles will be using roads which are direct links to the High School and several primary schools within the area, which surely raises a safety concern? Should we be encouraging increased use of The Kingsway, Windermere Way and Lickhill Road given the number of children who use those routes to school every day? Also, if these sites in particular were to be developed where would the access to those 'estates' be? I would assume accessing a large housing development from any of these roads would mean that traffic systems would need to be put in place to ensure the safety of motorists and pedestrians alike - would this mean more traffic due to signalling on top of the expected increased in vehicle numbers?</p> <p>- Road networks/ The Bridge - it probably goes without saying that the traffic issues on the Stourport Bridge are already a major problem for the town. The Option B sites, in their vastness, backing onto the Areley Kings area of Stourport would only add to this problem. I have been informed that if a developer were to buy this land then a second bridge and supporting roads would be built - what would the impact of this buildings works be on the town's road infrastructure in the meantime? Also, where would that bridge be located and what would the environmental impacts of that development be?</p> <p>- Schools - The schools within the Burlish and Lickhill vicinity are already over-subscribed each year with many children being rejected from their first choice (and quite often most local) primary school. From the Plan document I can see that there are several options available to deal with the potential increase in children within the area, however 0.5FE proposals are almost a complete waste of time as sustaining a structure within a primary school with an additional 0.5FE is almost impossible with the current funding cuts being made by central government. What 0.5FE increase would do, would be to unnecessarily force joint year group teaching in order to deliver efficient and break-even budgets. Your education team will well know that this is not the most effective way of delivering the curriculum and could also have negative effects on future OFSTED ratings, particularly if pressure is going to be put on to teaching staff to deliver to larger group of pupils. This is one of the easiest ways to make Stourport a less attractive town of choice as parents currently have the knowledge that primary schools within these areas are</p>

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			<p>OFSTED good or outstanding! Similarly, 1FE primary schools are as difficult to sustain, especially within such areas where the majority of students receive only basic funding but the normal costs of running a school still have to be met. Have governors of all local primary schools been informed of the suggestions within the plan so that they can think about succession planning if any of these sites were to be developed? Would their budgets be able to handle any potential changes? Where would a new development for a 1FE school be situated if this were the route that was taken in Stourport, I would assume it would be in the over-subscribed areas? If so, Green Belt?</p> <p>- Medical centres - As above for schools. Local medical centres, surgeries and hospitals are already working to capacity - would residents then be expected to travel longer distances into Kidderminster to seek medical attention? Would Kidderminster Hospital A&E department be re-instated by the time all of the development is complete and these 5,400 dwelling have been built?</p> <p>In conclusion, I strongly object to the sites that have been included in the Core housing plans and Option B which would so strongly affect the Burlish and Lickhill areas of Stourport for all of the above mentioned reasons.</p>
	LPPO2434	Object	<p>My objection centres around the building of houses under Option B, specifically relating to Burlish Crossing. The provision of 157 houses on the site when coupled to the core sites of Wyre Forest Golf Club (L1/2) and Lickhill Road North (L1/6/7) would mean an additional 331 houses, perhaps 600 extra cars, in an area that struggles at times to cope with the volume of traffic currently. A ring road surrounds Kidderminster already, a by-pass is already serving Bewdley but Stourport has nothing to cope with such volumes of additional traffic.</p> <p>The resultant reduction in air quality, additional noise pollution and increased damage to road surfaces would lead to further strain on local medical and other community services, protracted response times from emergency services and increased dangers to pedestrian and cycle traffic.</p> <p>Without adequate provision for additional schools, medical facilities and other community services I believe this option to be ill conceived.</p>
	LPPO2367	Object	Object Kingsway/Burlish crossing/Bewdley Road North/Lickhill Road because:

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Company / Organisation	Response No	Type of Response	Summary of Response
			<ul style="list-style-type: none"> ○ Increased traffic congestion, noise pollution/fumes ○ Burlish top nature reserve would be ruined/wildlife lost ○ Capacity of NHS services/Drs/dentists/schools and access by emergency services. ○ Stourport has nothing to cope with extra traffic e.g. a bypass ○ Don't build on the agricultural land instead do something for the community.
	LPPO2324	Object	<p>Without more houses being built there are traffic jams every weekday early morning, mid afternoon and early evening in Kingsway, Windermere Way, Lickhill Road and Bewdley Road. There are also traffic problems outside the schools in Kingsway/Windermere Way with the school run vehicles and Kingsway is also used as a shortcut for lorries (Talbot largest culprit) and at times when the A451 Kidderminster Road is blocked because the town roads are blocked with traffic.</p> <p>More cars means more pollution, will make it more difficult for emergency vehicles and poor public transport adding to number of cars on the road.</p> <p>The compulsory purchase of a Care Home in Lickhill Road (another kick in the teeth for the elderly of the area), loss of a business and peoples horse riding hobby.</p> <p>Nearest doctors are based in Stourport. They will not cope with the extra numbers of patients. Are there enough places available at the schools?</p> <p>Until the council can come up with a plan and the funds to improve the roads and facilities in the Burlish, Lickhill and Kingsway area of Stourport, the idea of building houses as should be scrapped.</p>
	LPPO2009	Object	<p>Objects to LI/2 due to the following reasons:</p> <ul style="list-style-type: none"> • Loss of Green Belt • Increase in traffic on all roads on Burlish Estate, Lickhill and Bewdley Road • Health risks from traffic.

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Company / Organisation	Response No	Type of Response	Summary of Response
			<ul style="list-style-type: none"> • Increase in school places and classes getting bigger. • Lack of GP surgeries, emergency services. • Loss of wildlife habitats. • Loss of good quality, productive agricultural land. <p>Suggests utilising sites old brownfield sites.</p>
	LPPO2111	Object	<ul style="list-style-type: none"> • Green Belt land must be protected at all costs. • Doctors and Dentists will find it difficult to cope with extra people. • More schools will be needed and that will mean more transport on our roads. Traffic is very noisy already on our roads so the increase will make it worse. • Emergency services will find it difficult at busy times on our roads.
	LPPO2115	Object	<p>Object to development of Green Belt land on Kingsway, Burlish Crossing, Bewdley Road and Lickhill Road:</p> <ul style="list-style-type: none"> • Roads already busy at peak times, speeding outside of these. • Increased traffic noise/fumes • Lack of facilities GP surgeries/dentists/schools. • No Stourport bypass • How will emergency services cope? • Impact on plant/wildlife at Burlish Top Nature Reserve. • No need to use Green Belt land when there is enough brownfield sites around Wyre Forest District Council.
	LPPO2120	Object	<ol style="list-style-type: none"> 1. Loss of Green Belt. 2. Increased traffic on all local roads = more noise/fumes 3. Kingsway already subject to speeding 4. Impact on capacity of schools, GPs, dentists

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Company / Organisation	Response No	Type of Response	Summary of Response
			5. Loss of wildlife and productive agricultural land
Stourport Cricket Club	LPPO3560	Object	Use of green/brownfield sites. All areas outstanding Bewdley particularly in Bewdley Road North area/Kingsway. Loss of floral and fauna, already eroded during last 25years.
	LPPO1653	Object	<ol style="list-style-type: none"> 1. With no bus routes, more cars will be needed to take children to already overcrowded schools 2. Existing traffic issues esp. at school times in Lickhill Road/Windermere Way 3. If there is no play area on the estate children will play in streets which could result in an accident
	LPPO1752	Object	<p>Asking if there is evidence to prove that more housing is really needed. Is the population really increasing and are there really not enough Brownfield sites?</p> <p>Asking if there will be any increase in bus services, doctor's surgeries, schools and policing because they do not believe current support services will cope with a growing population.</p> <p>Questioning the rationale behind building more houses and if it's simply to make more money for the Council.</p>
	LPPO1781	Object	Object to the collective three sites L1/2, L1/6/7 and M1/6 being the subject of new developments. When there are a number of Brownfield sites that should take priority over Green Belt sites. We all heartily support the 10 points of objections put forward by the Burlish & Lickhill Green friends against these proposals.
	LPPO1802	Object	<p>Objects to L1/2, LI/5, L1/6/7, M1/6 due to the following reasons:</p> <ol style="list-style-type: none"> 1. Loss of Green Belt 2. Increased traffic on all roads on Burlish Est., Lickhill Road and Bewdley Road (already suffer long tailbacks) 3. Traffic noise and higher emissions of exhaust fumes - risk to the health of local residents 4. Bewdley has a bypass, Kidderminster has a ring road Stourport has nothing to alleviate traffic. 5. Larger school classes. 6. Lack of GP's and Dentists to cope with influx of patients.

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Company / Organisation	Response No	Type of Response	Summary of Response
			<ol style="list-style-type: none"> Loss of good quality productive agricultural land. Brownfield sites need to be utilised before Green Belt sites.
	LPPO1811	Object	<p>My objection is that the road and infrastructure cannot cope with anymore traffic on the Bewdley Road and crossroads at lights between 7:00-9:30am and 3:00pm-7:00pm it is gridlock most of the time which will also effect on the L/1/2 site proposed. The Kingsway will not be big enough to cope another reason is the Nature Reserve just coming back to how is should be.</p> <p>The boundaries between Kidderminster and Stourport are just yards apart known so let's just keep it as it is.</p>
	LPPO4209	Object	<ol style="list-style-type: none"> I object to the destruction of Green Belt and resultant increase in already congested traffic/assoc pollution, where is promised bypass? Poor bus service Schools/Doctors already oversubscribed.
	LPPO4211	Object	<ul style="list-style-type: none"> The field at the top of Kingsway – object strongly mainly on traffic grounds as this is extremely heavy on working and school days. Also the proximity to the nature reserve. Garden Centre and Paddocks. Also traffic concerns and proximity to Ravenhurst Nursing home. Surely there should be a review of need for housing in the area and also the provision of schools, health centres and local hospitals before detailed plans for housing.
	LPPO4218	Object	<ol style="list-style-type: none"> Loss of Green Belt natural habitat. Lack of health care to support a higher population. Increase in traffic/pollution.

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Company / Organisation	Response No	Type of Response	Summary of Response
	LPPO1634	Object	<p>I object to these new developments as collectively the 3 sites would mean:</p> <ul style="list-style-type: none"> • Loss of Green Belt status which protects our countryside from urban sprawl, threatening the existing public rights of way. • Significantly increase traffic on all roads on Burlish estate, Lickhill Road and Bewdley Road which at peak times already suffer from long tailbacks. • This increase in traffic will also initially affect the time taken for emergency services to reach their destination. • Traffic noise and higher emissions of exhaust fumes with resulting increased risk to the health of local residents. • Bewdley has a bypass, Kidderminster has a ring road, Stourport has nothing to alienate traffic. • Schools having larger classes or unable to take in local children them to travel outside of the area to attend school. • Lack of other facilities such as GP surgeries and dentists to cope with the additional influx of patients. • Loss of wildlife habitat: there are sky larks, linnets, and other red-listed birds resting in these fields. The impact of building houses on the Kingsway field would also have a significant impact in the vast variety of plants and wildlife on Burlish Top nature reserve. • Loss of good quality productive agricultural land. There is no evidence that there is a short fall of housing in the WFDC area which cannot be met by utilising Brownfield sites as has been the case on the old power station site (Stourport) and sugar beet factory (Kidderminster).
Campaign to Protect Rural England	LPPO990	Object	Strongly object to this site being developed. Was part of Burlish Common enclosed in 1820s? Golf course is sporting uses and must be regarded as greenfield. Beyond the Old Worcester Road is Burlish Top Nature Reserve. It is desirable to have a buffer between this and any developed area. Lowland heath is a scarce natural resource and should be protected. Development here would also narrow gap between Stourport and Kidderminster significantly.
	LPPO3323	Object	Many issues if further development along any part of the Kingsway;
	LPPO2961	Object	The Green Belt needs to be protected for the good of the environment and country as a whole. No Green Belt

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO LI/2 – WYRE FOREST GOLF CLUB

Company / Organisation	Response No	Type of Response	Summary of Response
			<p>status areas should be up for consideration for housing.</p> <p>LI/2 is too close to Burlish Top Nature Reserve to be used for housing. Housing would pose a significant threat to wildlife.</p> <p>All three proposed sites already have more than enough houses situated in a relatively small area. There is no evidence that this amount of new housing is required in the area, where the population growth is below the national average.</p> <p>I would hope that plans for housing in this area will be restricted to Brownfield sites only, and kept to an absolute minimum.</p> <p>More housing would inevitably increase the volume of traffic, traffic noise, and pollution to an unacceptable level.</p> <p>The Green Belt is vital to the health and well-being of all of us. The former Wyre Forest Golf Club site was a much appreciated area of peace and quiet. More effort should be made to find a similar use for this land. We do not want to lose any more of our precious, green, open views. The three new school/college buildings have already encroached enough on our open landscape in this area of Stourport</p>
	LPPO2980	Object	<ul style="list-style-type: none"> • Loss of Green Belt status, which protects our countryside from urban sprawl, threatening the existing public Rights of Way. • Significantly increase traffic on all roads on Burlish Estate, Lickhill Road and Bewdley Road, which at peak times already suffer from long tail backs. • This increase in traffic will also inevitably affect the time taken for emergency services to reach their destinations. • Traffic noise and higher emissions of exhaust fumes with resulting increased risk to the health of local residents. • Bewdley has a bypass, Kidderminster has a ring road, Stourport has nothing to alleviate or deviate traffic. • Schools having larger classes, or unable to take in local children requiring them to travel outside of the area to attend school.

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Company / Organisation	Response No	Type of Response	Summary of Response
			<ul style="list-style-type: none"> • Lack of other facilities such as GP surgeries and dentists to cope with the additional influx of patients. • Loss of wildlife habitat; there are skylarks, linnets and other red4isted birds nesting in these fields. The impact of building houses on the Kingsway field would also, we believe, have significant impact upon the vast variety of plant and wildlife on Burlish Top Nature Reserve. • Loss of good quality, productive agricultural land. • There is no evidence that there is a shortfall of housing in the WFDC area which cannot be met by utilising Brownfield sites, as has been the case on the old Power Station site (Stourport) and sugar beet Factory (Kidderminster).
	LPPO2982	Object	<ul style="list-style-type: none"> • Loss of Green Belt status, which protects our countryside from urban sprawl, threatening the existing public Rights of Way. • Significantly increase traffic on all roads on Burlish Estate, Lickhill Road and Bewdley Road, which at peak times already suffer from long tail backs. • This increase in traffic will also inevitably affect the time taken for emergency services to reach their destinations. • Traffic noise and higher emissions of exhaust fumes with resulting increased risk to the health of local residents. • Bewdley has a bypass, Kidderminster has a ring road, Stourport has nothing to alleviate or deviate traffic. • Schools having larger classes, or unable to take in local children requiring them to travel outside of the area to attend school. • Lack of other facilities such as GP surgeries and dentists to cope with the additional influx of patients. • Loss of wildlife habitat; there are skylarks, linnets and other red4isted birds nesting in these fields. The impact of building houses on the Kingsway field would also, we believe, have significant impact upon the vast variety of plant and wildlife on Burlish Top Nature Reserve. • Loss of good quality, productive agricultural land. • There is no evidence that there is a shortfall of housing in the WFDC area which cannot be met by utilising Brownfield sites, as has been the case on the old Power Station site (Stourport) and sugar beet Factory (Kidderminster).

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Company / Organisation	Response No	Type of Response	Summary of Response
	LPPO3177	Object	<ul style="list-style-type: none"> The land along The Kingsway and at the back of some of the houses in Torridon Close is not suitable for housing. This field is contaminated with industrial waste which was illegally dumped when the land was used for landfill. Contamination was confirmed when Severn Trent recently surveyed the land with a view to burying the pipeline. They found high levels of contamination and the course of the pipe had to be re-routed. Traffic congestion in the Kingsway leading down to Burlish Crossing is already a problem and with even more cars resulting from a housing development along Kingsway, the congestion would be greatly increased. The amount of traffic in Stourport has increased greatly in recent years due to additional housing and yet the infrastructure has not improved. There have been no additional schools, medical centres, hospitals in the Wyre Forest area and no improvement with the roads to help alleviate traffic, apart from a set of traffic lights at Burlish Crossing. What a difference that made! Over the years promises have been made by MPs to improve traffic problems by introducing a new relief road and bridge, but these promises have never materialised. Stourport is already heavily congested and these traffic problems are increased in the summer months as it is popular with tourists. Rather than improvements to the infrastructure of Stourport, we have witnessed a decrease in our facilities, i.e. Police, Fire Station, Leisure Centre and swimming pool, children's paddling pool in the Memorial Park. These facilities have all been moved to Kidderminster. Although I object to the large housing estates and social housing on Green Belt land in theory I accept that with increased population and immigration there is a need for additional housing. But with increased population in an area, surely the facilities and infrastructure for that area should also be increased to cater for the increased needs of the populace. <p>I would add that although I am against these concrete jungles taking over Green Belt land, it would appear that Kidderminster would be better placed to accommodate the additional housing, as its infrastructure and facilities are far superior to those in Stourport. In addition, the proposed new road joining the A456 to the A449 would also help alleviate the additional traffic; whereas I believe there are no such new roads proposed for Stourport.</p>

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Company / Organisation	Response No	Type of Response	Summary of Response
	LPPO2372	Object	<p>We had not received any notification of these plans which we think is disgraceful.</p> <p>The use of Green Belt Land makes a mockery of Green Belt Status, and is a precedent that will affect existing farmland, public access / rights-of-way.</p> <p>Stourport-on-Severn is expected to support the local allocation of houses but while Bewdley has a by-pass, Kidderminster has a ring-road and a proposed new road to cope with both housing and extra traffic, Stourport-on-Severn does not have the existing or planned infrastructure to cope and the significant amounts of proposed traffic. This will have knock on environmental effects, and the traffic affecting existing local traffic and emergency service access at peak times.</p> <p>Local schools and NHS services are already stretched; there is no proposal for how this will be dealt with, and will lead to increased class sizes, longer waiting lists or people having to travel outside of the area which will further add traffic to areas where overspill fills the requirements.</p> <p>The plans will lead to a loss of both good quality agricultural land and wildlife habitat. Skylarks, Linnets and other red-listed birds nest in these proposed sites. The use of the Kingsway field will also, we believe, have a significant impact on the diversity of plant and wildlife on Burlish Top Nature Reserve.</p> <p>There is no evidence that in the Wyre Forest area the shortfall cannot be met by the use of brownfield sites, as has been the case on the old Power Station site (Stourport-on-Severn) and sugar beet Factory (Kidderminster).</p>
	LPPO2728	Object	<p>LI/2 - Wyre Forest Golf Club - The site is situated next to Burlish Top Nature Reserve, which needs to be protected. There is a strong likely hood that if the area is built upon, the nature reserve would be damaged with increased levels of rubbish. The site being proposed should be used as a buffer zone between development and the natural environment to ensure the protection of designated natural sites.</p>
	LPPO2435	Object	<p>I should like to object to the building of houses at Wyre Forest Golf Club (L1/2). They would mean an additional 331 houses together with the extra cars, in an area that cannot cope now at certain times of the day. A ring road surrounds Kidderminster already, a by-pass is already serving Bewdley but Stourport has nothing to cope with such</p>

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Company / Organisation	Response No	Type of Response	Summary of Response
			<p>volumes of additional traffic.</p> <p>The extra traffic would result in a reduction in air quality and additional noise, plus the unnecessary use of Green Belt land with no provision it seems for medical and educational services.</p>
	LPPO2463	Object	<ul style="list-style-type: none"> • Housing development will be likely to increase littering/dumping of household waste. • There are already concerns over anti-social behaviour that takes place on a daily basis and this is likely to worsen. There will also be affects on the local wildlife and damage to their habitat. • Traffic at Burlish crossing during peak times is already the cause of much annoyance to residents. • Increasing the housing population will only make this situation worse and will also increase pollution in the area as well as noise pollution. • The land next to Tesco should be a priority for the council in view of the best interests of the town as it looks bad to people visiting. So why ruin the country side on the edge of town when the centre of town is in clear need of re-development? • The new houses on the old Sugar Beet site are yet to be completed.
	LPPO2109	Object	<p>I strongly object to the building of houses on Green Belt land on Kingsway, Burlish Crossing, Bewdley Road and Lickhill Road.</p> <ul style="list-style-type: none"> • These roads already suffer from long tailbacks. • The noise, emissions of exhaust fumes, getting on and off out drives, when there's no hold ups we have to put up with speeding cars along Kingsway. • Lack of facilities as such GP surgeries, dentists and schools. • Bewdley has a by-pass, Kidderminster has a ring road, Stourport has nothing. Only hold ups with woo much traffic, road works or accidents. How ill emergency services cope? • The impact of building houses in Kingsway field would have significant impact on plant and wildlife on Burlish Top Nature Reserve. • There is no need to use Green Belt land when there is enough brownfield sites around Wyre Forest District

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Company / Organisation	Response No	Type of Response	Summary of Response
			Council.
	LPPO449	Object	Object to development on greenfield sites Wyre Forest Golf Club, corner of Kingsway LI/2.
	LPPO681	Object	<ul style="list-style-type: none"> • Loss of Green Belt. • Increase in traffic. • Traffic noise. • Crowded doctors and schools. • Nature.
	LPPO2007	Object	<ul style="list-style-type: none"> • Loss of Green Belt status which protects our countryside from urban sprawl, threatening existing public rights of way. • Further development between Stourport and Kidderminster in the open area should not be permitted to prevent link-up of these two towns. • Significantly increase of traffic on all roads on Burlish Estate, Lickhill Road and Bewdley Road. Kingsway is already a dangerous road caused by speeding vehicles. • Increase in traffic will also affect time taken for emergency services to reach their destination. • Schools having larger classes, unable to take in local children requiring them to travel outside of the area to attend school. • Lack of other facilities such as GP surgeries and dentists to cope with additional patients. • Loss of wildlife habitat. The impact of building houses would have significant impact on vast variety of plant and wildlife on Burlish Top Nature Reserve. • There is no evident that there is a shortfall of housing in WFDC area which cannot be met by the using brownfield sites, as has been the case on the old power station site (Stourport) and sugar beet factory (Kidderminster).
	LPPO2035	Object	I object to the development in Kingsway/Lickhill Road areas.

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Company / Organisation	Response No	Type of Response	Summary of Response
			<ul style="list-style-type: none"> The roads here are not coping with the current amount of traffic esp. at peak times adding more traffic would increase this problem and be dangerous for pedestrians Schools/Doctors surgeries are currently stretched Wildlife/residents will suffer if green spaces lost Other areas/empty properties could be used
	LPPO2048	Object	<p>I was unaware of these proposals/deadline:</p> <ul style="list-style-type: none"> Loss of Green Belt/prime agricultural land for food production Preferred option must be brownfield sites. More traffic = more noise/pollution. Plan will compound area's existing traffic problems. GP/dental surgeries/local schools already oversubscribed Negative impact on businesses at top of Lickhill Rd and wild/plant life
	LPPO1853	Object	<ol style="list-style-type: none"> Green Belt Status Loss of Rights of ways/walking. Poor Road access down Kingsway to Stourport High School Loss of habitat/plants/wildlife on Burlish Top. <p>No infrastructure in place around Stourport for increased population/ traffic.</p>
	LPPO1678	Object	<p>I strongly object to the plans for building on Wyre Forest Golf club map ref. LI/2.</p> <ol style="list-style-type: none"> A loss of Green Belt and precious open land which will affect wildlife populations. The introduction of more traffic on already congested roads (peak periods) i.e. Kingsway, Bewdley Road, Windermere Way. More junctions causing even more traffic chaos. Stourport has already catered for more people. I.e. Tan Lane, Manor Road, Vale Road, which will impact on local

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Company / Organisation	Response No	Type of Response	Summary of Response
			<p>facilities such as GPs, dentists, schools etc.</p> <p>5. Stourport is notorious for peak time traffic jams which include Bewdley Road, Kidderminster Road, Hartlebury Road, Worcester Road and Dunley Road often causing gridlock.</p>
	LPP0682	Object	Proposals for Burlish/Lickhill areas - traffic already at standstill at peak times. Greenfields are all there is to separate 3 different towns. Doctors/dentists - hard to get appointment. Schools - not enough places. Must use existing brownfield sites in Stourport.
	LPP0683	Object	<p>Very concerned about developing sites in the Kingsway, Burlish Crossing and Steatite Way.</p> <ul style="list-style-type: none"> • Traffic an issue at Burlish Crossing, • Pressure on local schools already at capacity with waiting lists, • Pressure on GP's and NHS dentist, • Retaining Stourport's character and identity, • Threat to wildlife, • Pollution, • Additional traffic and places pressure on road network.
	LPP0717	Object	Object to proposals around Burlish
	LPP0723	Object	Development would have significant impact on plants and wildlife habitat. Industrial/brownfield sites should be developed.
	LPP0747	Object	Concerned at loss of Green Belt land so close to Burlish Top. Roads already very busy. Increased pollution from extra traffic will affect nature and young families. Stourport lacks road infrastructure of Kidderminster. Doctors, schools and hospital services not available to cater for this growth.
Barratt Homes West	LPP0796	Object	Wyre Forest Golf Club - only part of site has been assessed in Green Belt assessment so entire site cannot be released. Should be subject to requirements of para.74 of NPPF. No evidence to show the requirements have been

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Company / Organisation	Response No	Type of Response	Summary of Response
Midlands			met. Allocation should be removed,
Anonymous	LPP01575	Object	We don't need any more buildings going up in this area. We have enough problems with traffic now coming in and out of Stourport. We don't want our Green Belt spoiled.
	LPP0185	Object	Further to my previous objection comment it must be noted that the field now has a major STW pipeline dissecting it which is not engineered to be built on. The site is also still settling from the many years of infill, up to 15m in the central section. There are several seasonal ponds caused by settlement, these will grow over time as further settlement takes place. Key facts regarding this proposed site have been over looked, when these are taking into consideration it is clear that the site should not be included within the Local Plan
	LPP01668	Object	Stourport has a very poor road network and more houses will worsen, esp. The Kingsway as a country lane
	LPP03807	Support	<p>I support the release of land at site LI/2, subject to significant landscape considerations.</p> <p>The whole of the western edge of Stourport lacks any landscaping, so enhance the views across to Burlish Top. It is appropriate that all settlements make a contribution to the current housing shortages. Even though the LPR commissioned research defines Wyre Forest as a self- sustaining housing market, it does not mean that, in the plan period, this might not change in different economic or transport circumstances. House prices in Wyre Forest compared to other districts in Worcestershire and nearby metropolitan boroughs are significantly lower and the reasons for this might change. The plan makes little provision for this area becoming more attractive because it is so cheap and commuting becomes easier with improved transport- such as new train station and services, as well as an impact because of low carbon technologies- electric cars for example.</p> <p>In relation to site LI /2, a large part of the site is in a visually prominent location and would be only too apparent for a wide local area. A policy of the plan should set out at this stage that only the lower-Lying areas of the site, say to the south of where the pipeline has been laid, should be considered for housing purposes. The visually prominent northern half of the site should be set aside for landscaping and habitat restoration, so as to enhance Burlish Top.</p> <p>Burlish Top is a very well used resource for recreation- cycling and dog walking - and its car park is very cramped- rightly so in order to protect a beautiful and large oak tree. Part of the northern most land could be used to provide</p>

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Company / Organisation	Response No	Type of Response	Summary of Response
			<p>a car park for the Wildlife reserve at Burlish Top.</p> <p>However the above aspects need to be set out in the Local Plan at this stage so as to secure appropriate development.</p> <p>In relation to the housing market, site LI/2 could also be designated for use by self-build applicants. Green technologies, design codes, landscaping and materials guidance should also be set out at this stage so prospective developers are aware of the significance/importance of the site, It is an opportunity for the Council to set standards for the future as well as contribute to the housing market in an innovative way.</p> <p>Overall, the plan does not require enough of prospective developers. Some of the sites are significant areas and masterplans, guiding principles and 'green infrastructures' should be required at this stage in the Local Plan and at Outline. Specifying the need for future-proofing designs, layout principles so as to drive uniqueness in landscape, access, housing and open space, as well as providing for housing designs adaptability for future purposes, with regard to new technologies as well as existing green ones, should be made explicit in the Local Plan. It would set a standard that reassures local communities that new areas will add to their betterment in living near to it- it will have direct benefits for them- by green routes connected open spaces and clear identities by block designs and legibility. Such broad principles have to be set out in the Local Plan now so as to be sustainable for the future and deliver excellence where there is already a presumption of approval by NPPG guidance.</p>
	LPPO1749	Support	<p>Avoid building on Green Belt when you have land right by the school such as the Wyre Forest Golf course LI/2 and the land the runs behind Windermere Way and the Kingsway where the children and parents are in walking distance. Worried about travellers moving on site.</p> <p>Re. Stourport - There is a lack of other facilities such as GP surgeries Dentists and Public Transport in this area. Stourport needs a good public transport infrastructure in place first and a decent and safe cycle path if you are going to increase the amount of houses.</p>
	LPPO727	Support	use land at top of Kingsway for mixed housing and green space

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Company / Organisation	Response No	Type of Response	Summary of Responses
	LPPO4030	Comment	The proposal for development at Lickhill Road North does compromise open land and will, without doubt, add extra pressure to a very busy junction (Burlish Crossing traffic lights) which currently sees regular traffic queues outside residential properties.
	LPPO1895	Comment	LI/6/7 Obviously I am concerned about its effect on the value of my home, and on the Green Belt. Will the dwellings will be private or council homes. Will their access be from Lickhill Road North? When will construction begin?
	LPPO3389	Comment	An area with no direct public transport into the nearest town, increasing car traffic and air pollution, leaving residents with no alternative means of transport.
	LPPO384	Comment	Re: Lickhill Road North LI/6/7 - Roads around Burlish Crossing are already heavily congested and additional traffic would cause further congestion at the Swan Hotel/High street junction.
	LPPO3511	Object	<p>We strongly object to building houses on the fields at the Kingsway, Burlish Crossing, Bewdley Road North and on the garden centre and horse paddocks on the Lickhill Road.</p> <ul style="list-style-type: none"> • There will be a loss of Green Belt areas, a lot more traffic with higher noise and higher emissions of exhaust fumes Stourport has no by-pass and no ring road. • There will be loss of wildlife habitat and impact on a variety of plants. • Loss of productive agricultural land. • More people needing facilities such as school, doctors, dentists etc. <p>Surely there are a number of brown sites that can be used for a limited number of houses. We certainly object to building on Green Belt areas.</p>
	LPPO3568	Object	<ul style="list-style-type: none"> • Shouldn't use Green Belt land when brownfield sites are available. • Inadequate facilities. • We need to safeguard what we have for future generations. • Only doing it for extra council tax and to provide for Birmingham overspill.

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO L1/6/7 – LICKHILL ROAD NORTH

Company / Organisation	Response No	Type of Response	Summary of Responses
			<ul style="list-style-type: none"> Planners have allowed developments go ahead before without listening to objections. Building companies are to large and have too much money for objections to be noted.
	LPPO3600	Object	L1/6/7: Kingsway traffic is already busy and noisy. More houses would add to this. The schools could not cope with more pupils doctors/local hospitals are already stretched; we do not need more housing in the area due to lack of infrastructure
	LPPO4207	Object	<p>I object to the increase in already congested traffic and related noise/emissions.</p> <p>Doctors and hospitals already very busy.</p> <p>Building on Green Belt will affect wildlife and lead to more flooding.</p>
	LPPO3974	Object	<p>Loss of Green Belt status, which protects our countryside from urbanisation, threatening the existing public Rights of Way. Loss of good quality productive agricultural land. We think that building would have impact on the vast variety of plant and wildlife.</p> <p>Significant increased traffic on all roads on Bewdley Road North, Burlish Estate and Lickhill Road which at peak times already suffer from long tail backs which will effect times for emergency services to reach destinations.</p> <p>Traffic noise and higher emission of exhaust fumes with results of higher risk to local residents.</p> <p>Bewdley has a by-pass, Kidderminster has a ring road, Stourport has nothing despite promises of a "by-pass.</p> <p>Schools having larger classes, or unable to take in local children requiring them to travel to another area to attend school.</p> <p>Lack of other facilities i.e. GP surgeries and dentists to cope with additional influx of patients.</p>
	LPPO4043	Object	Garden Centre/Horse Paddocks (L16/7) very small development, give the 'garden centre' the opportunity to move

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Company / Organisation	Response No	Type of Response	Summary of Responses
			to the already used ground on the Bewdley Road, leaving 'The Paddocks' in situ.
	LPPO662	Object	<ul style="list-style-type: none"> • Even more traffic noise. • More pollution. • Erosion of Green Belt. • Possibly even more development even nearer to house. • Was never informed of this development – I can not express how strongly we object.
	LPPO437	Object	<p>I object to loss of Green Belt status which protects our countryside from urban sprawl, threatening the existing public Rights of Way.</p> <p>The development will significantly increase traffic on all roads on Burlish Estate, Lickhill Road and Bewdley Road which at peak times already suffer from long tail backs.</p> <p>This increase in traffic will also inevitably affect the time take for emergency services to reach their destinations.</p> <p>Traffic noise and higher emissions of exhaust fumes with resulting increased risk to the health of local residents.</p> <p>Bewdley has a by-pass, Kidderminster has a ring road, Stourport has nothing to alleviate or deviate traffic.</p> <p>Schools having larger classes, or unable to take in local children requiring them to travel outside of the area to attend school.</p> <p>Lack of other facilities such as GP surgeries and dentists to cope with the additional influx of patients.</p> <p>Loss of wildlife habitat there are skylarks, linnets and other red listed birds nesting in these fields. The impact of building houses on the Kingsway field would also, we believe, have significant impact upon the vast variety of plant and wildlife on Burlish Top Nature Reserve.</p>

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO LI/6/7 – LICKHILL ROAD NORTH

Company / Organisation	Response No	Type of Response	Summary of Responses
			<p>Loss of good quality, productive agricultural land.</p> <p>There is no evidence that there is a shortfall of housing in the WFDC area which cannot be met by utilising Brownfield sites, as has been the case on the old Power Station site (Stourport) and Sugar Beet Factory (Kidderminster).</p>
	LPPO1988	Object	<p>Objects to development at Kingsway, Burlish and Lickhill Road due to the following reasons:</p> <ol style="list-style-type: none"> 1. Significant increase of traffic on all roads on Burlish Estate, Lickhill Road and Bewdley Road which at peak times already suffer from large tailbacks. 2. Significant impact on facilities e.g. GP surgeries, dentists, hospitals already over burdened. 3. Impact on schools – larger class sizes or unable to take in local children requiring them to travel to outside area to school. 4. Impact on wildlife habitat and Burlish Top Nature Reserve. 5. Lack of bypass to alleviate traffic in Stourport 6. Loss of Green Belt status which should protect countryside and protect rights of way. 7. No evidence of shortfall of housing in WFDC area which cannot be met by brownfield sites e.g. Power Station site.
	LPPO2059	Object	<p>Land Burlish Crossing/Bewdley Road North.</p> <ul style="list-style-type: none"> • Concerned about the traffic increase in already congested area. • Need land for food production post Brexit. • Use brownfield site e.g. near Tesco first. • Build affordable housing near shops/services for people w/o own transport. • Do not take the Green Belt as an easy option
	LPPO2064	Object	<ul style="list-style-type: none"> • Loss of Green Belt/public rights of way. • Burlish Top Nature Reserve under threat/decrease in wildlife

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO LI/6/7 – LICKHILL ROAD NORTH

Company / Organisation	Response No	Type of Response	Summary of Responses
			<ul style="list-style-type: none"> • Lack of road infrastructure in Stourport/increase in traffic noise/pollution in area/total upgrade of roads in Wyre Forest would be necessary • New areas of employment would be needed for house buyers • Lead to extreme pressure on – schools, doctors, dentists, gas/electricity and water/sewage suppliers
	LPPO4038	Object	<ul style="list-style-type: none"> • Existing infrastructure is totally inadequate for the present volume of traffic, • Local schools, doctors and dentists are already struggling to cope with existing numbers of occupants in these areas, and a significant increase in the number of houses would lead to an influx in students and patients • Loss of wildlife
	LPPO4045	Object	<p>Re; Kingsway/Burlish Crossing/Bewdley Road North/Lickhill Road housing plans.</p> <p>I wish to state my objection to any of these housing plans. The roads on Burlish/Lickhill and Bewdley Road are already being used as rat runs when Stourport is at gridlock, which is now a daily occurrence and can't cope with any more traffic never mind the population with the inevitable building of houses. Stourport has no other roads in order to alleviate or divert traffic. If there is a requirement for housing needs there can be met in the area of the dual carriageway, where there is unused land or land being used to put yet more industrial units on, which either lie un-let or are not necessity or added value to the area.</p> <p>Green Belt is Green Belt and we have so little of it, or peaceful areas to walk and ride horses and feel safe and the wildlife will be destroyed, particularly at Burlish Top.</p> <p>Houses mean requirements for schools and doctors and dentists and we are already at overflow point with all of there. If you want to encourage tourism and welcome visitors to Stourport, let's keep the bit of beauty we have left. Thank you.</p>
	LPPO4053	Object	<ul style="list-style-type: none"> • The increase in housing will bring more traffic, noise and air pollution.

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Company / Organisation	Response No	Type of Response	Summary of Responses
			<ul style="list-style-type: none"> Poor public transport and high levels of traffic congestion need to be addressed in Stourport. Doctors will not be able to cope with more patients. Plans need to be put in place to alleviate these problems before any developments go ahead.
	LPPO4069	Object	I object to LI/5 because of already heavy traffic in area and already busy facilities e.g. Drs would not cope
	LPPO3570	Object	Object. This area in the proposal is obviously Green Belt.
	LPPO3586	Object	<p>I wish to make my comments and raise objections to the plans affecting all age groups living in the vicinity of these three areas.</p> <p>My list as follows:</p> <ul style="list-style-type: none"> The loss of Green Belt status which protects our countryside from urban sprawl and threatening the existing public rights of way. Significantly increase of traffic on all roads in Burlish Park, Lickhill Road and Bewdley Road which at peak times suffers significantly from long tailbacks at present. This increase will inevitably affect the time taken for emergency services to reach the residents. Not to forget, for us, non car drivers, the appalling bus service that already exists and will certainly not improve the situation (already difficult getting to appointments). The erosion of what makes Wyre Forest special, the three towns keeping their separate identities. GP surgeries and dentists will struggle to cope with such an influx of patients. As an ex teacher, schools will definitely suffer – they are not big enough to cope – class sizes will increase and it will be back to mobile classrooms and lack of parking for parents picking up their children – adding to the traffic chaos. The wonderful addition we have of Burlish Nature Reserve will be affected by loss of wildlife. There are skylarks, linnets and other red listed birds nesting in these fields and rare plant species too. These spaces are all too rare and must be cherished. Surely there are many brownfield sites that can be utilised within Wyre Forest. Once again Stourport-on-Severn comes out worst affected.

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Company / Organisation	Response No	Type of Response	Summary of Responses
			<ul style="list-style-type: none"> Bewdley has a by-pass, Kidderminster a ring road but Stourport has nothing to alleviate or divert traffic. My objections are not of the ‘in my backyard’ syndrome but a plea for an already over crowded little town not to grow anymore. We do not have the infrastructure to grow further and let us keep the cherished parts of put town that make it a place we want to live.
	LPPO3596	Object	Object
	LPPO3604	Object	<ul style="list-style-type: none"> I object to the proposal Kingsway is already a very road between Kidderminster to Bewdley with speeding issues The proposal will impact on schools, doctors/dentists and wildlife
	LPPO3661	Object	<p>Loss of Green Belt status. The highly used Burlish Top Nature Reserve will be severely affected.</p> <p>Traffic at ALL times of the day is extremely busy. An extra 300+ properties centred around this area without additional major roads included in your plans will be very foolhardy</p> <p>The bus service is already abysmal, so using the car will be a necessity. GP’s, Dentists and all local schools will not be able to cope!</p>
	LPPO3399	Object	Need to protect Green Belt; loss of habitat, increased traffic, pollution, schools full, doctors would not be able to cope, no evidence to justify building on Green Belt
	LPPO1656	Object	<ul style="list-style-type: none"> Loss of Green Belt Increase in traffic/pollution Stourport is already a bottleneck Local amenities – schools/GP Surgeries full. Use brownfield sites instead

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Company / Organisation	Response No	Type of Response	Summary of Responses
	LPPO3414	Object	<ul style="list-style-type: none"> • Can't see justification for building at Burlish crossing: • Lack of roads/schools and doctors/dentists already busy
	LPPO3047	Object	<ul style="list-style-type: none"> • Strongly object to loss of Green Belt status. • Increase in traffic will cause more gridlock and affect response times of emergency services as it will take longer to reach their destinations. • Object to the increase in road noise and extra pollution from exhaust fumes. • Stourport does not have ring road or by pass like Bewdley and Kidderminster. • Will more schools, GP and dental surgeries be built? • Loss of Local wildlife habitats and productive agricultural land. • Green Belt land should remain undeveloped and unpopulated.
	LPPO663	Object	Object to proposed allocations
	LPPO2622	Object	Building houses here would increase commuter traffic through the known congestion points in Kidderminster or Stourport in order to access the main arterial route. The sites are too far away from town centres.
	LPPO2704	Object	If LI/6/7 goes ahead the traffic situation will become even more horrendous leading to public safety and environmental impacts of untenable proportion.
	LPPO2021	Object	We don't want any building on Green Belt land.
	LPPO2070	Object	<ul style="list-style-type: none"> • Will the sewers be able to cope with the extra quantity generated by 80 homes? • Will the water supply be sufficient to cope with these extra 80 homes or will the current houses suffer from pressure supply drop. • Current the traffic builds up, pass the junction of the Kingsway and Elan Avenue with an extra 80 homes, say 120 cars. This will get worse and take longer to clear up, down passed Windermere Way onto Burlish

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Company / Organisation	Response No	Type of Response	Summary of Responses
			Crossing traffic lights.
	LPPO2083	Object	<ul style="list-style-type: none"> • Use of brownfield not Green Belt land • Proposed plans would increase of traffic, pollution, medical facilities and schools • Don't let profit be the major factor
	LPPO4204	Object	Object to LI/6/7.
	LPPO1836	Object	<ul style="list-style-type: none"> • Objects. • Local facilities inadequate.
	LPPO4205	Object	<p>My objection is that the road and infrastructure cannot cope with anymore traffic on the Bewdley Road and crossroads at lights between 7:00-9:30am and 3:00pm-7:00pm it is gridlock most of the time which will also effect on the L/1/2 site proposed. The Kingsway will not be big enough to cope another reason is the Nature Reserve just coming back to how is should be.</p> <p>The boundaries between Kidderminster and Stourport are just yards apart known so let's just keep it as it is.</p>
	LPPO3995	Object	<ul style="list-style-type: none"> • Loss of Green Belt status, which protects our countryside from urban sprawl, threatening the existing public Rights of Way. • Significantly increase traffic on all roads on Burlish Estate, Lickhill Road and Bewdley Road, which at peak times already suffer from long tail backs. • This increase in traffic will also inevitably affect the time taken for emergency services to reach their destinations. • Traffic noise and higher emissions of exhaust fumes with resulting increased risk to the health of local residents. • Bewdley has a bypass, Kidderminster has a ring road, Stourport has nothing to alleviate or deviate traffic. • Schools having larger classes, or unable to take in local children requiring them to travel outside of the

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Company / Organisation	Response No	Type of Response	Summary of Responses
			<p>area to attend school.</p> <ul style="list-style-type: none"> • Lack of other facilities such as GP surgeries and dentists to cope with the additional influx of patients. • Loss of wildlife habitat; there are skylarks, linnets and other red4isted birds nesting in these fields. The impact of building houses on the Kingsway field would also, we believe, have significant impact upon the vast variety of plant and wildlife on Burlish Top Nature Reserve. • Loss of good quality, productive agricultural land. • There is no evidence that there is a shortfall of housing in the WFDC area which cannot be met by utilising Brownfield sites, as has been the case on the old Power Station site (Stourport) and Sugar Beet Factory (Kidderminster).
	LPPO4015	Object	<ul style="list-style-type: none"> • Loss of Green Belt status, which protects our countryside from urban sprawl, threatening the existing public Rights of Way. • Significantly increase traffic on all roads on Burlish Estate, Lickhill Road and Bewdley Road, which at peak times already suffer from long tail backs. • This increase in traffic will also inevitably affect the time taken for emergency services to reach their destinations. • Traffic noise and higher emissions of exhaust fumes with resulting increased risk to the health of local residents. • Bewdley has a bypass, Kidderminster has a ring road, Stourport has nothing to alleviate or deviate traffic. • Schools having larger classes, or unable to take in local children requiring them to travel outside of the area to attend school. • Lack of other facilities such as GP surgeries and dentists to cope with the additional influx of patients. • Loss of wildlife habitat; there are skylarks, linnets and other red4isted birds nesting in these fields. The impact of building houses on the Kingsway field would also, we believe, have significant impact upon the vast variety of plant and wildlife on Burlish Top Nature Reserve. • Loss of good quality, productive agricultural land. • There is no evidence that there is a shortfall of housing in the WFDC area which cannot be met by utilising Brownfield sites, as has been the case on the old Power Station site (Stourport) and Sugar Beet Factory

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Company / Organisation	Response No	Type of Response	Summary of Responses
			(Kidderminster).
	LPPO4071	Object	<ol style="list-style-type: none"> 1. Loss of Green Belt/wildlife. 2. more traffic/junctions on roads already congested at peak times 3. Stourport has already increased population 4. Impact on GPs, dentists, schools etc.
	LPPO3074	Object	<ul style="list-style-type: none"> • The road is very busy not only with cars belonging to the residents between Burlish crossroads and Stourport town but also it is used as a bypass to avoid the one way system for areas over the bridge. • I really don't think that the space between the Scout Hut and Ravenhurst Rest Home is big enough for 90 houses, there are only 16 or so on this side of the road opposite to the field so it must be a very dense development with small houses and close together. • There is also a pipeline running across the middle of the field that was put in 30 years or more ago • Public transport can be difficult.
	LPPO3324	Object	<p>Sites L1/6/7 Lickhill Road North represent an unacceptable use of Green Belt land, some would be better used as allotments.</p> <p>The traffic congestion at Burlish Crossing traffic lights with long queues in all directions at rush hour. The volume of traffic has increased substantially in the past 7 years, to the point where it can be difficult to leave our property. Further development will make the situation worse, without major road improvements.</p> <p>The increased traffic Burlish Top to the main Kidderminster - Stourport road represents a real safety hazard particularly to children at Stourport High School and users of the sports facilities. The road is very narrow and would not support increased traffic.</p> <p>Other core developments in Stourport, particularly M1/6 Steatite Way, will also increase the traffic at Burlish</p>

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Company / Organisation	Response No	Type of Response	Summary of Responses
			lights, I don't see how development at LI/6/7 can be integrated into the area with adequate transport facilities for both existing and new residents.
	LPPO3341	Object	Proposals for Burlish/Lickhill areas - traffic already at standstill at peak times. Greenfields are all there is to separate 3 different towns. Doctors/dentists - hard to get appointment. Schools - not enough places.
	LPPO3344	Object	<ul style="list-style-type: none"> • Very concerned about developing sites in the Kingsway, Burlish Crossing and Steatite Way. • Traffic an issue at Burlish Crossing, • Pressure on local schools already at capacity with waiting lists, • Pressure on GP's and NHS dentist, • Retaining Stourport's character and identity, • Threat to wildlife, • Pollution, • Additional traffic and places pressure on road network
	LPPO3384	Object	Object to proposals around Burlish
	LPPO3395	Object	Concerned at loss of Green Belt land so close to Burlish Top. Roads already very busy. Increased pollution from extra traffic will affect nature and young families. Stourport lacks road infrastructure of Kidderminster. Doctors, schools and hospital services not available to cater for this growth.
	LPPO3422	Object	<p>I object to these new developments:</p> <ul style="list-style-type: none"> • Loss of Green Belt /existing public rights of way. • Increase in already bad traffic • Affect on emergency services • Increase in traffic noise/ fumes health risk • No Stourport by pass • Lack of facilities e.g. GP surgeries, schools and dentists • Loss of wildlife habitat and productive agricultural land.

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Company / Organisation	Response No	Type of Response	Summary of Responses
			<ul style="list-style-type: none"> Use brownfield first
	LPPO3490	Object	<p>Asking if there is evidence to prove that more housing is really needed. Is the population really increasing and are there really not enough Brownfield sites?</p> <p>Asking if there will be any increase in bus services, doctor's surgeries, schools and policing because they do not believe current support services will cope with a growing population.</p> <p>Questioning the rationale behind building more houses and if it's simply to make more money for the Council.</p>
	LPPO3518	Object	<p>We object to the collective three sites (referred to figures stated above) being the subject of new developments. When there are a number of Brownfield sites that should take priority over Green Belt sites. We all heartily support the 10 points of objections put forward by the Burlish & Lickhill Green friends against these proposals.</p>
	LPPO3520	Object	<p>Objects to L1/6/7 due to the following reasons:</p> <ol style="list-style-type: none"> 1. Loss of Green Belt 2. Increased traffic on all roads on Burlish Est., Lickhill Road and Bewdley Road (already suffer long tailbacks) 3. Traffic noise and higher emissions of exhaust fumes - risk to the health of local residents 4. Bewdley has a bypass, Kidderminster has a ring road Stourport has nothing to alleviate traffic. 5. Larger school classes. 6. Lack of GP's and Dentists to cope with influx of patients. 7. Loss of good quality productive agricultural land. 8. Brownfield sites need to be utilised before Green Belt sites.
	LPPO3603	Object	<p>I was unaware of these proposals/deadline:</p> <ul style="list-style-type: none"> Loss of Green Belt/prime agricultural land for food production Preferred option must be brownfield sites.

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Company / Organisation	Response No	Type of Response	Summary of Responses
			<ul style="list-style-type: none"> • More traffic = more noise/pollution. Plan will compound area's existing traffic problems. • GP/dental surgeries/local schools already oversubscribed • Negative impact on businesses at top of Lickhill Rd and wild/plant life
	LPPO3651	Object	<p>Object to development of Green Belt land on Kingsway, Burlish Crossing, Bewdley Road and Lickhill Road:</p> <ul style="list-style-type: none"> • Roads already busy at peak times, speeding outside of these. • Increased traffic noise/fumes • Lack of facilities GP surgeries/dentists/schools. • No Stourport bypass • How will emergency services cope? • Impact on plant/wildlife at Burlish Top Nature Reserve. • No need to use Green Belt land when there is enough brownfield sites around Wyre Forest District Council.
	LPPO3653	Object	<ol style="list-style-type: none"> 1. Loss of Green Belt 2. Increased traffic on local roads = more noise/fumes 3. Kingsway already subject to speeding 4. Impact on capacity of schools, GPs, dentists 5. Loss of wildlife and agricultural land
	LPPO3660	Object	<ol style="list-style-type: none"> 1. I object to the proposed plan due to the loss of Green Belt when there are areas that are empty buildings in Kidderminster than can be used to more effect. 2. There isn't enough spaces in schools as there is 3. It takes too long to get any GP, dentists 4. The road network now struggles with the demand of vehicles let alone extra carbon footprint emissions.

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Company / Organisation	Response No	Type of Response	Summary of Responses
	LPPO3708	Object	<p>Without more houses being built there are traffic jams every weekday early morning, mid afternoon and early evening in Kingsway, Windermere Way, Lickhill Road and Bewdley Road. There are also traffic problems outside the schools in Kingsway/Windermere Way with the school run vehicles and Kingsway is also used as a shortcut for lorries (Talbot largest culprit) and at times when the A451 Kidderminster Road is blocked because the town roads are blocked with traffic.</p> <p>More cars means more pollution, will make it more difficult for emergency vehicles and poor public transport adding to number of cars on the road.</p> <p>The compulsory purchase of a Care Home in Lickhill Road (another kick in the teeth for the elderly of the area), loss of a business and peoples horse riding hobby.</p> <p>Nearest doctors are based in Stourport. They will not cope with the extra numbers of patients. Are there enough places available at the schools?</p> <p>Until the council can come up with a plan and the funds to improve the roads and facilities in the Burlish, Lickhill and Kingsway area of Stourport, the idea of building houses as should be scrapped.</p>
	LPPO3714	Object	<p>We had not received any notification of these plans which we think is disgraceful.</p> <p>The use of Green Belt Land makes a mockery of Green Belt Status, and is a precedent that will affect existing farmland, public access / rights-of-way.</p> <p>Stourport-on-Severn is expected to support the local allocation of houses but while Bewdley has a by-pass, Kidderminster has a ring-road and a proposed new road to cope with both housing and extra traffic, Stourport-on-Severn does not have the existing or planned infrastructure to cope and the significant amounts of proposed traffic. This will have knock on environmental effects, and the traffic affecting existing local traffic and emergency service access at peak times.</p> <p>Local schools and NHS services are already stretched; there is no proposal for how this will be dealt with, and will</p>

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Company / Organisation	Response No	Type of Response	Summary of Responses
			<p>lead to increased class sizes, longer waiting lists or people having to travel outside of the area which will further add traffic to areas where overspill fills the requirements.</p> <p>The plans will lead to a loss of both good quality agricultural land and wildlife habitat. Skylarks, Linnets and other red-listed birds nest in these proposed sites. The use of the Kingsway field will also, we believe, have a significant impact on the diversity of plant and wildlife on Burlish Top Nature Reserve.</p> <p>There is no evidence that in the Wyre Forest area the shortfall cannot be met by the use of brownfield sites, as has been the case on the old Power Station site (Stourport-on-Severn) and Sugar Beet Factory (Kidderminster).</p>
	LPPO3727	Object	<p>I should like to object to the building of houses at Lickhill Road North (LI/6/7). They would mean an additional 331 houses together with the extra cars, in an area that cannot cope now at certain times of the day. A ring road surrounds Kidderminster already, a by-pass is already serving Bewdley but Stourport has nothing to cope with such volumes of additional traffic.</p> <p>The extra traffic would result in a reduction in air quality and additional noise, plus the unnecessary use of Green Belt land with no provision it seems for medical and educational services.</p>
	LPPO2270	Object	<p>Our wonderful view has already been ruined by a thick hedge which darkens our lounge. If houses are then put along there which we were assured was Green Belt land and would never be built on, we will also lose the remaining view from our bedroom window.</p>
	LPPO4220	Object	<p>Stourport has a very poor road network at present and more houses will only add to the problems. The Kingsway in particular is a country lane and the plans for LI/2 will create more traffic on an already dangerous road.</p>
	LPPO2907	Object	<ul style="list-style-type: none"> • Objects to this site being used. • It is a greenfield site. • Greenfield sites are subject to Green Belt status - should not be concreted or tarmacked over. • Traffic from site will create more congestion on an already busy road. • Fears it will increase traffic causing bottlenecks at areas in Burlish Park. • More traffic means more noise and pollution - hazardous to people's health.

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Company / Organisation	Response No	Type of Response	Summary of Responses
			<ul style="list-style-type: none"> • Stourport doesn't have a good enough road infrastructure to cope with more vehicles. • There are no major roads - i.e. M roads for new residents to get to work (e.g. Birmingham etc.) • Insufficient schools to cope with more children. • Insufficient GP surgeries in the town to cope with more people. • Loss of Green Belt land - good agricultural land. • Loss of wildlife - horrendous for future generations.
	LPPO1881	Object	Object LI/6/7
	LPPO2024	Object	<p>The two reasons for my objection are</p> <ul style="list-style-type: none"> • More houses mean more people and more cars which mean more fumes which is bad for health. • Bewdley Road can't cope with more cars at peak times morning/evening. There are already queues from the lights at Burlish traffic light, some very long.
	LPPO2112	Object	<ul style="list-style-type: none"> • Green Belt land must be protected at all costs. • Doctors and Dentists will find it difficult to cope with extra people. • More schools will be needed and that will mean more transport on our roads. Traffic is very noisy already on our roads so the increase will make it worse. • Emergency services will find it difficult at busy times on our roads.
	LPPO3559	Object	<ul style="list-style-type: none"> • More houses=more cars – already busy crossroads/increased traffic. • No infrastructure is in place around Stourport for increased population/traffic.
	LPPO3598	Object	<ul style="list-style-type: none"> • Loss of Green Belt status which protects our countryside from urban sprawl, threatening existing public rights of way. • Further development between Stourport and Kidderminster in the open area should not be permitted to

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Company / Organisation	Response No	Type of Response	Summary of Responses
			<p>prevent link-up of these two towns.</p> <ul style="list-style-type: none"> • Significantly increase of traffic on all roads on Burlish Estate, Lickhill Road and Bewdley Road. Kingsway is already a dangerous road caused by speeding vehicles. • Increase in traffic will also affect time taken for emergency services to reach their destination. • Schools having larger classes, unable to take in local children requiring them to travel outside of the area to attend school. • Lack of other facilities such as GP surgeries and dentists to cope with additional patients. • Loss of wildlife habitat. The impact of building houses would have significant impact on vast variety of plant and wildlife on Burlish Top Nature Reserve. • There is no evident that there is a shortfall of housing in WFDC area which cannot be met by the using brownfield sites, as has been the case on the old power station site (Stourport) and sugar beet factory (Kidderminster).
	LPPO3599	Object	<ul style="list-style-type: none"> • Loss of Green Belt areas. • Increase in traffic on all roads on Burlish Estate, Lickhill and Bewdley Road, (this has a massive impact on us all). • Health risks from traffic. • Increase in school places and classes getting bigger. • Lack of GP surgeries, emergency services. • Loss of wildlife habitats. • Loss of good quality, productive agricultural land. • Use sites such as old brownfield sites
	LPPO3602	Object	<p>I object to the development in Kingsway/Lickhill Road areas.</p> <ul style="list-style-type: none"> • The roads here are not coping with the current amount of traffic esp. at peak times adding more traffic would increase this problem and be dangerous for pedestrians • Schools/Doctors surgeries are currently stretched

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Company / Organisation	Response No	Type of Response	Summary of Responses
			<ul style="list-style-type: none"> • Wildlife/residents will suffer if green spaces lost • Other areas/empty properties could be used
	LPPO3650	Object	<p>The noise, emissions of exhaust fumes, getting on and off out drives, when there's no hold ups we have to put up with speeding cars along Kingsway.</p> <p>Lack of facilities as such GP surgeries, dentists and schools.</p> <p>Bewdley has a by-pass, Kidderminster has a ring road, Stourport has nothing. Only hold ups with too much traffic, road works or accidents. How ill emergency services cope?</p> <p>The impact of building houses in Kingsway field would have significant impact on plant and wildlife on Burlish Top Nature Reserve.</p> <p>There is no need to use Green Belt land when there is enough brownfield sites around Wyre Forest District Council.</p>
	LPPO3713	Object	<p>Object Kingsway/Burlish crossing/Bewdley Road North/Lickhill Road because:</p> <ul style="list-style-type: none"> • Increased traffic congestion, noise pollution/fumes • Burlish top nature reserve would be ruined/wildlife lost • Capacity of NHS services/Drs/dentists/schools and access by emergency services. • Stourport has nothing to cope with extra traffic e.g. a bypass • Don't build on the agricultural land instead do something for the community.
	LPPO3725	Object	<p>My objection centres around the building of houses under Option B, specifically relating to Burlish Crossing. The provision of 157 houses on the site when coupled to the core sites of Wyre Forest Golf Club (L1/2) and Lickhill Road North (L1/6/7) would mean an additional 331 houses, perhaps 600 extra cars, in an area that struggles at</p>

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Company / Organisation	Response No	Type of Response	Summary of Responses
			<p>times to cope with the volume of traffic currently. A ring road surrounds Kidderminster already, a by-pass is already serving Bewdley but Stourport has nothing to cope with such volumes of additional traffic.</p> <p>The resultant reduction in air quality, additional noise pollution and increased damage to road surfaces would lead to further strain on local medical and other community services, protracted response times from emergency services and increased dangers to pedestrian and cycle traffic.</p> <p>Without adequate provision for additional schools, medical facilities and other community services I believe this option to be ill conceived.</p>
	LPPO3733	Object	<p>Although I don't strongly agree with any of the options available but do strongly contest the Core development areas in the Burlish/ Lickhill areas, I do understand, just from the basic maths, that there is a need for additional housing within the district. However, I have raised my main concerns above to highlight the obvious issues that I assume someone within the Planning Policy Team has already considered.</p> <p>Following the drop-in and after having reviewed the documents again online I have a few points/queries to make, in particular in respect of the Core housing sites in the Burlish/Kingsway and Lickhill areas of Stourport and also the Option B sites, in particular the one at Burlish Crossing:</p> <p>In respect of the sites highlighted for Option B (especially within the Burlish/Lickhill area) I have a few concerns which I'd like to raise:</p> <p>- Road networks and traffic - Both of the core housing sites at Lickhill and the Kingsway along with the Option B site at LI/5 would have a detrimental effect on the congestion within the local area. These three sites would potentially mean 331 new homes could be built within a 1/4 of a mile of each other, thus raising the concern that there could be potentially 331 more vehicles using the 3 main roads in this area being Bewdley Road, Lickhill Road and The Kingsway. Currently, even without these additional houses, the traffic at Burlish Crossings is already a complete nightmare and inconvenience for all commuters going to/from work and/or school. With these additional (potential) developments I can only assume that this congestion will continue to become a more</p>

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO LI/6/7 – LICKHILL ROAD NORTH

Company / Organisation	Response No	Type of Response	Summary of Responses
			<p>difficult problem to solve.</p> <p>- Roads networks and safety - Similarly these additional vehicles will be using roads which are direct links to the High School and several primary schools within the area, which surely raises a safety concern? Should we be encouraging increased use of The Kingsway, Windermere Way and Lickhill Road given the number of children who use those routes to school every day? Also, if these sites in particular were to be developed where would the access to those 'estates' be? I would assume accessing a large housing development from any of these roads would mean that traffic systems would need to be put in place to ensure the safety of motorists and pedestrians alike - would this mean more traffic due to signalling on top of the expected increased in vehicle numbers?</p> <p>- Road networks/ The Bridge - it probably goes without saying that the traffic issues on the Stourport Bridge are already a major problem for the town. The Option B sites, in their vastness, backing onto the Areley Kings area of Stourport would only add to this problem. I have been informed that if a developer were to buy this land then a second bridge and supporting roads would be built - what would the impact of this buildings works be on the town's road infrastructure in the meantime? Also, where would that bridge be located and what would the environmental impacts of that development be?</p> <p>- Schools - The schools within the Burlish and Lickhill vicinity are already over-subscribed each year with many children being rejected from their first choice (and quite often most local) primary school. From the Plan document I can see that there are several options available to deal with the potential increase in children within the area, however 0.5FE proposals are almost a complete waste of time as sustaining a structure within a primary school with an additional 0.5FE is almost impossible with the current funding cuts being made by central government. What 0.5FE increase would do, would be to unnecessarily force joint year group teaching in order to deliver efficient and break-even budgets. Your education team will well know that this is not the most effective way of delivering the curriculum and could also have negative effects on future OFSTED ratings, particularly if pressure is going to be put on to teaching staff to deliver to larger group of pupils. This is one of the easiest ways to make Stourport a less attractive town of choice as parents currently have the knowledge that primary schools within these areas are OFSTED good or outstanding! Similarly, 1FE primary schools are as difficult to sustain, especially within such areas where the majority of students receive only basic funding but the normal costs of running a school still have to be met. Have governors of all local primary schools been informed of the suggestions</p>

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO LI/6/7 – LICKHILL ROAD NORTH

Company / Organisation	Response No	Type of Response	Summary of Responses
			<p>within the plan so that they can think about succession planning if any of these sites were to be developed? Would their budgets be able to handle any potential changes? Where would a new development for a 1FE school be situated if this were the route that was taken in Stourport, I would assume it would be in the over-subscribed areas? If so, Green Belt?</p> <p>- Medical centres - As above for schools. Local medical centres, surgeries and hospitals are already working to capacity - would residents then be expected to travel longer distances into Kidderminster to seek medical attention? Would Kidderminster Hospital A&E department be re-instated by the time all of the development is complete and these 5,400 dwelling have been built?</p> <p>In conclusion, I strongly object to the sites that have been included in the Core housing plans and Option B which would so strongly affect the Burlish and Lickhill areas of Stourport for all of the above mentioned reasons.</p>
	LPPO3986	Object	<p>I would like to object to the proposed use for the area LI/6/7 Stourport-on-Severn, for the following reasons:-</p> <p>Loss of Green Belt status. Our Green areas need to be protected at all costs, for existing & future residents, and for the good of the environment and country as a whole. No Green Belt status areas should be up for consideration for housing.</p> <p>Overcrowding. All three of these proposed sites already have more than enough houses situated within a relatively small area. From what I have read, it would seem there is no evidence that this amount of new housing is required in the Wyre Forest area, where the population growth is below the national average.</p> <p>I would hope that plans for housing in this area will be restricted to Brownfield sites only, and kept to an absolute minimum.</p> <p>Increase in traffic and pollution. The Burlish Estate/Kingsway/Lickhill roads are more than busy enough as things are. More housing would inevitably increase the volume of traffic, traffic noise, and pollution to an unacceptable level for these areas.</p>

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO LI/6/7 – LICKHILL ROAD NORTH

Company / Organisation	Response No	Type of Response	Summary of Responses
			Quality of life. Green, unspoilt areas are vital to the health and well-being of all of us. We do not want to lose any more of our precious, green, open views. The three new school/college buildings have already encroached enough on our open landscape in this area of Stourport.
	LPPO1649	Object	<ol style="list-style-type: none"> 1. Loss of Green Belt natural habitat. 2. Lack of health care to support a higher population. 3. Increase in traffic/pollution.
	LPPO1759	Object	<p>Opposes development sites L1/6/7, L1/5/ AKR/14, AKR/15.</p> <p>Believes that development will have a negative impact on people living in these areas as the values of their properties will drop because it will affect their outlook.</p> <p>Also concerned about traffic increase on Lickhill Lower, Lickhill and Lickhill North roads. Very busy during school run and speeding during weekends already an issue.</p>
	LPPO1814	Object	<ul style="list-style-type: none"> • Opposed to any more development around Lickhill Road North due to the number of road accidents and speeding. • Concerned about noise and air pollution as a result of increased traffic.
	LPPO1846	Object	<p>We have recently moved from a busy urban to a rural environment. Why build on Green Belt Land when there is brown belt land available.</p> <p>There isn't the infrastructure to cope with extra traffic or sufficient capacity in local schools and already stretched GP Surgeries.</p> <p>Any housing shortfall in Wyre Forest can be taken up in other areas with existing infrastructure.</p>
	LPPO4219	Object	<ol style="list-style-type: none"> 1. With no bus routes, more cars will be needed to take children to already overcrowded schools

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO LI/6/7 – LICKHILL ROAD NORTH

Company / Organisation	Response No	Type of Response	Summary of Responses
			<ol style="list-style-type: none"> Existing traffic issues esp. at school times in Lickhill Road/Windermere Way If there is no play area on the estate children will play in streets which could result in an accident
	LPPO3338	Object	<ul style="list-style-type: none"> Loss of Green Belt. Increase in traffic. Traffic noise. Crowded doctors and schools. Nature.
	LPPO3332	Object	I object to development on greenfield sites Lickhill Road North LI/6/7.
	LPPO2698	Object	<p>Houses being built in Lickhill Road North (LI/6/7)</p> <ul style="list-style-type: none"> Increase in traffic will lead to more road noise, pollution & congestion. Where will the entrance and exits be? Causing potential risk of accidents. Schools already full with lack of places for children. Where will the new house residents' children go? The land is already owned and being used for its intended purpose, where horses are kept and grazing. Why take this away? Road surface not suitable for extra traffic and also already as a lack deterrent for speeding, something that would need to be tackled if it was to go ahead. If it wasn't for local groups making residents aware of this, very few people would be aware.
	LPPO2107	Object	<p>Objections to Lickhill Road North.</p> <ol style="list-style-type: none"> Very busy road, traffic would be worse Traffic noise/exhaust fumes health risk Loss of Green Belt status

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO LI/6/7 – LICKHILL ROAD NORTH

Company / Organisation	Response No	Type of Response	Summary of Responses
	LPPO2138	Object	<ul style="list-style-type: none"> • Increase in traffic noise and pollution • Removal of agricultural land have an impact on the wildlife in the area • Building of houses behind property will reduce value of her home. • Lack of facilities in Stourport already, increasing population will stretch the existing services i.e. GPS, dentists and schools.
	LPPO1983	Object	<p>Objects to Burlish and Lickhill development:</p> <p>We object to any development on the Green Belt land and Greenfield sites.</p> <p>There is more than sufficient despoiled land and brownfield sites to accommodate having development – it is vital that Green Belt land is not developed in anyway.</p>
	LPPO2065	Object	<ul style="list-style-type: none"> • Will add to traffic congestion. • Use brownfield sites by Tesco store first.
	LPPO1909	Object	<ul style="list-style-type: none"> • Bewdley Road North is already a very busy road so more building would cause mayhem. • Local government said there would be more building on brownfield sites not on Green Belt land.
	LPPO1850	Object	<p>I object, on the grounds of loss of Green Belt areas/agricultural land, the increase in traffic/(noise) and the loss/impact any development would have on wildlife, to plans to develop the field at the top of Kingsway that runs parallel with Burlish Crossing/Bewdley Road North and the area currently a garden centre/horse paddocks on Lickhill Road.</p> <p>Development here would also increase class sizes (which are already high) and impact on the quality of education in local schools. Why can't these developments be built on brownfield sites.</p>
	LPPO1804	Object	Green Belt

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO LI/6/7 – LICKHILL ROAD NORTH

Company / Organisation	Response No	Type of Response	Summary of Responses
	LPPO1675	Object	<p>The field at the top of Kingsway – object strongly mainly on traffic grounds as this is extremely heavy on working and school days. Also the proximity to the nature reserve.</p> <p>Garden Centre and Paddocks.</p> <p>Also traffic concerns and proximity to Ravenhurst Nursing home.</p> <p>Surely there should be a review of need for housing in the area and also the provision of schools, health centres and local hospitals before detailed plans for housing.</p>
	LPPO608	Object	Enough congestion along Bewdley Road North around the traffic lights as it is. Schools and doctors in the town cannot cope with extra families that are proposed.
Barratt Homes West Midlands	LPPO799	Object	Lickhill Road North - lies outside settlement boundary in Green Belt. Has been allocated ahead of suitable/sustainable non-Green Belt sites adjacent to settlement edge. No exceptional circumstances.
Anonymous	LPPO1576	Object	We don't need any more buildings going up in this area. We have enough problems with traffic now coming in and out of Stourport. We don't want our Green Belt spoiled.
	LPPO1666	Object	<ol style="list-style-type: none"> 1. I object to the increase in already congested traffic/assoc pollution, where is promised bypass? 2. Poor bus service 3. Schools/Doctors already oversubscribed.
Bournewood Nurseries	LPPO1960	Support	To the North of the site there is a well established line of trees which will assist in controlling development in this direction but also assist to mitigate the visual impact of the development from public places such as traffic approaching Stourport via Bewdley Road North / Blackstone. Appropriate landscaping can be secured, in the planning process to assist in mitigating the impact of the proposal when viewed from the River Severn to the West. Such planting would enhance the biodiversity of the proposals and assist in creating habitat as a result of the development. The site as it currently stands is highly trafficked and of low ecological value. The remainder of

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO LI/6/7 – LICKHILL ROAD NORTH

Company / Organisation	Response No	Type of Response	Summary of Responses
			<p>the site is grassland which is grazed which again will be of low ecological value.</p> <p>The site at Lickhill Road North would be preferable to Option B (LI/5) as it restricts development moving towards Blackstone. We have had approaches from developers, and promoters, and in that regard (subject to the relevant planning consents) the site is deliverable within the required time-scales for the local plan.</p> <p>Objectors may comment on the inability of the road network to cope with the increase in housing numbers on the area and out into Lickhill Road North. This is clearly a concern with all developments, however, realistically none of the road networks in the district were ever designed to take the increase in housing which we have seen over the last few decades. It is for this reason, amongst others, that there is an emphasis <i>on</i> reduction on the use of the private car and a presumption in favour of sustainable development within the NPPF.</p> <p>The site has a choice of routes out to Kidderminster, Bewdley and two routes to Stourport Town assisting and there are bus links within a few hundred meters walking distance from the site. Overall the site has good highway access and visibility in both directions. There are also water, electricity and sewage pipes in close proximity which, subject to approval from the relevant suppliers. There are footpath and pavement links to a number of nature reserves. Within the local area there are schools, community centres, a sports ground and a park as well as local services within walking and cycling distance.</p> <p>Overall this site is one which represents a sustainable location for development, on a site which has been partially developed previously which can be removed from the Green Belt with minimal impact or impacts which could successfully be mitigated.</p> <p>This site would create a good boost to local housing supply as well as a viable scheme for a developer assisting its delivery.</p>
	LPPO3804	Support	<p>I support the release of land at site LI/6/7, subject to significant landscape considerations.</p> <p>The whole of the western edge of Stourport, lacks any landscaping, so enhance the views across to Burlish Top. It is appropriate that all settlements make a contribution to the current housing shortages. Even though the LPR</p>

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO LI/6/7 – LICKHILL ROAD NORTH

Company / Organisation	Response No	Type of Response	Summary of Responses
			<p>commissioned research defines Wyre Forest as a self-sustaining housing market, it does not mean that, in the plan period, this might not change in different economic or transport circumstances. House prices in Wyre Forest compared to other districts in Worcestershire and nearby metropolitan boroughs are significantly lower and the reasons for this might change. The plan makes little provision for this area becoming more attractive because it is so cheap and commuting becomes easier with improved transport- such as new train station and services, as well as an impact because of low carbon technologies- electric cars for example.</p> <p>Site LI/6 seems under-used agricultural land with a marginally viable garden centre as an unattractive interface between urban and rural landscapes. Again, requiring a significant contribution to green infrastructure and technologies at this slightly elevated would help the development blend into the landscape context.</p>
	LPPO726	Support	Use garden centre site for mixed housing with green space

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO AKR/1 – BRIDGE STREET BASINS

Company / Organisation	Response No	Type of Response	Summary of Response
	LPPO3701	Comment	It is surprising to note the proposal to build 17 houses at the old Lloyd's garage site in Bridge St, Stourport. When council tax payers' money was used to compulsory purchase this site it was for the intention of transforming it into an attractive entrance to the Basins, thus enhancing Stourport as a tourist destination. There was no mention of housing at the time. Once again this would seem to contradict the Council's stated aim to increase developments in Stourport "which focus on tourism, particularly capitalising on the historic canal basins ..." (LPR; section 6 p34)
	LPPO2102	Comment	<ul style="list-style-type: none"> • AKR/1 – site set aside to access to the canal basins - claw back cost if not? • Stourport must remain a well maintained historical town with accommodation over shops. • Provide coach parking, public transport and more public toilets to encourage visitors to visit day/night for food & entertainment.
Stourport on Severn Civic Society	LPPO1299	Comment	Following agreement with Advantage West Midlands this site was set aside to provide improved access to the basins' area. Any attempt to develop it for housing will result in a demand for "claw back" from the successor body to Advantage West Midlands.
	LPPO2620	Support	Should be developed for mixed use - residential with retail. The retail units would complement and enhance the existing retail units within the town.

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO AKR/2 - CHEAPSIDE

Company / Organisation	Response No	Type of Response	Summary of Response
Stourport on Severn Town Council	LPPO3409	Comment	Some sites are not being brought forward for development by allegedly unrealistic assumptions of development value by the landowners. The Council might wish to consider Planning or Regeneration CPO powers to bring such landowners to a realistic expectation of land value. Cost and risk of promoting a CPO would need to be considered as part of a scheme being brought forward.
Stourport High School	LPPO3404	Object	AKR/2 – Cheapside – Part of site is subject to flood risk. Framework makes it clear that development should be directed to sites within Flood Zone 1 before sites within Flood Zones 2 and 3. Site should be removed and an alternative site with a lower risk of flooding allocated for development. Site not currently available. Needs evidence that the site should not be protected for employment purposes before a mixed use allocation is pursued.
Barratt Homes West Midlands	LPPO800	Object	Cheapside - part of site at risk of flooding. Development should be directed to sites of lower flood risk first. Site should be removed. Part of site also occupied and thus not currently available. There needs to be clear evidence that the site should not be protected for employment purposes before a mixed use allocation is pursued.
Persimmon Homes Limited	LPPO1445	Object	Cheapside - part of site at risk of flooding. Development should be directed to sites of lower flood risk first. Site should be removed. Part of site also occupied and thus not currently available. There needs to be clear evidence that the site should not be protected for employment purposes before a mixed use allocation is pursued.

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO AKR/7 – SWAN HOTEL

Company / Organisation	Response No	Type of Response	Summary of Response
	LPO236	Comment	The whole of the Swan/Workmen's Club site is indicated, I was told that this represents land ownership and the whole site is not affected. As indicated two successful enterprises are to be removed including a property locally listed. This needs significant clarification to indicate the areas involved. Whilst applauding the use of brownfield rather than greenfield sites this particular proposal removes an edge of town employment opportunity in Parsons Chain site. The town has little employment with the exception of retail outlets.
Sport England	LPO3312	Comment	Swan Hotel/Workmen's Club: this site appears to include a bowling green
Stourport on Severn Civic Society	LPO1300	Comment	<p>The partial loss of Vale Road car park has put pressure on parking in the town centre. This affects both shopping provision, viability of local businesses and the night-time economy.</p> <p>The Workmen's Club and adjacent Bowling Club are important social centres for the town and host a range of activities which require provision of adequate car parking. Some local business people have contract parking on this site.</p> <p>We are curious as to how development of this site would improve the frontage on Lickhill Road which is narrow and has a number of difficult junctions.</p>
	LPO3612	Object	<ul style="list-style-type: none"> • AKR/7 – Swan/workmen's club/bowling green are important social centres with car parking which should be maintained. • Stourport must remain a well maintained historical town with accommodation over shops. • Provide coach parking, public transport and more public toilets to encourage visitors to visit day/night for food & entertainment.
	LPO3711	Object	<ul style="list-style-type: none"> • AKR/7 Swan Hotel/Workmens' Club - Regeneration of The Swan Hotel has been a success and should remain • Housing would worsen already congested traffic in town centre • No walking access to rail links or reliable bus service at present

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO AKR/7 – SWAN HOTEL

Company / Organisation	Response No	Type of Response	Summary of Response
	LPP02643	Object	We would like to comment on the proposed compulsory purchase of the workmen's club in Stourport. This club has been well established for several decades, and has a thriving membership. To pursue a compulsory purchase on this site would not only deprive the people of Stourport with an important place of relaxation, but would also put several people out of work and should therefore be removed by WFDC from any compulsory purchase or future residential development plans
	LPP02616	Object	I do not agree with compulsory purchase of the Swan Hotel as Robert Plant and Worley's Strings have invested a lot of money doing it up and it is an asset to the town in its current state.
Stourport Workmen's Club	LPP01547	Object	<p>Stourport Workmen's Club Management Committee wish to register our protest in the strongest terms against the stated intention of Wyre Forest District Council to compulsory purchase our club and to replace it with twenty dwellings.</p> <p>Stourport Workmen's Club is one of the oldest established private clubs in Worcestershire with over 700 members and a dominant social hub of Stourport. It is used by Stourport Civic Society, RAOB and as an Election Polling Station.</p> <p>Presently, there is a rising tide of resentment and anger amongst Stourport residents about their perception of many of WFDC's actions disposing in favour of Kidderminster, with Stourport being ignored or treated as a poor relative.</p>
	LPP0674	Object	<p>Object to development of the "Stourport Workmans Club"</p> <p>Used as venue for wide variety of social occasions.</p> <p>Why consider this site when the site at the "Bond Worth" former factory has been lying idle for so many years?</p>

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO AKR/20 – CARPETS OF WORTH

Company / Organisation	Response No	Type of Response	Summary of Response
	LPPO3550	Comment	AKR/20 – Carpets of Worth site to be used for housing before AKR/14 Pearl Lane or AKR/15 Rectory Lane.
	LPPO3221	Comment	On the site of the large Tesco stores in Stourport there was supposed to be houses allocated, this is an area that would be worth reviewing again.
Stourport on Severn Town Council	LPPO1259	Comment	Some sites are not being brought forward for development by allegedly unrealistic assumptions of development value by the landowners. The Council might wish to consider Planning or Regeneration CPO powers to bring such landowners to a realistic expectation of land value. Cost and risk of promoting a CPO would need to be considered as part of a scheme being brought forward.
Stourport High School	LPPO3405	Object	AKR/20 – Carpets of Worth –site had planning permission for 159 units which lapsed. Is site suitable and deliverable? The allocation should be removed from the plan
Persimmon Homes Limited	LPPO1446	Object	Carpets of Worth - planning permission has lapsed which calls into question suitability and deliverability of site. Allocation should be removed.
	LPPO2228	Object	<p>Objects to AKR/20 due to the following reasons:</p> <ol style="list-style-type: none"> 1. The access road, off Severn Road/Discovery Road is only very narrow and struggles to cope with traffic at the present time. Will this be widened for the redevelopment? 2. There will be a large increase in footfall of people wanting to get from Cheapside into the High Street area of town. At the moment, a large number of walking groups, motorbikes, quad bikes, push bikes and even horses come through Waters Edge, which is a private development, even though there is a public Right of Way, running parallel only a couple of metres away. 3. A number of residents of Waters Edge are very unhappy about the “traffic” coming through Waters Edge a moment, as, because it is a private development, we as owners are responsible for the cost of repairing the roadway, pavements, etc. It is NOT a Public Right of Way!!! The Public Right of Way should be highlighted by signs and the Water’s Edge development should have a gate erected on its entrance off

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO AKR/20 – CARPETS OF WORTH

Company / Organisation	Response No	Type of Response	Summary of Response
			<p>Mart Lane, to stop the “traffic”. Our concerns are that this “traffic” will increase hugely with the Cheapside redevelopment. How can we get a gate erected?</p> <p>4. The development of the land by Tesco, again for housing. The roadway that comes from Tesco on to Severn Road gets very congested. I have seen the Tesco car park at total grid-lock on many weekends. The traffic lights at the Severn Road and Mitton junction cause a back up of traffic along Severn Road, right past Tesco and round the bend towards the new River Stour crossing. This means no one can get out of Tesco!! More houses will exacerbate these issues. The road from Tesco should have been built with a filter lane to the left, so that traffic wanting to go left could get out. What will be done about this?</p> <p>5. The junction of Discovery Road with the Worcester Road. Again, more thought should have gone into this. Traffic lights or a mini roundabout need to be erected to keep the traffic flowing. You can wait up to 5 minutes trying to get out of Discovery Road to turn right onto the Worcester Road at peak times and weekends.</p> <p>6. What provisions are there going to be made for the occupants of the new housing all over Stourport for schools and Doctors Surgeries?</p> <p>7. There is reference to building an Eastern By-pass for Kidderminster, but what about a by-pass for Stourport? The whole town grinds to a standstill on good weekends, holiday times and peak times.</p>
	LPPO2229	Object	<p>Objects to AKR/20 due to the following reasons:</p> <p>1. The access road, off Severn Road/Discovery Road is only very narrow and struggles to cope with traffic at the present time. Will this be widened for the redevelopment?</p> <p>2. There will be a large increase in footfall of people wanting to get from Cheapside into the High Street area of town. At the moment, a large number of walking groups, motorbikes, quad bikes, push bikes and even horses come through Waters Edge, which is a private development, even though there is a public Right of</p>

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO AKR/20 – CARPETS OF WORTH

Company / Organisation	Response No	Type of Response	Summary of Response
			<p>Way, running parallel only a couple of metres away.</p> <p>3. A number of residents of Waters Edge are very unhappy about the “traffic” coming through Waters Edge a moment, as, because it is a private development, we as owners are responsible for the cost of repairing the roadway, pavements, etc. It is NOT a Public Right of Way!!! The Public Right of Way should be highlighted by signs and the Water’s Edge development should have a gate erected on its entrance off Mart Lane, to stop the “traffic”. Our concerns are that this “traffic” will increase hugely with the Cheapside redevelopment. How can we get a gate erected?</p> <p>4. The development of the land by Tesco, again for housing. The roadway that comes from Tesco on to Severn Road gets very congested. I have seen the Tesco car park at total grid-lock on many weekends. The traffic lights at the Severn Road and Mitton junction cause a back up of traffic along Severn Road, right past Tesco and round the bend towards the new River Stour crossing. This means no one can get out of Tesco!! More houses will exacerbate these issues. The road from Tesco should have been built with a filter lane to the left, so that traffic wanting to go left could get out. What will be done about this?</p> <p>5. The junction of Discovery Road with the Worcester Road. Again, more thought should have gone into this. Traffic lights or a mini roundabout need to be erected to keep the traffic flowing. You can wait up to 5 minutes trying to get out of Discovery Road to turn right onto the Worcester Road at peak times and weekends.</p> <p>6. What provisions are there going to be made for the occupants of the new housing all over Stourport for schools and Doctors Surgeries?</p> <p>7. There is reference to building an Eastern By-pass for Kidderminster, but what about a by-pass for Stourport? The whole town grinds to a standstill on good weekends, holiday times and peak times.</p>
Barratt Homes West	LPPO802	Object	Carpets of Worth - planning permission has lapsed which calls into question suitability and deliverability of site. Allocation should be removed.

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO AKR/20 – CARPETS OF WORTH

Company / Organisation	Response No	Type of Response	Summary of Response
Midlands			
	LPP02615	Support	Should be developed with houses to attract people who choose to live in the Wyre Forest but their employment is within the surrounding towns and cities as they offer easy access to the main arterial roads without going through the known congestion points.
	LPP04512	Support	I do feel these offer sufficient provision for new homes within the Stourport area. These utilise suitable land around the Carpets of Worth and Parsons Chain area without encroaching on Green Belt or 'open land'.
	LPP03329	Support	Re: Carpets of Worth AKR/20 There is a large area of land, adjacent to the Tesco store, already allocated for housing but has lain unused for a considerable time. This site should be used before other proposed sites are utilised. Can pressure be put upon the developers to either proceed with building or relinquish the land to another developer?
	LPP0728	Support	Use site for mixed housing

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO MI/1 – COUNTY BUILDINGS, STOURPORT

Company / Organisation	Response No	Type of Response	Summary of Responses
	LPPO730	Comment	Rebuild health centre with better facilities on site.
Stourport High School	LPPO3406	Object	MI/1 – County Buildings – Ongoing review to relocate to emergency hub, no certainty site will available for development. The allocation should be removed
Barratt Homes West Midlands	LPPO803	Object	County Buildings - range of uses on site - looking to relocate. Until this is complete there is no certainty that site will be available and allocation should be removed.
Persimmon Homes Limited	LPPO1447	Object	County Buildings - range of uses on site - looking to relocate. Until this is complete there is no certainty that site will be available and allocation should be removed.
Place Partnership Ltd	LPPO1094	Support	WP, WMP and HWFRS support the allocation of the County Buildings site for 40 dwellings. The delivery of the new Wyre Forest Emergency Service Hub means there is certainty that the HWFRS element of the site will come forward for development. Similarly, the Place Review being undertaken jointly by the Council and PPL means that there is confidence that the site as a whole will be available for redevelopment.
	LPPO2619	Support	Should be developed for mixed use - residential with retail. The retail units would complement and enhance the existing retail units within the town.

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO MI/3 – PARSONS CHAIN, STOURPORT

Company / Organisation	Response No	Type of Response	Summary of Responses
Stourport High School	LPP03407	Object	MI/3 – Parsons Chain – The deliverability of the site is questionable. If ‘no requirement for the embankment to be removed as part of the Stourport Relief Road in the future, then a viable scheme may come forward’. Uncertainty regarding the delivery of this site, should be removed from the Plan.
	LPP02818	Object	<p>I am wishing to raise my concerns about the proposed development of Parsons Chain site:</p> <ul style="list-style-type: none"> • Traffic – Worcester and Hartlebury roads are already heavily congested. I would like assurances that thought has been given to access points for these homes. • Woodland - concerned about any suggested removal of the woodland on the old Railway Line behind The Birches. • Schools – What provision is there for school places? <p>Although I fully understand the need for houses in the Wyre Forest area the proposals made in the consultation lacked thought and foresight for the infrastructure of Stourport and I would like more robust details released to the public.</p>
Persimmon Homes Limited	LPP01448	Object	Parsons Chain - deliverability is questionable. Depends on need to remove former railway embankment as part of Stourport Relief Road. Site should be removed.
Barratt Homes West Midlands	LPP0806	Object	Parsons Chain - deliverability is questionable. Depends on need to remove former railway embankment as part of Stourport Relief Road. Site should be removed.
	LPP03186	Support	I do feel these offer sufficient provision for new homes within the Stourport area. These utilise suitable land around the Carpets of Worth and Parsons Chain area without encroaching on green belt or 'open land'.
	LPP02617	Support	Should be developed with houses to attract people who choose to live in the Wyre Forest but their employment is within the surrounding towns and cities as they offer easy access to the main arterial roads without going through the known congestion points.
	LPP0729	Support	use Parsons Chain for mixed housing and green space

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO M1/6 – LAND AT STEATITE WAY, STOURPORT

Company / Organisation	Response No	Type of Response	Summary of Response
	LPPO3393	Comment	An area with no direct public transport into the nearest town, increasing car traffic and air pollution, leaving residents with no alternative means of transport.
	LPPO743	Comment	Agree that MIP site should be developed for housing but not high density and keep well within boundary line. Access - should give way to traffic on Steatite Way. Bus service - none at present. Provision should be considered.
	LPPO3326	Comment	Core developments in Stourport, particularly M1/6 Steatite Way, will increase the traffic at Burlish lights.
	LPPO2904	Comment	<ul style="list-style-type: none"> • Brownfield site - post-factory. • Can support the use of this area being used for housing development. • Fears it will increase traffic causing bottlenecks at areas in Burlish Park. • More traffic means more noise and pollution - hazardous to people's health. • Stourport doesn't have a good enough road infrastructure to cope with more vehicles. • There are no major roads - i.e. M roads for new residents to get to work (e.g. Birmingham etc.) • Insufficient schools to cope with more children. • Insufficient GP surgeries in the town to cope with more people. • Loss of Green Belt land - good agricultural land. • Loss of wildlife - horrendous for future generations.
	LPPO4208	Object	<ul style="list-style-type: none"> • I object to the increase in already congested traffic and related noise/emissions. • Doctors and hospitals already very busy. • Building on Green Belt will affect wildlife and lead to more flooding.
	LPPO1797	Object	<ul style="list-style-type: none"> • Use of brown belt not Green Belt land • Proposed plans would increase of traffic, pollution, medical facilities and schools • Don't let profit be the major factor
	LPPO3566	Object	<ul style="list-style-type: none"> • Shouldn't use Green Belt land when brownfield sites are available.

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO MI/6 – LAND AT STEATITE WAY, STOURPORT

Company / Organisation	Response No	Type of Response	Summary of Response
			<ul style="list-style-type: none"> • Inadequate facilities. • We need to safeguard what we have for future generations. • Only doing it for extra council tax and to provide for Birmingham overspill. • Planners have allowed developments go ahead before without listening to objections. • Building companies are too large and have too much money for objections to be
	LPPO3601	Object	L1/6/7: Kingsway traffic is already busy and noisy. More houses would add to this. The schools could not cope with more pupils doctors/local hospitals are already stretched; we do not need more housing in the area due to lack of infrastructure and should protect wildlife.
	LPPO5143	Object	<p>Objects to MI/6 due to the following reasons:</p> <ol style="list-style-type: none"> 1. Loss of Green Belt 2. Increased traffic on all roads on Bulrush Est, Lickhill Road and Bewdley Road (already suffer long tailbacks) 3. Traffic noise and higher emissions of exhaust fumes - risk to the health of local residents 4. Bewdley has a bypass, Kidderminster has a ring road Stourport has nothing to alleviate traffic. 5. Larger school classes. 6. Lack of GP's and Dentists to cope with influx of patients. 7. Loss of good quality productive agricultural land. 8. Brownfield sites need to be utilised before Green Belt sites
	LPPO3519	Object	We object to the collective three sites (referred to figures stated above) being the subject of new developments. When there are a number of Brownfield sites that should take priority over Green Belt sites. We all heartily support the 10 points of objections put forward by the Burlish & Lickhill Green friends against these proposals.
	LPPO3562	Object	Object MI/6
	LPPO3626	Support	Supports Steatite Way proposals with the provision that the exit onto Bewdley Road is improved due to several traffic accidents.

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO MI/6 – LAND AT STEATITE WAY, STOURPORT

Company / Organisation	Response No	Type of Response	Summary of Response
	LPPO3308	Support	Other 'Brown Sites' - old Plastic Co area - untouched! Off 'Steatite Way' (M1/6).
	LPPO725	Support	Use MIP site for mixed housing plus green space
Willsgrove Developments	LPPO1001	Support	<p>Support the allocation of Site Ref MI/6 (Steatite Way) for housing use.</p> <p>Insufficient sites within Stourport on Severn's settlement boundary to accommodate the housing needs of the town.</p> <p>Site is located within a sustainable location, within walking distance of a number of bus stops and approximately 10 minutes' walk from the town centre of Stourport. There are well lit footpaths from the site to the town centre. A designated cycle path is also present along the length of Bewdley Road on both sides of the road.</p> <p>Site is within walking distance of town centre, two primary schools and Stourport High School. A convenience store is located to the south east of the site on Bewdley Road, some 120 metres from the site entrance. The main facilities within the local area are listed below:</p> <ul style="list-style-type: none"> • Dentist • Doctor's surgery • Primary school • Middle school • Secondary school • Community facilities • Convenience store • Bus stops • Supermarket • Post office <p>Site has excellent access to public transport, located on a bus route (No.16 service) and a number of bus stops within walking distance of the site. The nearest bus stop is within 80 metres. These bus stops provide a frequent</p>

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO MI/6 – LAND AT STEATITE WAY, STOURPORT

Company / Organisation	Response No	Type of Response	Summary of Response
			<p>bus service, 6 days a week to Stourport on Severn Town Centre and Bewdley.</p> <p>The site is subject to a current planning application for up to 106 dwellings (reference 15/0623/OUTL). It is in the hands of a development company and is available for development. There are no physical constraints that prevent the site from being released for development.</p>

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO MI/18 AND MI/33– LAND AT WILDEN LANE INDUSTRIAL ESTATE

Company / Organisation	Response No	Type of Response	Summary of Response
	LPP03548	Object	<p>M1/18 North of Wilden Lane industrial site.</p> <p>I am hugely opposed to any more industrial units on Wilden Lane. We are surrounded by industrial units in this area, many of which are empty.</p> <p>The Worcester Road has had units empty for years, why build more? There is also the Hoo Farm Industrial Estate and the Worcester Road premises.</p> <p>A majority of the residents of Wilden Lane live very close to the road and we already suffer fast traffic speeding HGV's (over the weight limit) that are hurtling down the road at all times of the day and night and more industrial units would add to this.</p> <p>The traffic congestion at Wilden has become unbearable since the sugar beet development. Access out on to the A449 McDonalds island is horrendous at rush hour and beyond. At 6.45pm it took me 25minutes to exit Wilden Lane as the traffic generated on the A449 from the new lights do not give way for Wilden traffic. It is much worse at real rush hour with traffic tailing back.</p> <p>Any industrial units will add to noise, air and road pollution and be detrimental to the road and residents.</p>
	LPP0321	Support	<p>MI/18 My client's support the zoning of their two sites for employment purposes and the removal of M1/18 from the Green Belt.</p>
	LPP02475	Object	<p>MI/33 - People should care about our wildlife. Their habitats deserve to be protected & not continually destroyed. Greenfield sites, nature reserves, and any other site considered necessary for human beings, can be built on or disposed of whenever National or Local Government bodies say so!</p> <p>Rivers get polluted with land waste affecting & killing fish. Huge turbines are built causing the deaths of thousands of birds. Badgers, who are thought to be carrying bovine TB, are killed indiscriminately.</p>
	LPP04202	Support	<p>MI/33 - My client's support the zoning of their two sites for employment purposes.</p>

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO SITE LI/5 – BURLISH CROSSING, STOURPORT

Company / Organisation	ID	Type of Response	Summary of Response
	LPPO3436	Object	<ol style="list-style-type: none"> 1. Area of outstanding natural beauty. 2. Roads are already congested/roads cannot cope at present. 3. Not enough infrastructure to cope. 4. Lack of privacy. 5. Noise levels will increase. 6. Effect on wildlife. 7. No control on my neighbours/anti-social behaviour. 8. Loss of view. 9. Loss of productive agricultural land. 10. Lack of GP surgeries/dentists etc. /local shops etc. 11. Loss of Green Belt. 12. Rather look at present field rather than housing estate. 13. Would you like it next to your home? 14. Area chosen not suitable for all above reasons/build somewhere else!
	LPPO2147	Object	<ul style="list-style-type: none"> • I object to the proposed plan due to the loss of Green Belt when there are areas that are empty buildings in Kidderminster than can be used to more effect. • There isn't enough spaces in schools as there is • It takes too long to get any GP, dentists • The road network now struggles with the demand of vehicles let alone extra carbon footprint emissions.
	LPPO2153	Object	<p>Loss of Green Belt status. The highly used Burlish Top Nature Reserve will be severely affected.</p> <p>Traffic at ALL times of the day is extremely busy. Extra 300+ properties centred around this area without additional major roads included in your plans will be very foolhardy. The traffic noise and higher emissions will be insufferable.</p> <p>The bus service is already abysmal, so using the car will be a necessity. GP's, Dentists and all local schools will</p>

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO SITE LI/5 – BURLISH CROSSING, STOURPORT

Company / Organisation	ID	Type of Response	Summary of Response
			not be able to cope!
	LPPO2752	Comment	<p>Several years ago this Council considered extending Burlish Park estate but decided not to as they were concerned this estate was already too large to consider further expansion. I believe this is still the case.</p> <p>The roads around Burlish Park are already very busy and have safety concerns, in particular the junction between Windermere Way and the Kidderminster/Stourport main road. The area around the schools has many parked cars at the start and end of the school day causing safety issues. The crossroads at Burlish Crossing suffers from heavy congestion especially at busy times.</p>
	LPPO3291	Comment	This area is an attractive band of farmland forming a natural barrier between Stourport and Bewdley. The roads around Burlish Crossroads area is currently already subject to traffic congestion at many times of day, and the development would only exasperate this.
	LPPO3391	Comment	An area with no direct public transport into the nearest town, increasing car traffic and air pollution, leaving residents with no alternative means of transport.
Taylor Wimpey West Midlands	LPPO2234	Support	<p>Landscape Sensitivity: Western edge of Stourport comprises several housing estates which are relatively exposed with little vegetation for screening. Potential development capacity of site is strongly influenced by landform which rises to NE edge. Western boundary will need careful treatment to define transition to wider landscape. GI is proposed along front of site and will incorporate linear SuDS.</p> <p>Accessibility to Amenities: Stourport benefits from wide range of services. Site has good access to town centre with local facilities including schools and doctors within 2km walk.</p> <p>Highways and Transportation: Bewdley Road North is subject to 30mph speed limit by most of site on approach to crossroads with footpath. Indicative masterplan shows access via Bewdley Road North. Bus services are close to site. Various facilities are within easy walking distance. A Transport Assessment will be completed.</p> <p>Flood Risk and Drainage: Site lies in Flood Zone 1. Surface water flooding occurs within site alongside main road. These can be dealt with using cut off ditches or French drains. Bedrock geology is sandstone so soakage</p>

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO SITE LI/5 – BURLISH CROSSING, STOURPORT

Company / Organisation	ID	Type of Response	Summary of Response
			<p>rates expected to be good. Further work required to establish best form of attenuation for site.</p> <p>Noise: Anticipate that dwellings fronting main road may require additional glazing but is unlikely that noise will have significant adverse impact on development.</p> <p>Ground Conditions: initial Phase 1 Environmental Risk Assessment shows it is unlikely site would be classified as contaminated land.</p> <p>Utilities: 850mm aqueduct runs within western part of site with 350mm main parallel to it. 6m easements required. Mains also run along eastern and northern boundaries with 3m easements needed. Underground cable along northern boundary of site likely to require diverting. MP gas main may require lowering to allow site access.</p> <p>Agricultural Land Classification: Site comprises Grade 3</p> <p>Suitability: Site is considered suitable for development.</p> <p>Deliverability: Agreement in place with landowner. Technical work shows no constraints likely to render site undeliverable. It is available now. Many potential impacts can be mitigated through design and may achieve positive outcomes through landscaping.</p> <p>Conclusion: Site is sustainably located. Site is suitable, developable and available. It scores well in GB Review and SA.</p>
Taylor Wimpey West Midlands	LPPO4912	Support	<p>Taylor Wimpey is in control of site known as Land at Bewdley Road North, Stourport. It is promoted for residential led development including open space and other supporting infrastructure. See Development Vision document attached.</p> <p>Development Framework identifies following key features:</p>

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO SITE LI/5 – BURLISH CROSSING, STOURPORT

Company / Organisation	ID	Type of Response	Summary of Response
			<ul style="list-style-type: none"> around 140 dwellings vehicular and pedestrian access from Bewdley Road North open space SuDS new enduring Green Belt boundary
	LPPO272	Object	<p>I object to any Green Belt development in or around Stourport. No Green Belt site should be considered until ALL brown belt sites in the area have been exhausted.</p> <p>I had no knowledge of the proposals until a few before closure of the time for objections to be lodged?</p> <p>The road can scarcely handle the volume of traffic currently using it, and speeding is a big problem on the run from Burlish Top to the Burlish traffic lights.</p> <p>Stourport has no bypass, or ring road to deal with increased traffic.</p> <p>Congestion in the area at school times is already a significant problem. Has anyone researched this at the Burlish traffic lights particularly?</p> <p>I can see little to support these proposals - esp. considering Green Belt development, by definition, should be vigorously opposed until proof of exhaustion of brown belt sites has been put forward and accepted.</p> <p>What part of the proposal "relieves pressure on Burlish Top Nature reserve"? What pressure?</p>
	LPPO1652	Object	<ol style="list-style-type: none"> 1. Loss of Green Belt natural habitat. 2. Lack of health care to support a higher population. 3. Increase in traffic/pollution.
	LPPO1655	Object	<ol style="list-style-type: none"> 1. With no bus routes, more cars will be needed to take children to already overcrowded schools

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO SITE LI/5 – BURLISH CROSSING, STOURPORT

Company / Organisation	ID	Type of Response	Summary of Response
			<ol style="list-style-type: none"> Existing traffic issues esp. at school times in Lickhill Road/Windermere Way If there is no play area on the estate children will play in streets which could result in an accident
Anonymous	LPP01574	Object	We don't need any more buildings going up in this area. We have enough problems with traffic now coming in and out of Stourport. We don't want our Green Belt spoiled.
	LPP01760	Object	<p>Opposes development sites L1/6/7, L1/5/ AKR/14, AKR/15.</p> <p>Believes that development will have a negative impact on people living in these areas as the values of their properties will drop because it will affect their outlook.</p> <p>Also concerned about traffic increase on Lickhill Lower, Lickhill and Lickhill North roads. Very busy during school run and speeding during weekends already an issue.</p>
	LPP01785	Object	<ul style="list-style-type: none"> Objects to any development at Burlish Crossing. Believes there are plenty of empty buildings in the district that could be redeveloped as an alternative. Concerned about traffic in an already congested area. Concerned about impact on wildlife and countryside.
	LPP01786	Object	Objects due to concerns about traffic. Believes that Stourport wouldn't be able to cope with the influx of traffic that the proposal would cause.
	LPP01669	Object	Stourport has a very poor road network and more houses will worsen, esp. The Kingsway as a country lane
	LPP01882	Object	Object LI/5
	LPP01885	Object	<p>Reference /5 it the increase in traffic could well be a very big problem. It is bad now.</p> <p>The above would be linked to it. We are so isolated at Severn Bank Park as it is.</p>

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO SITE LI/5 – BURLISH CROSSING, STOURPORT

Company / Organisation	ID	Type of Response	Summary of Response
			I'm sure there must be more brownfield sites in the area.
	LPP01687	Object	<ul style="list-style-type: none"> I understand the need for more homes but the concentration of 3 proposed sites in approximately 1 sqm, in an already populated area is a step too far. The pressure on schools and doctors/the increase in traffic is unsustainable. Farm land is valuable for Wildlife Brownfield sites/former Burlish Golf Course should be utilised to minimise impact on existing houses
	LPP01910	Object	<ul style="list-style-type: none"> Bewdley Road North is already a very busy road so more building would cause mayhem. Local government said there would be more building on brownfield sites not on Green Belt land.
	LPP01913	Object	<p>Objects to development of land at Burlish Crossing due to the following reasons:</p> <ol style="list-style-type: none"> 1. Loss of Green Belt 2. Increased traffic with no extra road to deal with an already very busy stretch of road 3. Loss of wildlife habitat. 4. Loss of agricultural land. 5. Increased pollution/noise. 6. Lack of services to meet the demand of homeowners on proposed site.
	LPP01812	Object	<p>Objects to LI/5 due to the following reasons:</p> <ol style="list-style-type: none"> 1. The road and infrastructure cannot cope with any more traffic on the Bewdley Road and crossroads at peak rush hours. 2. It is gridlocked most of the time which will also effect on the L/1/2 site proposed. The Kingsway will not be big enough to cope. 3. The Nature Reserve is just coming back to how it should be. 4. There are plenty of brownfield sites around WFDC area. For example the old school sites of Sion Hill and

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO SITE L1/5 – BURLISH CROSSING, STOURPORT

Company / Organisation	ID	Type of Response	Summary of Response
			<p>Sladen, the Old hospital Wolverhampton Road and the amount of property that could be used for residential around the area is ample for any district.</p> <p>5. The boundaries between Kidderminster and Stourport are just yards apart - it should be kept as it is.</p>
	LPPO1984	Object	<p>Objects to Burlish and Lickhill development:</p> <p>We object to any development on the Green Belt land and Greenfield sites.</p> <p>There is more than sufficient despoiled land and brownfield sites to accommodate having development – it is vital that Green Belt land is not developed in anyway.</p> <p>We wish to point out this is 2 objections.</p>
	LPPO295	Object	<p>Sites L1/5 Burlish Crossing represent an unacceptable use of Green Belt land, some would be better used as allotments.</p> <p>The traffic congestion at Burlish Crossing traffic lights with long queues in all directions at rush hour. The volume of traffic has increased substantially in the past 7 years, to the point where it can be difficult to leave our property. Further development will make the situation worse, without major road improvements.</p> <p>The increased traffic Burlish Top to the main Kidderminster - Stourport road represents a real safety hazard particularly to children at Stourport High School and users of the sports facilities. The road is very narrow and would not support increased traffic.</p> <p>Other core developments in Stourport, particularly M1/6 Steatite Way, will also increase the traffic at Burlish lights, I don't see how development at L1/5 can be integrated into the area with adequate transport facilities for both existing and new residents.</p> <p>The Option B site L1/5 Burlish crossing represents a loss of good agricultural land. This field and the adjacent</p>

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO SITE LI/5 – BURLISH CROSSING, STOURPORT

Company / Organisation	ID	Type of Response	Summary of Response
			fields are an important habitat for birds, particularly in winter when lapwings gather in the area.
	LPPO2050	Object	<p>I was unaware of these proposals/deadline:</p> <ul style="list-style-type: none"> • Loss of Green Belt/prime agricultural land for food production • Preferred option must be brownfield sites. • More traffic = more noise/pollution. Plan will compound area's existing traffic problems. • GP/dental surgeries/local schools already oversubscribed • Negative impact on businesses at top of Lickhill Rd and wild/plant life
	LPPO2052	Object	<ul style="list-style-type: none"> • Brownfield sites e.g. adjacent to Tesco should be used first. • Already long traffic queues and no bypasses unlike Bewdley/Kidderminster
	LPPO2014	Object	Having moved to Bewdley to escape the 'rat race' we would never accept plans for a new housing estate on our doorstep, surrounded as we are by green fields/the River Severn. We strongly object to all the new planning proposals outlined which will cause traffic chaos esp. in the Bewdley Road/local area.
	LPPO2026	Object	<p>The two reasons for my objection are</p> <ul style="list-style-type: none"> • More houses mean more people and more cars which mean more fumes which is bad for health. • Bewdley Road can't cope with more cars at peak times morning/evening. There are already queues from the lights at Burlish traffic light, some very long.
	LPPO2113	Object	<ul style="list-style-type: none"> • The Burlish Crossing area is already well populated. • We enjoy our view over Green Belt land and do not want to change it by development.
	LPPO2114	Object	Object to development of Green Belt land on Kingsway, Burlish Crossing, Bewdley Road and Lickhill Road:

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO SITE LI/5 – BURLISH CROSSING, STOURPORT

Company / Organisation	ID	Type of Response	Summary of Response
			<ul style="list-style-type: none"> • Roads already busy at peak times, speeding outside of these. • Increased traffic noise/fumes • Lack of facilities GP surgeries/dentists/schools • No Stourport bypass • How will emergency services cope? • Impact on plant/wildlife at Burlish Top Nature Reserve. • No need to use Green Belt land when there is enough brownfield sites available.
	LPPO2116	Object	<p>Object to development of Green Belt land on Kingsway, Burlish Crossing, Bewdley Road and Lickhill Road:</p> <ul style="list-style-type: none"> • Roads already busy at peak times, speeding outside of these. • Increased traffic noise/fumes • Lack of facilities GP surgeries/dentists/schools. • No Stourport bypass • How will emergency services cope? • Impact on plant/wildlife at Burlish Top Nature Reserve. • No need to use Green Belt land when there is enough brownfield sites around Wyre Forest District Council.
	LPPO2118	Object	<ul style="list-style-type: none"> • loss of Green Belt • increase in already congested traffic • Increase in noise/pollution from extra traffic. • bus service already poor • capacity issue; schools, doctors, dentists, hospital • loss of agricultural land • use brownfield land first • insufficient work

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO SITE LI/5 – BURLISH CROSSING, STOURPORT

Company / Organisation	ID	Type of Response	Summary of Response
			<ul style="list-style-type: none"> no provision for road upgrade
	LPPO2139	Object	<ul style="list-style-type: none"> Increase in traffic noise and pollution Removal of agricultural land have an impact on the wildlife in the area Building of houses behind property will reduce value of her home. Lack of facilities in Stourport already, increasing population will stretch the existing services i.e. GPS, dentists and schools.
	LPPO2075	Object	<p>Objection to development at Burlish Crossing/Lickhill Road North:</p> <ol style="list-style-type: none"> Loss of Green Belt. Traffic congestion on already busy B4195. Services e.g. Drs already overcrowded
	LPPO2368	Object	<p>Object Kingsway/Burlish crossing/Bewdley Road North/Lickhill Road because:</p> <ul style="list-style-type: none"> Increased traffic congestion, noise pollution/fumes Burlish top nature reserve would be ruined/wildlife lost Capacity of NHS services/Drs/dentists/schools and access by emergency services. Stourport has nothing to cope with extra traffic e.g. a bypass Don't build on the agricultural land instead do something for the community.
	LPPO2433	Object	<p>My objection naturally centres around the building of houses under Option B, specifically relating to Burlish Crossing, just feet away from my own home. The provision of 157 houses on the site when coupled to the core sites of Wyre Forest Golf Club (L1/2) and Lickhill Road North (L1/6/7) would mean an additional 331 houses, perhaps 600 extra cars, in an area that struggles at times to cope with the volume of traffic currently. A ring road surrounds Kidderminster already, a by-pass is already serving Bewdley but Stourport has nothing to cope</p>

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO SITE LI/5 – BURLISH CROSSING, STOURPORT

Company / Organisation	ID	Type of Response	Summary of Response
			<p>with such volumes of additional traffic.</p> <p>The resultant reduction in air quality, additional noise pollution and increased damage to road surfaces would lead to further strain on local medical and other community services, protracted response times from emergency services and increased dangers to pedestrian and cycle traffic.</p> <p>Without adequate provision for additional schools, medical facilities and other community services I believe this option to be ill conceived.</p>
	LPPO2544	Object	<p>Although I don't strongly agree with any of the options available but do strongly contest the Core development areas in the Burlish/ Lickhill areas, I do understand, just from the basic maths, that there is a need for additional housing within the district. However, I have raised my main concerns above to highlight the obvious issues that I assume someone within the Planning Policy Team has already considered.</p> <p>Following the drop-in and after having reviewed the documents again online I have a few points/queries to make, in particular in respect of the Core housing sites in the Burlish/Kingsway and Lickhill areas of Stourport and also the Option B sites, in particular the one at Burlish Crossing:</p> <p>In respect of the sites highlighted for Option B (especially within the Burlish/Lickhill area) I have a few concerns which I'd like to raise:</p> <ul style="list-style-type: none"> - Road networks and traffic - Both of the core housing sites at Lickhill and the Kingsway along with the Option B site at LI/5 would have a detrimental effect on the congestion within the local area. These three sites would potentially mean 331 new homes could be built within a 1/4 of a mile of each other, thus raising the concern that there could be potentially 331 more vehicles using the 3 main roads in this area being Bewdley Road, Lickhill Road and The Kingsway. Currently, even without these additional houses, the traffic at Burlish Crossings is already a complete nightmare and inconvenience for all commuters going to/from work and/or school. With these additional (potential) developments I can only assume that this congestion will continue to become a more difficult problem to solve. - Roads networks and safety - Similarly these additional vehicles will be using roads which are direct links

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO SITE LI/5 – BURLISH CROSSING, STOURPORT

Company / Organisation	ID	Type of Response	Summary of Response
			<p>to the High School and several primary schools within the area, which surely raises a safety concern? Should we be encouraging increased use of The Kingsway, Windermere Way and Lickhill Road given the number of children who use those routes to school every day? Also, if these sites in particular were to be developed where would the access to those 'estates' be? I would assume accessing a large housing development from any of these roads would mean that traffic systems would need to be put in place to ensure the safety of motorists and pedestrians alike - would this mean more traffic due to signalling on top of the expected increased in vehicle numbers?</p> <ul style="list-style-type: none"> - Road networks/ The Bridge - it probably goes without saying that the traffic issues on the Stourport Bridge are already a major problem for the town. The Option B sites, in their vastness, backing onto the Areley Kings area of Stourport would only add to this problem. I have been informed that if a developer were to buy this land then a second bridge and supporting roads would be built - what would the impact of this buildings works be on the town's road infrastructure in the meantime? Also, where would that bridge be located and what would the environmental impacts of that development be? - Schools - The schools within the Burlish and Lickhill vicinity are already over-subscribed each year with many children being rejected from their first choice (and quite often most local) primary school. From the Plan document I can see that there are several options available to deal with the potential increase in children within the area, however 0.5FE proposals are almost a complete waste of time as sustaining a structure within a primary school with an additional 0.5FE is almost impossible with the current funding cuts being made by central government. What 0.5FE increase would do would be to unnecessarily force joint year group teaching in order to deliver efficient and break-even budgets. Your education team will well know that this is not the most effective way of delivering the curriculum and could also have negative effects on future OFSTED ratings, particularly if pressure is going to be put on to teaching staff to deliver to larger group of pupils. This is one of the easiest ways to make Stourport a less attractive town of choice as parents currently have the knowledge that primary schools within these areas are OFSTED good or outstanding! Similarly, 1FE primary schools are as difficult to sustain, especially within such areas where the majority of students receive only basic funding but the normal costs of running a school still have to be met. Have governors of all local primary schools been informed of the suggestions within the plan so that they can think about succession planning if any of these sites were to be developed? Would their budgets be able to handle any potential changes? Where would a new development for a 1FE school be situated if this were the route that was taken in Stourport, I would

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			<p>assume it would be in the over-subscribed areas? If so, Green Belt?</p> <ul style="list-style-type: none"> - Medical centres - As above for schools. Local medical centres, surgeries and hospitals are already working to capacity - would residents then be expected to travel longer distances into Kidderminster to seek medical attention? Would Kidderminster Hospital A&E department be re-instated by the time all of the development is complete and these 5,400 dwelling have been built? <p>In conclusion, I strongly object to the sites that have been included in the Core housing plans and Option B which would so strongly affect the Burlish and Lickhill areas of Stourport for all of the above mentioned reasons.</p>
	LPPO2906	Object	<ul style="list-style-type: none"> • Objects to this site being used. • It is a greenfield site. • Greenfield sites are subject to Green Belt status - should not be concreted or tarmacked over. • Traffic from site will create more congestion on an already busy road. • Fears it will increase traffic causing bottlenecks at areas in Burlish Park. • More traffic means more noise and pollution - hazardous to people's health. • Stourport doesn't have a good enough road infrastructure to cope with more vehicles. • There are no major roads - i.e. M roads for new residents to get to work (e.g. Birmingham etc.) • Insufficient schools to cope with more children. • Insufficient GP surgeries in the town to cope with more people. • Loss of Green Belt land - good agricultural land. • Loss of wildlife - horrendous for future generations.
	LPPO431	Object	<ul style="list-style-type: none"> • I object for the following reasons • loss of an area of natural beauty • there is no infrastructure to support the proposed development • roads are already gridlocked • anti social behaviour from new neighbours • longer waiting times at doctors/dentists etc • extra noise and pollution to what is a quiet neighbourhood

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			<ul style="list-style-type: none"> • we bought our house fifteen years ago for the view of the Green Belt not to look at a new housing development • lack of privacy • loss of productive agriculture land • effect on wildlife • increased travel times to and from work • this area is not suitable for the size of the proposed development BUILD SOMEWHERE ELSE
	LPP03335	Object	Enough congestion along Bewdley Road North around the traffic lights as it is. Schools and doctors in the town cannot cope with extra families that are proposed.
	LPP0738	Object	Development at Burlish field threatens nesting birds and rights of way. Major traffic congestion at crossroads without more housing. Lack of capacity in schools, doctors, dentists. Stourport needs a bypass.
	LPP03433	Object	<ol style="list-style-type: none"> 1. Quality of life will be affected. 2. Bought our house with the added attraction of countryside views. 3. Invasion of privacy. 4. No control of neighbours including anti-social behaviour. 5. Loss of value to my current property! 6. Disruption of travel. Already have to plan times to get on and off drive. 7. Increased travel time to/from work. 8. Road already grid-locked during peak times 'Blackstone' in particular as not enough room for 2 way traffic including heavy goods vehicles. 9. Increased noise and pollution levels. 10. Not enough room in local schools also affecting GP surgeries and dentists. Most are already to their limits! 11. Disruption to wildlife, have an affect on Burlish Top Nature Reserve. 12. Loss of Green Belt!! 13. Would you like to have all the above next to your home?

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Company / Organisation	ID	Type of Response	Summary of Response
	LPPO3340	Object	<ul style="list-style-type: none"> • Loss of Green Belt. • Increase in traffic. • Traffic noise. • Crowded doctors and schools. • Nature.
	LPPO3342	Object	Proposals for Burlish/Lickhill areas - traffic already at standstill at peak times. Greenfields are all there is to separate 3 different towns. Doctors/dentists - hard to get appointment. Schools - not enough places.
Barratt Homes West Midlands	LPPO807	Object	land at Burlish Crossing - no exceptional circumstances that would justify removal of site from Green Belt. Non-Green Belt sites are available in Stourport.
	LPPO3386	Object	Object to proposals around Burlish.
	LPPO3397	Object	Concerned at loss of Green Belt land so close to Burlish Top. Roads already very busy. Increased pollution from extra traffic will affect nature and young families. Stourport lacks road infrastructure of Kidderminster. Doctors, schools and hospital services not available to cater for this growth.
	LPPO4112	Object	<p>I object to your proposals to build on Green Belt sites locally in the Burlish area. These proposals have come as quite a shock to the local residents, there has been talk of the council informing us with a leaflet or a mention in the local paper. This appears to have gone unnoticed by the majority of locals, and it seems we now have an unreasonable consultation period in which to voice our concerns and consider in a balanced measure “the people s “objections.</p> <p>It seems you have miscalculated the real requirements for housing preferring the easier option to build on Green Belt rather than brownfield. The infrastructure of Stourport is already struggling to cope with the number of school children, the traffic problems and the requirements on the national health system. I would like to add my strong objections to the deadline you imposed on us for this building project which appears to be a most ill conceived set of plans.</p>
	LPPO1793	Object	Objects to development on the field parallel with Burlish Crossing and Bewdley Road North due to the following

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Company / Organisation	ID	Type of Response	Summary of Response
			<p>reasons:</p> <ol style="list-style-type: none"> 1. Traffic - Bottle necks around Bewdley Road North/Burlish Crossing 2. Environmental impact 3. Radical impact on property values 4. Disruption to the busy link road between Bewdley and Stourport which is already a problem at the Burlish junction. 5. Pressure on local key infrastructure schools and NHS services
	LPPO1800	Object	<p>Objects to LI/6/7, LI/5, LI/2 due to the following reasons:</p> <ol style="list-style-type: none"> 1. Infrastructure (especially roads) needs to be improved before any development can be considered. 2. Traffic - the one way system around the town at key times of the day are often gridlocked. Another bridge over the river Severn would alleviate this. 3. The crossroads on the Bewdley Road/Kingsway junction often have long queues again at certain times of the day. 4. Putting more demand onto an already overloaded town without infrastructure improvements will destroy residents' quality of life aside from pollution issues.
	LPPO1753	Object	<p>Objects to L1/5 Burlish Crossing.</p> <p>Asks if there are any Brownfield sites that could be developed. Questions if more housing is really needed and if the population is really growing that much.</p> <p>Concerned that the current support services including doctors, police, schools and local transport won't be able to support a growing population without further investment.</p>
	LPPO1667	Object	<ol style="list-style-type: none"> 1. I object to the destruction of Green Belt and resultant increase in already congested traffic/assoc pollution, where is promised bypass?

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			<ol style="list-style-type: none"> Poor bus service Schools/Doctors already oversubscribed.
	LPPO1677	Object	<p>Object as follows:</p> <p><u>Kingsway</u>: traffic - already heavy at peak times/close to nature reserve.</p> <p><u>Garden Centre/Paddocks</u> Traffic/proximity to Nursing home</p> <p>review housing need and provision of schools/medical facilities</p>
	LPPO1680	Object	<p>I strongly object to the plans for building on Burlish crossing LI/5.</p> <ol style="list-style-type: none"> A loss of Green Belt and precious open land which will affect wildlife populations. The introduction of more traffic on already congested roads (peak periods) i.e. Kingsway, Bewdley Road, Windermere Way. More junctions causing even more traffic chaos. Stourport has already catered for more people. i.e. Tan Lane, Manor Road, Vale Road. Which will impact on local facilities such as GPs, dentists, schools etc. Stourport is notorious for peak time traffic jams which include Bewdley Road, Kidderminster Road, Hartlebury Road, Worcester Road and Dunley Road often causing gridlock.
	LPPO1851	Object	<p>I object, on the grounds of loss of Green Belt areas/agricultural land, the increase in traffic/(noise) and the loss/impact any development would have on wildlife, to plans to develop the field at the top of Kingsway that runs parallel with Burlish Crossing/Bewdley Road North and the area currently a garden centre/horse paddocks on Lickhill Road.</p> <p>Development here would also increase class sizes (which are already high) and impact on the quality of education in local schools. Why can't these developments be built on brownfield sites.</p>

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	LPPO1803	Object	<p>Objects to LI/5 due to the following reasons:</p> <ol style="list-style-type: none"> 1. Loss of Green Belt 2. Increased traffic on all roads on Burlish Est., Lickhill Road and Bewdley Road (already suffer long tailbacks) 3. Traffic noise and higher emissions of exhaust fumes - risk to the health of local residents 4. Bewdley has a bypass, Kidderminster has a ring road Stourport has nothing to alleviate traffic. 5. Larger school classes. 6. Lack of GP's and Dentists to cope with influx of patients. 7. Loss of good quality productive agricultural land. 8. Brownfield sites need to be utilised before Green Belt sites.
	LPPO1764	Object	Objection to option B due to lack of infrastructure, roads, water, schools, doctors. Building on Green Belt LI/5
	LPPO2010	Object	<p>Objects to LI/5 due to the following reasons:</p> <ul style="list-style-type: none"> • Loss of Green Belt • Increase in traffic on all roads on Burlish Estate, Lickhill and Bewdley Road • Health risks from traffic. • Increase in school places and classes getting bigger. • Lack of GP surgeries, emergency services. • Loss of wildlife habitats. • Loss of good quality, productive agricultural land. <p>Suggests utilising sites old brownfield sites.</p>
	LPPO1823	Object	<ul style="list-style-type: none"> • Land is used for agricultural purposes. • Would lose the enjoyment of back garden. • Better sites to use.

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Company / Organisation	ID	Type of Response	Summary of Response
	LPPO1893	Object	<p>Strongly objects to using Green Belt land for building purposes bordering Burlish Crossing and Bewdley Road North.</p> <p>Suggests prioritising the use of brownfield land before greenfield.</p> <p>Concerned about extreme traffic at peak times if the proposed site at Burlish Crossing goes ahead and a danger to the elderly tenants living on Severn Bank Park.</p> <p>Concerned that the doctors, dentists, schools are already full.</p>
	LPPO2001	Object	<p>Objects to LI/5.due to:</p> <p>Too much traffic - Stourport does not have a by-pass.</p>
	LPPO2008	Object	<p>Objects to LI/5 due to the following reasons:</p> <ul style="list-style-type: none"> • Loss of Green Belt status which protects our countryside from urban sprawl, threatening existing public rights of way. • Further development between Stourport and Kidderminster in the open area should not be permitted to prevent link-up of these two towns. • Significantly increase of traffic on all roads on Burlish Estate, Lickhill Road and Bewdley Road. Kingsway is already a dangerous road caused by speeding vehicles. • Increase in traffic will also affect time taken for emergency services to reach their destination. • Schools having larger classes, unable to take in local children requiring them to travel outside of the area to attend school. • Lack of other facilities such as GP surgeries and dentists to cope with additional patients. • Loss of wildlife habitat. The impact of building houses would have significant impact on vast variety of plant and wildlife on Burlish Top Nature Reserve. • There is no evident that there is a shortfall of housing in WFDC area which cannot be met by the using brownfield sites, as has been the case on the old power station site (Stourport) and sugar beet factory

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			(Kidderminster).
	LPPO2124	Object	<p>I would like to strongly oppose the building on Burlish Park and my reasons are set out below.</p> <ul style="list-style-type: none"> • Traffic - Burlish Crossing is congested enough now, how will you deal with all this extra congestion potentials 314 cars added to the already congested crossroads? Causing problems for the emergency services and increasing likelihood of accidents. • Schools – insufficient school places at the newly built primary school. • Healthcare – Only 2 doctors in Stourport. • Noise pollution • Loss of Green Belt. Sajid Javid communities secretary promised Green Belt would be protected. Has the Council ruled out all brownfield sites or estate regeneration; included unused land and surplus public sector land; looked to neighbouring authorities for provision? • There are enough brownfield sites e.g. Carpets of Worth, Chichester Caravans, SDF, Sugar Beet
	LPPO2125	Object	<ul style="list-style-type: none"> • First heard on news • Retain the 3 towns own identities. • Traffic problems already unlike Bewdley/Kidderminster, Stourport has nothing to alleviate traffic. • Accommodate Wyre Forest housing needs on brownfield sites.
	LPPO2028	Object	<p>My objection is, because Stourport is popular with visitors, the Bewdley Road is busy at weekends and commuting working hours. A journey that normally take 15mins can take over an hour at peak times and I cannot see how the Bewdley Road would cope with more traffic from more homes equalling more congestion/more fumes.</p>
	LPPO2036	Object	<p>I object to the development in Kingsway/Lickhill Road areas.</p> <ul style="list-style-type: none"> • The roads here are not coping with the current amount of traffic esp. at peak times adding more traffic

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			<p>would increase this problem and be dangerous for pedestrians</p> <ul style="list-style-type: none"> • Schools/Doctors surgeries are currently stretched • Wildlife/residents will suffer if green spaces lost • Other areas/empty properties could be used
	LPPO2051	Object	Use Brownfield sites before agricultural land.
	LPPO2373	Object	<p>We had not received any notification of these plans which we think is disgraceful.</p> <p>The use of Green Belt Land makes a mockery of Green Belt Status, and is a precedent that will affect existing farmland, public access / rights-of-way.</p> <p>Stourport-on-Severn is expected to support the local allocation of houses but while Bewdley has a by-pass, Kidderminster has a ring-road and a proposed new road to cope with both housing and extra traffic, Stourport-on-Severn does not have the existing or planned infrastructure to cope and the significant amounts of proposed traffic. This will have knock on environmental effects, and the traffic affecting existing local traffic and emergency service access at peak times.</p> <p>Local schools and NHS services are already stretched; there is no proposal for how this will be dealt with, and will lead to increased class sizes, longer waiting lists or people having to travel outside of the area which will further add traffic to areas where overspill fills the requirements.</p> <p>The plans will lead to a loss of both good quality agricultural land and wildlife habitat. Skylarks, Linnets and other red-listed birds nest in these proposed sites. The use of the Kingsway field will also, we believe, have a significant impact on the diversity of plant and wildlife on Burlish Top Nature Reserve.</p> <p>There is no evidence that in the Wyre Forest area the shortfall cannot be met by the use of brownfield sites, as has been the case on the old Power Station site (Stourport-on-Severn) and Sugarbeet Factory (Kidderminster).</p>

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Company / Organisation	ID	Type of Response	Summary of Response
	LPPO3516	Object	<p>I am writing to object to Option B in planning for residential properties being built on L1/5 Burlish Crossing.</p> <p>Stourport is a bottleneck both getting over the bridge and driving from Burlish Crossroads.</p> <p>We do not have the infrastructure in Stourport. The need for a new bridge and road system, more schools, jobs and doctors. These facilities aren't there for the population it already has.</p>
	LPPO3423	Object	<p>Object to these new developments as collectively the 3 sites would mean:</p> <ul style="list-style-type: none"> • Loss of Green Belt status which protects our countryside from urban sprawl, threatening the existing public rights of way. • Significantly increase traffic on all roads on Burlish estate, Lickhill Road and Bewdley Road which at peak times already suffer from long tailbacks. • This increase in traffic will also initially affect the time taken for emergency services to reach their destination. • Traffic noise and higher emissions of exhaust fumes with resulting increased risk to the health of local residents. • Bewdley has a bypass, Kidderminster has a ring road, Stourport has nothing to alleviate traffic. • Schools having larger classes or unable to take in local children them to travel outside of the area to attend school. • Lack of other facilities such as GP surgeries and dentists to cope with the additional influx of patients. • Loss of wildlife habitat: there are sky larks, linnets, and other red-listed birds resting in these fields. The impact of building houses on the Kingsway field would also have a significant impact in the vast variety of plants and wildlife on Burlish Top nature reserve. • Loss of good quality productive agricultural land. There is no evidence that there is a short fall of housing in the WFDC area which cannot be met by utilising Brownfield sites as has been the case on the old power station site (Stourport) and sugarbeet factory (Kidderminster).
	LPPO3467	Object	<ul style="list-style-type: none"> • The proposal will cause chaos to the existing area.

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			<ul style="list-style-type: none"> • Congestion at Burlish Crossing lights is a problem now. • Health care will cause a problem. • Most households now have two or more cars. • School places will be affected • The pollution • Also, our views.
	LPPO3345	Object	<p>Very concerned about developing sites in the Kingsway, Burlish Crossing and Steatite Way.</p> <ul style="list-style-type: none"> • Traffic an issue at Burlish Crossing, • Pressure on local schools already at capacity with waiting lists, • Pressure on GP's and NHS dentist, • Retaining Stourport's character and identity, • Threat to wildlife, • Pollution, • Additional traffic and places pressure on road network
	LPPO3310	Object	<p>There is a lack of other facilities such as GP surgeries, dentists and public transport in this area.</p> <p>Stourport needs a good public transport infrastructure in place first and a decent and safe cycle path if you are going to increase the amount of houses.</p> <p>Loss of Green Belt status, which protects our countryside from urban sprawl, threatening the existing public right of way.</p> <p>The field which runs parallel with Burlish Crossing and Bewdley Road North L1/5 Green Belt be built on, the increase in the traffic on the Bewdley Road would cause significant problems for all the residents living in the</p>

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			<p>area, on peak times now already long tail backs.</p> <p>More traffic noise and higher emissions from the increase of traffic resulting in the risk of health to local residents.</p>
	LPPO3331	Object	Burlish Crossing L1/5 - Roads around Burlish Crossing are already heavily congested and additional traffic would cause further congestion at the Swan Hotel/High street junction.
	LPPO3333	Object	I object to development on greenfield sites Burlish Crossing LI/5;
	LPPO2436	Object	<p>I should like to object to the building of houses at Burlish Crossing (L1/5), just feet away from my house. They would mean an additional 331 houses together with the extra cars, in an area that cannot cope now at certain times of the day. A ring road surrounds Kidderminster already, a by-pass is already serving Bewdley but Stourport has nothing to cope with such volumes of additional traffic.</p> <p>The extra traffic would result in a reduction in air quality and additional noise, plus the unnecessary use of Green Belt land with no provision it seems for medical and educational services.</p>
	LPPO3133	Object	<p>I would like to object to the proposed plans regarding development of Green Belt in the Burlish Crossing area.</p> <p>The first I heard about these proposed developments was approx. two weeks ago, when our local councillor wrote to us. The date of submission of views was not clear, and the information regarding the proposals fell far short of what would have been expected.</p> <p>The size of development is staggering. The population has not increased to any significant degree, the developments planned are a gross over build. Brownfield sites could manage the increase. Green Belt is there to protect from urban sprawl. It is a vital natural habitat. Once it is gone, it is gone. Environmental vandalism. There are not any great employer in the area expanding, there is not going to be a wave of new people coming to the area. In light of the decision to leave the EU, even less migrants are going to arrive. Only affordable housing is required, which is not going to be the case with houses built on fresh Green Belt land. The only winners are the developers, everyone else suffers. Increased traffic, emissions and noise along with a loss of</p>

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			<p>habitat for nature are assured.</p> <p>These are my views and I wish to register my voice of opposition to the plans.</p>
	LPPO2981	Object	<p>Ref L1/5</p> <ul style="list-style-type: none"> • Loss of Green Belt status, which protects our countryside from urban sprawl, threatening the existing public Rights of Way. • Significantly increase traffic on all roads on Burlish Estate, Lickhill Road and Bewdley Road, which at peak times already suffer from long tail backs. • This increase in traffic will also inevitably affect the time taken for emergency services to reach their destinations. • Traffic noise and higher emissions of exhaust fumes with resulting increased risk to the health of local residents. • Bewdley has a bypass, Kidderminster has a ring road, Stourport has nothing to alleviate or deviate traffic. • Schools having larger classes, or unable to take in local children requiring them to travel outside of the area to attend school. • Lack of other facilities such as GP surgeries and dentists to cope with the additional influx of patients. • Loss of wildlife habitat; there are skylarks, linnets and other red4isted birds nesting in these fields. The impact of building houses on the Kingsway field would also, we believe, have significant impact upon the vast variety of plant and wildlife on Burlish Top Nature Reserve. • Loss of good quality, productive agricultural land. • There is no evidence that there is a shortfall of housing in the WFDC area which cannot be met by utilising Brownfield sites, as has been the case on the old Power Station site (Stourport) and Sugarbeet Factory (Kidderminster).
	LPPO2984	Object	<ul style="list-style-type: none"> • Loss of Green Belt status, which protects our countryside from urban sprawl, threatening the existing public Rights of Way.

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Company / Organisation	ID	Type of Response	Summary of Response
			<ul style="list-style-type: none"> • Significantly increase traffic on all roads on Burlish Estate, Lickhill Road and Bewdley Road, which at peak times already suffer from long tail backs. • This increase in traffic will also inevitably affect the time taken for emergency services to reach their destinations. • Traffic noise and higher emissions of exhaust fumes with resulting increased risk to the health of local residents. • Bewdley has a bypass, Kidderminster has a ring road, Stourport has nothing to alleviate or deviate traffic. • Schools having larger classes, or unable to take in local children requiring them to travel outside of the area to attend school. • Lack of other facilities such as GP surgeries and dentists to cope with the additional influx of patients. • Loss of wildlife habitat; there are skylarks, linnets and other red4isted birds nesting in these fields. The impact of building houses on the Kingsway field would also, we believe, have significant impact upon the vast variety of plant and wildlife on Burlish Top Nature Reserve. • Loss of good quality, productive agricultural land. • There is no evidence that there is a shortfall of housing in the WFDC area which cannot be met by utilising Brownfield sites, as has been the case on the old Power Station site (Stourport) and Sugarbeet Factory (Kidderminster).
	LPPO3990	Object	<p>I would like to object to the proposed use for the area LI/5 Table 32.0.2 Stourport-on-Severn, for the following reasons:-</p> <p>Loss of Green Belt status. Our Green areas need to be protected at all costs, for existing & future residents, and for the good of the environment and country as a whole. No Green Belt status areas should be up for consideration for housing.</p> <p>Overcrowding. All three of these proposed sites already have more than enough houses situated within a relatively small area. From what I have read, it would seem there is no evidence that this amount of new</p>

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			<p>housing is required in the Wyre Forest area, where the population growth is below the national average.</p> <p>I would hope that plans for housing in this area will be restricted to Brownfield sites only, and kept to an absolute minimum.</p> <p>Increase in traffic and pollution. The Burlish Estate/Kingsway/Lickhill roads are more than busy enough as things are. More housing would inevitably increase the volume of traffic, traffic noise, and pollution to an unacceptable level for these areas.</p> <p>Quality of life. Green, unspoilt areas are vital to the health and well-being of all of us. We do not want to lose any more of our precious, green, open views. The three new school/college buildings have already encroached enough on our open landscape in this area of Stourport.</p>
Stourport Cricket Club	LPP03561	Object	Use of green/brownfield sites. All areas outstanding Bewdley particularly in Bewdley Road North area/Kingsway. Loss of floral and fauna, already eroded during last 25years.
	LPP04909	Object	Having lived here just over a year why are you trying to build on green land as all governments say they will not build? The roads are not big enough for extra traffic. If you want to build use brownfield sites of which there are many. As a resident in this area it is bad enough to enter the main road as it is so please think again.
	LPP01808	Object	Object to LI/5
	LPP01819	Object	Loss of Green Belt status.
	LPP01779	Object	<p>Objects to any loss of Green Belt that protects the countryside from urban sprawl, threatening the existing public right of way.</p> <p>Concerned about increased noise and pollution due to traffic and the impact on the health of local residents.</p> <p>Suggests not building on the Green Belt but alternatively utilising land right by the school such as the Wyre Forest Golf course L1/2 and the land that runs behind Windermere Way and the Kingsway where children and</p>

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Company / Organisation	ID	Type of Response	Summary of Response
			<p>parents are within walking distance. Suggests prioritising these sites before developing on Green Belt land.</p> <p>Concerned about lack of other facilities such as GP surgeries dentists and public transport in this area.</p> <p>Also concerned that Stourport lacks a good public transport infrastructure including a decent safe cycle path. This all needs to be done before any houses should be considered.</p>
	LPP01794	Object	<p>Objects to development due to the following concerns:</p> <ol style="list-style-type: none"> 1. Car crashing 2. People may get run over 3. Animals may get run over 4. Lot busier 5. Beeping of horns 6. Wildlife like birds may become extinct 7. No places for children to go to school 8. Late for school and work and get fired.
	LPP01750	Object	<p>Loss of Green Belt status which protects our countryside from urban sprawl, threatening the existing public right of way.</p> <p>If the field which runs parallel with Burlish Crossing and Bewdley Road North L1/5 Green Belt is to be built on, the increase in traffic on the Bewdley Road would cause significant problems for all residents living in the area. At peak times it's already congested.</p> <p>More traffic noise and emissions will risk the health of local residents.</p>
	LPP01658	Object	<ul style="list-style-type: none"> • Loss of Green Belt • Increase in traffic/pollution • Stourport is already a bottleneck

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO SITE LI/5 – BURLISH CROSSING, STOURPORT

Company / Organisation	ID	Type of Response	Summary of Response
			<ul style="list-style-type: none"> Local amenities – schools/GP Surgeries full. Use brownfield sites instead
	LPP01763	Object	<p>Strongly objects to building houses on the fields at the Kingsway, Burlish Crossing, Bewdley Road North and on the garden centre and horse paddocks on the Lickhill Road.</p> <ul style="list-style-type: none"> There will be a loss of Green Belt areas, a lot more traffic with increased noise and higher emissions of exhaust fumes. Stourport lacks a bypass. There will be loss of agricultural land, loss of wildlife habitat and impact on a variety of plants. More people needing facilities such as school, doctors, dentists etc. Asks if there are brownfield sites that could be used as an alternative. Objects to building on Green Belt areas.
	LPP02072	Object	<ul style="list-style-type: none"> Traffic build up and road system not being able to cope with more traffic Sewers/water supply will it be able to cope
	LPP02022	Object	We don't want any building on Green Belt land.
	LPP02060	Object	<p>Field which runs parallel with Burlish Crossing and Bewdley Road North.</p> <ul style="list-style-type: none"> I am very concerned about the traffic increase in this area. It is already increasing rapidly making it difficult for cars to join the road. These two applications will cause major problems. As we enter a change in the country through Brexit I am very concerned to see good agricultural land reduced. We will need to increase all food production and this, however tiny, will reduce the farming land in this area. I cannot understand why Green Belt land is being used when there are brown belt lands lying vacant around Stourport e.g. near Tesco. PLEASE use this land first. I am aware of the need of affordable housing – but put it in the right place – near shops or services so

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO SITE LI/5 – BURLISH CROSSING, STOURPORT

Company / Organisation	ID	Type of Response	Summary of Response
			<p>people who do have their own transport can be serviced.</p> <ul style="list-style-type: none"> Please think VERY HARD about your plans. Do not take the easy option (for you) and reduce and concrete over our beautiful land.
	LPP02020	Object	<ol style="list-style-type: none"> Why is Green Belt land to be used when areas are available in Stourport? e.g. round Tesco store (currently an eyesore) not being considered. How will current roads be adapted to cope with resulting extra usage with likely 2 cars per house minimum and already overcrowded roads/queues stretching back to the by-pass in this area Emergency services – how will essential services be prioritised. How will extra schools/education, doctors/dentists etc. be provided
	LPP02011	Object	<p>Objects to LI/5 due to the following reasons:</p> <ol style="list-style-type: none"> Bewdley Road North (B4195) is already a very busy road Traffic queues on most evenings back up from the four way traffic lights at Burlish Crossing, to the Roundabout in the A456. Cook's Nursery opposite this land is often open to the public on many weekends adding to traffic problems. Concerned that any road planned to access the site on the B4195 would be a major issue. Severn Bank Park residents have problems joining the B4195 at busy periods, it would be a lot worse with this development proposal. The land has Green Belt status and should be left as such.
	LPP01877	Object	<ol style="list-style-type: none"> Increase in traffic on Burlish Estate, Lickhill Road and Bewdley Road. Traffic noise and fumes, increased health risk. Extra influx on schools, so classes become larger or sent to other schools. Extra patients for GP's, longer waiting times. Loss of Green Belt land.

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Company / Organisation	ID	Type of Response	Summary of Response
			6. Crime and anti-social behaviour quite low in this area at present, extra influx of people put this at risk.
	LPP01884	Object	<p>Objects to L1/5</p> <p>Objects due to traffic congestion as it is already very difficult to approach the main road. When children are at school it is even more difficult.</p> <p>If more houses are built, it would be impossible as residents have to go out 20 minutes early just to get across the main road.</p>
	LPP01892	Object	<ul style="list-style-type: none"> • Shouldn't use Green Belt land when brownfield sites are available. • Inadequate facilities. • We need to safeguard what we have for future generations. • Only doing it for extra council tax and to provide for Birmingham overspill. • Planners have allowed developments go ahead before without listening to objections. • Building companies are too large and have too much money for objections to be noted.
	LPP01907	Object	<p>I wish to make my comments and raise objections to the plans affecting all age groups living in the vicinity of these three areas.</p> <p>My list as follows:</p> <ul style="list-style-type: none"> • The loss of Green Belt status which protects our countryside from urban sprawl and threatening the existing public rights of way. • Significantly increase of traffic on all roads in Burlish Park, Lickhill Road and Bewdley Road which at peak times suffers significantly from long tailbacks at present. • This increase will inevitably affect the time taken for emergency services to reach the residents. Not to forget, for us, non car drivers, the appalling bus service that already exists and will certainly not improve the situation (already difficult getting to appointments).

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO SITE LI/5 – BURLISH CROSSING, STOURPORT

Company / Organisation	ID	Type of Response	Summary of Response
			<ul style="list-style-type: none"> • The erosion of what makes Wyre Forest special, the three towns keeping their separate identities. • GP surgeries and dentists will struggle to cope with such an influx of patients. • As an ex teacher, schools will definitely suffer – they are not big enough to cope – class sizes will increase and it will be back to mobile classrooms and lack of parking for parents picking up their children – adding to the traffic chaos. • The wonderful addition we have of Burlish Nature Reserve will be affected by loss of wildlife. There are skylarks, linnets and other red listed birds nesting in these fields and rare plant species too. These spaces are all too rare and must be cherished. • Surely there are many brownfield sites that can be utilised within Wyre Forest. Once again Stourport-on-Severn comes out worst affected. • Bewdley has a by-pass, Kidderminster a ring road but Stourport has nothing to alleviate or divert traffic. • My objections are not of the ‘in my backyard’ syndrome but a plea for an already over crowded little town not to grow anymore. We do not have the infrastructure to grow further and let us keep the cherished parts of put town that make it a place we want to live.
	LPPO1994	Object	<p>Objects to:</p> <ul style="list-style-type: none"> • Kingsway • Burlish Crossing and Bewdley Road North • Lickhill Road
	LPPO2101	Object	<ul style="list-style-type: none"> • Green Belt. • Traffic.
	LPPO2130	Object	<ol style="list-style-type: none"> 1. Increase in traffic 2. Loss of wildlife/Green Belt 3. Emergency services access issues

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO SITE LI/5 – BURLISH CROSSING, STOURPORT

Company / Organisation	ID	Type of Response	Summary of Response
	LPPO2553	Object	Bewdley Road North is difficult now and with extra houses all coming onto this road it will make it worse. Stourport has enough traffic going through it and it comes to a stand still with the slightest problem and additional homes will not help this unless backed up by improved infrastructure.
	LPPO2556	Object	I feel the extra houses will impact hugely on the roads and things are difficult as it is, and with no news of any relief road Stourport will come to a stand still.
	LPPO2573	Object	<p>I wish to register my objection to further housing development at the proposed plan B site in Burlish park.</p> <p>I believe a further housing development at this site will cause extreme traffic problems.</p> <p>Further traffic use of the Kingsway and Windermere Way, routes that are already busy. A strain on the public transport which is struggling to provide an adequate service. Local schools are already at capacity, there appears to be no plans to increase capacity The present infrastructure is not good enough to support extra traffic.</p>
	LPPO2854	Object	<p>Burlish Crossing site has following disadvantages:</p> <ul style="list-style-type: none"> • Strain on existing facilities/traffic congestion/lack of employment opportunities would result in residents having to commute/access would be dangerous • Buffer between Stourport and Bewdley would reduce
	LPPO2900	Object	<ul style="list-style-type: none"> • Loss of Green Belt status • Significantly increase traffic on all roads on Burlish Estate, Lickhill Road and Bewdley Road • Will affect the time taken for emergency services to reach their destinations. • Traffic noise and higher emissions of exhaust fumes • Stourport has nothing to alleviate or deviate traffic. • Schools unable to take in local children • Lack of facilities such as GP surgeries and dentists to cope with the additional influx of patients. • Loss of wildlife habitat • Loss of good quality, productive agricultural land.

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO SITE LI/5 – BURLISH CROSSING, STOURPORT

Company / Organisation	ID	Type of Response	Summary of Response
			<ul style="list-style-type: none"> No evidence of lack of Brownfield sites to utilise.
	LPPO3306	Object	Object to housing on 'Bewdley Road' (L/15) already too busy, which could lead to further congestion.
	LPPO3322	Object	Building of 157 houses on Burlish crossing will cause tailbacks in all 4 directions from the traffic lights at Burlish cross roads? This junction already suffers large tail backs so these houses and the proposed 94 on Lickhill road will bring traffic to a standstill!
	LPPO4054	Object	<ul style="list-style-type: none"> Objects to Burlish Crossing. <ul style="list-style-type: none"> This is agricultural land and should be kept this way. With the growth of population and climate change turning farmland into housing is wrong. To summarise the increase in housing will bring more traffic, noise and air pollution. Poor public transport and high levels of traffic congestion need to be addressed in Stourport. Doctors will not be able to cope with more patients. Plans need to be put in place to alleviate these problems before any developments go ahead.
	LPPO3441	Object	<p>The roads on Burlish/Lickhill and Bewdley Road are already being used as rat runs and can't cope with any more traffic never mind the population with the inevitable building of houses.</p> <p>Houses mean requirements for schools and doctors and dentists and we are already at overflow point.</p> <p>Let's keep the bit of beauty we have left.</p>
	LPPO3048	Object	<ul style="list-style-type: none"> Strongly object to loss of Green Belt status. Increase in traffic will cause more gridlock and affect response times of emergency services as it will take longer to reach their destinations. Object to the increase in road noise and extra pollution from exhaust fumes. Stourport does not have ring road or by pass like Bewdley and Kidderminster. Will more schools, GP and dental surgeries be built?

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO SITE LI/5 – BURLISH CROSSING, STOURPORT

Company / Organisation	ID	Type of Response	Summary of Response
			<ul style="list-style-type: none"> • Loss of Local wildlife habitats and productive agricultural land. • Green Belt land should remain undeveloped and unpopulated.
	LPPO3135	Object	<p>The Burlish Crossing is already a busy junction. With the addition of the extra traffic and the problems of entering and leaving this development will cause even greater delays, noise and pollution.</p> <p>A lot of resident don't shop in Stourport. If more non-supermarket parking was planned, instead of being taken away, then this would boost the trade of the town centre and increase jobs. The District council is only interested in houses and not the effect the PEOPLE could have on the town in a positive way if better infrastructure was in place.</p> <p>(A new road for Kidderminster but nothing mentioned for Stourport with the proposed development at Pearl Lane!)</p>
	LPPO3234	Object	<p>In reference to Policy 32, Site ref LI/5, paragraphs 32.1, 32.5.</p> <p>We chose to move to Burlish Crossing in-part because of its views on to the field and the rear of the property. We felt that this was right choice of town to raise our two young children. The class sizes at Burlish Park Primary are already at capacity. We continue to enjoy the views across the field and it is frequently commented on how nice it must be to have this view. The privacy it affords was a major selling point and as the estate agent informed us, was a reason why the house was more expensive than others in the area. If the field was too built on, we would not only fight it on every level but we would look to move from the Wyre Forest area. The field hosts a wealth of wildlife currently at risk, from bees and butterflies to birds and bats. I understand that we need more housing, but if Option B goes ahead, and there is to be a new housing estate on the field behind Burlish Crossing, we as a family shall fight it.</p>
	LPPO2843	Object	<p>Object to building on the field behind Burlish Crossing.</p> <p>It would urbanise the area and spoil the countryside Traffic issues would be compounded and lack of services,</p>

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO SITE LI/5 – BURLISH CROSSING, STOURPORT

Company / Organisation	ID	Type of Response	Summary of Response
			<p>e.g. Schools, Health Services.</p> <p>Development of brownfield sites in Kidderminster and an extension to the estates, including link road would be ideal.</p> <p>Traffic would be kept to the major roads heading to Worcester and M5 and the Birmingham Road. Better access for travel, Worcester Hospital and for Fire Services.</p>
	LPPO617	Object	<p>Traffic at the Burlish traffic lights is already unacceptable. Extra housing on Kingsway, golf course or on Lickhill sites will make this severe issue even worse for everyone. The extra volume of cars will cause even more pollution and will impact on the environment. Building on Green Belt sites is unacceptable. Many brown field sites are not being developed, many parts of Stourport are derelict and run down, why can't these be utilised before destroying the parts of the town that are still attractive, unpolluted and well kept.</p>
	LPPO3402	Object	<p>Need to protect Green Belt; loss of habitat, increased traffic, pollution, schools full, doctors would not be able to cope, no evidence to justify building on Green Belt</p>
	LPPO2444	Object	<p>I am writing to object to plans which fall under proposal B to build housing on the Burlish Crossing Fields (L1/5).</p> <p>I see on the daily basis the level of traffic build up in this area at the lights, backing up along Bewdley Road North to the roundabout on the Bewdley bypass at Blackstone. Additionally, traffic build up on Burlish Crossing, Kingsway and Windermere Way. This weight of traffic would only be increased with the development of Burlish Fields. In Stourport there is no ring road, no relief road and no by pass. All traffic is forced through the town. This also has an impact on the ability of emergency services to reach those in need.</p> <p>The pressure on local schools will increase with local children unable to access their local school. The GP surgeries already have high numbers of patients and local dentists will all come under added pressure.</p> <p>The loss of Green Belt status is a major concern. Residents chose to live here because of the green space. We enjoy the views, the wildlife and the birds of prey that are seen over the fields. We need green spaces, they protect our countryside from urban sprawl and are home to a diversity of wildlife. Green space between</p>

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Company / Organisation	ID	Type of Response	Summary of Response
			<p>Stourport and Bewdley identifies us as separate towns.</p> <p>The other sites identified at Stourport are all in different areas, dispersed, meaning that new provision cannot be centralised. Development in Stourport does not link anyone to major road networks; forcing everyone to commute through Stourport or Bewdley.</p> <p>I hope these issues raised are taken into account in the consultation process.</p>
	LPPO3336	Object	<ul style="list-style-type: none"> • Even more traffic noise. • More pollution. • Erosion of Green Belt. • Possibly even more development even nearer to house. • Was never informed of this development – I can not express how strongly we object.
	LPPO3337	Object	Object to proposed allocations
	LPPO3415	Object	<ul style="list-style-type: none"> • Can't see justification for building at Burlish crossing: • Lack of roads/schools and doctors/dentists already busy
	LPPO3425	Object	Object loss of Green Belt and good quality agricultural land.
	LPPO3736	Object	<p>The areas of Bewdley Road, Lickhill Road North and Areley Kings.</p> <p>Building houses in these locations to attract people who choose to commute out of the district to work would be disastrous as they would have to travel through the known congestion points in Kidderminster or Stourport in order to access the main arterial route, and the houses would be unattractive to category two residents as they are too far away from town centres.</p>
	LPPO3514	Object	Object to L1/5 - congestion, lack of infrastructure of roads, education, jobs and facilities.
	LPPO3972	Object	<ul style="list-style-type: none"> • Loss of Green Belt status, which protects our countryside from urbanisation, threatening the existing

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO SITE LI/5 – BURLISH CROSSING, STOURPORT

Company / Organisation	ID	Type of Response	Summary of Response
			<p>public Rights of Way. Loss of good quality productive agricultural land. We think that building would have impact on the vast variety of plant and wildlife.</p> <ul style="list-style-type: none"> • Significant increased traffic on all roads on Bewdley Road North, Burlish Estate and Lickhill Road which at peak times already suffer from long tail backs which will effect times for emergency services to reach destinations. • Traffic noise and higher emission of exhaust fumes with results of higher risk to local residents. • Bewdley has a By-pass, Kidderminster has a ring road, Stourport has nothing despite promises of a "By-pass." • Schools having larger classes, or unable to take in local children requiring them to travel to another area to attend school. • Lack of other facilities i.e. GP surgeries and dentists to cope with additional influx of patients.
	LPPO4027	Object	<p>I am writing to express my thoughts on the Wyre Forest Local Plan Review document and, in particular, the 2 options proposed for the 'additional' development sites.</p> <p>With regards to future development in Stourport on Severn, whilst I do not agree with all the proposed core development sites I do feel these offer sufficient provision for new homes within the Stourport area. These utilise suitable land around the Carpets of Worth and Parsons Chain area without encroaching on Green Belt or 'open land'. However, the proposal for development at Lickhill Road North does compromise open land and will, without doubt, add extra pressure to a very busy junction (Burlish Crossing traffic lights) which currently sees regular traffic queues outside residential properties.</p> <p>My main concerns centre around the Option B proposal for further development in Stourport in the Areley Kings, Burlish Crossing and Wilden Top areas. These proposals all encroach on either Green Belt or open land which we should look to retain wherever possible. The fact there is no provision for infrastructure (i.e. road, schooling etc) upgrades alongside these additional buildings, which there is for Option A (additional development in Kidderminster) is extremely worrying and somewhat surprising. If the funds are available for such upgrades in Kidderminster why are they not available for Stourport & Bewdley? Is this another instance of these, smaller, towns being seen as the 'poor relation' to Kidderminster?</p>

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO SITE LI/5 – BURLISH CROSSING, STOURPORT

Company / Organisation	ID	Type of Response	Summary of Response
	LPPO4037	Object	<ul style="list-style-type: none"> Existing infrastructure is totally inadequate for the present volume of traffic, Local schools, doctors and dentists are already struggling to cope with existing numbers of occupants in these areas, and a significant increase in the number of houses would lead to an influx in students and patients Loss of wildlife
	LPPO2068	Object	<p>I object to the proposal.</p> <ul style="list-style-type: none"> Kingsway is already a very road between Kidderminster to Bewdley with speeding issues The proposal will impact on schools, doctors/dentists and wildlife
	LPPO2071	Object	With only 1 bridge over the River Severn, Stourport town could not cope with a huge increase in traffic, a second bridge proposed earlier is still needed to ease congestion during peak times
	LPPO2077	Object	Would make exiting traffics problems worse.
	LPPO2097	Object	<ol style="list-style-type: none"> Loss of habitat. Green Belt status. GP surgeries. Increase of traffic.
	LPPO2063	Object	<ul style="list-style-type: none"> Loss of Green Belt/public rights of way. Burlish Top Nature Reserve under threat/decrease in wildlife Lack of road infrastructure in Stourport/increase in traffic noise/pollution in area/total upgrade of roads in Wyre Forest would be necessary New areas of employment would be needed for house buyers Lead to extreme pressure on – schools, doctors, dentists, gas/electricity and water/sewage suppliers

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO SITE LI/5 – BURLISH CROSSING, STOURPORT

Company / Organisation	ID	Type of Response	Summary of Response
	LPPO2013	Object	<p>Objects to LI/5 due to the following reasons:</p> <ol style="list-style-type: none"> 1. Loss of Green Belt land 2. Increase in traffic pollution caused by more vehicles. 3. Impact on wildlife and birdlife.
	LPPO1858	Object	<p>Stourport has enough new housing sites, building more would be disastrous. Our roads are too busy now. Kingsway is like a main road, and with new houses built at the field adjacent to Burlish Park, can only make it worse.</p> <p>Getting in and out of Stourport is very difficult because of so much traffic.</p>
	LPPO2123	Object	<ol style="list-style-type: none"> 1. Use brownfield sites e.g. old power station site (Stourport) and Sugarbeet (Kidderminster) 2. Unlike Bewdley/Kidderminster, Stourport has nothing to alleviate traffic. 3. Increase in local traffic already congested a peak times = increase in noise/fumes 4. Capacity issue GPs/dentists 5. Loss of Green Belt /rights of way 6. Effect on emergency services 7. Loss of wildlife/agricultural land
	LPPO2143	Object	<p>Increase in Vehicles on Bewdley Road North causing an increase in traffic pollution.</p> <p>Also an increase in traffic in Stourport which can already be grid locked currently has nothing to alleviate the traffic problems.</p> <p>Also a large increase in population would put a strain on local services i.e. doctors, schools which are already struggling.</p>
	LPPO2525	Object	<p>I am writing to lodge my concerns regarding the proposed plans to build 157 houses on the field in Burlish</p>

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO SITE LI/5 – BURLISH CROSSING, STOURPORT

Company / Organisation	ID	Type of Response	Summary of Response
			<p>Crossing.</p> <p>Construction of these houses will seriously decrease the current value of neighbouring properties and spoil the uninterrupted views over the lovely fields. Exactly how close would these dwellings be to neighbouring properties?</p> <p>At the Council road show at the Civic Centre I was told that if it went ahead the Council would be unable to ask for funding from the developer towards improving the local infrastructure, I would therefore be very interested to hear what, if any plans the Council have for improving the roads and traffic flow around Windermere Way, Kingsway, Burlish Crossing and The Bewdley Road, ALL of which get grid locked at the moment without the addition of 157 more houses.</p> <p>The Council refused to allow a car boot sale on these fields a couple of years ago on the grounds that it would create too much traffic. So I ask the question, how is it now acceptable to build so many houses without any plans to improve the road system?</p> <p>I would be very interested to hear the Councils' views on this proposal and how they plan to ease the already severely overcrowded roads and carriageways.</p>
	LPP01816	Object	<p>Objects to LI/5 and LI/2 due to the following reasons:</p> <ol style="list-style-type: none"> 1. Stourport does not have the infrastructure to support sufficient increase in traffic. 2. Burlish Crossing is already overwhelmed by traffic at peak times causing tailbacks, 3. Loss of valuable Green Belt will lead to loss of wildlife. 4. Impact on habitat - there are nesting skylarks and tawny owl 5. Increase in traffic pollution 6. Need to consider schools and Doctor's surgeries as they are already under pressure. <p>Please reconsider your plans.</p>

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO SITE LI/5 – BURLISH CROSSING, STOURPORT

Company / Organisation	ID	Type of Response	Summary of Response
	LPP01796	Object	<p>Objects to any plans that involve building on Green Belt land for the following reasons:</p> <ol style="list-style-type: none"> 1. There are sufficient brownfield sites to exploit before needing to consider Green Belt 2. Concerned about development around Burlish as the crossing is very busy. 3. Concerned about access road to Bewdley for emergency services- at peak times Burlish crossing can be gridlocked. 4. Infrastructure in and around Stourport - questions if it will be able to cope with the additional demand on services and roads. 5. Green Belt needs to be retained to protect wildlife.
	LPP01674	Object	I object to LI/5 because of already heavy traffic in area and already busy facilities e.g. Drs would not cope.
	LPP01646	Object	Object loss of Green Belt and good quality agricultural land.
	LPP01665	Object	<ul style="list-style-type: none"> • I object to the increase in already congested traffic and related noise/emissions. • Doctors and hospitals already very busy. • Building on Green Belt will affect wildlife and lead to more flooding.
	LPP0524	Object	Development of the Green Belt site bounded by Burlish Crossing, Bewdley Road and Elan Avenue would have a negative visual impact over adjacent properties for the second time since the completion of the Burlish Park development 40 years ago. (The previous occasion was the building of houses on the site of the former Stourport on Severn to Bewdley railway line.) The need for additional housing in this area can be met from the use of existing brownfield sites.
	LPP01777	Object	Objects to the building of 157 houses on Burlish LI/5 as this is Green Belt land and also landscape character.
	LPP0708	Object	<ul style="list-style-type: none"> • Loss of Green Belt. • Far too much traffic on a very busy road. • Accident waiting to happen.

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO SITE LI/5 – BURLISH CROSSING, STOURPORT

Company / Organisation	ID	Type of Response	Summary of Response
	LPP0715	Object	Bewdley Road North is heavily congested, especially at peak times.
Campaign to Protect Rural England	LPP0991	Support	LI/5 Land at Burlish Crossing The development of this site is less unacceptable than sites to the north, in that the town would extend out to the boundary of the former Burlish Common, of which the field is part. The next parcel to the northeast has already been developed (including Elan Avenue).
	LPP04536	Support	Instead of LI/2, the Option B site LI/5 Burlish Crossing should be used, where it would be in closer proximity to the main road and to keep development more compact.
	LPP02880	Support	I support the release of land at sites LI/5 subject to significant landscape considerations. The whole of the western edge of Stourport, lacks any landscaping, so enhance the views across to Burlish Top. It is appropriate that all settlements make a contribution to the current housing shortages. Even though the LPR commissioned research defines Wyre Forest as a self- sustaining housing market, it does not mean that, in the plan period, this might not change in different economic or transport circumstances. House prices in Wyre Forest compared to other districts in Worcestershire and nearby metropolitan boroughs are significantly lower and the reasons for this might change. The plan makes little provision for this area becoming more attractive because it is so cheap and commuting becomes easier with improved transport- such as new train station and services. However the above aspects need to be set out in the Local Plan at this stage so as to secure appropriate development. Green technologies, design codes, landscaping and materials guidance should also be set out at this stage so prospective developers are aware of the significance/importance of the site, It is an opportunity for the Council to set standards for the future as well as contribute to the housing market in an innovative way.
	LPP05006	Support	The possible site at Burlish Crossing seems to be a sensible option. Access to the town would be straightforward and also from this position access to Kidderminster and Bewdley is simple because it is on the right side of the town.

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO MI/17 – STOURPORT MANOR

Company / Organisation	Response No	Type of Response	Summary of Response
Sport England	LPPO220	Comment	Stourport Manor: this site appears to have 2 x tennis courts and perhaps some playing field. Any losses would need to be justified under NPPF Par 74 and SE policy.
	LPPO1783	Object	<p>Objects to the proposed development on the “pitch put course” at Stourport Manor due to:</p> <ul style="list-style-type: none"> • Greenfield site with mature trees and a valuable open space which is not farmland but a rare area of grass and hedges. • The proposed number of houses would be too dense to be sustainable and would be inappropriate so close to Hartlebury Common. • There are few amenities (i) No shop, (ii) Only a small school with limited room for expansion (iii) no bus stop (iv) Narrow road with no pavement (Wilden Top Road is basically single track). • Dangerous Junction- of Wilden Top Road and Hartlebury Road. • Heavy lorries (Talbot Landfill) frequently use Wilden Top Road.
Barratt Homes West Midlands	LPPO808	Object	Stourport Manor - Exceptional circumstances need to be demonstrated to remove site from Green Belt. Non-Green Belt sites should be favoured first.
Campaign to Protect Rural England	LPPO992	Object	Area characterised by steep scarp above Stour valley. This site is above top of scarp. Hotel should remain as isolated building in Green Belt.
	LPPO25	Object	<p>Objects to development at Stourport Manor. The current local transport infrastructure cannot support this development.</p> <p>At peak times traffic often queues on the Hartlebury Road as far as Wilden Top Lane, also backs up along Wilden Lane from the Stourport end. At the Kidderminster end, peak traffic queues are already backing up beyond the 40 mph limit. With the additional employment development on the site of the old settling pools this will only increase.</p>

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO MI/17 – STOURPORT MANOR

Company / Organisation	Response No	Type of Response	Summary of Response
			<p>The junction of Wilden Top Lane and Hartlebury Road is close to a summit in the road. That would make that junction unsuitable for access to any new development On Wilden Top.</p> <p>Bigbury Lane, (which is the main pedestrian access from existing housing at Wilden Top to Wilden Lane) has a narrow section with no footpath. This would be the primary road access to Wilden All Saints CofE Primary School, resulting in increased traffic volumes.</p>

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Company / Organisation	Response No	Type of Response	Summary of Response
Stourport on Severn Civic Society	LPP01302	Comment	<p>There is no supporting infrastructure for the development of these two sites and there are limited local facilities in Areley Kings. Housing development here will increase the traffic crossing Stourport Bridge and using the one-way system through Stourport.</p> <p>Development of this land would be out of keeping with the local character and detrimental to wildlife particularly in the adjacent woodland habitat.</p>
	LPP0734	Comment	Rectory/Pearl Lane would require extra roads even another river bridge!
	LPP03220	Comment	<p>The fields around the area flood frequently and this has caused major issues some years ago.</p> <p>The traffic is already struggling to move on key times of the day.</p> <p>The cross roads that encompasses Dunley Road is a danger spot for car accidents and there have been many traffic accidents and I believe fatal ones too.</p> <p>There is not enough provision for schools, doctors, dentist on this side of the bridge as the current facilities would not handle any more residents.</p> <p>Stourport bridge is not capable of such large amounts of traffic and any further major capacity would bring the area to gridlock.</p> <p>As the bypass with a second bridge is so costly there must be better locations to build houses which will be financially cheaper.</p> <p>Finally we all believe that the proposed housing sites shown are not viable due to transport issues, financial issues and lack of services.</p>
Stourport on Severn Town Council	LPP01260	Comment	Development of these sites at Areley Kings would encroach into the open countryside and lead to further exacerbate the high level of traffic congestion across the bridge and add to air pollution in the town centre. This point is actually made in section 32.5 of the Review document.

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Company / Organisation	Response No	Type of Response	Summary of Response
	LPPO3394	Comment	Can be serviced via public transport.
South Worcestershire Authorities	LPPO1246	Comment	<p>Concerns about significant levels of growth at Areley Kings (550 new dwellings under option B). This area is adjacent to the Malvern Hills District boundary and has already seen growth come forward within Malvern Hills District. The infrastructure implications of any site allocations within this area need to be carefully considered in the context of recent and planned development on the Malvern Hills side of the administrative boundary to ensure that sufficient capacity exists. In particular, the impact of growth on the current river Severn crossing within Stourport should be considered, particularly as there is no longer an intention to deliver the Stourport Relief Road in Local Transport 4.</p> <p>A number of issues have been raised about this site including: drainage, encroachment in the countryside, extra traffic which would lead to a new Air Quality Management Area to be implemented.</p>
	LPPO3276	Comment	<p>It will be essential to be clear about the level of affordable housing and its provision. (Developers should not be allowed to agree a ratio of affordable development only to later reduce that ratio to ensure a higher profit).</p> <p>There are statements about the attraction of the Town Centre, but properties do not appear to be maintained to a high standard and the issue of the 'Buftons' building in Bridge Street has been unresolved for several decades. The development to link The Canal Basins with Bridge Street has yet to take place and is currently a car park.</p> <p>Any additional development in Areley Kings will increase demand on health and education services. The traffic system is under considerable strain. Areley Common is regularly congested and the tail back across the River Bridge backs up to Dunley Road and Areley Common. The Town Centre itself is frequently blocked.</p> <p>Social cohesion and the need to identify with your community is important for quality of life, levels of crime, etc. This should be a primary factor in retaining community boundaries and village identity.</p>
	LPPO3285	Comment	<p><u>Pearl Lane and Rectory Lane (AKR/14 and AKR/15)</u></p> <p>There is no supporting infrastructure for the development of these two sites and there are limited local facilities in Areley Kings. Housing development here will increase the traffic crossing Stourport Bridge and using the one-</p>

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Company / Organisation	Response No	Type of Response	Summary of Response
			<p>way system through Stourport.</p> <p>Development of this land, on such a scale, would be out of keeping with the local character and detrimental to wildlife particularly in the adjacent woodland habitat. Surely the refusal of the development on the Snipes has recognised this, and its principles would apply to other sites of major development in the area?</p>
	LPP0235	Comment	<p>The Pearl Lane developers are, we are told by the Officers at the presentation, going to be responsible for the provision of a second bridge and road improvements. Bearing in mind the link road to provide the access to the river on the North side to the bridge was to be the responsibility of the food store developer and Wyre Forest singularly failed to get other than a feeder road to the development there is little chance of getting this improvement at the costs indicated.</p> <p>Congestion from the South across the bridge is causing significant pollution as well as delays. Again we are told that the bridge is adequate with no proof given. If this is so this clearly shows that infrastructure improvements are urgently required North of the bridge without any further development.</p>
North Worcestershire Water Management	LPP0919	Comment	<p>It is stated: “The site at Pearl Lane also has known drainage issues.” Although this recognises that there is an issue, I think that using the word ‘drainage’ without any further context might wrongly imply that this has to do with household drainage, or even foul drainage. What we are talking about is that in recent years overland flow from this site (currently agricultural) has exacerbated property flooding relating to insufficient capacity in the piped drainage system in the existing residential area. I agree with the final line of this section which states that “It is for the sites' promoters to justify their allocation and demonstrate how these constraints can be mitigated.” It is however fair to say though that the options are limited, namely ensuring that absolutely no additional discharge is being made from the site or making required improvements to the receiving piped system that runs through the existing residential development; neither option is straightforward and in exceedance events (more extreme than design) flood risk remains exacerbated.</p> <p>Suggested wording: “The site at Pearl Lane and the existing residential site adjacent have known surface water drainage and flooding issues which will require careful mitigation.”</p>
	LPP03685	Object	<ul style="list-style-type: none"> • Objects to option B.

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Company / Organisation	Response No	Type of Response	Summary of Response
			<ul style="list-style-type: none"> Any housing developments across the bridge into Areley Kings will have an effect on the environment and the quality of life of residents. More vehicles on the road will affect residents in the area as well as causing reduced air quality which could lead to health issues. Estimate: possibly 100-1500+ extra vehicles which leads to 2000+ extra journeys a day. Option B is not funded, unworkable, unsustainable and unmanageable. Funding should be targeted where there is sufficient scope to develop a manageable and workable expansion programme of local amenities befitting new developments. Increase in population and vehicles would need significant change to local infrastructure. Local infrastructure in Areley Kings is already at full capacity so there's no room for expansion - option B does not provide funding for improvements. Local roads are primarily country lanes. Only one local primary school - no room for more pupils. Additional patients at doctors/dentists will have an affect on the quality of services they provide. Local infrastructure will not cope with new development as there is no funding to improve what's already in place - creating unreasonable and unsustainable demands. Development attracts more development. Stourport/Areley Kings cannot take the levels of additional housing in option B let alone any additional future developments. Traffic in Stourport already causes gridlock especially at peak times. Congestion, roadside parking, accessing car parks, and high volume of traffic cause immense problems for car users, residents and pedestrians. It is not just the local population which uses Stourport Bridge to cross the river. Stourport is a tourist attraction as well as having caravan parks causing more people and cars to come to the area. Very limited employment opportunities in the area. Options of creating new job opportunities are minimal even with funding which option B does not offer.
	LPP03525	Object	1. There are already houses planned in this area, just over the border into Malvern Hills. Inhabitants of

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Company / Organisation	Response No	Type of Response	Summary of Response
			<p>these houses will inevitably be sharing the same services such as education, health etc and their additional vehicles will add to the existing congestion and pollution.</p> <ol style="list-style-type: none"> Building more housing developments in the Areley Kings area would add even further to this. Congestion would particularly increase. As most of the facilities are not this side of the river, most people have to travel. In turn, this would exacerbate the problems in Stourport, particularly around the river crossing, Gilgal, Lion Hill, York Street. These roads are already particularly busy, gridlocked at times. This would dramatically increase pollution levels, reducing air quality. There have already been fatalities at the Pearl Lane/Dunley Road crossroads. Adding more traffic and access points in this locality would be extremely dangerous. Residents in Shrawley already have problems with speeding traffic and the roads through Holt and Ombersley are often gridlocked.
	LPPO3512	Object	Objection - lack of infrastructure, roads, water, schools, doctors. Building on Green Belt.
	LPPO3271	Object	<p>I wish to object most strongly to any plans to build housing on greenfield sites in Areley Kings. The infrastructure of the village doesn't lend itself to further housing development. Lack of school facilities, health facilities, roads to the south, west are both narrow and tortuous. THE MAIN POINT IS THAT A SINGLE BRIDGE ACROSS THE RIVER is obviously totally inadequate for further traffic feeding as it does a very limited traffic gyratory system in Stourport. Furthermore the view along the valley from Areley Kings Church towards the Abberley Hills is one of middle England's finest and would be destroyed forever should building be allowed to the west of Dunley Road. There are acres of brownfield site within the Wyre Forest area so why destroy our heritage, OUR GREEN AND PLEASANT LAND!! Looking to Kidderminster Town Centre there are streets of empty derelict shops so why not follow the current American pattern of popular 'In-town Living'? Area too of derelict factories south of Tesco's in Stourport.</p> <p>Another facet is the lack of public transport evenings and Sundays. Services gone and never to return.</p> <p>I trust that you will throw out this plan and look again at all the brown field sites around. I feel that no homework has been done yet again!</p>

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Company / Organisation	Response No	Type of Response	Summary of Response
	LPPO3178	Object	<ul style="list-style-type: none"> • Additional housing across the river on the Dunley Road side of Stourport would also cause severe traffic congestion as there is only one bridge for traffic to cross leading to and from the town. • The amount of traffic in Stourport has increased greatly in recent years due to additional housing and yet the infrastructure has not improved. There has been no additional schools, medical centres, hospitals in the Wyre Forest area and no improvement with the roads to help alleviate traffic, apart from a set of traffic lights at Burlish Crossing. What a difference that made! Over the years promises have been made by MPs to improve traffic problems by introducing a new relief road and bridge, but these promises have never materialised. • Stourport is already heavily congested and these traffic problems are increased in the summer months as it is popular with tourists. • Rather than improvements to the infrastructure of Stourport, we have witnessed a decrease in our facilities, i.e. Police, Fire Station, Leisure Centre and swimming pool, children's paddling pool in the Memorial Park. These facilities have all been moved to Kidderminster. • Although I object to the large housing estates and social housing on Green Belt land in theory I accept that with increased population and immigration there is a need for additional housing. But with increased population in an area, surely the facilities and infrastructure for that area should also be increased to cater for the increased needs of the populace. <p>I would add that although I am against these concrete jungles taking over Green Belt land, it would appear that Kidderminster would be better placed to accommodate the additional housing, as its' infrastructure and facilities are far superior to that in place in Stourport. In addition, the proposed new road joining the A456 to the A449 would also help alleviate the additional traffic; whereas I believe there are no such new roads proposed for Stourport.</p>
	LPPO4110	Object	<p>In relation to the two preferred options being put forwards for development it seems that the obvious option to adopt is option A as opposed to option B. I believe this to be for the following reasons:</p> <p>The infrastructure has to be key to this as the Kidderminster/Stourport/Bewdley area roads are already congested and Option B does not have any plan or allowance to ease this issue. Particularly in relation to the proposed houses west of the River Severn on Pearl Lane and Rectory Lane in Areley Kings, the area already has a</p>

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Company / Organisation	Response No	Type of Response	Summary of Response
			<p>huge issue with people trying to get into Stourport over the bridge. The road layout in Stourport does not and will not ever be particularly traffic friendly and at peak times it can take over half an hour to do a mile journey from Areley Kings, through Stourport. Preferred Option B would plan to add 550 houses to Areley Kings side of the river. On the basis that the average house has 2 cars these days and with the main employment opportunities being offered in Kidderminster area that would be an additional 1100 cars trying to get over Stourport bridge and would make an already bad problem locally, even worse. It would be a nightmare to put 550 new houses on Areley Kings side of the river without a new bridge to account for the traffic.</p> <p>Schools - Option B with particular relevance to the proposed 550 houses in Areley Kings. This area is already overcrowded in schools with children having to take places in schools to Stourport side of the river as there are not enough places in the Areley Kings Schools. This matter will get worse with the proposed increase in housing. This point also links to the above point on traffic as if there is no proposal as part of preferred option B to increase school places to Areley Kings side of the river then this will mean more traffic to get children to Stourport schools, further deepening the issue of the bridge being a huge bottleneck for traffic.</p> <p>Employment — With particular relevance to the proposed housing in preferred option B to Areley Kings side of the river, these people would all need to travel through Stourport and over Stourport Bridge to get to their jobs as no large employment opportunities will be created to the west of the river.</p> <p>Natural Environment — The area to the west of the River Severn being proposed for development currently has a vibrant natural environment which is enjoyed by a lot of the local residents for dog walking, outdoor pursuits and most of all its natural beauty. Developing such an area with increased housing would have a huge impact on local residents' ability to enjoy the natural environment in which they live. The area is also home to a large amount of wildlife including birds whose habitat would be ruined by the preferred option B plan to build 550 houses on the land by Pearl Lane and Rectory Lane in Areley Kings</p>
	LPPO4124	Object	<ul style="list-style-type: none"> Any development to the west of the river Severn would carry such massive infrastructure costs. Creating approx 1000 new homes to the west of Stourport, must inevitably require a new Severn crossing. Currently going from the west, crossing the river at Stourport can easily take 30 minutes. The schools, Doctors and other requirements, must surely make the whole concept run into many

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Company / Organisation	Response No	Type of Response	Summary of Response
			<p>Millions.</p> <ul style="list-style-type: none"> Increasing traffic would make the situation far, far worse.
	LPP0352	Object	<p>Most houses have 2 cars outside them. Building over 500 houses on the Pearl Lane and Rectory Lane sites is likely to generate something in the order of 1000 additional vehicles. Some of the journeys made in these vehicles will be in the direction of Worcester (B4196) or in the direction of Great Witley (A451) and so will not directly affect traffic flow in Stourport. However, the majority of journeys will be over Stourport bridge and through Stourport. This area already suffers traffic flow problems and it is not unusual for traffic to queue back along Dunley Road to the crossroads of A451 and B4194. If drivers take the alternative route to cross the River Severn by going along Ribbesford Road, known locally as the Switchback (B4194) to avoid Stourport bridge, they will add to the existing congestion in Bewdley.</p> <p>There is no scope to widen Stourport bridge and we are told that there is no possibility of an additional river crossing, so adding houses to the west of the river can only be detrimental to traffic flow through the town.</p> <p>The problem will be further exacerbated if houses are also built on the area known locally as 'The Snipes' which is part of Malvern Hills DC.</p> <p>Paragraph 32.5 acknowledges the flood risk associated with the Pearl Lane site. The last flooding event was at the end of 2013 when run off from the agricultural land (Site WKR/14) affected houses backing onto Pearl Lane, in Cheviot Close and Abberley Avenue.</p> <p>Following that event, some remedial work was undertaken, but building 420 houses and concreting over WKR/14 can only increase the risk of a similar event happening again, unless significant drainage works are required as an essential part of any development and that these works GUARANTEE there will be no further flooding events.</p> <p>As with the traffic flow issue, the matter will be further exacerbated if houses are also built on the area known</p>

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Company / Organisation	Response No	Type of Response	Summary of Response
			<p>locally as 'The Snipes' which is part of Malvern Hills DC.</p> <p>Areley Kings is a mainly residential area and there is little infrastructure by way of, for example, schools and shops. Building 550 houses in Areley Kings would increase the need for additional school places and shopping. Neither of which can be accommodated to the west of the River Severn and both of which will add to the problems of traffic flow already mentioned.</p>
Shrawley Parish Council	LPP01393	Object	<p>Representation within Option B for new housing on the southern edge of Stourport, although other proposals within this Option may have some limited impact.</p> <p>Option B for 420 dwellings along Pearl Lane, Stourport, together with a further 130 dwellings at Rectory Lane, Stourport. In addition to the up to 62 dwellings on Pearl Lane approved by MHDC in April 2014, decision notice not issued until 25 February 2015.</p> <p>WFDC and MHDC have each recently refused an application from Gladman Land for up to 125 dwellings at Astley Cross, This could go to appeal which, if successful, could see a total of nearly 750 dwellings proposed along the boundary between WFDC and MHDC.</p> <p>New housing needs to be accompanied by adequate infrastructure, including roads. There are no current proposals for a second river crossing at Stourport.</p> <p>Implications for neighbouring villages within MHDC. The transport assessment undertaken by Myer Brown in February 2014, in support of the outline planning application for up to 62 dwellings in Pearl Lane, says in paragraph 4.6: Furthermore, the anticipated development traffic distribution is for most peak time trips to be to / from the south, towards Worcester, with only a quarter of trips or less being to / from Stourport. This assessment was to allay fears about increased traffic through the centre of Stourport but nevertheless does mean a large majority of such journeys would be along the B4196 through Shrawley as there is no sensible alternative route to the Worcester hinterland.</p> <p>The traffic assessment produced by Ashley Hemle Associates for the Gladman Land application appears to show</p>

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			<p>(Figure B5) that nearly 75% of the 8.00 to 9.00 am traffic was expected to head in the direction of Stourport, some 60% plus then going over the bridge, whilst only slightly more than 25% was towards Shrawley. It is difficult on an initial reading to understand the reasons why the assessment of two developments so near together should produce such different traffic flow estimates.</p> <p>Impact of Option B housing likely to be significant through too substantial for traffic travelling along the B4196. Peak time congestion along the A4133 from its junction with the B4196 at the Red Lion, Holt through Ombersley and beyond. Further large scale housing developments together with any expansion of the West Midlands Safari Park are likely to exacerbate the existing problems unless there is road infrastructure investment.</p> <p>MHDC and WFDC should work together with Worcestershire County Council to understand fully the traffic flow estimates arising from all the proposed housing developments along the MHDC/Wyre Forest boundary at Stourport together with other significant known and anticipated proposals within the area. They then need to assess the implications for the road network across this part of North Worcestershire before bringing forward proposals for investment to address the issues that such a holistic approach has identified.</p>
Campaign to Protect Rural England	LPP0988	Object	<p>AKR/14 Pearl Lane, Areley Kings</p> <p>This again is a viable site, if more housing is needed on that side of Stourport. We would however question its selection as the road on its east side constitutes a clear landscape boundary for the developed area.</p>
	LPP01768	Object	<p>Object to Option B in planning for residential properties being built on AKR/15 Rectory Lane & AKR/14 Pearl Lane.</p> <p>Stourport is a bottleneck both getting over the bridge and driving from Burlish Crossroads.</p> <p>We do not have the infrastructure in Stourport. The need for a new bridge and road system, more schools, jobs and doctors. These facilities aren't there for the population it already has.</p>
	LPP0158	Object	<p>Stourport infrastructure, is not sustainable in its current state, the addition of any housing to the West of the river bridge would produce more stress to those who need to cross the river, there are no doctors surgeries on</p>

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			<p>the West bank and there is only one primary school, very limited employment opportunities and only convenience shopping facilities. The public transport provision is constrained along with domestic traffic by the limitations of the congested bridge and high street, which has been compounded by the addition of traffic lights to the North of the high street. It is not unusual for the queue for the bridge to reach half a mile long on holiday week end and Fridays. Any new domestic building would result in major pressure on the existing very fragile infrastructure. Majority of additional traffic would cross the bridge in order to reach services. Without a relief road the west side of the bridge could not survive a further addition of 500 dwellings, and should adjoining local authorities also approve additional dwellings in this area the whole area would result in social meltdown.</p> <p>Increased pressure to the A451 / B4194 junction is inevitable if building work is undertaken on the proposed Pearl Lane side. This junction already has a poor track record as far as accidents are concerned so any additional pressure on this junction would potentially result in increased loss of life, unless some major reconsideration of traffic flows at this intersection are undertaken. Access to the Dunley Road/ Rectory lane site would increase traffic on a small section of road that is currently very narrow and isolated from major traffic flows. Major consideration would need to be given as to how the access and egress form any development proposed in this area.</p> <p>Increased pressure to the A451 / B4194 junction in inevitable it building work is undertaken on the proposed Pearl Lane side. This junction already has a poor track record as far as accidents are concerned so any additional pressure on this junction would potentially result in increased loss of life, unless some major reconsideration of traffic flows at this intersection are undertaken. Access to the Dunley Road/ Rectory lane site would increase traffic on a small section of road that is currently very narrow and isolated from major traffic flows. Major consideration would need to be given as to how the access and egress form any development proposed in this area.</p> <p>The consultation plan already highlights potential problems with drainage on the Pearl Lane site as flooding is already common in Red House Road, any development on the West side of Pearl Lane would only compound this issue unless a very large delaying reservoir was installed, which of course does not come without its own safety risks. Similarly the proposed Rectory Lane site would also exasperate the existing flooding problems of Burnthorne Brook and Gladder Brook, both of which regularly burst there banks.</p>

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			Both these proposed developments would be invasive to existing green field sites and expand the footprint of Stourport. These sites are adjacent to the District Council boundary, further development to these areas which are within Wyre Forest could simulate a reaction from the Adjacent Local authority to allow development adjacent to the any new residential area, compounding the pressures that have been identified above.
	LPP0187	Object	I object to the proposed housing developments in Areley Kings paragraph32.5. I strongly feel that such housing would have a negative effect on the area including Stourport town, it would cause increased road traffic congestion in the wide area and air pollution. This pollution would certainly reduce air quality, resulting in exacerbation of respiratory ill health conditions. I therefore would ask the council to reject these plans.
	LPP0685	Object	<p>We have visited the Areley Kings village hall for the presentation of the District Council Local Plan which was very well organised and with helpful officials to discuss individual's comments.</p> <ol style="list-style-type: none"> 1. Option B - serious traffic congestion, particularly when trying to cross the river Severn from Areley Kings. Need for a new bridge has already been recognised when development on this side of the river was considered. 2. Traffic congestion already a problem in Areley Common, and when using local shops. Car parking for local residents is needed or a one way system or traffic lights. An increase in population would make the situation worse. 3. Development along Rectory Lane would spoil a quiet country walk and the unspoilt scenery. 4. Narrow Rectory Lane is blocked by traffic coming in opposite directions and is used to try to avoid a queue of traffic in the Dunley Road trying to cross the bridge. To cross the bridge from the Walshes. A traffic light system at the Areley Common- Dunley Road junction needed if development resulted in a significant increase in population this side of the river. 5. The area in Option B now threatened with building development does not form part of the Green Belt for Stourport. High density building, on the plot bordered by Rectory Lane, Dunley Road and the Bewdley Road would stand out as an ugly disfigurement of the landscape. Wildlife here- larks singing & pheasants nesting. The larger designated area bordered by Pearl Lane and the Dunley Road does have

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			some shielding by trees and bank to make development less conspicuous.
	LPPO338	Object	Object to the building of new homes in Stourport on Severn, 550 new homes mean a minimum of 1,100 more cars on the roads. We have a job, to get to Stourport now and on a Friday when the car boot is on it's impossible to go out before 1 O'clock with the congested roads into the town and there will be a minimum of 1,100 more people to go to the only 2 doctor's surgeries in the town. More pressure on local schools and more pollution from the cars in the town. Start with doing something about Kidderminster hospital, get that up and running before you start putting more people in Kidderminster and Stourport. We have to go to Worcester or Redditch hospital. Use Option A. The Wyre Forest council was going to build another bridge 18 years ago due to congestion in the town, bypass was promised 8 years ago, we have had a few very bad accidents with a few deaths on the Dunley Road. Need lights or a roundabout on the crossroads at Pearl Lane and the Dunley Road to slow cars and bikes down, it might save someone's life some day.
	LPPO2688	Object	<p>Any new housing developments across the bridge from Stourport into Areley Kings will have a major detrimental effect on the environment and the quality of life for all those residing in that area i.e. all vehicles needing to travel across the Bridge from the Dunley Road and all residents living on the circular route through Stourport Town would feel the effects as well as an increasingly reduced air quality could cause additional health issues.</p> <p>500 new houses = 2000+ new residents (adults/children) = possibly 1000-1500+ additional vehicles. = 2000 + additional car journeys per day. Of course these are only estimates but based on existing practise of normal family life.</p> <p>Such increases in population and vehicular usage would require significant changes to the local infrastructure; however, as the local infrastructure of Areley Kings is already full to capacity at present and options of expansion is not possible due to the geography of the area and Option B does not provide additional funding for any improvements, Option B is not a sustainable option for Areley Kings and Stourport.</p> <p>The local roads are primarily country lanes, with one local primary school in Areley Kings it would put impossible</p>

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Company / Organisation	Response No	Type of Response	Summary of Response
			<p>demands on the school to find school placements for the potentially significant amount of additional future primary school age children. Doctors and dentist placements are already at a premium: additional patients would detrimentally affect the quality of services they could provide.</p> <p>There is also the other factor that development attracts more development. Once planning permission is granted for one area it sets the scene for planning permission to be granted for further ongoing developments. Stourport and Areley Kings cannot take these levels of additional housing proposed in Option B, let alone any further proposed future developments.</p> <p><u>Existing traffic congestion: Travel delays are currently commonplace.</u> Existing traffic congestion to access the Bridge in Stourport and travel through the town is already causing gridlock particularly at peak hours, exacerbated by delivery lorries to shops, bus routes through the town to Areley Kings, Bewdley, Worcester and Kidderminster. Congestion: roadside parking, accessing car parks, and high volumes of traffic cause immense problems for car users, residents and pedestrians i.e. noise pollution, air pollution, increased congestion and traffic delays.</p> <p>Traffic from Worcester and surrounding districts access one of three bridges to cross the River, Areley Kings Bridge take a high percentage of these traffic flows, therefore it's not just the local population using the Bridge and the Town route!</p> <p>As Option B is primarily focusing on Areley Kings and Bewdley and offers no additional funding towards improving the local infrastructure to accommodate new developments: roads, schools, shops, employment etc, local services/facilities would be put under significantly increased and totally unreasonable and unsustainable demands. Expansion or improvement is not an option with or without additional funding for improvements.</p> <p><u>Transitional residential population and day visitors:</u> Stourport town and Riverside is already recognised as an inland tourist attraction drawing thousands of people and cars into the town from all over the West Midlands, Worcestershire and surrounding counties, as well as numerous residential and seasonal caravan parks in Stourport creating thousands of additional tourists and transitional residents in the area. Severe traffic delays for cars and buses are commonplace when roads become gridlocked both into and out of Stourport. Additional proposed developments on Option B numbering in the hundreds would create an unsustainable situation for</p>

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			<p>everyone.</p> <p>Local Infrastructure - Stourport: Doctors, Dentists, Leisure Centres (non-existing), toilets (mostly closed), schools, shops.</p> <p>Facilities and services are very limited at best, provided only to accommodate the local community of past years; they now find themselves only just coping with the increased population as it is today. Expansion is not a viable option.</p> <p>Our local roads are narrow and mostly bordered by residential properties and along Areley Common we have the additional problem of residential roadside parking on both sides of the road, reducing traffic to single flow weaving between parked cars. With delivery lorries, refuse wagons and buses this is an ongoing major issue. Additional traffic flows would only cause complete gridlock.</p> <p>Employment opportunities: Stourport and Areley Kings have very limited employment opportunities. Main sources of employment would be Worcester or Kidderminster; this would be better provided by Option A. Options of creating additional job opportunities for new housing developments are extremely minimal even with additional funding, which Option B does not offer.</p> <p>Air Quality: There is currently an ongoing gridlock situation within the town centre, very slow and stationary vehicles with their engines running emit higher levels of pollutants reducing the quality of the air within the limited confines of York Street, Bridge Street and High Street, this issue is known to cause increased health problems for all those within the vicinity.</p> <p>Additional housing developments within Areley Kings and Stourport would only add to the current problems that are caused by significantly high levels of traffic flows across the bridge and through the town.</p> <p>Option B is not funded, unworkable, unsustainable, unmanageable and reliant on developers' charity. Funding should be targeted where there is scope to develop a manageable expansion programme of local amenities befitting new developments.</p>

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	LPPO2834	Object	<p>Development from Stourport to Areley Kings will affect the environment/quality of life due to traffic congestion/pollution and would require significant changes to the local infrastructure.</p> <p>Development attracts more development and Stourport and Areley Kings have very limited employment opportunities.</p> <p>Option B offers NO additional funding for improved local infrastructure to accommodate new developments: i.e. Doctors, Dentists, Leisure Centres (non-existing), toilets (mostly <u>closed</u>), roads, schools, shops, employment etc.</p> <p>Expansion is not a viable option!</p>
	LPPO2727	Object	<p>I am writing to you to view my concerns of future Wyre Forest plans to build 6000 homes by 2034.</p> <p>Most homes have three or more cars. This creates problems with streets being blocked with parked cars, which has a knock on effect to emergency vehicles, refuse emptying vehicles etc.</p> <p>My main objection would be the increase in traffic, in particular traffic to cross over the bridge in Stourport.</p> <p>When the saplings were planted around the perimeter of the field adjacent to Pearl Lane, I questioned the reason why, were told planning permission would only be granted if there is another bridge built to cross the Severn, as the current bridge in Stourport would not cope with the extra traffic.</p> <p>The traffic sometimes stretches back as far as the Pearl Lane crossroads, and on occasions even further. I can imagine it would be like that every day with the amount of houses being suggested and majority of the traffic going in that direction.</p> <p>I do fear what impact it will have on residents and their children who live in Areley Kings.</p> <p>We choose to live in a more semi rural area, and don't want to sit in queues of traffic every day. Therefore I will</p>

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			oppose option B until you can come up with a plan i.e. the construction of a new bridge to ease the congestion over the current bridge in Stourport. The road infrastructure is already in place, at the site of the old power station
	LPP01864	Object	Local facilities/services already nearly at capacity without adding to it.
Stourport Cricket Club	LPP01863	Object	<ol style="list-style-type: none"> 1. Concerned about development and the loss of floral and fauna. Also mentions history of flash flooding in Rectory Lane area. 2. Concerned about lack of infrastructure (gas, sewerage, water) not available, particularly in Rectory Lane. Also lack of amenities, i.e. schools and doctors. 3. Access over river bridge to Areley Kings area, 'Do we book a weekly slot for crossing?' 4. Concerned at the lack of industrial/commercial sites to employ all extra residents.
	LPP01788	Object	<p>Objects to site references AKR/14 and AKR/15 for the following reasons:</p> <ol style="list-style-type: none"> 1. Impact on wildlife and questions if ground surveys have taken place 2. Loss of Green Belt 3. Concerned about the impact of up to 1,000 more cars having to access Stourport over the single bridge. 4. Additional pollution from vehicles 5. No space in existing schools, hospitals, Doctors surgeries without extra funding. <p>Believes that Areley Kings is already the poor part of Stourport as far as WFDC are concerned and Stourport is the poor part of Wyre Forest. Bewdley and Kidderminster are the main beneficiaries for everything concerned with WFDC and these proposed additional buildings will make matters worse.</p>
	LPP01903	Object	Any development will have an adverse affect on the area.
	LPP02356	Object	Comment on Option B - 550 houses to be built on Pearl Lane/Rectory Road. This would create extra traffic and cause even more problems getting through already congested Stourport. The other options seem far more

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			sensible.
	LPP02618	Object	<p>I live in Areley Kings and it frequently takes far too long to get across the bridge over the River Severn on Bridge Street as it is. During the rush hour the queue can back up along Dunley Road past Church Walk. It must be a nightmare for people trying to turn right out of Areley Common and another 550 houses will only exacerbate the situation. Your document states that the narrow Georgian road system in central Stourport is already borderline Air Quality Management. More greenfield development in the town will finally push it over the limit. I would be happy to see the brownfield sites developed, such as the old Chichester Caravan outlet in Vale Road and Parsons Chain in Hartlebury Road. Surely the core housing sites already agreed, together with the old Carpets of Worth site, would be more than enough to satisfy current residents who wish to stay in the town.</p> <p>In short unless and until money is allocated for a new bridge and relief road around Stourport, I really don't think building any more houses in Areley Kings is a viable option.</p>
	LPP02689	Object	<p>Any new housing developments across the bridge from Stourport into Areley Kings will have a major detrimental effect on the environment and the quality of life for all those residing in that area i.e. all vehicles needing to travel across the Bridge from the Dunley Road and all residents living on the circular route through Stourport Town would feel the effects as well as an increasingly reduced air quality could cause additional health issues.</p> <p>500 new houses = 2000+ new residents (adults/children) = possibly 1000-1500+ additional vehicles. = 2000 + additional car journeys per day. Of course these are only estimates but based on existing practise of normal family life.</p> <p>Such increases in population and vehicular usage would require significant changes to the local infrastructure; however, as the local infrastructure of Areley Kings is already full to capacity at present and options of expansion is not possible due to the geography of the area and Option B does not provide additional funding for any improvements, Option B is not a sustainable option for Areley Kings and Stourport.</p> <p>The local roads are primarily country lanes, with one local primary school in Areley Kings it would put impossible</p>

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	LPPQ2742	Object	<p>If all the planned sites in the Areley Kings area were passed it would cause major problems ref the infrastructure. The bridge and current road systems are currently struggling with the traffic already using them without the addition of an extra few thousand vehicles that these proposed developments would bring. There would also be an extra strain on resources such as local schools, doctor's surgeries, dental practices etc.</p> <p>Until funding is supplied to support a ring road/ second bridge I would strongly suggest that you as our District Council strongly oppose any major building applications on the Areley Kings side of Stourport. Not opposed to any new builds as we do need more affordable housing in Wyre Forest.</p>
	LPPQ4530	Object	<p>Having attended the drop in session in Arley Kings & the viewing the proposed development of the above references I am writing to lodge my OBJECTION to the proposal for this area.</p> <ul style="list-style-type: none"> • Additional traffic from this proposed site will have to proceed onto the Dunley Road if wanting to access direction to Stourport or Bewdley, having to negotiate the already accident prone area cross road junction • Additional traffic will have to proceed over the river bridge which at peak travelling times can be banked up almost back to the crossroad junction-I write having experienced this on many, many occasions trying to get to my place of work on the Kidderminster Road, there being no other option than to travel over the bridge. • When repairs to structure or road surface over this bridge can add a further 20-30mins to any journey • Should Goldthorne Lane, commonly referred to as 'switchback' be closed off for any reason, flooding/road surface repair again traffic again has to be directed down towards Stourport via the Bridge. • Pearl Lane has become evermore popular for traffic cutting through to Bewdley/Stourport sounding at times like a Formula One race track. • There is no plan to change the existing road system, the existing is just NOT good enough to cope. • There are NO plans to increase & add additional schools, (present being sited on The Walshes & Astley) doctor surgeries within the proposed vicinity, surgeries are all within Stourport town, accessible only via 'The Bridge'. • It cannot possibly bring any employment over 'The Bridge' within the Areley Kings area, just an

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			<p>additional increase of people which must be in excess of 2000, with an additional increase of vehicle movement in excess of 1000 using an already overstretched route.</p> <ul style="list-style-type: none"> To accommodate this number of homes is just not logistically feasible given the infrastructure as it exists now.
	LPPO3151	Object	<p>Construction of houses at the sites in Areley Kings, Stourport, is inappropriate and disastrous for Stourport with only one bridge giving access to the town and Kidderminster beyond, extra vehicles would add to the existing congestion over Stourport bridge, Bridge street and High street where long queues of traffic are commonplace, and a journey of half a mile can take fifteen minutes or more.</p> <p>Dunley road is a busy road, even if traffic lights or a roundabout were installed to reduce the possibility of accidents the problem with traffic on the bridge would still not be alleviated. If the construction of another bridge was feasible the main objection to the proposed sites would be removed.</p> <p>Increase in population could overstretch local schools and doctors' surgeries whereas a large, new medical centre has recently opened in Kidderminster which could help to accommodate the increased population for option A.</p> <p>Road links to the main areas of employment Droitwich, Worcester and Malvern are inadequate and public transport for employment purposes are poor whereas the proposed construction of a new road for option A would improve traffic flow and reduce congestion in the Kidderminster area.</p> <p>No provision for improving traffic flow through Stourport with option B,</p>
	LPPO3610	Object	<p>AKR/20 – Carpets of Worth to be used for housing before AKR/14 Pearl Lane or AKR/15 Rectory Lane sites which have no infrastructure and would increase traffic on Stourport bridge and destroy farmland/wildlife habitats.</p> <p>Stourport must remain a well maintained historical town with accommodation over shops.</p>

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			Provide coach parking, public transport and more public toilets to encourage visitors to visit day/night for food & entertainment.
	LPP03521	Object	<p>You have to queue in traffic as far back as the entrance to my road. On a sunny day it can take over 30 mins. just to get over the river bridge into town. To build 100's of houses is crazy on this site that would mean 100 more cars. Stourport would become a 'GRIDLOCKED' Town.</p> <p>I myself have tried public transport to get to work (Diamond number 3 bus) which are totally unreliable, so that for most people is not an option.</p>
	LPP04750	Object	<p>There are drainage issues associated with the Pearl Lane site. On several occasions in the past Pearl Lane itself and houses in Abberley Avenue have been flooded by runoff from the agricultural land which is now proposed as a building site. The risk of future flooding will only increase if this area is covered in concrete and asphalt.</p> <p>Furthermore the LPR makes no mention of the remains of the Roman villa which lie under the Pearl Lane site. The LPR maintains that one of its overarching environmental principals is to protect important historic buildings, monuments, sites of archaeological significance ..." (LPR; paragraph 5.4c, p22).</p> <p>This villa is "important as one of the very few Roman agricultural sites to have been excavated in Hereford and Worcester. In particular there is very little evidence for aisled buildings in the West Midlands" (Hemmingway, J and Buteux V. 1992: <i>A Roman Site at Dunley Rd, Areley Kings</i>: HWCN 1136, p6) Any development would need to ensure that these remains are preserved for research and development by archaeologists in the future.</p>
	LPP02402	Object	<p>Option B must not be considered for the following reasons:-</p> <ol style="list-style-type: none"> 1. Overriding factor above all else is the Stourport Bridge bottleneck. Living in Areley Kings we find that most days we are in a queue just to access the town. Every Friday this becomes an exceptional delay as the local car boot empties. Until a bypass is built any development should be refused in the Areley Kings area. 2. How is the local school going to manage. Even if it is possible to be extended the access up Princess Way it is already overloaded and dangerous.

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			<ol style="list-style-type: none"> How will the High School cope? Part of the proposed development is upon highly productive farmland. How will the local Doctors cope with additional patients in their fixed cramped and dilapidated old premises. (We note Kidderminster and Bewdley are both in possession of new Doctors premises). <p>In view of all the development in the local areas how can Worcester Royal be expected to cope?</p>
	LPP02445	Object	<p>I am a resident of Stourport-on-Severn and I would like to make the following points as a result of the presentation.</p> <ul style="list-style-type: none"> The possible development sites at Pearl Lane and Rectory Lane will not affect me directly but they will add a huge amount of traffic through Stourport. The town is already very congested at times and this amount of new housing would just add to an existing problem. If you try to get through the town from Areley Kings you can easily wait for 10 or 15 minutes to get across the bridge. The queues often stretch along Dunley road well past Areley Common. Additionally there are queues down Areley Common and trying to get out of Hermitage Way can be a nightmare! Why not conduct a study on Thursday and Friday mornings to get a quantified measure of the issue? It is not only the rush hour traffic but mid morning can be particularly bad. This will also add pressure to already stretched medical services with the 2 doctors' surgeries and other infrastructure necessary within any town.
	LPP02627	Object	Building houses here would increase commuter traffic through the known congestion points in Kidderminster or Stourport in order to access the main arterial route. The sites are too far away from town centres.
	LPP02305	Object	<p>We object to the development at Pearl Lane and Rectory Lane in the Areley Kings.</p> <ol style="list-style-type: none"> Extra traffic and pollution potential. Most of this extra traffic will be trying to get to work and shop in Kidderminster going over one bridge through the one way system of Stourport. Traffic tailing back from the bridge up to Areley Kings, with waiting times of up to half an hour to get into Stourport, even worse to get to Kidderminster.

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			<p>2. Pearl Lane site has drainage issues. Our house backs on to Pearl Lane, we nearly flooded in July 2007 and did flood three times in November 2012. Following the flooding in 2012 we had to move out of our house for 6 months whilst the house was dried out and made habitable again. The flood water poured directly from the fields where this proposed development site is, straight across the road and through our house.</p> <p>3. Local schools are getting full or are already oversubscribed, with no physical room to expand. .</p> <p>4. Increased need for Doctor's surgeries and the hospital, too much pressure on already overstretched services.</p> <p>Most new development should be between Stourport and Kidderminster or on the outskirts of Kidderminster where there is better transport links around the wider area. No proposal for infrastructure improvements in Areley Kings, so for any significant development to take place on this side of the river there would need to be major infrastructure improvements including a second bridge.</p>
	LPP02121	Object	<p>Object to development in Pearl Lane and Ribbesford Road/Dunley Road sites:</p> <p>Already under pressure services would be need improvement - roads, sewerage/waste disposal, schools and health facilities. Stourport already v. congested, by-pass needed</p>
	LPP02557	Object	<p>Stourport is a good place to live apart from the traffic going over the main Stourport bridge into Stourport centre from the Dunley Road. Our concerns are at times we can't even get off our own driveway due to the traffic build up going into Stourport centre causing total gridlock.</p> <p>Therefore with the proposed plans to build more houses on plan B which I have already gave our opinion to planning officer at the civic hall. With nowhere for traffic to exit the town with out a build up of traffic causing a grid lock this is totally unacceptable for the local residents and local emergency services who already suffer traffic grid lock.</p>
	LPP02598	Object	<p>We currently experience long delays along the Dunley Road leading into Stourport. The problem if further exacerbated by the parking of cars along Stourport High Street which slows the traffic down whilst they manoeuvre into the parking bays. With pedestrians also crossing the High Street of this busy little town the</p>

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			<p>traffic frequently grinds to a halt.</p> <p>The LPR does not allow for any additional Doctors Surgeries in Stourport. It is currently very difficult to get an appointment to see a Doctor. Again this can only get worse with the additional developments.</p>
	LPPO3144	Object	<p>I would like to object to Option B as we do not have the facilities to cope with any more houses or people in Stourport (Arley Kings). The roads are constantly grid locked at present, how would we cope with more traffic.</p> <p>There are no longer school places as our schools have been closed with the exception of one school, which would mean children going to school the other side of the river, which then again impacts massively on the traffic over the bridge.</p> <p>At present our doctors' surgeries are unable to accommodate the people in the area, it can be weeks before you can get an appointment – how will they cope with more.</p> <p>We have had discussions regarding the field on Pearl Lane before and were informed that this cannot be built on as it was an area of natural beauty – not sure why this has now changed.</p>
	LPPO3196	Object	<p>The fields around the area flood frequently and this has caused major issues some years ago.</p> <p>The traffic is already struggling to move on key times of the day.</p> <p>The cross roads that encompasses Dunley Road is a danger spot for car accidents and there have been many traffic accidents and I believe fatal ones too.</p> <p>There is not enough provision for schools, doctors, dentist on this side of the bridge as the current facilities would not handle any more residents.</p> <p>The Stourport bridge is not capable of such large amounts of traffic and any further major capacity would bring the area to gridlock. As the bypass with a second bridge is so costly there must be better locations to build</p>

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			<p>houses which will be financially cheaper.</p> <p>Finally we all believe that the proposed housing sites shown are not viable due to transport issues, financial issues and lack of services.</p>
	LPP04025	Object	<p>My main concerns centre around the Option B proposal for further development in Stourport in the Areley Kings, Burlish Crossing and Wilden Top areas. These proposals all encroach on either Green Belt or open land which we should look to retain wherever possible. The fact there is no provision for infrastructure (i.e. road, schooling etc) upgrades alongside these additional buildings, which there is for Option A (additional development in Kidderminster) is extremely worrying and somewhat surprising. If the funds are available for such upgrades in Kidderminster why are they not available for Stourport & Bewdley ? Is this another instance of these, smaller, towns being seen as the 'poor relation' to Kidderminster ?</p> <p>Areley Kings currently sees traffic queues into, and out of Stourport, on a daily basis which is increased at weekends and holiday times. The proposal to build in excess of 500 new homes will bring a huge increase in traffic over the single river crossing. This traffic will have to proceed through Bridge Street, which is a narrow street that frequently suffers from inconsiderate, and illegal, parking and onto the High Street. The increased volume of traffic will result in a drop in the air quality of the Bridge Street and High Street, whilst also adding greatly to the congestion. Increasing traffic congestion will also seriously hamper the access by emergency services vehicles, potentially, putting lives at risk. In the event of the Stourport bridge, the single river crossing, being unusable this increased traffic will have no option but to travel down narrow lanes to find an alternative route.</p>
	LPP01766	Object	<p>Object to AKR/14 and AKR/15 due to congestion and lack of infrastructure of roads, education, jobs and facilities.</p>
	LPP01776	Object	<p>Objects to development at Pearl Lane AKR/14 and Rectory Lane AKR/15 build of 550 houses. Reasons for objection:-</p> <ul style="list-style-type: none"> -infrastructure cannot meet the increased traffic flow over one access (the Stourport bridge). - This area is already congested and air pollution will increase causing health problems to the people living in this area and tourists visiting our small town.

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			-The schools, GP surgeries and local hospital could not meet the needs of hundreds of new residents if they were to live in the small community.
	LPP0232	Object	The proposed developments on Pearl Lane and Rectory Lane along with the approved development in Malvern Hills district (Pearl lane) would put extra strain on the poor infrastructure in all directions and would cause more pollution in Bridge Street and the High Street. Areley Common is getting more congested. There is virtually no employment in the area. Areley Common First School was demolished in 2007 and replaced with houses. Astley School is difficult to access and is over subscribed. Children have to cross the congested bridge every day for school. No Doctors Surgery on this side of the bridge.
	LPP0247	Object	<p>Building 550 houses on Pearl Lane / Rectory Lane is a really ill thought out option. Potentially increase the traffic crossing the bridge in Stourport by up to 500 to 800 cars twice daily. This crossing is already grinding to a halt twice daily and the additional traffic will result in tremendous hold ups in the town its self.</p> <p>Major effect of these additional houses is the effect on infrastructure, i.e. Doctors and Schools both of which are not coping, without the addition of potentially 1567 new houses, potentially 4700 residents if plan B is adopted using facilities that are already failing.</p>
	LPP01840	Object	<ul style="list-style-type: none"> Doesn't want any development in Areley Kings. Should build on brown sites where possible to protect countryside and wildlife as well as having land to produce food.
	LPP0154	Object	Proposed development on Pearl lane and Rectory lane will have an adverse impact on the neighbourhood, the bridge in Stourport already struggles to cope with the amount of traffic crossing into the town centre, can take 30 minutes to get from Arley Kings into Stourport. Another 600 houses will increase gridlock to an unsustainable level. Rectory Lane is a one car width lane with no passing points or pavements, highly unsuitable for a housing estate. No pavements on Pearl lane or Ribbesford Road so unsuitable for pedestrians. Option B has no plans for added infrastructure, where are extra school places, doctors, etc needed to sustain all these extra families coming from?
	LPP0237	Object	To develop west of Areley Kings (Pearl Lane, Rectory Lane) would place even more traffic stress on the

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			congested River Severn crossing into Stourport, on local transport and services, as well as encroaching on open countryside and outstanding natural undulating views from Rectory Lane.
Barratt Homes West Midlands	LPP0809	Support	Pearl Lane - Suitable and sustainable site for housing. Meetings held with officers re development potential. Landscape strategy can be put into place. Drainage information submitted and no further comments raised. Site is less sensitive than Green Belt sites to north of town. Detailed highways information submitted by site promoter to County Council. Awaiting response. (see attachment). LPA has detailed promotional document explaining how site can come forward and technical constraints can be addressed.

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Company / Organisation	Response No	Type of Response	Summary of Responses
	LPP05058	Comment	Rectory/Pearl Lane would require extra roads even another river bridge!
	LPP03219	Comment	<p>The fields around the area flood frequently and this has caused major issues some years ago.</p> <p>The traffic is already struggling to move on key times of the day.</p> <p>The cross roads that encompasses Dunley Road is a danger spot for car accidents and there have been many traffic accidents and I believe fatal ones too.</p> <p>There is not enough provision for schools, doctors, dentist on this side of the bridge as the current facilities would not handle any more residents.</p> <p>Stourport bridge is not capable of such large amounts of traffic and any further major capacity would bring the area to gridlock.</p> <p>As the bypass with a second bridge is so costly there must be better locations to build houses which will be financially cheaper.</p> <p>Finally we all believe that the proposed housing sites shown are not viable due to transport issues, financial issues and lack of services.</p>
Stourport on Severn Civic Society	LPP05031	Comment	<p>There is no supporting infrastructure for the development of these two sites and there are limited local facilities in Areley Kings. Housing development here will increase the traffic crossing Stourport Bridge and using the one-way system through Stourport.</p> <p>Development of this land would be out of keeping with the local character and detrimental to wildlife particularly in the adjacent woodland habitat.</p>
Stourport on Severn Town Council	LPP05049	Comment	Development of these sites at Areley Kings would encroach into the open countryside and lead to further exacerbate the high level of traffic congestion across the bridge and add to air pollution in the town centre. This point is actually made in section 32.5 of the Review document.

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Company / Organisation	Response No	Type of Response	Summary of Responses
	LPPO5054	Comment	<p>It will be essential to be clear about the level of affordable housing and its provision. (Developers should not be allowed to agree a ratio of affordable development only to later reduce that ratio to ensure a higher profit).</p> <p>There are statements about the attraction of the Town Centre, but properties do not appear to be maintained to a high standard and the issue of the 'Buftons' building in Bridge Street has been unresolved for several decades. The development to link The Canal Basins with Bridge Street has yet to take place and is currently a car park.</p> <p>Any additional development in Areley Kings will increase demand on health and education services. The traffic system is under considerable strain. Areley Common is regularly congested and the tail back across the River Bridge backs up to Dunley Road and Areley Common. The Town Centre itself is frequently blocked.</p> <p>Social cohesion and the need to identify with your community is important for quality of life, levels of crime, etc. This should be a primary factor in retaining community boundaries and village identity.</p>
	LPPO5055	Comment	<p><u>Pearl Lane and Rectory Lane (AKR/14 and AKR/15)</u></p> <p>There is no supporting infrastructure for the development of these two sites and there are limited local facilities in Areley Kings. Housing development here will increase the traffic crossing Stourport Bridge and using the one-way system through Stourport.</p> <p>Development of this land, on such a scale, would be out of keeping with the local character and detrimental to wildlife particularly in the adjacent woodland habitat. Surely the refusal of the development on the Snipes has recognised this, and its principles would apply to other sites of major development in the area?</p>
South Worcestershire Authorities	LPPO5059	Comment	<p>Concerns about significant levels of growth at Areley Kings (550 new dwellings under option B). This area is adjacent to the Malvern Hills District boundary and has already seen growth come forward within Malvern Hills District. The infrastructure implications of any site allocations within this area need to be carefully considered in the context of recent and planned development on the Malvern Hills side of the administrative boundary to ensure that sufficient capacity exists. In particular, the impact of growth on the current river Severn crossing within Stourport should be considered, particularly as there is no longer an intention to deliver the Stourport</p>

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Company / Organisation	Response No	Type of Response	Summary of Responses
			Relief Road in Local Transport 4. A number of issues have been raised about this site including: drainage, encroachment in the countryside, extra traffic which would lead to a new Air Quality Management Area to be implemented.
	LPP05045	Comment	<p>The Pearl Lane developers are, we are told by the Officers at the presentation, going to be responsible for the provision of a second bridge and road improvements. Bearing in mind the link road to provide the access to the river on the North side to the bridge was to be the responsibility of the food store developer and Wyre Forest singularly failed to get other than a feeder road to the development there is little chance of getting this improvement at the costs indicated.</p> <p>Congestion from the South across the bridge is causing significant pollution as well as delays. Again we are told that the bridge is adequate with no proof given. If this is so this clearly shows that infrastructure improvements are urgently required North of the bridge without any further development.</p>
	LPP05056	Comment	Can be serviced via public transport.
Taylor Wimpey West Midlands	LPP04949	Support	<p>Site is outside Green Belt and identified as option B site. Taylor Wimpey are promoting land beyond the area currently identified to ensure that sufficient open space and supporting infrastructure. See attached plan at Appendix 1. The site has been extended beyond the existing tree belt.</p> <p>A Development Vision document has been prepared (appendix 2) which pulls together a wide range of technical information. Key features include:</p> <ul style="list-style-type: none"> • up to 150 dwellings • vehicular and pedestrian access from Dunley Road • Approx. 7.62Ha public open space • Provision of SUDs • comprehensive pedestrian network <p>Analysis concludes that site is suitable, deliverable and developable.</p>

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Company / Organisation	Response No	Type of Response	Summary of Responses
Taylor Wimpey West Midlands	LPPO4951	Support	<ul style="list-style-type: none"> • Landscape Sensitivity: Site directly abuts existing western residential edge of Areley Kings. Southern part of site is adjacent to A451. To SW,W and NW landscape opens towards wooded valleys and rolling hills. Site forms W facing slope between settlement edge and wider landscape. The development strategy will help integrate proposals into landscape and mitigate potential impacts. • Accessibility to Amenities: Site has good access to local services and Stourport town centre via number of routes. Areley Kings has primary school, village hall, churches, newsagents, post office, convenience store, pharmacy and public houses. • Highways and Transportation: Preliminary Indicative Masterplan shows that site access can be provided by upgrading existing service road off Dunley Road. Connections along Ribbesford Road and Rectory Lane could be provided to link into existing rights of way. Regular bus services run along Dunley Road into Stourport and Kidderminster. Nearby facilities are within walking distance from site. A Transport Assessment will be completed to assess wider impacts. • Flood Risk and Drainage: Site in flood zone 1. Burnthorn Brook runs along N boundary but topography means any potential flooding would have minimal impact as site slopes to its N boundary. On site attenuation likely to be in form of balancing pond along N boundary. • Noise: It is anticipated that any dwellings along W and S boundary would need to face existing roads in order to protect rear gardens. Noise is unlikely to have significant adverse impact. • Ground Conditions: Majority of site underlain by Wildmoor Sandstone Formation. Minimal risk of contamination shown by initial assessment. • Utilities: Any costs required to upgrade existing network will be met by developer. • Agricultural Land Classification: Site comprises mostly Grade 3 with some Grade 2. • Deliverability: Agreement in place with landowner.
	LPPO3513	Object	Objection - lack of infrastructure, roads, water, schools, doctors. Building on Green Belt
	LPPO5014	Object	In relation to the two preferred options being put forwards for development it seems that the obvious option to adopt is option A as opposed to option B. I believe this to be for the following reasons:

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			<p>The infrastructure has to be key to this as the Kidderminster/Stourport/Bewdley area roads are already congested and Option B does not have any plan or allowance to ease this issue. Particularly in relation to the proposed houses west of the River Severn on Pearl Lane and Rectory Lane in Areley Kings, the area already has a huge issue with people trying to get into Stourport over the bridge. The road layout in Stourport does not and will not ever be particularly traffic friendly and at peak times it can take over half an hour to do a mile journey from Areley Kings, through Stourport. Preferred Option B would plan to add 550 houses to Areley Kings side of the river. On the basis that the average house has 2 cars these days and with the main employment opportunities being offered in Kidderminster area that would be an additional 1100 cars trying to get over Stourport bridge and would make an already bad problem locally, even worse. It would be a nightmare to put 550 new houses on Areley Kings side of the river without a new bridge to account for the traffic.</p> <p>Schools - Option B with particular relevance to the proposed 550 houses in Areley Kings. This area is already overcrowded in schools with children having to take places in schools to Stourport side of the river as there are not enough places in the Areley Kings Schools. This matter will get worse with the proposed increase in housing. This point also links to the above point on traffic as if there is no proposal as part of preferred option B to increase school places to Areley Kings side of the river then this will mean more traffic to get children to Stourport schools, further deepening the issue of the bridge being a huge bottleneck for traffic.</p> <p>Employment — With particular relevance to the proposed housing in preferred option B to Areley Kings side of the river, these people would all need to travel through Stourport and over Stourport Bridge to get to their jobs as no large employment opportunities will be created to the west of the river.</p> <p>Natural Environment — The area to the west of the River Severn being proposed for development currently has a vibrant natural environment which is enjoyed by a lot of the local residents for dog walking, outdoor pursuits and most of all its natural beauty. Developing such an area with increased housing would have a huge impact on local residents' ability to enjoy the natural environment in which they live. The area is also home to a large amount of wildlife including birds whose habitat would be ruined by the preferred option B plan to build 550 houses on the land by Pearl Lane and Rectory Lane in Areley Kings</p>
	LPPO5017	Object	I live in Areley Kings and it frequently takes far too long to get across the bridge over the River Severn on Bridge

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			<p>Street as it is. During the rush hour the queue can back up along Dunley Road past Church Walk. It must be a nightmare for people trying to turn right out of Areley Common and another 550 houses will only exacerbate the situation. Your document states that the narrow Georgian road system in central Stourport is already borderline Air Quality Management. More greenfield development in the town will finally push it over the limit. I would be happy to see the brownfield sites developed, such as the old Chichester Caravan outlet in Vale Road and Parsons Chain in Hartlebury Road. Surely the core housing sites already agreed, together with the old Carpets of Worth site, would be more than enough to satisfy current residents who wish to stay in the town.</p> <p>In short unless and until money is allocated for a new bridge and relief road around Stourport, I really don't think building any more houses in Areley Kings is a viable option.</p>
	LPPO5019	Object	Comment on Option B - 550 houses to be built on Pearl Lane/Rectory Road. This would create extra traffic and cause even more problems getting through already congested Stourport. The other options seem far more sensible.
Stourport Cricket Club	LPPO5021	Object	<ol style="list-style-type: none"> 1. Concerned about development and the loss of floral and fauna. Also mentions history of flash flooding in Rectory Lane area. 2. Concerned about lack of infrastructure (gas, sewerage, water) not available, particularly in Rectory Lane. Also lack of amenities, i.e. schools and doctors. 3. Access over river bridge to Areley Kings area, 'Do we book a weekly slot for crossing?' 4. Concerned at the lack of industrial/commercial sites to employ all extra residents.
	LPPO5022	Object	Local facilities/services already nearly at capacity without adding to it.
	LPPO5029	Object	<ol style="list-style-type: none"> 1. There are already houses planned in this area, just over the border into Malvern Hills. Inhabitants of these houses will inevitably be sharing the same services such as education, health etc and their additional vehicles will add to the existing congestion and pollution. 2. Building more housing developments in the Areley Kings area would add even further to this. Congestion would particularly increase. As most of the facilities are not this side of the river, most people have to travel. In turn, this would exacerbate the problems in Stourport, particularly around the river crossing,

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			<p>Gilgal, Lion Hill, York Street. These roads are already particularly busy, gridlocked at times. This would dramatically increase pollution levels, reducing air quality.</p> <p>3. There have already been fatalities at the Pearl Lane/Dunley Road crossroads. Adding more traffic and access points in this locality would be extremely dangerous.</p> <p>4. Residents in Shrawley already have problems with speeding traffic and the roads through Holt and Ombersley are often gridlocked.</p>
Shrawley Parish Council	LPPO5032	Object	<p>Representation within Option B for new housing on the southern edge of Stourport, although other proposals within this Option may have some limited impact.</p> <p>Option B for 420 dwellings along Pearl Lane, Stourport, together with a further 130 dwellings at Rectory Lane, Stourport. In addition to the up to 62 dwellings on Pearl Lane approved by MHDC in April 2014, decision notice not issued until 25 February 2015.</p> <p>WFDC and MHDC have each recently refused an application from Gladman Land for up to 125 dwellings at Astley Cross, This could go to appeal which, if successful, could see a total of nearly 750 dwellings proposed along the boundary between WFDC and MHDC.</p> <p>New housing needs to be accompanied by adequate infrastructure, including roads. There are no current proposals for a second river crossing at Stourport.</p> <p>Implications for neighbouring villages within MHDC. The transport assessment undertaken by Myer Brown in February 2014, in support of the outline planning application for up to 62 dwellings in Pearl Lane, says in paragraph 4.6: Furthermore, the anticipated development traffic distribution is for most peak time trips to be to / from the south, towards Worcester, with only a quarter of trips or less being to / from Stourport. This assessment was to allay fears about increased traffic through the centre of Stourport but nevertheless does mean a large majority of such journeys would be along the B4196 through Shrawley as there is no sensible alternative route to the Worcester hinterland.</p>

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			<p>The traffic assessment produced by Ashley Hemle Associates for the Gladman Land application appears to show (Figure B5) that nearly 75% of the 8.00 to 9.00 am traffic was expected to head in the direction of Stourport, some 60% plus then going over the bridge, whilst only slightly more than 25% was towards Shrawley. It is difficult on an initial reading to understand the reasons why the assessment of two developments so near together should produce such different traffic flow estimates.</p> <p>Impact of Option B housing likely to be significant through to substantial for traffic travelling along the B4196. Peak time congestion along the A4133 from its junction with the B4196 at the Red Lion, Holt through Ombersley and beyond. Further large scale housing developments together with any expansion of the West Midlands Safari Park are likely to exacerbate the existing problems unless there is road infrastructure investment.</p> <p>MHDC and WFDC should work together with Worcestershire County Council to understand fully the traffic flow estimates arising from all the proposed housing developments along the MHDC/Wyre Forest boundary at Stourport together with other significant known and anticipated proposals within the area. They then need to assess the implications for the road network across this part of North Worcestershire before bringing forward proposals for investment to address the issues that such a holistic approach has identified.</p>
	LPPO5033	Object	<p>Developments from Stourport into Areley Kings will affect the environment/quality of life due to traffic congestion/pollution and would require significant changes to the local infrastructure.</p> <p>Development attracts more development and Stourport and Areley Kings have very limited employment opportunities.</p> <p>Option B offers NO additional funding for improved local infrastructure to accommodate new developments: Doctors, Dentists, Leisure Centres (non-existing), toilets (mostly <u>closed</u>), roads, schools, shops, employment etc.</p> <p>Expansion is not a viable option!</p>
	LPPO5037	Object	Any new housing developments across the bridge from Stourport into Areley Kings will have a major detrimental effect on the environment and the quality of life for all those residing in that area i.e. all vehicles needing to travel

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			<p>across the Bridge from the Dunley Road and all residents living on the circular route through Stourport Town would feel the effects as well as an increasingly reduced air quality could cause additional health issues.</p> <p>500 new houses = 2000+ new residents (adults/children) = possibly 1000-1500+ additional vehicles. = 2000 + additional car journeys per day. Of course these are only estimates but based on existing practise of normal family life.</p> <p>Such increases in population and vehicular usage would require significant changes to the local infrastructure; however, as the local infrastructure of Areley Kings is already full to capacity at present and options of expansion is not possible due to the geography of the area and Option B does not provide additional funding for any improvements, Option B is not a sustainable option for Areley Kings and Stourport.</p> <p>The local roads are primarily country lanes, with one local primary school in Areley Kings it would put impossible demands on the school to find school placements for the potentially significant amount of additional future primary school age children. Doctors and dentist placements are already at a premium: additional patients would detrimentally affect the quality of services they could provide.</p> <p>There is also the other factor that development attracts more development. Once planning permission is granted for one area it sets the scene for planning permission to be granted for further ongoing developments. Stourport and Areley Kings cannot take these levels of additional housing proposed in Option B, let alone any further proposed future developments.</p> <p><u>Existing traffic congestion:</u> Travel delays are currently commonplace. Existing traffic congestion to access the Bridge in Stourport and travel through the town is already causing gridlock particularly at peak hours, exacerbated by delivery lorries to shops, bus routes through the town to Areley Kings, Bewdley, Worcester and Kidderminster. Congestion: roadside parking, accessing car parks, and high volumes of traffic cause immense problems for car users, residents and pedestrians i.e. noise pollution, air pollution, increased congestion and traffic delays.</p> <p>Traffic from Worcester and surrounding districts access one of three bridges to cross the River, Areley Kings Bridge take a high percentage of these traffic flows, therefore it's not just the local population using the Bridge</p>

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			<p>and the Town route!</p> <p>As Option B is primarily focusing on Areley Kings and Bewdley and offers no additional funding towards improving the local infrastructure to accommodate new developments: roads, schools, shops, employment etc, local services/facilities would be put under significantly increased and totally unreasonable and unsustainable demands. Expansion or improvement is not an option with or without additional funding for improvements.</p> <p><u>Transitional residential population and day visitors:</u> Stourport town and Riverside is already recognised as an inland tourist attraction drawing thousands of people and cars into the town from all over the West Midlands, Worcestershire and surrounding counties, as well as numerous residential and seasonal caravan parks in Stourport creating thousands of additional tourists and transitional residents in the area. Severe traffic delays for cars and buses are commonplace when roads become gridlocked both into and out of Stourport. Additional proposed developments on Option B numbering in the hundreds would create an unsustainable situation for everyone.</p> <p><u>Local Infrastructure - Stourport:</u> Doctors, Dentists, Leisure Centres (non-existing), toilets (mostly closed), schools, shops.</p> <p>Facilities and services are very limited at best, provided only to accommodate the local community of past years; they now find themselves only just coping with the increased population as it is today. Expansion is not a viable option.</p> <p>Our local roads are narrow and mostly bordered by residential properties and along Areley Common we have the additional problem of residential roadside parking on both sides of the road, reducing traffic to single flow weaving between parked cars. With delivery lorries, refuse wagons and buses this is an ongoing major issue. Additional traffic flows would only cause complete gridlock.</p> <p><u>Employment opportunities:</u> Stourport and Areley Kings have very limited employment opportunities. Main sources of employment would be Worcester or Kidderminster; this would be better provided by Option A. Options of creating additional job opportunities for new housing developments are extremely minimal even with additional funding, which Option B does not offer.</p>

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			<p>Air Quality: There is currently an ongoing gridlock situation within the town centre, very slow and stationary vehicles with their engines running emit higher levels of pollutants reducing the quality of the air within the limited confines of York Street, Bridge Street and High Street, this issue is known to cause increased health problems for all those within the vicinity.</p> <p>Additional housing developments within Areley Kings and Stourport would only add to the current problems that are caused by significantly high levels of traffic flows across the bridge and through the town.</p> <p>Option B is not funded, unworkable, unsustainable, unmanageable and reliant on developers' charity. Funding should be targeted where there is scope to develop a manageable expansion programme of local amenities befitting new developments.</p>
	LPPO5041	Object	<p>We have visited the Areley Kings village hall for the presentation of the District Council Local Plan which was very well organised and with helpful officials to discuss individual's comments.</p> <ol style="list-style-type: none"> 1. Option B - serious traffic congestion, particularly when trying to cross the river Severn from Areley Kings. Need for a new bridge has already been recognised when development on this side of the river was considered. 2. Traffic congestion already a problem in Areley Common, and when using local shops. Car parking for local residents is needed or a one way system or traffic lights. An increase in population would make the situation worse. 3. Development along Rectory Lane would spoil a quiet country walk and the unspoilt scenery. 4. Narrow Rectory Lane is blocked by traffic coming in opposite directions and is used to try to avoid a queue of traffic in the Dunley Road trying to cross the bridge. To cross the bridge from the Walshes. A traffic light system at the Areley Common- Dunley Road junction needed if development resulted in a significant increase in population this side of the river. 5. The area in Option B now threatened with building development does not form part of the Green Belt for Stourport. High density building, on the plot bordered by Rectory Lane, Dunley Road and the Bewdley Road would stand out as an ugly disfigurement of the landscape. Wildlife here- larks singing & pheasants nesting. The larger designated area bordered by Pearl Lane and the Dunley Road does have some

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			shielding by trees and bank to make development less conspicuous.
	LPPO5043	Object	Object to the building of new homes in Stourport on Severn, 550 new homes mean a minimum of 1,100 more cars on the roads. We have a job, to get to Stourport now and on a Friday when the car boot is on it's impossible to go out before 1 O'clock with the congested roads into the town and there will be a minimum of 1,100 more people to go to the only 2 doctor's surgeries in the town. More pressure on local schools and more pollution from the cars in the town. Start with doing something about Kidderminster hospital, get that up and running before you start putting more people in Kidderminster and Stourport. We have to go to Worcester or Redditch hospital. Use Option A. The Wyre Forest council was going to build another bridge 18 years ago due to congestion in the town, bypass was promised 8 years ago, we have had a few very bad accidents with a few deaths on the Dunley Road. Need lights or a roundabout on the crossroads at Pearl Lane and the Dunley Road to slow cars and bikes down, it might save someone's life some day.
	LPPO5051	Object	Object to Option B in planning for residential properties being built on AKR/15 Rectory Lane & AKR/14 Pearl Lane. Stourport is a bottleneck both getting over the bridge and driving from Burlish Crossroads. We do not have the infrastructure in Stourport. The need for a new bridge and road system, more schools, jobs and doctors. These facilities aren't there for the population it already has.
	LPPO5053	Object	I wish to object most strongly to any plans to build housing on greenfield sites in Areley Kings. The infrastructure of the village doesn't lend itself to further housing development. Lack of school facilities, health facilities, roads to the south, west are both narrow and tortuous. THE MAIN POINT IS THAT A SINGLE BRIDGE ACROSS THE RIVER is obviously totally inadequate for further traffic feeding as it does a very limited traffic gyratory system in Stourport. Furthermore the view along the valley from Areley Kings Church towards the Abberley Hills is one of middle England's finest and would be destroyed forever should building be allowed to the west of Dunley Road. There are acres of brownfield site within the Wyre Forest area so why destroy our heritage, OUR GREEN AND PLESANT LAND!! Looking to Kidderminster Town Centre there are streets of empty derelict shops so why not follow the current American pattern of popular 'In-town Living'? Area too of derelict factories south of Tesco's in

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			<p>Stourport.</p> <p>Another facet is the lack of public transport evenings and Sundays. Services gone and never to return.</p> <p>I trust that you will throw out this plan and look again at all the brown field sites around. I feel that no homework has been done yet again!</p>
	LPP05060	Object	I object to the proposed housing developments in Areley Kings paragraph 32.5. I strongly feel that such housing would have a negative effect on the area including Stourport town, it would cause increased road traffic congestion in the wide area and air pollution. This pollution would certainly reduce air quality, resulting in exacerbation of respiratory ill health conditions. I therefore would ask the council to reject these plans.
Campaign to Protect Rural England	LPP0989	Object	Again this is a viable site, but we would question its selection as it would constitute a salient of the town into the countryside, where the edge of the town is defined by roads, which are a clear landscape barrier.
Barratt Homes West Midlands	LPP0810	Object	Rectory Lane - not Green Belt but is visually sensitive as adjoins Conservation Area. Pearl Lane site relates better to settlement as should be preferred.
	LPP05015	Object	<p>Objects to site references AKR/14 and AKR/15 for the following reasons:</p> <ol style="list-style-type: none"> 1. Impact on wildlife and questions if ground surveys have taken place 2. Loss of Green Belt 3. Concerned about the impact of up to 1,000 more cars having to access Stourport over the single bridge. 4. Additional pollution from vehicles 5. No space in existing schools, hospitals, Doctors surgeries without extra funding. <p>Believes that Areley Kings is already the poor part of Stourport as far as WFDC are concerned and Stourport is the poor part of Wyre Forest. Bewdley and Kidderminster are the main beneficiaries for everything concerned with</p>

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			WFDC and these proposed additional buildings will make matters worse.
	LPP05023	Object	Any development will have an adverse affect on the area.
	LPP05027	Object	<ul style="list-style-type: none"> • Objects to option B. • Any housing developments across the bridge into Areley Kings will have an effect on the environment and the quality of life of residents. • More vehicles on the road will affect residents in the area as well as causing reduced air quality which could lead to health issues. • Estimate: possibly 100-1500+ extra vehicles which leads to 2000+ extra journeys a day. • Option B is not funded, unworkable, unsustainable and unmanageable. • Funding should be targeted where there is sufficient scope to develop a manageable and workable expansion programme of local amenities befitting new developments. • Increase in population and vehicles would need significant change to local infrastructure. • Local infrastructure in Areley Kings is already at full capacity so there's no room for expansion - option B does not provide funding for improvements. • Local roads are primarily country lanes. • Only one local primary school - no room for more pupils. • Additional patients at doctors/dentists will have an affect on the quality of services they provide. • Local infrastructure will not cope with new development as there is no funding to improve what's already in place - creating unreasonable and unsustainable demands. • Development attracts more development. • Stourport/Areley Kings cannot take the levels of additional housing in option B let alone any additional future developments. • Traffic in Stourport already causes gridlock especially at peak times. • Congestion, roadside parking, accessing car parks, and high volume of traffic cause immense problems for car users, residents and pedestrians. • It is not just the local population which uses Stourport Bridge to cross the river. • Stourport is a tourist attraction as well as having caravan parks causing more people and cars to come to the area.

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			<ul style="list-style-type: none"> • Very limited employment opportunities in the area. • Options of creating new job opportunities are minimal even with funding which option B does not offer.
	LPPO5030	Object	<p>Any development to the west of the river Severn would carry such massive infrastructure costs.</p> <p>Creating approx 1000 new homes to the west of Stourport, must inevitably require a new Severn crossing. Currently going from the west, crossing the river at Stourport can easily take 30 minutes.</p> <p>The schools, Doctors and other requirements, must surely make the whole concept run into many Millions.</p> <p>Increasing traffic would make the situation far, far worse.</p>
	LPPO5034	Object	<p>If all the planned sites in the Areley Kings area were passed it would cause major problems ref the infrastructure. The bridge and current road systems are currently struggling with the traffic already using them without the addition of an extra few thousand vehicles that these proposed developments would bring. There would also be an extra strain on resources such as local schools, doctors surgeries, dental practices etc.</p> <p>Until funding is supplied to support a ring road/ second bridge I would strongly suggest that you as our District Council strongly oppose any major building applications on the Areley Kings side of Stourport. Not opposed to any new builds as we do need more affordable housing in Wyre Forest.</p>
	LPPO5035	Object	<p>I am writing to you to view my concerns of future Wyre Forest plans to build 6000 homes by 2034.</p> <p>Most homes have three or more cars. This creates problems with streets being blocked with parked cars, which has a knock on effect to emergency vehicles, refuge emptying vehicles etc.</p> <p>My main objection would be the increase in traffic, in particular traffic to cross over the bridge in Stourport.</p> <p>When the saplings were planted around the perimeter of the field adjacent to Pearl Lane, I questioned the reason why, were told planning permission would only be granted if there is another bridge built to cross the Severn, as</p>

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			<p>the current bridge in Stourport would not cope with the extra traffic.</p> <p>The traffic sometimes stretches back as far as the Pearl Lane crossroads, and on occasions even further. I can imagine it would be like that every day with the amount of houses being suggested and majority of the traffic going in that direction.</p> <p>I do fear what impact it will have on residents and their children who live in Areley Kings.</p> <p>We choose to live in a more semi rural area, and don't want to sit in queues of traffic every day. Therefore I will oppose option B until you can come up with a plan i.e. the construction of a new bridge to ease the congestion over the current bridge in Stourport. The road infrastructure is already in place, at the site of the old power station</p>
	LPPO5036	Object	<p>Any new housing developments across the bridge from Stourport into Areley Kings will have a major detrimental effect on the environment and the quality of life for all those residing in that area i.e. all vehicles needing to travel across the Bridge from the Dunley Road and all residents living on the circular route through Stourport Town would feel the effects as well as an increasingly reduced air quality could cause additional health issues.</p> <p>500 new houses = 2000+ new residents (adults/children) = possibly 1000-1500+ additional vehicles. = 2000 + additional car journeys per day. Of course these are only estimates but based on existing practise of normal family life.</p> <p>Such increases in population and vehicular usage would require significant changes to the local infrastructure; however, as the local infrastructure of Areley Kings is already full to capacity at present and options of expansion is not possible due to the geography of the area and Option B does not provide additional funding for any improvements, Option B is not a sustainable option for Areley Kings and Stourport.</p> <p>The local roads are primarily country lanes, with one local primary school in Areley Kings it would put impossible demands on the school to find school placements for the potentially significant amount of additional future primary school age children. Doctors and dentist placements are already at a premium: additional patients would</p>

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			<p>detrimentally affect the quality of services they could provide.</p> <p>There is also the other factor that development attracts more development. Once planning permission is granted for one area it sets the scene for planning permission to be granted for further ongoing developments. Stourport and Areley Kings cannot take these levels of additional housing proposed in Option B, let alone any further proposed future developments.</p> <p><u>Existing traffic congestion: Travel delays are currently commonplace.</u> Existing traffic congestion to access the Bridge in Stourport and travel through the town is already causing gridlock particularly at peak hours, exacerbated by delivery lorries to shops, bus routes through the town to Areley Kings, Bewdley, Worcester and Kidderminster. Congestion: roadside parking, accessing car parks, and high volumes of traffic cause immense problems for car users, residents and pedestrians i.e. noise pollution, air pollution, increased congestion and traffic delays.</p> <p>Traffic from Worcester and surrounding districts access one of three bridges to cross the River, Areley Kings Bridge take a high percentage of these traffic flows, therefore it's not just the local population using the Bridge and the Town route!</p> <p>As Option B is primarily focusing on Areley Kings and Bewdley and offers no additional funding towards improving the local infrastructure to accommodate new developments: roads, schools, shops, employment etc, local services/facilities would be put under significantly increased and totally unreasonable and unsustainable demands. Expansion or improvement is not an option with or without additional funding for improvements.</p> <p><u>Transitional residential population and day visitors:</u> Stourport town and Riverside is already recognised as an inland tourist attraction drawing thousands of people and cars into the town from all over the West Midlands, Worcestershire and surrounding counties, as well as numerous residential and seasonal caravan parks in Stourport creating thousands of additional tourists and transitional residents in the area. Severe traffic delays for cars and buses are commonplace when roads become gridlocked both into and out of Stourport. Additional proposed developments on Option B numbering in the hundreds would create an unsustainable situation for everyone.</p> <p><u>Local Infrastructure - Stourport:</u> Doctors, Dentists, Leisure Centres (non-existing), toilets (mostly closed), schools,</p>

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			<p>shops.</p> <p>Facilities and services are very limited at best, provided only to accommodate the local community of past years; they now find themselves only just coping with the increased population as it is today. Expansion is not a viable option.</p> <p>Our local roads are narrow and mostly bordered by residential properties and along Areley Common we have the additional problem of residential roadside parking on both sides of the road, reducing traffic to single flow weaving between parked cars. With delivery lorries, refuse wagons and buses this is an ongoing major issue. Additional traffic flows would only cause complete gridlock.</p> <p>Employment opportunities: Stourport and Areley Kings have very limited employment opportunities. Main sources of employment would be Worcester or Kidderminster; this would be better provided by Option A. Options of creating additional job opportunities for new housing developments are extremely minimal even with additional funding, which Option B does not offer.</p> <p>Air Quality: There is currently an ongoing gridlock situation within the town centre, very slow and stationary vehicles with their engines running emit higher levels of pollutants reducing the quality of the air within the limited confines of York Street, Bridge Street and High Street, this issue is known to cause increased health problems for all those within the vicinity.</p> <p>Additional housing developments within Areley Kings and Stourport would only add to the current problems that are caused by significantly high levels of traffic flows across the bridge and through the town.</p> <p>Option B is not funded, unworkable, unsustainable, unmanageable and reliant on developers' charity. Funding should be targeted where there is scope to develop a manageable expansion programme of local amenities befitting new developments.</p>
	LPPO5044	Object	<p>Most houses have 2 cars outside them. Building over 500 houses on the Pearl Lane and Rectory Lane sites is likely to generate something in the order of 1000 additional vehicles. Some of the journeys made in these vehicles will</p>

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			<p>be in the direction of Worcester (B4196) or in the direction of Great Witley (A451) and so will not directly affect traffic flow in Stourport. However, the majority of journeys will be over Stourport bridge and through Stourport. This area already suffers traffic flow problems and it is not unusual for traffic to queue back along Dunley Road to the crossroads of A451 and B4194. If drivers take the alternative route to cross the River Severn by going along Ribbesford Road, known locally as the Switchback (B4194) to avoid Stourport bridge, they will add to the existing congestion in Bewdley.</p> <p>There is no scope to widen Stourport bridge and we are told that there is no possibility of an additional river crossing, so adding houses to the west of the river can only be detrimental to traffic flow through the town.</p> <p>The problem will be further exacerbated if houses are also built on the area known locally as 'The Snipes' which is part of Malvern Hills DC.</p> <p>Paragraph 32.5 acknowledges the flood risk associated with the Pearl Lane site. The last flooding event was at the end of 2013 when run off from the agricultural land (Site WKR/14) affected houses backing onto Pearl Lane, in Cheviot Close and Abberley Avenue.</p> <p>Following that event, some remedial work was undertaken, but building 420 houses and concreting over WKR/14 can only increase the risk of a similar event happening again, unless significant drainage works are required as an essential part of any development and that these works GUARANTEE there will be no further flooding events.</p> <p>As with the traffic flow issue, the matter will be further exacerbated if houses are also built on the area known locally as 'The Snipes' which is part of Malvern Hills DC.</p> <p>Areley Kings is a mainly residential area and there is little infrastructure by way of, for example, schools and shops. Building 550 houses in Areley Kings would increase the need for additional school places and shopping. Neither of which can be accommodated to the west of the River Severn and both of which will add to the problems of traffic flow already mentioned.</p>
	LPPO5052	Object	<ul style="list-style-type: none"> Additional housing across the river on the Dunley Road side of Stourport would also cause severe traffic

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			<p>congestion as there is only one bridge for traffic to cross leading to and from the town.</p> <ul style="list-style-type: none"> The amount of traffic in Stourport has increased greatly in recent years due to additional housing and yet the infrastructure has not improved. There has been no additional schools, medical centres, hospitals in the Wyre Forest area and no improvement with the roads to help alleviate traffic, apart from a set of traffic lights at Burlish Crossing. What a difference that made! Over the years promises have been made by MPs to improve traffic problems by introducing a new relief road and bridge, but these promises have never materialised. Stourport is already heavily congested and these traffic problems are increased in the summer months as it is popular with tourists. Rather than improvements to the infrastructure of Stourport, we have witnessed a decrease in our facilities, i.e. Police, Fire Station, Leisure Centre and swimming pool, children's paddling pool in the Memorial Park. These facilities have all been moved to Kidderminster. Although I object to the large housing estates and social housing on Green Belt land in theory I accept that with increased population and immigration there is a need for additional housing. But with increased population in an area, surely the facilities and infrastructure for that area should also be increased to cater for the increased needs of the populace. <p>I would add that although I am against these concrete jungles taking over Green Belt land, it would appear that Kidderminster would be better placed to accommodate the additional housing, as its' infrastructure and facilities are far superior to that in place in Stourport. In addition, the proposed new road joining the A456 to the A449 would also help alleviate the additional traffic; whereas I believe there are no such new roads proposed for Stourport.</p>
	LPPO5062	Object	<p>Stourport infrastructure, is not sustainable in its current state, the addition of any housing to the West of the river bridge would produce more stress to those who need to cross the river, there are no doctors surgeries on the West bank and there is only one primary school, very limited employment opportunities and only convenience shopping facilities. The public transport provision is constrained along with domestic traffic by the limitations of the congested bridge and high street, which has been compounded by the addition of traffic lights to the North of the high street. It is not unusual for the queue for the bridge to reach half a mile long on holiday week end and Fridays. Any new domestic building would result in major pressure on the existing very fragile</p>

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			<p>infrastructure. Majority of additional traffic would cross the bridge in order to reach services. Without a relief road the west side of the bridge could not survive a further addition of 500 dwellings, and should adjoining local authorities also approve additional dwellings in this area the whole area would result in social meltdown.</p> <p>Increased pressure to the A451 / B4194 junction is inevitable if building work is undertaken on the proposed Pearl Lane side. This junction already has a poor track record as far as accidents are concerned so any additional pressure on this junction would potentially result in increased loss of life, unless some major reconsideration of traffic flows at this intersection are undertaken. Access to the Dunley Road/ Rectory lane site would increase traffic on a small section of road that is currently very narrow and isolated from major traffic flows. Major consideration would need to be given as to how this access and egress form any development proposed in this area.</p> <p>Increased pressure to the A451 / B4194 junction in inevitable it building work is undertaken on the proposed Pearl Lane side. This junction already has a poor track record as far as accidents are concerned so any additional pressure on this junction would potentially result in increased loss of life, unless some major reconsideration of traffic flows at this intersection are undertaken. Access to the Dunley Road/ Rectory lane site would increase traffic on a small section of road that is currently very narrow and isolated from major traffic flows. Major consideration would need to be given as to how this access and egress form any development proposed in this area.</p> <p>The consultation plan already highlights potential problems with drainage on the Pearl Lane site as flooding is already common in Red House Road, any development on the West side of Pearl Lane would only compound this issue unless a very large delaying reservoir was installed, which of course does not come without its own safety risks. Similarly the proposed Rectory Lane site would also exasperate the existing flooding problems of Burnthorne Brook and Gladder Brook, both of which regularly burst there banks.</p> <p>Both these proposed developments would be invasive to existing green field sites and expand the footprint of Stourport. These sites are adjacent to the District Council boundary, further development to these areas which are within Wyre Forest could simulate a reaction from the Adjacent Local authority to allow development adjacent to the any new residential area, compounding the pressures that have been identified above.</p>

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	LPPO2225	Object	<p><u>Objection to Rectory Lane (AKR/15)</u></p> <ul style="list-style-type: none"> • Develop alternative site this is not a brownfield site and is in agricultural use - important after Brexit. • Local schools/hospitals lack capacity • Traffic congestion on local road network • Danger to pedestrians • Additional flood risk
	LPPO5016	Object	Building houses here would increase commuter traffic through the known congestion points in Kidderminster or Stourport in order to access the main arterial route. The sites are too far away from town centres.
	LPPO5025	Object	<p>We object to the development at Pearl Lane and Rectory Lane in the Areley Kings.</p> <ol style="list-style-type: none"> 1. Extra traffic and pollution potential. Most of this extra traffic will be trying to get to work and shop in Kidderminster going over one bridge through the one way system of Stourport. Traffic tailing back from the bridge up to Areley Kings, with waiting times of up to half an hour to get into Stourport, even worse to get to Kidderminster. 2. Pearl Lane site has drainage issues. Our house backs on to Pearl Lane, we nearly flooded in July 2007 and did flood three times in November 2012. Following the flooding in 2012 we had to move out of our house for 6 months whilst the house was dried out and made habitable again. The flood water poured directly from the fields where this proposed development site is, straight across the road and through our house. 3. Local schools are getting full or are already oversubscribed, with no physical room to expand. . 4. Increased need for Doctor's surgeries and the hospital, too much pressure on already overstretched services. <p>Most new development should be between Stourport and Kidderminster or on the outskirts of Kidderminster where there is better transport links around the wider area. No proposal for infrastructure improvements in Areley Kings, so for any significant development to take place on this side of the river there would need to be</p>

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			major infrastructure improvements including a second bridge.
	LPP05038	Object	<ul style="list-style-type: none"> • The fields around the area flood frequently and this has caused major issues some years ago. • The traffic is already struggling to move on key times of the day. • The cross roads that encompasses Dunley Road is a danger spot for car accidents and there have been many traffic accidents and I believe fatal ones too. • There is not enough provision for schools, doctors, dentist on this side of the bridge as the current facilities would not handle any more residents. • The Stourport bridge is not capable of such large amounts of traffic and any further major capacity would bring the area to gridlock. As the bypass with a second bridge is so costly there must be better locations to build houses which will be financially cheaper. • Finally we all believe that the proposed housing sites shown are not viable due to transport issues, financial issues and lack of services.
	LPP05039	Object	<p>I would like to object to Option B as we do not have the facilities to cope with any more houses or people in Stourport (Arley Kings). The roads are constantly grid locked at present, how would we cope with more traffic.</p> <p>There are no longer school places as our schools have been closed with the exception of one school, which would mean children going to school the other side of the river, which then again impacts massively on the traffic over the bridge.</p> <p>At present our doctors' surgeries are unable to accommodate the people in the area, it can be weeks before you can get an appointment – how will they cope with more.</p> <p>We have had discussions regarding the field on Pearl Lane before and were informed that this cannot be built on as it was an area of natural beauty – not sure why this has now changed.</p>
	LPP05042	Object	To develop west of Arley Kings (Pearl Lane, Rectory Lane) would place even more traffic stress on the congested River Severn crossing into Stourport, on local transport and services, as well as encroaching on open countryside

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			and outstanding natural undulating views from Rectory Lane.
	LPP05046	Object	The proposed developments on Pearl Lane and Rectory Lane along with the approved development in Malvern Hills district (Pearl lane) would put extra strain on the poor infrastructure in all directions and would cause more pollution in Bridge Street and the High Street. Areley Common is getting more congested. There is virtually no employment in the area. Areley Common First School was demolished in 2007 and replaced with houses. Astley School is difficult to access and is over subscribed. Children have to cross the congested bridge every day for school. No Doctors Surgery on this side of the bridge.
	LPP05050	Object	Object to AKR/14 and AKR/15 due to congestion and lack of infrastructure of roads, education, jobs and facilities.
	LPP05012	Object	<p>Stourport is a good place to live apart from the traffic going over the main Stourport bridge into Stourport centre from the Dunley Road. Our concerns are at times we can't even get off our own driveway due to the traffic build up going into Stourport centre causing total gridlock.</p> <p>Therefore with the proposed plans to build more houses on plan B which I have already gave our opinion to planning officer at the civic hall. With nowhere for traffic to exit the town with out a build up of traffic causing a grid lock this is totally unacceptable for the local residents and local emergency services who already suffer traffic grid lock.</p>
	LPP05018	Object	<p>Option B must not be considered for the following reasons:-</p> <ol style="list-style-type: none"> 1. Overriding factor above all else is the Stourport Bridge bottleneck. Living in Areley Kings we find that most days we are in a queue just to access the town. Every Friday this becomes an exceptional delay as the local car boot empties. Until a bypass is built any development should be refused in the Areley Kings area. 2. How is the local school going to manage? Even if it is possible to be extended the access up Princess Way it is already overloaded and dangerous. 3. How will the High School cope? 4. Part of the proposed development is upon highly productive farmland. 5. How will the local Doctors cope with additional patients in their fixed cramped and dilapidated old

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			premises? (We note Kidderminster and Bewdley are both in possession of new Doctors premises). In view of all the development in the local areas how can Worcester Royal be expected to cope?
	LPPO5020	Object	<ul style="list-style-type: none"> Doesn't want any development in Areley Kings. Should build on brown sites where possible to protect countryside and wildlife as well as having land to produce food.
	LPPO5024	Object	Object to development in Pearl Lane and Ribbesford Road/Dunley Road sites: Already under pressure services would be need improvement - roads, sewerage/waste disposal, schools and health facilities. Stourport already v. congested, by-pass needed
	LPPO5026	Object	<p>My main concerns centre around the Option B proposal for further development in Stourport in the Areley Kings, Burlish Crossing and Wilden Top areas. These proposals all encroach on either Green Belt or open land which we should look to retain wherever possible. The fact there is no provision for infrastructure (i.e. road, schooling etc) upgrades alongside these additional buildings, which there is for Option A (additional development in Kidderminster) is extremely worrying and somewhat surprising. If the funds are available for such upgrades in Kidderminster why are they not available for Stourport & Bewdley? Is this another instance of these, smaller, towns being seen as the 'poor relation' to Kidderminster?</p> <p>Areley Kings currently sees traffic queues into, and out of Stourport, on a daily basis which is increased at weekends and holiday times. The proposal to build in excess of 500 new homes will bring a huge increase in traffic over the single river crossing. This traffic will have to proceed through Bridge Street, which is a narrow street that frequently suffers from inconsiderate, and illegal, parking and onto the High Street. The increased volume of traffic will result in a drop in the air quality of the Bridge Street and High Street, whilst also adding greatly to the congestion. Increasing traffic congestion will also seriously hamper the access by emergency services vehicles, potentially, putting lives at risk. In the event of the Stourport bridge, the single river crossing, being unusable this increased traffic will have no option but to travel down narrow lanes to find an alternative route.</p>

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Company / Organisation	Response No	Type of Response	Summary of Responses
	LPP05028	Object	<p>AKR/20 – Carpets of Worth to be used for housing before AKR/14 Pearl Lane or AKR/15 Rectory Lane sites which have no infrastructure and would increase traffic on Stourport bridge and destroy farmland/wildlife habitats.</p> <p>Stourport must remain a well maintained historical town with accommodation over shops.</p> <p>Provide coach parking, public transport and more public toilets to encourage visitors to visit day/night for food & entertainment.</p>
	LPP05040	Object	<p>Construction of houses at the sites in Areley Kings, Stourport, is inappropriate and disastrous for Stourport with only one bridge giving access to the town and Kidderminster beyond, extra vehicles would add to the existing congestion over Stourport bridge, Bridge street and High street where long queues of traffic are commonplace, and a journey of half a mile can take fifteen minutes or more.</p> <p>Dunley road is a busy road, even if traffic lights or a roundabout were installed to reduce the possibility of accidents the problem with traffic on the bridge would still not be alleviated. If the construction of another bridge was feasible the main objection to the proposed sites would be removed.</p> <p>Increase in population could overstretch local schools and doctors' surgeries whereas a large, new medical centre has recently opened in Kidderminster which could help to accommodate the increased population for option A.</p> <p>Road links to the main areas of employment Droitwich, Worcester and Malvern are inadequate and public transport for employment purposes are poor whereas the proposed construction of a new road for option A would improve traffic flow and reduce congestion in the Kidderminster area.</p> <p>No provision for improving traffic flow through Stourport with option B.</p>
	LPP05047	Object	<p>Building 550 houses on Pearl Lane / Rectory Lane is a really ill thought out option. Potentially increase the traffic crossing the bridge in Stourport by up to 500 to 800 cars twice daily. This crossing is already grinding to a halt twice daily and the additional traffic will result in tremendous hold ups in the town its self.</p>

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			Major effect of these additional houses is the effect on infrastructure, i.e. Doctors and Schools both of which are not coping, without the addition of potentially 1567 new houses, potentially 4700 residents if plan B is adopted using facilities that are already failing.
	LPPO5048	Object	<p>I am a resident of Stourport-on-Severn and I would like to make the following points as a result of the presentation.</p> <ul style="list-style-type: none"> • The possible development sites at Pearl Lane and Rectory Lane will not affect me directly but they will add a huge amount of traffic through Stourport. The town is already very congested at times and this amount of new housing would just add to an existing problem. If you try to get through the town from Areley Kings you can easily wait for 10 or 15 minutes to get across the bridge. The queues often stretch along Dunley road well past Areley Common. Additionally there are queues down Areley Common. • Why not conduct a study on Thursday and Friday mornings to get a quantified measure of the issue? It is not only the rush hour traffic but mid morning can be particularly bad. • This will also add pressure to already stretched medical services with the 2 doctors surgeries and other infrastructure necessary within any town.
	LPPO2564	Object	<p>Having attended the drop in session in Arley Kings & the viewing the proposed development of the above references I am writing to lodge my OBJECTION to the proposal for this area.</p> <ul style="list-style-type: none"> • Additional traffic from this proposed site will have to proceed onto the Dunley Road if wanting to access direction to Stourport or Bewdley, having to negotiate the already accident prone area cross road junction • Additional traffic will have to proceed over the river bridge which at peak travelling times can be backed up almost back to the crossroad junction-I write having experienced this on many, many occasions trying to get to my place of work on the Kidderminster Road, there being no other option than to travel over the bridge. • When repairs to structure or road surface over this bridge can add a further 20-30mins to any journey • Should Goldthorne Lane, commonly referred to as 'switchback' be closed off for any reason,

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			<p>flooding/road surface repair again traffic again has to be directed down towards Stourport via the Bridge.</p> <ul style="list-style-type: none"> • Pearl Lane has become evermore popular for traffic cutting through to Bewdley/Stourport sounding at times like a Formula One race track. • There is no plan to change the existing road system, the existing is just NOT good enough to cope. • There are NO plans to increase & add additional schools, (present being sited on The Walshes & Astley) doctor surgeries within the proposed vicinity, surgeries are all within Stourport town, accessible only via 'The Bridge'. • It cannot possibly bring any employment over 'The Bridge' within the Areley Kings area, just an additional increase of people which must be in excess of 2000, with an additional increase of vehicle movement in excess of 1000 using an already overstretched route. • To accommodate this number of homes is just not logistically feasible given the infrastructure as it exists now.
	LPP02597	Object	<p>We currently experience long delays along the Dunley Road leading into Stourport. The problem is further exacerbated by the parking of cars along Stourport High Street which slows the traffic down whilst they manoeuvre into the parking bays. With pedestrians also crossing the High Street of this busy little town the traffic frequently grinds to a halt.</p> <p>The LPR does not allow for any additional Doctors Surgeries in Stourport. It is currently very difficult to get an appointment to see a Doctor. Again this can only get worse with the additional developments.</p>
	LPP05057	Object	<p>Objects to development at Pearl Lane AKR/14 and Rectory Lane AKR/15 build of 550 houses. Reasons for objection:-</p> <ul style="list-style-type: none"> -infrastructure cannot meet the increased traffic flow over one access (the Stourport bridge). - This area is already congested and air pollution will increase causing health problems to the people living in this area and tourists visiting our small town. -The schools, GP surgeries and local hospital could not meet the needs of hundreds of new residents if they were to live in the small community.
	LPP05061	Object	Proposed development on Pearl lane and Rectory lane will have an adverse impact on the neighbourhood, the

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			bridge in Stourport already struggles to cope with the amount of traffic crossing into the town centre, can take 30 minutes to get from Arley Kings into Stourport. Another 600 houses will increase gridlock to an unsustainable level. Rectory Lane is a one car width lane with no passing points or pavements, highly unsuitable for a housing estate. No pavements on Pearl lane or Ribbesford Road so unsuitable for pedestrians. Option B has no plans for added infrastructure, where are extra school places, doctors, etc needed to sustain all these extra families coming from?

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO WA/BE/1 – STOURPORT ROAD TRIANGLE, BEWDLEY

Company / Organisation	Response No	Type of Response	Summary of Response
Campaign to Protect Rural England	LPPO979	Object	Travelling west on bypass, SVR bridge is gateway to open countryside. South of Riddings Brook the only buildings are the Leisure Centre so the land is relatively open. Our view is that the Green Belt should not change.
	LPPO2921	Support	WA/BE/1 – Stourport Road Triangle – I support this allocation
Willsgrove Developments	LPPO1027	Support	<p>Support WA/BE/1 (Stourport Road Triangle) for housing uses.</p> <p>There are insufficient sites within Bewdley's settlement boundary to accommodate the housing needs of the town.</p> <p>The site is a kilometre from the town centre and access to the town centre is easily achieved along well-lit pavements on a flat plain. The site is opposite the town's leisure centre and is one hundred metres' from the nearest secondary and primary schools. The site is readily accessible to local services and facilities by foot and local bus services. As such, it is a highly sustainable location for housing development.</p> <p>The site is currently on the market and as such is available for development. There are no physical constraints that prevent the site being released for development.</p> <p>The site represents one of the best opportunities to release a discreet parcel of land which will not intrude upon the wider landscape and which is also able to achieve a high degree of sustainability in terms of its connectivity to the town centre and other important local services, notably schools and the leisure centre</p>
Bewdley Town Council	LPPO839	Support	<p>The Council supports the following sites which are included in the emerging Neighbourhood Plan and have the support of the local community:</p> <p>WA/BE/1 Stourport Rd Triangle (support removal from Green Belt)</p> <p>Early negotiations with potential developers have been and should be undertaken which would include negotiations over infrastructure, water management and community facilities such as school places/physical</p>

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO WA/BE/1 – STOURPORT ROAD TRIANGLE, BEWDLEY

Company / Organisation	Response No	Type of Response	Summary of Response
			extensions and road improvements
	LPPO252	Comment	<p>I support the case for new housing developments to be located to avoid increased congestion and pollution in the centre of the town. I am concerned about the site on Stourport Road being identified for new housing. I have two particular concerns on this.</p> <ol style="list-style-type: none"> 1. Impact it will have on already chaotic traffic congestion and parking problems experienced in the road generated by the two schools, Children's Centre, Sports Centre, Tennis Club and SVR and especially at school entry and finishing times. 2. This land should be retained for community use to deal with the lack of facilities and shortage of developable land in the town centre including the need for adequate long stay car and coach parking. <p>If the triangle is to be developed for housing, then it is imperative that other sites on the river side of the road, i.e. the schools, Leisure Centre and piece of land up to the new Bridge be earmarked for community use. The addition of new housing may benefit the school in terms of numbers attending, but it may mean that expansion of their facilities will be required including additional classrooms and increased parking provision. There has also been talk of siting a theatre at the school for combined community use. A comprehensive assessment of community need is required before land in this area is committed for housing and mitigating measures should be included to offset the current and potentially worsening traffic and parking issues. These measures to include: -</p> <ol style="list-style-type: none"> a) The establishment of a long stay car park for the town including coach parking, preferably with toilet facilities that might also be used for the school, sports centre, tennis club and SVR visitors. b) 20mph zone from the By-Pass through to the town centre. c) Improvements to the riverside walks from the town through to the By-Pass bridge with ramped access suitable for wheelchair users onto the bridge from both sides of the river.

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Company / Organisation	Response No	Type of Response	Summary of Response
			<p>d) Investigation of possible relocation of Tennis Club to new site close to sports centre to share in use of community long stay car park. Existing site to become available for housing. Possible grants for new/ improved tennis facilities.</p> <p>e) Improvements in public transport and infrastructure to encourage walking, cycling and alternative access arrangement to the schools and other facilities in the road to reduce impact of car use, congestion and pollution.</p>
	LPP04163	Comment	The only reasonable proposals seem to be on the ground opposite the leisure centre in Bewdley. Even then would have to use a road that is already a seriously dangerous road especially during school entering and exiting times. It creates congestion, foolish parking and difficulties for residents. I'm sure the police would verify this.
	LPP0579	Object	<p>Bewdley High School is full.</p> <p>Worcester Hospital cannot cope, will Kidderminster Hospital return to its original status, including A&E, Kids Ward, etc.?</p> <p>With hundreds of houses being built where is the Green Belt going to end, are we just going to join with Stourport and Kidderminster. The Government keeps saying build houses, are we going to lose all our character (fields, hedges etc.)</p>
	LPP0590	Object	Stourport Road Triangle has already been bought by a land bank company who knows the Government is relaxing the laws on Green Belt. A plot of land with an average price on it, has now been brought for a considerable amount of money.
	LPP031	Object	I have great concerns to building 100 properties on this site. My concern is the addition to the chaos and danger to school children on Stourport Road. Current parking and congestion has not been solved around this area. An addition of 100 dwellings will only add to the danger and risk that is currently faced by the parents and children.
	LPP0129	Object	100 new homes is far too many for this part of Bewdley. Presumably multi storey dwellings, completely out of

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO WA/BE/1 – STOURPORT ROAD TRIANGLE, BEWDLEY

Company / Organisation	Response No	Type of Response	Summary of Response
			<p>character of Georgian town.</p> <p>I hope that the old redbrick wall that runs alongside the proposed site and next to the public footpath be preserved. Is it 'listed'?</p>
	LPP0575	Object	<p>WA/BE/1 Stourport Road Triangle,</p> <p>We appreciate houses need to be built but if anyone tries to travel between 8:15 and 9:00 on a school morning they will see this is a traffic nightmare, with possibly another 2-300 cars from the 100 units. This will cause even more chaos, with also the safari park new hotel and coach drop off point, this could add 100s of cars and vehicles to this stretch of the Stourport Road and surrounding area.</p>
	LPP01580	Object	<p>The roads will be terrible right by the school. I am sure they will not cope with these children.</p>
	LPP02760	Object	<p>Policy 6B notes the need to safeguard and enhance open countryside, maintain openness to Green Belt and the provision of infrastructure and Policy 25C allows development on Green Belt only for small scale affordable housing in special circumstances.</p> <p>The developments on site reference WA/BE/1, WA/BE/5 AND WA/BE/3 are contrary to the policies noted above. For example site WA/BE/1 is development of 100 homes in an area of only 3.67 ha of Green Belt is not small scale. It is a very concentrated development.</p> <p>All of these sites are currently actively farmed/used land and so developing housing on this land is not safeguarding this Green Belt, in contradiction of policy 6B.</p> <p>Concerning infrastructure, all Wribbenhall sites will be affected by the bottleneck of the Bewdley bypass where it ends at the Kidderminster end and traffic connects with the Habberley Road. The addition of a potential Traveller site on the Habberley Road would further add to this congestion. Plus the development of the Safari Park and the increase in tourist traffic related to this. I cannot see where the plan addresses adequately the issues that the increased traffic would create.</p>

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Company / Organisation	Response No	Type of Response	Summary of Response
	LPPO3138	Object	<p>As a Bewdley resident who lives on Kidderminster Road, the proposals to build 100 on the triangle adjacent to the roundabout is an awful proposal which will put extra pressure on an already 'full' small town. The schools are full. The medical centre is very busy. This part of Bewdley is already grid locked at rush hour and busy all day.</p> <p>The Safari Park's water park, when it is built, will already be adding a huge amount of traffic to the road. When paired with the possible development by Burlish crossing, again a road which has long queues, in Stourport which links with the bypass roundabout -no one will be getting anywhere!!</p>
	LPPO2132	Object	Disruption to the eco system/wildlife, may affect Riddings Brook footpath.
	LPPO2414	Object	Object to the proposed developments south of the Habberley Road, the Stourport Road triangle and at Catchems End. Without extensive improvements to road, transport and other elements of infrastructure and services, none of these developments could be supported without damaging Bewdley and the amenities of its current residents. As these improvements are not proposed, the housing developments should not be allowed.
	LPPO2473	Object	<p>I would like to strongly object to the proposals laid out for Bewdley in the local plan review.</p> <p>Building on Green Belt land: I understand from the recent questionnaire completed by residents that one of the main concerns was the protection of Green Belt land. This proposal highlights a number of areas that are protected as Green Belt, in particular the land behind Sandbourne Drive (ref: WA/BE/1). I have concerns that any plans to develop this site will bring additional noise and will affect privacy. There would also be a significant impact on the neighbourhood with the loss of open aspect from the properties.</p> <p>In addition any development of this site will increase traffic in an areas which is already a concern due to the schools traffic. The proximity to the by-pass will make any access roads to the site difficult and an increased road hazard, impacting on highway and pedestrian safety.</p> <p>The Green Belt is what makes Bewdley and the Severn Valley so desirable and a conservation area, any reduction at the main access points to the town will be out of character and a considerable visual impact.</p>

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Company / Organisation	Response No	Type of Response	Summary of Response
	LPPO2692	Object	<p>Please reconsider siting 100 houses on land Stourport Road /Bewdley Bypass.</p> <p>Expanding the school population has already has caused horrible congestion problems for residents, parents and general traffic, especially buses and coaches.</p> <p>Another service road access will cause further problems for Bewdley and the Bypass access particularly at busy times. Increasing development at this point is inappropriate.</p> <p>The whole plan needs more research in my view.</p>
	LPPO3482	Object	<p>100 new houses will increase the traffic on Stourport Road in the rush hour.</p> <p>Double yellow lines should be extended on the school side of the road the full length of the road from the traffic lights to the school entrance and also at the corner of the road accessing the new houses.</p>
	LPPO3988	Object	<p>Our views with regard to Green Belt review and Local Plan 2019.</p> <p>A) Why are 3 out of 4 sites proposed in Wribbenhall. Unfair allocation and there must be other options the other side of the river. If we can find space for caravans there, why not housing?</p> <p>B) Disparity with the number of dwellings. i.e. 30 dwellings on 4.27 Ha (Highclere) and 100 on 3.67 Ha (Stourport Road).</p> <p>C) Landscape ruined on one of the gateways to Bewdley. Without care you will be destroying what attracts the visitors in the first place.</p> <p>D) Precedent set for 'incursion' into Green Belt when permission given for Safari Park. Why not continue allowing development for housing - local peoples needs - on land to the side of it.</p> <p>E) Wrong to think of by-pass as new boundary. Consider Bromsgrove, Evesham (we could go on, and on).Do we</p>

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO WA/BE/1 – STOURPORT ROAD TRIANGLE, BEWDLEY

Company / Organisation	Response No	Type of Response	Summary of Response
			<p>really want Wyre Forest to look like those. We can do better, let's show the way!</p> <p>F) Environment map shows WA/BE/1 to be at risk of flooding. Having lived near for 30 years we can confirm that that risk is very real.</p> <p>G) Suggest you take a look at the congestion on Stourport Road between 3pm and 3.30pm term time. (WA/BE/1). There appears to be little or no solution to this at the moment or indeed for the future. Another 100 houses would mean total gridlock.</p> <p>H) Last but not least as far as we are concerned. There are slow worms living on WA/BE/1. These are protected under the Wildlife and Countryside Act.</p>
	LPPO4193	Object	Specifically in relation to Bewdley the identified site on the Stourport Road would represent a significant intrusion into the green gap between Bewdley and Stourport.
	LPPO4850	Object	We object to the use of this land for any type of development on the basis that it is part of the Green Belt which was put in place to put a gap between town settlements.
	LPPO565	Object	<p>I object to 100 houses being built on the Stourport Road Triangle:</p> <ul style="list-style-type: none"> • this area is prone to flooding, the river Severn can flood right up to the brook by Sandbourne Drive, where will all the extra water & waste go? • the land is Green Belt. There is lots of wildlife around the area including bats & owls • the local schools are already full to capacity • the medical centre & local hospitals are already overworked & not able to cope with the current number of residents • between 8.15-9.00 & 2.30-3.30 every day during school opening it is absolute chaos, the road cannot cope with the school traffic as it is. It is an accident waiting to happen, the addition of 200+ cars from the housing development would only add to this chaos. • the roads are already full to capacity with safari park traffic especially during the spring/summer & this

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Company / Organisation	Response No	Type of Response	Summary of Response
			<p>will be considerably worse with the future hotel & leisure development at the safari park</p> <ul style="list-style-type: none"> we want to attract visitors to Bewdley, this is one of the main entrances into our town, 100 houses built onto this beautiful area of Green Belt would certainly not have the same attraction.
Bewdley Civic Society	LPPO833	Support	<p>WA/BE/1 Stourport Road triangle: Qualified support: For housing and its removal from the Green Belt. The housing should be a mix of affordable homes, home for the elderly and private housing. If this triangular piece of land is to be developed for housing, then it becomes imperative that other sites on the river side of the road, i.e. the schools, leisure centre and piece of land up to the new bridge are earmarked for community uses. The addition of new housing may well benefit the school in terms of numbers attending but it might also mean that some expansion of their facilities will be required, including additional classrooms and increased parking provision. In the past there has also been talk of siting a theatre at the school for combined community use. A comprehensive assessment of community need is required before land in this area is committed for housing and that in any event, mitigating measures should be included to offset the current and potentially worsening traffic and parking issues.</p>
	LPPO4091	Support	<p>Agree with Stourport Road triangle suggest that anything west of the river is not chosen for building due to traffic congestion/pollution/ violation through Bewdley Town Centre which is not acceptable.</p>

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Company / Organisation	Response No	Type of Response	Summary of Response
	LPP02922	Support	WA/BE/5 – Land South of Habberley Road – I support this allocation
Campaign to Protect Rural England	LPP0981	Support	This site encroaches into the Green Belt in a relatively narrow gap between Bewdley and Kidderminster. If a developer provided a link road between Habberley Road and Kidderminster Road then release of site from Green Belt would be acceptable.
	LPP0184	Comment	Already too much traffic along this end of Habberley Road to permit building of 45 dwellings on this land. A smaller number would be more reasonable, in addition to a road through to meet the round about of the by pass taking traffic away from the houses at this end of Habberley Road. This would also relieve build up of traffic at the no right turn at Catchems end, and the volume of traffic along Bewdley Road because of the enforced left turn.
	LPP01926	Comment	It was with great regret that as residents in New Road for the past 46yrs we heard of the proposed developments for this area. Over those years the traffic flow has increased greatly with the Safari Park, The Mercure Hotel and extra housing. The work due to be carried out in time by the Safari Park will cause congestion. All traffic going into Bewdley, off the Habberley Road has to turn left causing congestion at the island. Habberley Road is not big enough to take larger vehicles especially on the bend past Habberley Valley. WE do hope you will reconsider your plans.
	LPP01968	Comment	<p>The proposals for general domestic homes in the area are again set out to cover very considerable tracts of Green Belt land. Again why not build within the brown belt confines of Kidderminster. Where there is land that is in need of regeneration. Help a town that has suffered a downturn from lack of industry and the building of excess supermarkets, poor authority funding and decaying dwelling and old crumbling shops.</p> <p>The buildings at Wribbenhall that are proposed on an already very busy and often dangerous road that gets congested to a point that causes problems for residents and other road users. The poorly thought out junction at Catchem’s End creates many traffic hold ups and encourages drivers to take dire risks by turning right instead of left to go round the already fully congested island. These proposals are certainly putting lives at further serious risk.</p> <p>The only reasonable proposals seem to be those of building at the back of St Ann's school and on the ground opposite the leisure centre in Bewdley. Even then the latter would have to use a road that is already a seriously dangerous road especially during school entering and exiting times. It creates congestion, foolish parking and</p>

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO WA/BE/5 – LAND SOUTH OF HABBERLEY ROAD

Company / Organisation	Response No	Type of Response	Summary of Response
			<p>difficulties for residents. I'm sure the police would verify this.</p> <p>All of the proposals will have a devastating effect on the already overloaded infrastructure of a small and at present attractive town. It doesn't have enough parking as it is. The schools will be overloaded, at increased class sizes. The medical centre has just been improved to cope with demands and this will create further problems. The road system barely copes as it stands and will no longer be a small country town. With the only main hospital being Worcester which it takes a good hour to reach, and already puts lives at risk, the granting of such proposals for large scale building will only increase the dangers.</p>
	LPP02375	Comment	Many not aware of consultation until day before and not all have email preventing them responding in time.
	LPP03979	Comment	<p>The new flood defence should have been fitted as the temporary one before did not work. Water came from river upstream round through the houses flooding behind the barrier.</p> <p>The footing for a new flood defence would need a new fence like the one on Severn Side South.</p> <p>The ring road island and the ring road should have gone through.</p> <p>This short section, be done, the government have now to give money to get road works improvements, this land should still be highway.</p>
	LPP04063	Comment	Specifically In relation to Bewdley the sites on the Habberley road -one for housing the other possibly for travelling showpeople would represent a significant intrusion into the green gap between Bewdley and Stourport and Kidderminster respectively and in the case of the latter the proposed squeezing of 200 houses onto the former site would not exactly enhance or facilitate entry into the town.
	LPP04167	Comment	WA/BE/5 Land South of Habberley Road, in Green Belt albeit proposed removal is suggested. The site sounds to be problematic due to drainage issues. Where is the guarantee that this will be addressed and to the optimum level?
	LPP0654	Object	There are very few good reasons to object to the development of this site for housing although there are some

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Company / Organisation	Response No	Type of Response	Summary of Response
			<p>acknowledged technical difficulties and highway issues that must be resolved.</p> <p>This is a low lying piece of land which is frequently waterlogged, and it may not be possible to naturally drain surface water into any local watercourse and to pump could be an expensive option.</p> <p>I object to the use of this road as access to WA/BE/5, as the junction of New Road, the main Kidderminster Road and the cul-de-sac is already fraught with danger. Likewise, an access on to the Habberley Road is far from ideal.</p> <p>I believe that any access on to this site should be directly from the roundabout on the A456.</p>
Bewdley Civic Society	LPO0837	Object	<p>WA/BE/5 land south of Habberley Road. Qualified Objection. Very concerned with the impact this development may have on the openness and the important Green Belt tenet of preventing the coalescence and maintain the visual gap between the towns. Its development should only be allowed in very exceptional circumstances i.e. to provide/fund/enable an extension of the By-pass to the Habberley Road to mitigate the traffic chaos at Catchems End.</p>
	LPO1579	Object	<ul style="list-style-type: none"> • Traffic - more houses will make it worse. • Schools/GPs won't cope • It's Green Belt land
	LPO2814	Object	<p>I would like to raise my objection to the proposal for the site for travelling showpeople and housing south of Habberley Road in Bewdley:</p> <ul style="list-style-type: none"> • Effect of proposal on thriving businesses in the area • Effect on wildlife • Joining of Bewdley to Kidderminster • Junction at Catchems End is not suitable for large heavy vehicles and there is already traffic congestion from the Safari Park. <p>There are many proposed options but I think many more solutions could be found and used rather than just going</p>

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Company / Organisation	Response No	Type of Response	Summary of Response
			straight to Green Belt land.
	LPP03159	Object	<ol style="list-style-type: none"> 1. The proposed site does not meet the requirements for such sites as defined in PPTS (2012) referred to in para 8.35. The site has no residential development on it. The structures that are in existence are temporary and located right near the road. 2. The proposal goes against the requirement of PPTS (2012) that sites located on Green Belt land are “inappropriate development”. Given the availability of other sites not in Green Belt we see no grounds for an exception to be made especially considering the negative impact that such a site would make to the “open access” requirement for Green Belt. 3. Previous development proposals have been rejected with a planning inspectors ruling that there should be no encroachment on this area. 4. Further development adjacent to our drive that serves three properties would increase the problem of traffic. 5. Impact on the exceptional wildlife.
	LPP01782	Object	<p>Objects to WA/BE/5. The proposed land is a Green Belt area</p> <p>Habberley Road is an extremely busy road providing infrastructure to local business leisure and hotel needs.</p> <p>The site proposed is nearby to Bewdley's largest hotel and would not enhance the area to prospective clients.</p> <p>The local highways governing this road would surely oppose the constant movement of large articulated vehicles on this B category road creating a potential safety risk to other road users.</p>
	LPP01928	Object	<p>We are extremely concerned about the proposed developments that converge onto the B4190 Habberley Road. Traffic leaving the Heath Hotel and Pines Golf Club have to be very careful when entering this B road due to the series of bends on it. Plans for the Safari Park hotel will increase traffic in this area.</p> <p>The proposed development is also being on Green Belt land.</p>

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Company / Organisation	Response No	Type of Response	Summary of Response
	LPPO2218	Object	<p>Local Plan Review (2016-2034) Consultation Policy 33 - Bewdley Site Allocations - WA/BE/5</p> <p>Objects to the proposal for the development of Green Belt land between the Habberley Road and the A456.</p> <p>The main reasons for my objection are as follows:</p> <p>1. Areas of Separation</p> <p>If the policy is not to encroach on Green Belt land unless the most exceptional circumstances exist, I cannot see any logic in the selection of this location.</p> <p>New Road is effectively the line of the boundary beyond which open countryside stretches to the outskirts of Kidderminster. I can only assume that the selection has been made on the basis that this could be regarded as an “in-fill” site and therefore the impact would be negligible. I would strongly suggest that this is an inaccurate description and would only be accurate if the Mercure site was itself heavily built up and could therefore be regarded as the outermost point of built-up Bewdley.</p> <p>In fact, the hotel is in attractive rural grounds and blends well into the countryside. None of the entire north-eastern boundary of the designated area can in any sense be described as directly adjoining developed, i.e. built up, land. The vast majority of the adjoining area is open countryside/parkland, privately owned and maintained by the hotel but generously made available to local residents for recreational and social purposes. The developed area of the hotel, including car-parking and exercising facilities, only represents a very small proportion of the entire area. My contention therefore is that:</p> <ul style="list-style-type: none"> - the designated plot of land is effectively part of the countryside surrounding the town of Bewdley and is no different from the other, designated “green space” between Bewdley and Kidderminster. The rear of New Road is the edge of the town and there is effectively nothing from there up to the first Kidderminster houses at the top of Bewdley Hill, other than greenery. - there is no man-made boundary, in the form of the A456 road, towards which any extension of the town might, on the basis of certain logic, extend - it is therefore an area which, on the above grounds alone, should be excluded from any long-term plan which might otherwise invite developers to try their hand at filling in the space between Bewdley and Kidderminster. <p>2. Suitability of the area for building.</p>

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Company / Organisation	Response No	Type of Response	Summary of Response
			<p>The Bewdley Neighbourhood Plan which included a similar proposal for this site contained areas of possible flooding in the neighbourhood. I was somewhat surprised to notice that the area in question was not mentioned within this category. When I bought my Bewdley property I was apprehensive in noting what Seven Trent thought about these fields: namely that they are subject to significant risk of flooding. Looking at your document, it appears that this risk has been noted and “that the site would require careful design to take into account the need for a channel to take surface water run-off to the site in times of heavy rainfall. This would be incorporated into a larger area of open space “ This need does however have further implications for the way in which the site is used — please see Density below.</p> <p>3. Road access</p> <p>It is hardly necessary for me to point out the existing problems with the roundabout on the A456 and the adjoining roads and therefore the undesirability of adding to them by additional residential development. The fact that this development is described as “Habberley Road” infers that there would be no access to the A456. It is hard to see in any case how the latter would be practicable. But access into Habberley Road is not without its implications: again, with the existing road layout, any traffic from the new development into Bewdley would add to the problem of the A456/Safari Park roundabout as of course all traffic coming down the Habberley Road into Bewdley is routed around it.</p> <p>4. Agricultural Land</p> <p>The designated land is historically agricultural. Of all the miles of boundary surrounding Bewdley which adjoin agricultural land, why should it be just this one (and a couple of others) where a change of use is to be considered and where developers are thereby to be encouraged?</p> <p>5. Density</p> <p>On looking the intended density of the several Bewdley sites which are currently under consideration, I noted that the site in question is at a level of about 26/27 per hectare. This is, at first sight, similar to WA/BE 5 (Stourport Road) and at a level considerably higher than BR/BE/6 (Highclere) which seems to be favoured with the density of only about 7/ha. There may be good reasons for this significant discrepancy (by a factor of almost 4) but I am not aware of them. This question of density is of course an important point since on it depends, to a large degree, the</p>

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO WA/BE/5 – LAND SOUTH OF HABBERLEY ROAD

Company / Organisation	Response No	Type of Response	Summary of Response
			<p>impact on adjoining residential property.</p> <p>Another significant way in which this land is being unfavourably treated with regard to density is associated with the flood risk. As mentioned above, there is a problem potential flooding and the way around this is a channel to take away surface water. “This would be incorporated into a larger area of open space.” The implication of this is that:</p> <ul style="list-style-type: none"> Effectively, less than the stated 1.71 hectares will be available for building, and so the sharing of the burden of new developments on existing householders becomes even more uneven and unfair. Looking at Bewdley as a whole. The building development will be concentrated on the south-western part of the site which unfortunately is that which joins existing properties most closely. It may also be worth noting that the existing properties include bungalows where the effect of new, probably two-storey (or even higher) housing on adjacent properties is even more damaging. Your reaction to that may well be: well, that is something which can be taken into account at the detailed planning stage. As a resident however, I have little confidence that in the heat of that planning stage, when there are pressing political and financial questions at stake for all concerned, the needs of just a few existing residents are going to count for much.
	LPPO2376	Object	<p>I object to Habberley Road site:</p> <ul style="list-style-type: none"> It goes against all previous planning advice. Constant movement of traffic on/off the site. The B4129 is busy rural road extra traffic would make it very dangerous. Hotel/golf club will suffer Damage to the local environment/wildlife. Residents would be affected by noise/ability to sell property There is no legal obligation to provide land for any further housing in Bewdley.

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Company / Organisation	Response No	Type of Response	Summary of Response
	LPPO3280	Object	<p>I would like to object to the plans for WA/BE/3 and WA/BE/5 houses development.</p> <p>My reasons being:</p> <ul style="list-style-type: none"> • Developing on Green Belt land. • The increase in parking and other highway issues this would bring. • How this will affect the schools, which are already over subscribed. • Waiting times and care at the dentist and doctors with an increase in the population.
	LPPO3499	Object	<p>I wish to object to the proposals for the Habberley Road site (WA/BE/5) for the following reasons:</p> <ul style="list-style-type: none"> • previous planning applications have been rejected and a study of its planning history shows a potential bronze age burial mound and a planning inspectors ruling that there should be no encroachment of the area between Kidderminster and Bewdley. • The B4129 is already a very busy road and this would lead to further traffic problems and potential accidents. • Negative effect on two established thriving businesses. • Harm to the environment • Effect on housing prices.
	LPPO3644	Object	<p>The development I understand would include circa 45 new homes but has the potential to ruin the surrounding country area, cause increased traffic at the already congested Catchems End junction and have an impact on local tourism and trade.</p> <p>The Hotel will look over this new development and this has the potential to damage their business and reduce visitors to the area who would want the feel of escaping to the country.</p> <p>The residents on New Road and Habberley Road would be severely impacted in terms of their view, potential traffic</p>

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Company / Organisation	Response No	Type of Response	Summary of Response
			<p>and parking issues (there's never enough parking on a new housing development) but also the area is popular with local people for dog walking, runners and walkers alike let alone the amount of wildlife seen in the area. The wildlife and environment would suffer significantly.</p> <p>There would be many more neighbours who would lose out if we lose this beautiful piece of land than there would be gain because of this development.</p>
	LPPO3235	Object	<p>We DO NOT support the proposal for development at the rear of New Road, Bewdley.</p> <p>Traffic at the road island at the end of New Road.</p> <p>The pollution and road safety dangers presented are obvious.</p> <p>When the West Midlands Safari Park have completed their new development plans and an 'open all year' Water Park, 1000 seater Conference Hall etc has been built and a new entrance installed whereby traffic will enter and leave from this small island, the traffic will be at a permanent standstill - with backlogs affecting both Kidderminster Ring Road and traffic approaching from Bewdley Town Centre and beyond.</p>
	LPPO4093	Object	<p>I feel the planned building of over 100 new houses in the area is far more than the area can stand. The extra strain on the roads in the area which are already at breaking point is unacceptable. The loss of Green Belt land should be avoided at all cost as once it has gone that is it.</p>
	LPPO4152	Object	<p>South of Habberley Road WA/BE/5</p> <p>My reasons for objections are for all 3 sites and are as follows;</p> <p>I inquire what the special circumstances are to justify the areas concerned as being an exception to the rule regarding building on rural land? I feel sure all of this would be taken into account as a reason for refusal if a local member of public applied for the same building permission on these sites</p> <p>* In my personal view the character of the approach to the well known Georgian town of Bewdley, which attracts</p>

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Company / Organisation	Response No	Type of Response	Summary of Response
			<p>many tourists to the region will potentially be detrimentally affected and that an erosion of Green Belt/ rural areas can lead to a 'sprawl ' of built up environments.</p> <p>* I recognize that “there is no right to a view" in legal terms, however loss of a view (whether it be by local residents or approaching visitors to the town of Bewdley) is not necessarily irrelevant when it comes to planning permission. The enjoyment of the current natural view and the rural character it maintains is an important part of the amenity and aesthetics of this area I feel that the effect of the proposed development on the character of the neighbourhood will be altered in opposition to its existing established historical and rural character that is enjoyed.</p> <p>Bewdley is a town known for its outstanding beauty, from a public view point and in keeping with the present government’s promotion of 'Localism', I would hope that such matters are taken into consideration when they are raised by local people.</p> <p>* I am concerned about ongoing enforcement of correct status of use for the proposed sites. How will the local authority ensure present/ future owners & users of the development meet showground/ traveller status. Could I inquire as to the rigor, status criteria and check resources that would be put in place? I assume that these would have to be clearly presented and budgeted for with presentation of any planning permission.</p> <p>* Living in the area for the amount of time that I have, I'm aware of the amount of fatal and near fatal road traffic incidents on the Habberley Road. I feel that it is important to prevent any increase in traffic which could be generated by the establishment of a site using haulage type/ size vehicles onto and off this road. I fear an increasing adverse affect on current highway safety with larger vehicles 'swinging in/out of the site.</p>
	LPP04173	Object	<p>This relates to the overall plans for Bewdley as set out in the Wyre Forest Local Plan review: in particular section 33</p> <p>I would like to strongly object to the proposals laid out for Bewdley in the local plan review.</p> <p><u>Building on Green Belt land:</u> I understand from the recent questionnaire completed by residents that one of the main concerns was the protection of Green Belt land. This proposal highlights a number of areas that are protected</p>

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Company / Organisation	Response No	Type of Response	Summary of Response
			<p>as Green Belt.</p> <p>The Green Belt is what makes Bewdley and the Severn Valley so desirable and a conservation area, any reduction at the main access points to the town will be out of character and a considerable visual impact.</p>
	LPP04186	Object	<p>The proposals to build potentially 45 houses in the land south of Habberley Road is an awful proposal which will put extra pressure on an already 'full' small town. The schools are full. The medical centre is very busy. Assuming most homes have 2 cars, this would bring an extra 250 plus cars onto Kidderminster Road. This part of Bewdley is already grid locked at rush hour and busy all day. Queues build down toward the safari park and along the bypass as cars approach roundabout. This begins at 3.30pm every day and goes on until after 6pm. This extra pressure on the road would be a nightmare for all Bewdley residents who queue to get in and out of Bewdley every day as it is. The Safari Park's water park, when it is built, will already be adding a huge amount of traffic to the road. When paired with the possible development by Burlish crossing, again a road which has long queues, in Stourport which links with the bypass roundabout -no one will be getting anywhere!!</p>
	LPP04189	Object	<p>Having read the proposals for the Wyre Forest District Local Plan Review, I am objecting to WA/BE/5.</p> <p>Highways Problems - The A456 and B4129 in Wribbenhall are already very busy, and to build new homes in this area would cause even more congestion.</p> <p>Loss of Green Belt - All this area is Green Belt land and previous planning inspectors have ruled there should be no encroachment of the area between Bewdley and Kidderminster. Planning history shows a site of historical interest on the Habberley Road.</p> <p>Services - To build more houses in this area at a time when services are stretched, makes no sense. We are seeing cuts to Fire Services, Health Service and Schools.</p> <p>Environmental Issues - All of these plans raise many environmental issues.</p>
	LPP04513	Object	<p>The field behind New Road the road at the top has been closed to stop traffic abusing it. Narrow roads again it will affect the environment.</p>

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Company / Organisation	Response No	Type of Response	Summary of Response
	LPPO4615	Object	Object to the proposed developments on the other side of the river in Bewdley, i.e. south of the Habberley Road, the Stourport Road triangle and at Catchems End. Without extensive improvements to road, transport and other elements of infrastructure and services, none of these developments could be supported without damaging Bewdley and the amenities of its current residents. As these improvements are not proposed, the housing developments should not be allowed.
	LPPO4704	Object	<p>Policy 6b notes the need to safeguard and enhance open countryside, maintain openness to Green Belt and the provision of infrastructure and Policy 25 c allows development on Green Belt only for small scale affordable housing in special circumstances.</p> <p>The developments on site reference WA/BE/1, WA/BE/5 AND WA/BE/3 are contrary to the policies noted above. For example site WA/BE/1 is development of 100 homes in an area of only 3.67 ha of Green Belt is not small scale. It is a very concentrated development. Site</p> <p>All of these sites are currently actively farmed/used land and so developing housing on this land is not safeguarding this Green Belt, in contradiction of policy 6b.</p> <p>Site WA/BE/3 in option B currently incorporates the run off rain water from the Queensway estate and there are obvious environmental concerns of developing on this site</p> <p>Concerning infrastructure, all Wribbenhall sites will be affected by the bottleneck of the Bewdley bypass where it ends at the Kidderminster end and traffic connects with the Habberley Road. The addition of a potential traveller site on the Habberley Road would further add to this congestion. Plus the development of the Safari Park and the increase in tourist traffic related to this. I cannot see where the plan addresses adequately the issues that the increased traffic would create.</p>
	LPPO314	Support	My clients welcome the inclusion of their land (Site WA/BE/5) as a Core Housing Site. The site is available for development within the first 5 year phase of the new local plan. My clients support the removal of their local plan from the Green Belt. Subject to the re-zoning via the new local plan, my clients will, with others as required work as a draft Master Plan for their land. This will be discussed with the LPA and others as required.

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Company / Organisation	Response No	Type of Response	Summary of Response
Bewdley Town Council	LPP04098	Support	<p>The Council supports the following sites which are included in the emerging Neighbourhood Plan and have the support of the local community:</p> <p>WA/BE/5 Land south of Habberley Road (support removal from Green Belt)</p> <p>Early negotiations with potential developers have been and should be undertaken which would include negotiations over infrastructure, water management and community facilities such as school places/physical extensions and road improvements</p>
	LPP04851	Support	<p>We object to the use of this land for any type of development on the basis that it is part of the Green Belt which was put in place to put a gap between town settlements. However there are extenuating circumstances here since a road is badly needed to link the Habberley Road with the Bewdley By-Pass to avoid the ridiculous situation we have at Catchem's End where all traffic must turn left. As a result we have an area which is heavily affected by vehicle fumes. Indeed we understand that this area is one of the most heavily polluted areas in the Wyre Forest District. Funds should therefore be found for a link road. On this basis we would agree to residential dwellings being constructed on this site.</p>
	LPP05135	Support	<p>Bewdley: OK to build on Catchem's End site WA/BE3 and Habberley Road providing:</p> <ol style="list-style-type: none"> 1. Drainage pipes are installed (preventing flooding from brook by Queensway). 2. Parking space is allowed (for vehicle using Lodge Close from pub). 3. Green park/play area is installed. 4. Bus stop provided 5. Local store/newsagents. <p>No building on other sites in Bewdley.</p>

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO BR/BE/6 – LAND AT HIGHCLERE

Company / Organisation	Response No	Type of Response	Summary of Response
	LPPQ2655	Comment	<p>1.) Access. Main access from the town to the site will be Park Lane. I am sure you are aware that this is already a very busy road (particularly at peak school times) and poses serious threat to pedestrians utilising the route. An increase in traffic flow will therefore increase this risk.</p> <p>2.) Ecological Importance of the site. I am sure you are aware that Ancient Woodland is present to the south of the proposed area for development. Housing and increased 'hard landscaping' will produce run off which will ultimately produce pollution and undue pressure on Snuff Mill Brook. Should you still deem it necessary for the site to be included on the plan, and should development be proposed, it will be imperative to carry out a full Ecological Appraisal of the site, prior to the submission and/or determination of any planning application.</p> <p>As a young person, I understand the need for increased housing, particularly in Bewdley (I myself find it frustrating that I have had to move out of my home town simply because of the lack of affordable / available housing!). However, I do believe that building on this site (or to the west of the River for that matter) is not a sensible or sustainable option for the growth of Bewdley and that an alternative solution should be sought.</p>
	LPPQ2913	Comment	<p>I see the proposal is for single-storey housing, which I take to mean it is being considered for retirement housing.</p> <p>In some ways this would be a lovely spot in which to have a retirement bungalow – attractive and peaceful and very close to town. However, people looking ahead to their retirement will be thinking of the time when they can no longer drive. To walk into Bewdley is dangerous down Park Lane with no footpath, and the climb back up Park Lane or Wyre Hill is daunting and many would be unable to tackle it.</p> <p>To catch a bus they would have to walk up and down from Hales Park, which again is not practical for many, especially with heavy shopping.</p> <p>If, on the other hand, the houses are taken by car drivers, how is the narrow road network in this area to cope with even a modest increase in the traffic flow?</p> <p>So although I can see the thinking behind allocating a site close to the town centre for such housing, I don't believe it is a practical option.</p>

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Company / Organisation	Response No	Type of Response	Summary of Response
Campaign to Protect Rural England	LPP0978	Comment	We thought that the upper portion of the site might be used, as the assessment sheet suggests, but are told that Bewdley Civic Society (who know the area better than we do) consider the site wholly unsuitable, relying on the views of a Planning Inspector several decades ago that the site should never be developed. Here we have to defer to local knowledge.
	LPP0718	Object	Development off Highclere would lead to serious accidents on roads - narrow and twisty, no pavements. Unsuitable proposal.
	LPP0744	Object	Object to proposed development on Highclere Fields for following reasons: <ul style="list-style-type: none"> • steeply sloping with no bus or local shop • limited parking in area - roads narrow, no pavements, poor visibility • well used for recreational pursuits - dog walking, informal play
	LPP0687	Comment	Highclere downgrade to Option B but preferably not built on at all. Agree with Stourport Road triangle suggest that anything west of the river is not chosen for building due to traffic congestion/pollution/ violation through Bewdley Town Centre which is not acceptable.
	LPP0386	Comment	Access is suggested as available via existing hammerheads but these roads are narrow with several partially blind bends. They may be able to cope with increased domestic traffic but the passage of delivery and emergency vehicles could be a problem.
	LPP0584	Comment	Want BR/BE/6 removed from the core sites and replaced with part of the site in option B at Catchem's End. This would avoid the increase in traffic through Welch Gate that any development at Highclere would cause. Other than very small scale, development should be avoided West of the River Severn in Bewdley to avoid adding to the increasing congestion and air quality problems already faced by the town.
	LPP03093	Comment	I would prefer site WA/BE/3 Catchems End to be designated as a Core Site instead of site BR/BE/6 Land off Highclere. The reason for this is that any development in the Highclere area would inevitably add more traffic passing through the Welchgate / top of Load Street area which is an Air Quality Management location. Any

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Company / Organisation	Response No	Type of Response	Summary of Response
			additional air pollution in this area should be avoided and additional traffic would only make the air quality worse. In addition the extra traffic passing through this area and then over Bewdley Bridge would only increase the regular congestion in Bewdley Load Street. I believe that there should only be very small scale development on this side (west) of the River Severn and any necessary, more major developments should take place on the Wribbenhall (east) side.
	LPP02517	Comment	<p>Bewdley's character is bound in by its geographic layout and history. Its uniqueness is worthy of preservation and any restrictions on further developments being built near the town could ensure its preservation.</p> <p>I can appreciate both sides of the problem - growth and expansion as opposed to preservation. A dilemma and can see there is no easy resolution to this and the many similar situations that will arise for the area in the future.</p> <p>Having lived in Birmingham, due to expansion and immigration, many districts that were regarded as being respectable and under the control of authority have now become less desirable. Bewdley and its surrounds are far from being in a similar state, but my experiences should convey a warning of the changes that can happen in a lifetime.</p> <p>Your greatest dilemma, as I see it, is in deciding whether to take a short or long term view of the problem whilst taking into consideration the beautiful area we live in and how quickly it can all change.</p> <p>With regard to Highclere I am in favour of a good result for the protesters and can only await the outcome of the committee's decision on the matter. Before a final decision is taken, I trust the committee will seriously consider the effects this and any other building projects planned for Bewdley will have on its historical heritage. Apart from this aspect, the serious traffic problems that will result within the town and all of the very difficult to negotiate roads adjoining the town need to be studied. Bewdley, with its obvious restrictions is very limited in the number of residents easily accommodated in the part of town under discussion. There are problems accessing the town via Park Lane or Wyre Hill by either foot or vehicle. Visitors will comment on the problems of trying to pass oncoming vehicles. Wyre Hill with its many cottages and parking problems is extremely narrow to negotiate and is relatively free of accidents due to care taken by familiar users of it and, in the main, its limited use.</p>

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Company / Organisation	Response No	Type of Response	Summary of Response
	LPP02536	Comment	<p>Highclere is not suitable for land development. If access is from the current infrastructure of Park Lane / Wyre Hill this will cause numerous traffic bottlenecks and dangerous access. Wyre Hill becomes exceptionally narrow around the school and, in reality, people going to Kidderminster will use Park Lane which again is very narrow. In addition, there is already a bottleneck around the church with cars exiting Park Lane merging in with traffic from all sides.</p> <p>I firmly believe that we require the correct development in the right place in Bewdley. We need nice bungalows for the older residents who will then release their 4 bed houses to families releasing smaller houses for younger residents. Highclere is not suitable for a development for the elderly - there is no bus access and residents requiring access to the medical centre, if unable to walk (and Park Lane is steep for the elderly) will have to drive - no parking spaces!</p> <p>I have no objection to development but this land is wholly unsuitable and will cause more problems that it solves.</p>
	LPP04162	Comment	The only reasonable proposals seem to be those of building at the back of St Ann's school.
	LPP04166	Comment	For many years this has been a potential site and in fact was proposed for planning in the 1970s, hence the layout design of Highclere and Highclere Drive to accommodate this.
	LPP0688	Object	<p>A) Traffic increase on Park Lane which is steep with poor visibility and is used by school children where there is no footway</p> <p>B) Shops are ½ mile away but down a steep path, new houses are very likely to use cars to access.</p>
	LPP0755	Object	<p>Object to land off Highclere being a core site. Development anywhere West of the river is not an option. Increased traffic flow will exacerbate pollution in Welch Gate.</p> <p>Core site of Highclere is said PARAGRAPH 33.1 “ to have easy access to services and facilities” This may be so in mileage terms, the roads to town, Park Lane and Wyre Hill are narrow and tricky already and increase in traffic will worsen this. They are already difficult for pedestrians and dozens of children use Park Lane as a route to and from the High School & St Annes. There is no bus route for non drivers who cannot walk up and down the steep</p>

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Company / Organisation	Response No	Type of Response	Summary of Response
			hills to services or facilities.
	LPP0673	Object	<p>I object strongly to this part of the plan.</p> <p>Very concerned at proposal for housing development adjacent to Highclere. This is inconsistent with other objectives and policies in the plan which support the retention of Bewdley's valuable open spaces and the reduction of traffic. The development of infill sites can be accepted, but see no justification for the use of valuable Greenfield open space on this side of Bewdley.</p> <p>Development would generate significant additional traffic on Park Lane. This road, used by school children and pedestrians, is narrow with blind bends and no pavement, no bus route, no local shop, detrimental to the air quality improvement zone and increased congestion. Additional traffic on this road is unacceptable.</p> <p>The natural beauty of these fields and their value for recreational purposes will be lost as stated in the last Government Inspectors' report which rejected any development of this area.</p>
	LPP0675	Object	<p>I object to the proposal that Highclere be considered for core housing site for the following reasons:</p> <ol style="list-style-type: none"> 1. The road network- access only via Highclere (Drive)- Park Lane/Wyre Hill already congested 2. Safety to children- St Annes School as a result of additional traffic 3. Not on a bus route 4. Area used by local residents for walking 5. Area of beauty adjacent to Golden Valley 6. More suitable areas- Wribbenhall and Stourport Road- easy to access to by-pass
	LPP035	Object	Object to development of Highclere fields.
	LPP040	Object	I am extremely concerned about the effect any housing development will have on the surrounding road network around Highclere Fields. Park Lane and Wyre Hill are very narrow, and the congestion, particularly at rush hour and school start and finish times, is already unacceptable. There is no transport infrastructure in place, so all

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Company / Organisation	Response No	Type of Response	Summary of Response
			<p>movements will be in private cars. Walking is not an option, particularly for older people, as the site is at the top of a steep hill above the town, whichever way you access it.</p> <p>The bypass is not the answer, evidenced by the fact that it is not used by the majority of people currently, so why should that situation change.</p> <p>There are also strong arguments against the site being developed from an environmental viewpoint, both in terms of deterioration in air quality and the destruction of yet more urban green land.</p>
	LPPO44	Object	<p>Objects to development at Highclere. The land is used by walkers and is habitat for wildlife - leading down to ancient woodland. The increase in volume of traffic with access from Wyre Hill or Park Lane would be dangerous. Proposals for small development of retirement bungalows not appropriate because of access to town.</p>
	LPPO45	Object	<p>Objects to development at Highclere:</p> <ul style="list-style-type: none"> the site has high landscape value the water run off into Snuff Mill Brook would have a detrimental effect Access in / out of the site is unsuitable for any increase in traffic <p>Bewdley Town Council has agreed that this site is unsuitable.</p>
	LPPO53	Object	<p>I would like to express my views on the proposed development. I live in Park Lane and use these fields daily for walking my dogs as do many other people living locally, to walk them elsewhere would mean taking them out in the car. Any development would increase the traffic going up and coming down Park Lane. Park Lane is very steep and narrow in places two vehicles can not pass and some vehicles travel up far too fast. I frequently walk up and down as do many school children, I tend to avoid this when it is icy because it is so easy to slip and be hit by a vehicle, however the school children still do, any increase in traffic will put them at risk.</p> <p>For every property built there will be a minimum of two vehicles and no bus service as the access is unsuitable for large vehicles.</p>

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Company / Organisation	Response No	Type of Response	Summary of Response
			On balance I think the proposal is unsuitable.
	LPP054	Object	<p>Bewdley Town Council agrees with residents that the land known as Highclere Fields is unsuitable for the proposed development.</p> <p>My objections are as follows.</p> <p>Previously refused for development - reason was it was an area of outstanding natural beauty plus other reasons which have not changed and many of them have got worse.</p> <p>The access to this land would be via Park Lane and or Wyre Hill, these roads cannot take more traffic and are extremely dangerous to motorists and pedestrians and in particular school children. Car ownership has increased since the last application and parking on the roads has made hazards behind belief. This increase in traffic will make air pollution even more of a problem and would again impact on people's health.</p> <p>There are suitable sites in the area which would be more beneficial to all parties concerned and I would ask you to reject this planning application.</p>
	LPP066	Object	<p>I am concerned that the development would cause a number of problems in the local area:</p> <p>The increased volume of traffic around Park Lane, Wyre Hill and by the local school St Anne's. It would be difficult to get good access to the site from the existing road structure. I am sure there are much better options available to the local planners, I understand that this particular field was some years ago designated as an area of outstanding natural beauty by the planning inspector, if permission was granted this would be the thin end of the wedge and more applications would be forthcoming to extend the site. I hope you will consider my comments when making your final decision.</p>
	LPP071	Object	<p>Area congested with traffic, no pavement down the steepest part of the hill and barely room for cars to pass. More houses will lead to more traffic. Dangerous enough, why make it even more so? Wyre Hill unsuitable for even the amount of traffic that there is.</p> <p>Highclere area used for walking and relaxing. Council should reduce the amount of traffic in Bewdley</p>

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Company / Organisation	Response No	Type of Response	Summary of Response
			The attraction of Bewdley is that it allows easy access to the countryside, has pleasant views and clean air.
	LPP081	Object	Objects to development at Highclere. The increase in traffic along Park Lane would be dangerous to pedestrians, many of whom are school children.
	LPP0114	Object	<p>Infrastructure will not cope with further development. Already problems with school parking. Already bungalows in the area up for sale that could be utilised.</p> <p>Already too much pollution around Welsh Gate, further development will only increase that.</p> <p>With the bus system around here and the roads being so narrow during school times there is already too much congestion & with more vehicles being around this area it will be putting our children & older residents at more risk of accidents</p>
	LPP0117	Object	<p>Problem with this site is vehicular access. The three means of accessing Bewdley Town Centre from this site are a) Winbrook/Welch Gate, b) Wyre Hill and c) Park Lane. Neither of these routes can take an increase in traffic.</p> <p>Route a) Winbrook/Welch Gate is a narrow road up to the junction with Dog Lane, it is difficult for buses to manoeuvre and impossible for a lorry to pass a bus. Congestion already occurs in that area. Additional traffic generated by development in Highclere would cause gridlock in this area. There are already air quality issues at this point due to stationary traffic - this would be exacerbated by development at Highclere.</p> <p>Route b) Wyre Hill is very narrow and with parked traffic down one side is already reduced to a single carriageway. This route can not take the additional traffic that would be generated by development at Highclere.</p> <p>Route c) Park Lane is steep and narrow with no pavement. It already suffers congestion and is not suitable for additional traffic. This route is walked by people coming from the town to the present housing in Park Lane and Highclere INCLUDING SCHOOL CHILDREN. There is already conflict between traffic and pedestrians. Additional traffic generated by further development at Highclere will inevitably lead to pedestrian injuries or death.</p>

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Company / Organisation	Response No	Type of Response	Summary of Response
			<p>Please note that Bewdley Town Council consider the Highclere site unsuitable for development.</p> <p>Reject the Highclere site for further development.</p>
	LPP0119	Object	<p>I object to the inclusion of this greenfield site behind existing houses at Highclere for the following reasons:-</p> <ol style="list-style-type: none"> 1. The extra traffic generated by the proposed new housing development has 'nowhere to go'. <p>Park Lane is narrow, twists, blind bends, is steep, it is hard to pass two vehicles and most importantly it has no pavement. Dangerous for pedestrians. The elderly, schoolchildren Mums with pushchairs and people working and shopping in Bewdley have to hope that the traffic coming around a blind spot can stop.</p> <p>Moving the extra traffic away from Park Lane and putting it down Wyre Hill is not much better, parked cars effectively reduce the road to a single carriageway.</p> <p>The area of Welch Gate would also be badly affected by extra vehicles from Wyre Hill producing more pollution and forming a bigger queue at the junction with Dog Lane.</p> <ol style="list-style-type: none"> 2. There are no facilities in the Park Lane/Highclere area. No Bus Stop, No shop, No children's playground, not even a postbox. Consequently people have to use their cars all the time to go shopping and for trips to the medical centre, library and everything that Bewdley offers. See point 1. above about the deleterious effect of extra car journeys. 3. Loss of the greenfield site behind Highclere would mean that the existing local residents would lose the amenity of being able to walk on footpaths there. There is no other area of park anywhere near Highclere. <p>My objection to the inclusion of Highclere as a potential housing site can be included in the draft Local Plan consultation.</p>
	LPP0120	Object	<ul style="list-style-type: none"> • Loss of local land for recreational/amenity, inc environmental and nature aspects.

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Company / Organisation	Response No	Type of Response	Summary of Response
			<ul style="list-style-type: none"> • Possibility of future development • Loss of many public footpaths/wildlife • Develop the area as a nature reserve, as an asset to Bewdley.
	LPP0143	Object	The plan does not comment on the issue of extra traffic travelling down Park Lane. This is a key issue, especially at peak times. A traffic impact study is needed. Great caution is required before any action that increases traffic flow up and down this road, especially the steep and winding section. Extra Highclere traffic will use this route!
	LPP0175	Object	Impact on traffic flow through Bewdley. It's on top of the hill, so although within 0.5 mile of Load street, not easily accessible. Very unlikely that new residents (especially elderly) would walk down and back up after visiting the shops.
	LPP0334	Object	<p>I oppose the preferred scheme. Any building in Bewdley is unwise due to the layout. I am particularly concerned with the proposed building on Highclere fields.</p> <p>My reasons being:</p> <ul style="list-style-type: none"> • Already very high air pollution in the town • Gridlocked roads at peak times (Park lane and Wyre Hill narrow and without pavements) • Increased car usage as there are no near bus stops or shops • Highclere fields have many ash trees- aren't these endangered though ash dieback in other areas? If so shouldn't they be protected? • Highclere is Green Belt! A beautiful spot used by many of the local community • Several bird species and butterflies would loose their habitat <p>Many other reasons to refuse planning on this site. Please consider them. Without major road improvements, any large building projects would greatly add to the existing problems.</p>
	LPP0340	Object	I strongly object to the inclusion of Highclere Fields as a possible housing development site. My reasons are as

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			<p>follows.</p> <p>Unsuitability- Access via Park Lane/ Wyre Hill, both of which are narrow roads, poor visibility, dangerous for those walking as no proper footpaths, blind bends, additional traffic will cause chaos.</p> <p>Natural Beauty- This field has always been considered an area of outstanding natural beauty, development of any sort will destroy this forever. The landowner has her own development ideas which are impractical and would set a precedent for future development and be difficult to resist. Your policy statement includes 'not an area of significant value for recreation, beauty, tranquillity, wildlife.' All these criteria apply to Highclere fields. These fields should be a priority for protection.</p> <p>Bewdley town- Relies heavily on tourists, so destroying its attractiveness to visitors by turning it into a commuter town, would destroy the very essence of why people visit.</p> <p>Alternatives- Have you considered land opposite/ adjacent to the Mercure Hotel, Defunct site of Medical Centre/Library, land opposite Bewdley High School.</p>
	LPP0383	Object	<p>Object. This site did not form part of the Bewdley Town Council Development Plan.</p> <p>Land west of the river is not as suitable for development due to the increased congestion this will cause as people travel through the town.</p>
	LPP0171	Object	<p>Development off Highclere: 30 bungalows would increase the existing developments (Highclere & Highclere drive) by 40%, so quite significant. Nearest shops are in the town centre - although only 0.5 mile away, there is a very steep hill (50 m height difference), which elderly people are unlikely to manage. Therefore an increase in road traffic of at least 30 cars would be inevitable. The nearest route is Park Lane, which is single lane in places with poor visibility. Park Lane is frequented by many pedestrians (especially school children), and has no foot way on the narrow parts. The junction with Load street is also an accident waiting to happen.</p> <p>St Anne's primary school use Highclere drive as a suitable place to teach cycling, as it is a cul-de-sac. It's unlikely</p>

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			<p>this can continue if it becomes a through road.</p> <p>If included for development, it must be unconditionally max 30 bungalows - any planning applications for a larger number or larger houses must be rejected.</p>
	LPPO302	Object	<p>Concerned with regard to the inclusion of the land off Highclere within the core site allocation.</p> <p>Difficult to comprehend the inclusion of this land being driven by local landowners offering the land for development or the reasoned justification for inclusion. To my mind the reasoned justification is not considered and without good justification.</p> <p>I would point out the following:-</p> <ol style="list-style-type: none"> 1. Table 33.0.1 makes reference to 30 dwellings and 33.2 'very limited single-storey development'. Discussions with the officers related this to elderly person bungalows. What elderly person will select a bungalow at the top of a hill with the nearest bus route a good distance and severe incline walk away with no local shops. Once accepted, this proposal would soon be converted into at least 50 two/three storey dwellings. This would then lead to precedence for the development of land adjacent to Dry Mill Lane. 2. Traffic pollution is already at potentially high risk levels within the town. Entrance and exit from the site would be via the town adding potentially an additional 100 vehicles through the town twice a day. The access to and from Park lane in both directions is hazardous and conflicts with the Town Council's Policy INF1&2 as the majority of traffic flow will be through the town centre. 3. The junction of Park Lane and Birch Tree Road, which is a very sharp right / left hand bend is of insufficient width and hazardous to both motorists and pedestrians especially at work / school times. The steep stretch of Park Lane towards the town centre is again hazardous to motorists and without a pavement. School children during autumn and winter are at high risk, the footpath cut throughs are not used as they are not maintained, unlit and, in parts, very steep and slippery. 4. Any increase in traffic from the town centre or by-pass into Highclere is unacceptable. 5. There is only one access available from Highclere onto Park Lane, the access shown off Hernes Nest is a

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			<p>private road and should not be shown as such.</p> <p>6. The site is totally unsuitable for development and should not have been considered initially.</p> <p>7. Any development will destroy the landscape, take away valuable urban green land and its recreational use. It will be seen from the by-pass and from the higher vantage points such as Wharton park and be an intrusion into the local landscape.</p>
	LPP0759	Object	<p>Para 33.1 Site does not have easy access to services and facilities e.g. No bus service, No shops within ½ mile (then downhill/uphill to town centre). A car will be essential for trips.</p> <p>Para 33.2 Reference to 30 single story dwellings This implies bungalows and bungalows imply older residents, up to 60 extra cars, courier vans and grocery deliveries will be made - the traffic flow will be immense and add to the existing dangers on Park Lane and Birch Tree Road. Air quality will be compromised.</p> <p>The existence of extra dwellings on site will destroy the recreational value of the field.</p> <p>The plan will run from 2018 to 2034, in that period development of the site BR/BE/6 will lead to pressure from the landowner to develop further landholdings to the West along Cleobury Road and the by pass. This will prolong anxiety, if granted it would destroy the unique location that is currently enjoyed.</p>
Bewdley Civic Society	LPP0826	Object	<p>Object to any large-scale housing west of the river for reasons of poor infrastructure and sustainability (including a lack of public transport possibilities), exacerbation of traffic and pollution/air quality problems in the town, visual impact of the landscape quality of the area and surface water drainage issues.</p> <p>Site BR/BE/6 land off Highclere: The factors mentioned in the above paragraph apply here. The natural beauty of this site is well-documented in the government's report when its development was rejected at the appeal hearing in 1989. While there have been changes in the planning framework the value of this landscape has not altered, so the comments are still valid.</p>
Bewdley Town Council	LPP0841	Object	The Council strongly opposes the site at Highclere and it will not be included in the draft Neighbourhood Plan.

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Company / Organisation	Response No	Type of Response	Summary of Response
			<p>Justification for this includes:</p> <ul style="list-style-type: none"> • Site is of high landscape value on the West side of Bewdley where development is not supported by the community; • Water run off would put undue pressure on Snuff Mill Brook; • Road access via Park Lane/Wyre Hill into and out of the site is very restrictive; • No easily accessible public transport provision; • Development on the west side of the town is unsustainable due to the traffic congestion and subsequent air pollution which will have an adverse effect on the existing AQMA; • Accessing services from sites on the west of the town would be difficult due to the restricted access via the Welch Gate AQMA. This would result in any development becoming "divorced" from the town and unlikely to contribute to the town's economy or enhance community cohesion. <p>The Council have received strong local opposition to the inclusion of this site and it is our opinion that 30 units can be catered for elsewhere through windfall development, or by allocating 30 dwellings over the three remaining preferred sites.</p>
Worcestershire Wildlife Trust	LPP01078	Object	<p>Proposed allocation BR5/BE6 – Although we note the comments set out in paragraph 33.2 of the reasoned justification we still have significant concerns regarding the allocation of this site. Particular care will be required if the unimproved grassland and nearby LWS are to be effectively protected from the adverse effects of development and we would strongly recommend further work be done to determine whether this is feasible prior to the final allocation being accepted. In particular we would emphasise the difficulties associated with maintaining species rich grassland in public open space.</p> <p>In addition we reiterate the need to determine any ecological constraints that may exist on any of the sites using up to date survey information. We cannot see that this has been done and so far as we can ascertain constraints other than SSSIs and LWSs have not been fully considered in the evidence base or SA for the plan. This may have the effect of rendering the plan unsound. We therefore strongly recommend that the evidence base for sites listed in Table 33.0.1 and 33.0.2 is updated and that the quantum of development proposed is made acceptable in light of any overriding biodiversity constraints before the plan is finalised.</p>

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Company / Organisation	Response No	Type of Response	Summary of Response
	LPP01663	Object	I would like to object to the redevelopment of Highclere fields for housing. The fields are used by dog walkers and there is easy access for all. Building on this site would be detrimental to the wellbeing of the residents in that there would be increased traffic on the narrow roads and more air and noise pollution.
	LPP02885	Object	The roads to and from the town to this area are barely accessible now – Park Lane is unsuited for more traffic – an extensive length has no footpath and is very narrow as well as being the preferred route for local children to walk to school. Wyre Hill – absolutely unable to take increased traffic. Up Wyre Hill – past the local primary school which will be even busier with increased population, or down Merricks Lane and into Welch Gate, already known ‘Black Spot.’
	LPP02967	Object	<p>As a resident of Highclere I feel compelled to register my objection to any proposal to build on the Highclere site. Apart from the fact that it would destroy the natural landscape and beauty of this area, I would also point out the very obvious traffic problems that it would generate.</p> <p>Access via Park Lane or Wyre Hill would present a lethal cocktail of problems for both pedestrians and traffic. Much of which is too narrow to accommodate passing traffic, and off course the lack of a public footpath in much of these 2 roads could have devastating consequences.</p>
	LPP03003	Object	<p>I wish to register my objections to the development of the Highclere fields.</p> <ul style="list-style-type: none"> • The area provides an amenity for walkers as can be seen in the many footpaths crossing the fields. • It is a green lung between the by-pass and the houses already built. • There would be poor access to narrow roads in the area and would put a further strain on the already overcrowded street of Bewdley. • It would greatly increase the problems around the school, increasing the risk to the children. • As there is no bus route covering the site it would considerably add to the number of cars as can be seen by the number of cars per household already, usually at least two per house, which adds to the congestion of the roads as few houses can accommodate them all. It also leads to more gardens being covered with hard surfaces which causes more water run off.

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	LPP03063	Object	<p>For us, the main concern is Highclere Field, and so we wish to register our strongest objection to it being part of “Plan A” for the erection of new homes in the area, in fact, to be considered at all.</p> <p>Traffic volume and infrastructure: If you have ever been to the Wyre Hill area and spent a bit of time there, you will be aware of the sheer volume of traffic that already runs through what was conceived as a quiet, residential area. On an ordinary day, the amount of cars that make their way up and down the likes of Park Lane, Wyre Hill, Hales Park, Merrick’s Lane, even Sandybank goes way beyond what the area was set out to cope with.</p> <p>Adding more cars to this with the development of Highclere would have a catastrophic effect to an already incredibly congested area. Even if you did create a direct access to the by-pass (which wouldn’t be easy given the ravine that separates Highclere Field and the bypass), the reality is that most new residents would choose a route via Park Lane, Wyre Hill etc. This would present the most direct route into town, for amenities such as shops, pubs etc that Wyre Hill doesn’t offer.</p> <p>Roadworks in the area have been a rather frequent occurrence in recent years, and every time one of the feeder roads to Wyre Hill and Park Lane or the roads connected to the former is shut (as has been the case this last weekend), traffic on Wyre Hill turns into complete mayhem. This would be made worse still if another 30, 40 houses (and up to 100 cars) were added to the built up area in that part of Bewdley.</p> <p>Health and safety: On school days, especially during drop-off and pick-up times, the traffic situation on Wyre Hill is quite precarious. There have been many near misses and even some accidents involving school children. Many parents living close by already feel it’s not safe for their children to walk the short distance from home to St Anne’s School – a situation that would be further aggravated by additional traffic from Highclere Field.</p> <p>Park Lane and Sandybank, too, present real H&S issues that would increase further. Both are used by many pedestrians (most notably students of Bewdley High School) but both lack in suitable footpaths. Children are required to walk along the often busy roads before they reach the town centre and any increase in traffic will increase the potential for accidents on roads which were never designed for this kind of high volume of traffic.</p> <p>For many dog walkers, Highclere Field is the only accessible area that in the long winter mornings and evenings</p>

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			<p>isn't completely dark. It is possible to walk but at the same time feel safe, with nearby houses offering low levels of light. The adjacent big field does not offer anything similar and dog walkers would be restricted to walking on the pavements.</p> <p>Environment: Many people come to Bewdley as it has a reputation of being an area of outstanding natural beauty. Set in the middle of the countryside of the Wyre Forest, it could be assumed that there are many, easy accessible country walks available to residents and visitors. However, that's not the case, in particular on the Wyre Hill side of Bewdley. One of the few areas easy to reach for residents for recreational purposes is Highclere Field, which is used by many for dog walking and play (it's safe for kids due to its proximity to houses) and be in touch with nature.</p> <p>Highclere Field has been untouched in many, many years and this means that a number of rare species of plants and especially animals have been able to thrive. Species I have observed myself are amongst others: buzzard, kestrel, nightingale, goldcrest, cuckoo, waxwing, bat, bumblebees (different kinds), butterflies (different kinds), foxes, hedgehogs, slowworm and grass snakes.</p> <p>Building on Highclere Field would mean valuable terrain for rare species would be irretrievably lost. This is not the kind of Bewdley residents of the town and the Wyre Forest envisage their children and grandchildren to grow up in.</p> <p>Conclusion ; Like many other residents and visitors, we have the strongest of objections to any kind of building work to be carried out on Highclere Fields. In a survey from 2 years ago, residents made it clear that Highclere Field should not be on the list of proposed building sites. We were therefore very surprised that it had been placed on the list by WFDC, not only that, but that it is, in fact, part of Plan A.</p>
	LPP03065	Object	<p>I am writing to you to object to the planned building on the field behind Highclere in Bewdley.</p> <p>This is a terrible location as not only is it Green Belt land, but the accessibility to the site for both firstly the building firms and ultimately the residents will impact incredibly badly on the surrounding area. The road down to Bewdley is a single lane and the opposite way is a busy primary school. The pollution surely is a price too high to</p>

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			<p>pay alone without the dangers being taken into consideration.</p> <p>I trust you will turn this proposal down.</p>
	LPP01872	Object	<ul style="list-style-type: none"> Do not build on Highclere. Two dangerous narrow roads plus a B road leading to two bottlenecks, Welch gate and Bewdley bridge. Extra traffic would be a nightmare of traffic and car fumes.
	LPP01873	Object	<p>From a Member of Highclere Fields Residents. Objects to housing development on Highclere Fields.</p> <p>Main reason for objection is because of impossible access. Both Park Lane and Wyre Hill roads are dangerous and narrow and cannot do with increased traffic of any kind.</p>
	LPP01931	Object	I wish to Lodge my objection against the proposed development of the Highclere Fields. It would be dangerous to increase traffic flow on the narrow access roads to the area and increase harmful oxides of nitrogen and carbon into an already highly polluted environment of Welch Gate.
	LPP02175	Object	It is very clear that these will not be very affordable houses for Bewdley families as the number of houses is small when compared to the numbers proposed on the other suggested sites.
	LPP02274	Object	<p>Vehicular and pedestrian access via Wyre Hill and Park Lane, Areas of Park Lane and Wyre Hill have no public footpaths.</p> <p>Lack of services: The nearest shops are in Bewdley or The Lakes Road, local bus service operates from Wyre Hill forcing potential residents to use their own transport.</p> <p>Golden Valley is a beautiful area, separating existing residential from the Bewdley by-pass.</p>
	LPP02302	Object	I endorse Bewdley Town Council that if Option A is rejected in favour of Option B, no more development should be on the west bank of the River Severn. There are few local employment opportunities in Bewdley and

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			<p>amenities, further houses would increase traffic and pollution.</p> <p>Highclere was rejected in 1989 as totally inappropriate for development, the reasons remain. Plans are for retirement bungalows is a daft idea as site is steep and access from the town up steep and narrow footpath-less Park Lane or Wyre Hill. More vehicles adding to the air pollution in the town centre. Land used by locals, its loss would reduce Bewdley being a desirable tourist attraction for visitors.</p>
	LPPO2303	Object	<p>Object to Highclere fields site in Option B.</p> <ul style="list-style-type: none"> • Steep slope with bad drainage problems. • Local Primary school is full. • Park Lane is a two lane road with two wide footpaths that goes into a very steep one lane road with no footpaths. Road is steep and dangerous when icy. We don't need any more traffic diverting through Welch Gate to avoid it • School children and others use this road daily. • Highclere fields are an amenity which should not be built on.
	LPPO2331	Object	<p>There are 3 more suitable sites East of the river in terms of 1) access to Kidderminster and Stourport, 2) not encroaching on Green Land. Transfer Highclere Site to an Option not a Core site.</p> <ul style="list-style-type: none"> • Access used by schoolchildren is already dangerous with lack of pavements. • The map wrongly shows a road link between Hernes Nest/Highclere; there is no through road • No bus route/local shop, would increase car use/air pollution/risk of accidents. • Concentrate new building East of the river, esp. regeneration of brownfield sites in Kidderminster • Even if land available should be about planning not convenience.
	LPPO2340	Object	<p>I wish to respond to the local plan review, with respect to the plans for Bewdley. I attended the consultation event in St George's Hall, Bewdley on Wednesday 19th July. In particular, I wish to comment on what I will call the 'Highclere' site, which is the field beyond Highclere and Highclere Drive at the western extremity. I note that this</p>

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			<p>site is a 'core' site, and so I understand that whatever the objections and rational arguments, building of some sort on this site will go ahead. I hope this is a misapprehension on my part.</p> <p>In planning terms, I think this would be utter stupidity.</p> <p>Let me be clear:</p> <ol style="list-style-type: none"> 1. I am not a habitual dog-walker, and losing this site to tarmac, bricks and concrete will be to the detriment of my access to countryside, but not to a very large extent. 2. Developing the site for housing will, of course increase the traffic passing my house at the junction of Highclere and Park Lane, but I doubt I will notice much difference compared with the amount of traffic already passing. <p>However,</p> <ol style="list-style-type: none"> 1. It is foolish to extend the urban sprawl further west into open countryside. 2. The increased traffic resulting from such a development will significantly increase the danger of accidents down the narrow part of Park Lane, where there is a dangerous absence of footpaths. 3. There will be increased traffic passing St Anne's School where the road is already dangerously narrow. 4. There will be increased traffic passing through Bewdley, where pollution from existing levels of traffic is already at dangerous levels 5. As with most current residents of Bewdley, car journeys towards Kidderminster and Stourport for shopping, work, leisure facilities and cultural events far outweigh journeys towards Tenbury, Leominster and Ludlow. 5. It is a fundamental planning error to develop sites at the maximum westward distance from these facilities while closer sites are available, just think of the extra car-miles involved! 6. It is not worth protecting totem Green-Belt sites between Bewdley and Kidderminster when at present they provide so little if any public access. The expression 'Green Belt'...a 70 year old phrase, is preventing rational thought. 7. The 3 sites on the eastern boundaries of Bewdley would be far more sensible from a planning point of view because they are less open to the objections given above 8. The 3 sites on the eastern boundary of

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			<p>Bewdley would have far easier access to the main roads than the Highclere site.</p> <p>8. I am not sure that the planning staff are aware of the dangerous lack of footpaths in Park Lane.</p> <p>9. I suspect that at least some of the planners labour under the mistaken impression that there is an access to Highclere via Hernes Nest. This access was shown on some maps. It does not exist. The thoroughfare is blocked.</p> <p>10. In the current jargon, the Highclere site is clearly NOT a 'sustainable location' in terms of what I understand by the expression.</p> <p>Furthermore, when I visit Kidderminster, and see the dire state of commercial property in Worcester Street, now that shopping facilities have gravitated towards the new centre at Weavers Wharf, and then consider the vast area above and behind Worcester Street whose current use is merely for (often very sparse) car parking, I cannot understand why our planners are considering sites around Bewdley at all. Revitalise Kidderminster !!</p> <p>At the very least, the Highclere site should NOT be a core site. It should at the very least be an option, and, given the other options, nobody with any sense would want to build on the Highclere site at all!</p> <p>But you probably will!!!! And why? Out of expediency, and simply because the owner of the site happens to be willing to sell. So much for 'planning'.</p>
	LPP02359	Object	<ul style="list-style-type: none"> Accept the need for more housing in Wyre Forest, but access/increased traffic on narrow roads is a concern; there is no pavement in Park Lane Loss of a valuable recreational asset Would sloping land affect building?
	LPP02381	Object	<ul style="list-style-type: none"> Beautiful area, well used by the local community No local shop/bus route so any building would increase car usage and impact on pedestrian safety; road access is poor and there is a lack of pavements. Negative impact on air pollution.

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	LPP02405	Object	<p>Any development to the rear of Highclere, Bewdley would increase traffic on Park Lane which is used by schoolchildren despite being narrow and steep with no footway in parts.</p> <p>Potential occupants of new 1 storey housing could be elderly and would have to use cars as there is no public transport causing more pollution. Opposed by BTC.</p>
	LPP02431	Object	<p>Specifically I object to the inclusion of the fields adjoining Highclere in Bewdley as a potential site for building.</p> <p>A major concern relating to this location must be the inadequacy of the road infrastructure in Bewdley to cope with further development west of the river. This is particularly relevant to this site, as both Park Lane and Wyre Hill are dangerous with the present levels of traffic, for motorists and especially for pedestrians, and will not allow for increased volumes. In my years as a Director of Bewdley Development Trust I held many meetings with Highways Planners from the County Council, and they made clear that Bewdley west of the river was their greatest problem area across the county, and posed intractable problems.</p>
	LPP02447	Object	<p>Highclere Fields should NOT be included in the draft local plan.</p> <ul style="list-style-type: none"> • Access would be via Highclere and Park Lane which are not suitable for more traffic. • Morning and afternoon local children walk up or down Park lane to school and it is a steep narrow twisting road with no footpath so not suitable for more traffic. • The fields are a local amenity. • Development on this side of the town is not a good idea as inevitably it would result in more traffic through the town • There are more suitable sites for development for local housing.
	LPP02459	Object	<p>We strongly object to the neighbourhood plan as it applies to Highclere in Bewdley.</p> <ol style="list-style-type: none"> 1. Park lane and Wyre Hill are unsuitable roads to sustain any further development in this area. Both roads are narrow, restricted and have poor visibility. As a non driver I frequently use Park Lane to walk into Bewdley and I have to manoeuvre traffic each time. Uncertain drivers already have difficulty with the

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			<p>narrow, steep, unpaved section. Further congestion would only add to the problem. These two roads also form major walking routes for the pupils at the junior and high schools</p> <ol style="list-style-type: none"> 2. There are no shopping facilities or transport routes to service this site. Residents would have to use their cars to go anywhere. 3. This site raised serious objections the last time it was mooted and was rejected by the Government Inspector's report. 4. This particular site can be seen right across the valley and any development would impinge greatly on the views. <p>It is the main area for current residents to take exercise to allow their children to run and play in safe traffic free surroundings to walk their dogs.</p>
	LPP02485	Object	<p>I very strongly disagree with the proposal to build housing on the fields adjoining Highclere, for the following reasons:</p> <ol style="list-style-type: none"> 1. All access routes to this area are via narrow, windy roads, in places without a pavement. If more housing was built, these roads would become even more dangerous for pedestrians, especially young children attending the nearby primary school. 2. These fields considerably enhance the natural beauty of Bewdley and are enjoyed every day by many local people and visitors to Bewdley. 3. Building on these fields would be visible over a wide area, thus spoiling the natural beauty of Bewdley. 4. There are many public footpaths within and adjacent to this area and these are used and enjoyed by many local people and visitors to the town. 5. These fields are a valuable area for a wide variety of wildlife. It is our duty to protect this habitat. 6. Access to the area for emergency vehicles would be further impeded by the consequent increase in traffic.
	LPP02492	Object	<p>I wish to lodge my strong objection to the inclusion in the District New Local Plan of the land adjoining Highclere</p>

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			<p>and Highclere Drive Bewdley on the following grounds.</p> <p>Anyone who has to travel up & down either Park Lane or Wyre Hill, knows how difficult it can be .There are very few passing places for two cars & the visibility particularly on Park Lane hill is very bad in places, thus at times leading to a few close shaves. Dangerous road access via Park Lane and/or Wyre Hill. Narrow roads with restricted access and poor visibility. Any development in this part of Bewdley will increase the traffic flow still further.</p> <p>Any additional traffic could also worsen the air quality problems in Bewdley.</p> <p>School children going down to the High School have to use the hills twice a day, there are no pavements for them or other pedestrians to walk on. If traffic is increased both walking into town or driving down will become a lot more dangerous. In bad weather, the hills become very icy thus adding to the problems. There are always big queues of traffic with people trying to get onto the bypass in these conditions. The residents living at the bottom of Highclere have to park their cars on the second hammerhead in order to get a run up the hill in Highclere in snowy conditions.</p> <p>The fields are well used by local residents & the value to the community would be lost by development there. These fields can be seen easily from the bypass in winter, when the leaves are off the trees, thus increasing the beauty of Bewdley. There is no other area this side of Cleobury Road for people to use.</p> <p>We lost the only shop up here a good twenty years ago. So the only way to get anything you run out of is to either walk or use the car to get down the hills. No one would use the bypass to get to Bewdley town centre, people would just carry on & go to Kidderminster or Stourport, so you would be harming the local shop keepers if this plan goes through. The other consideration re traffic is that all traffic going from this area to the bypass will have to go past St. Ann's Primary school.</p> <p>This attractive countryside site is crossed by well used public footpaths and is a valued piece of green land. Any development will be seen from a wide area and the natural beauty of these fields and their value for recreational purposes would be lost. The last Government Inspectors report totally rejected development of these fields. The</p>

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			<p>beauty of the fields and impact on the landscape surrounding Bewdley has not changed since that report.</p> <p>I am also concerned that the agreement of any development on this land would set a precedent for further developments in the future to the west of Bewdley. The nearby land adjacent to Park Dingle was rightly left out of the WFDC Plan after being quoted in the HELAA (Ref BR/BE/7) as 'The site is very open when viewed from the bypass and any development would potentially have an adverse impact on the landscape character' The Highclere site has the same characteristics .</p> <p>The site is not suitable for any development as it is steeply sloping down to the Golden Valley and is on top of a hill. It does not have easy access to facilities or services without using a car which will exacerbate the traffic problems as mentioned above. There is neither an immediate bus route nor any local shop. Water run off from the site may well put undue pressure on Snuff Mill Brook.</p> <p>The Bewdley Neighbourhood Plan has been in process for some time and the Steering Committee has taken the views of the people of Bewdley. Following this they have now taken the Highclere site out of the Neighbourhood Plan. In view of this and the adverse facts set out above I feel that the District Council should now follow suit and also take the Highclere site out of the District plan.</p>
	LPP02538	Object	<p>I am total against any further development west of the River Severn for all of the many reasons that have been aired publically:</p> <ul style="list-style-type: none"> ➤ >Dangerous road access to all areas, particularly Park Lane and Wyre Hill ➤ >School children at risk ➤ >The Highclere site being unsuitable - as recorded in previous reviews going back many years. ➤ >Congestion and health and safety risks in the Welch Gate area - as pointed out and recorded by DOE research back as far as 1986 <p>So - to be clear, I wish to formally register my opposition to the inclusion of the Highclere Fields in the WFDC and urge you to remove this from your development plan, before it is finalised.</p>

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	LPP02541	Object	I formally register my opposition to the inclusion of the Highclere Fields in the WFDC plan and urge you to remove this from your development plan before it is finalised.
	LPP02580	Object	<p>I am extremely concerned about access to the proposed site and consider that any increase in traffic flow will be dangerous to public safety especially pedestrians including children for the following reasons:</p> <ol style="list-style-type: none"> 1. Access to the proposed site via Highclere will mean more traffic via Bewdley Town using Park Lane where there is a steep narrow section with no footpath whatsoever. 2. Access to the proposed site via Birch Tree Road will mean increased traffic flow past the school in Wyre Hill and the adjacent pinch point in the road. 3. Access via Merricks Lane and Wyre Hill are both very steep and/or narrow. <p>In addition these fields enhance the natural beauty of Bewdley and are visible over a wide area. Building on this land will destroy this valuable and irreplaceable feature.</p>
	LPP02593	Object	<p>Strongly object to the proposals at Highclere:</p> <ul style="list-style-type: none"> • Dangerous road access via Park Lane and/or Wyre Hill. Both roads are very narrow with restricted access and poor visibility. Any development in this part of Bewdley will increase traffic flow still further which is unacceptable. It will also impact on the air quality improvement zone in the Welch Gate part of Bewdley. In addition, the town centre frequently gridlocks and any further development in Bewdley west of the Severn will only exacerbate this problem. • Substantial numbers of school children and other pedestrians use Park Lane and Wyre Hill and are at risk because of the narrow roads, no pavements and volume of traffic. Any increase in traffic flow resulting from this proposed development will add to the danger. • This proposed site is not suitable or sustainable for retirement style bungalows or indeed any other type of development. It is a steep site sloping down to the Snuff Mill brook valley and is on top of a hill. It does not have easy access to facilities or services. There is neither a frequent bus route that serves the immediate area nor a local shop. Therefore increased car use will be encouraged. • The attractive countryside site is crossed by well used public footpaths and is a valued piece of urban

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			<p>green land. The natural beauty of these fields and their value for recreational purposes will be lost. The last Government Inspector's report rejected development of these fields. Part of the inspector's comments were: "Development of this land would extend the urbanised area of Bewdley into an area of great landscape value and would adversely affect the setting of Bewdley and the attractive environment to the west of the town. Its development, therefore, would create a precedent for extending development of the town towards the by-pass, over land readily visible from a wide area would represent a considerable physical and psychological intrusion into the open landscape." The inspector also stated that development of this land should be a very last resort when all other alternatives had been exhausted.</p> <ul style="list-style-type: none"> • Development of this site would set a precedent for larger developments in the future to the west of Bewdley right up to Wharton Park. Retaining the Highclere site in the draft WFDC Local Plan could also strengthen the case for the Gladman planning application adjacent to Dry Mill Lane in any future appeal process. • The inclusion of the Highclere site also appears to contradict many other policies and objectives outlined in the draft Local Plan including safeguarding land of recreational and amenity use; improvement to the landscape; protection of watercourses; reduction in traffic levels; and air quality improvement. • It is not included in the Bewdley Town Council Neighbourhood Plan which has recently been consulted upon. The consultation undertaken in 2016 on the Bewdley Town Council Neighbourhood Plan strongly indicated that the people of Bewdley did not favour development in this area. The recently completed latest consultation exercise which gathered even more responses indicated even stronger opposition to building on the Highclere site. <p>I do understand the need for more housing in Wyre Forest District but I do not consider the significant development of any land on the west bank of Bewdley to be sustainable. As most economic activity takes place to the east of Bewdley in Kidderminster or in the West Midlands conurbation I consider that any development in Bewdley would be more sustainably located east of the River Severn, closer to these areas of economic activity.</p> <p>A more suitable site could be the site already identified by the Council in its option B proposals opposite the Rising Sun public house in Kidderminster Road, Wribbenhall. This site is flat, more easily developable and not used for recreational purposes. It is on a main road with frequent bus services, good road access and close to a local</p>

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			<p>shop and other local community amenities. I also consider the other sites proposed for housing development in Bewdley east of the River Severn to be able to be far more sustainably developed than the Highclere site. These include both core proposals and option A and B proposals. All are closer to more frequent public transport services and other local facilities.</p> <p>Taking all these matters into account I request that the Council should not include the Highclere site for any development in the Local Plan.</p>
	LPP02605	Object	<p>The route to town via Park Lane is already very narrow and quite dangerous for everyone.</p> <p>The children use this route to access their schools and facilities in town. More cars on this stretch of road would only make this situation even more hazardous.</p> <p>I would like to add that to build on such a prominent green field site, which is used by the local community as a recreational area for all to enjoy, would be very sad to witness.</p>
	LPP02630	Object	<ol style="list-style-type: none"> 1. Road access is very bad via Park Lane which would be the favoured access. Parts of Park Lane are very narrow, steep and with a blind bend in an area where there is no pavement. It is substantially used by schoolchildren. Access via Wyre Hill is equally bad especially bearing in the mind the location of the Primary School. 2. There have been applications turned down in the past to build on this site. The H M Government Inspector at the time had no hesitation in dismissing the appeal on the grounds that the land in question had high landscape value due to its natural beauty. The site is much valued by local residents for this reason and the well worn public footpaths over the land show that it is well used by many people. 3. I understand from minutes made public that Bewdley Town Council is recommending to WFDC that the site is taken out of both its own Neighbourhood Plan and also the WFDC Local plan. I hope that WFDC will take note of what local people are saying.
	LPP02667	Object	<ul style="list-style-type: none"> • The land is a Green Belt site of significant natural beauty and well used by local people. • Road infrastructure is constricted in this area. Used by school children, access via Park Lane would be

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			<p>dangerous to pedestrians and drivers alike and would be opposed by local residents.</p> <ul style="list-style-type: none"> The proposals to include Highclere Fields in previous plans have been rejected by Government Planning Inspectors (on a number of grounds). There is no evidence to suggest that others would reach a different conclusion with the current proposal. Why alternative sites have not been examined in more detail shows a lack of creativity by local planning departments. The site would not be extendable and it is difficult to see why it would make much of a contribution to local housing needs. And the noise from the bypass since resurfacing could affect demand for property in such a poor location. The landscape value of the existing site is well appreciated and it is likely that this will be severely affected by the project which can be seen from the road. <p>Please can we carry out an in-depth study of this very poor proposal to devise an alternative which is more suited to Bewdley's needs.</p>
	LPP02700	Object	<p>I am writing to express my concern about the proposed development of housing on the land behind Highclere, Bewdley. This is currently a picturesque site enjoyed by many that provides recreation, environmental protection and local animal habitation. It is unsuited to housing development due to already struggling local roads and the absence of either a bus route to the area or a local shop.</p> <p>I trust that these considerations will be taken into account when determining the local plan.</p>
	LPP02701	Object	<p>My objections come in 2 parts:</p> <p>Site factors: There are a number of issues related to this site that make any housing development unsuitable. I detail these later.</p> <p>The WFDC Planning Process: I believe that the WFDC Planning Process with regard to Highclere has many inconsistencies. The net result is that the validity of the reasons to include this site in the Local Plan is highly questionable. I spell out some of these inconsistencies later.</p>

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			<p>Site Factors</p> <p>Road access: Being a Bewdley resident I know that most people will access this site via Park Lane. This is narrow, steep, with a blind bend and for most of its length there is no pavement. It is heavily used by school children and is an accident waiting to happen. Do you want to increase this risk? You could use Wyre Hill which is just as bad and would add to the pollution problems in Welch Gate. If you use the by-pass that would mean driving along Wyre Hill down a narrow congested road past a Primary School. In short, access is a nightmare, I dread to think about heavy construction vehicles trying to get onto the site. The landowner herself in a recent leaflet she distributed in the area stated they impact on traffic of housing on these fields would be chaotic.</p> <p>Suitability: The latest idea, among many others, of the landowner is to build retirement bungalows. The site does not have easy access to buses or shops. The site is on top of a hill and there will be drainage problems that will affect the Golden Valley.</p> <p>Landscape: These fields are a very attractive part of Wyre Forest visible for miles around. This is why a government inspector rejected plans to develop this site. They are used by people over a wide area for recreation. Furthermore, since these fields have not been touched for many years they are an important wild life corridor. Bats, lizards, slow worms, grass snakes, dormice and ground nesting birds use these fields as their habitat. We all know that any construction will cause long term damage to this ecosystem.</p> <p>The WFDC Planning Process</p> <ul style="list-style-type: none"> I want a level playing field. WFDC has rightly objected to the Gladman development on the Dry Mill Lane site. One of the points put forward by WFDC was that the National Policy and Planning Framework in paragraph 80 make it clear that historic towns have a setting. Bewdley Conservation Area was granted heritage status in 1968. The 2015 appraisal stated: <p>“It is important to conserve the rural setting of the town and Conservation Area and in doing recognise the interrelationships between the Area and the overall setting.”</p>

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			<p>“These hills rise to a significantly higher level than the town centre and provide it with a strong sense of natural containment.”</p> <p>These very points apply to the Highclere site. Any proposed development on the Highclere site will strengthen the case for Gladman.</p> <ul style="list-style-type: none"> • Bewdley Town Council went through a thorough consultation process to formulate its Neighbourhood Plan. Following this Bewdley Town Council decided that the Highclere site was not suitable for development. If WFDC keep the Highclere site in the local plan then the Independent Inspector would ask questions regarding the robustness of the WFDC Local Plan. • Under the HELAA “Call for Sites” exercise, the fields adjacent to Highclere, Park Dingle are noted. These fields are deemed unsuitable by WFDC because of their visibility. This is interesting. The Highclere fields are far more visible and if WFDC reject the Park Dingle land then in all fairness they should reject Highclere. • WFDC appointed a firm Amion Consultancy to analyse housing needs over the period 2016-2034. They produced a report in February 2017. Their report includes input from Edge Analytics and makes reference to Cambridge Econometrics and Oxford Economics. To produce this analysis it looks at a range of factors such as projected employment needs, potential economic growth, likely migration figures, commuting trends etc. The report is full of assumptions and suggestions, it is no more than a best guess. Even so if we take this report at face value it produces a number of housing requirements for WFDC over the period 2016-2034. The highest figure is based on PG-Long-Term-X model and requires 291 dwellings/annum which is 5238 dwellings. The lowest figure based on the SNPP-14 model is 199 dwellings/annum which is 3582 dwellings. My question is where does the oft quoted figure of “6000” houses are needed by WFDC? • In the Kidderminster Shuttle of July 20th 2017 there is an article referring to the rejection of planning on the Snipes site, Areley Common. John Baggott is quoted: “The development would result in a substantial adverse change to the character and appearance of the area and would fail to enhance this valuable landscape.” I could not agree more as it applies equally to the Highclere site. • In WFDC appeal against the Gladman development off Dry Mill Lane, it states on page 68 of Agenda Item 5 of WFDC Planning Committee dated 20/06/2017 that:

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			<p>“Other Green Field sites (off Highclere and Snuff Mill Walk) appear to be more closely integrated with the town and are probably sequentially preferable.”</p> <p>What is the justification for stating that the Highclere site is more closely integrated with the town? Any one who lives in Bewdley will know this is nonsense. In fact Gladman could argue that the Dry Mill Lane site is more closely integrated since it is on bus route and road access is easier. Furthermore, why mention the Snuff Mill Lane site when the WFDC HELAA states that this site is not deliverable.</p> <ul style="list-style-type: none"> • The WFDC Local Plan states that development west of the River Severn is constrained by topography and the Air Quality Management Area at Welch Gate. However the Highclere site is still included. Furthermore the local plan says that all sites have easy access to services and facilities. This is clearly not correct with regard to the Highclere site. There is an alternative, namely the Catchem's End site. This is east of the River Severn and would provide an indicated number of 76 dwellings. The Bewdley Neighbourhood Plan consultation showed little or no objections to development in this area. • The WFDC Local Plan also states that the Highclere site is an area of “unimproved grassland.” Surely a more appropriate phrase would be “unspoilt grassland”. This is exactly why this site is an important wildlife habitat. <p>I trust that the Planning Policy Team of WFDC will consider carefully the 3 site-specific issues I have mentioned and take on board what I feel are inconsistencies in the planning process.</p>
	LPPO2705	Object	<p>The road access around Park Lane & Wyre Hill is not suitable for additional traffic having restricted access and poor visibility.</p> <p>There are significant numbers of children using Wyre Hill and Park Lane. Increased traffic would increase the danger they experience due to narrow roads, no pavements and speeding traffic.</p> <p>The proposed site is unsuitable for retirement homes due to the steep sloping site and also the lack of facilities, services and bus routes that serves the immediate area.</p>

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			It has been home to colonies of locally kept bees which are of vital importance to the maintenance of the rural economy and ecological balance.
	LPPQ2736	Object	<p>Object to development at Highclere for the following reasons:</p> <ul style="list-style-type: none"> • The access via Park Lane and Wyre Hill is totally inadequate, and there is no solution to the road problem in these areas. • Welch Gate is polluted. • Wyre Hill, to the bypass is also congested. • There is no road crossing patrol person putting school children at risk. • The site slopes steeply with several springs. • No bus route either, therefore increased use of cars <p>Need to use brownfield sites. Small, infill housing is a much better idea, I am sure the roads would cope better with this plus the fact that it would be more in keeping with the town</p> <p>Any development on the west of the river is doomed because of the roads, to which there is no answer.</p>
	LPPQ3339	Object	<p>I believe proposals for Highclere is completely in the wrong place to build on and should be dropped. It is unstable for any development. There are many reasons for this:</p> <p>Wyre Hill and Park Lane used by student to walk to school. Both roads in parts have no pavements. Increasing traffic on these roads is not suitable for any pedestrians. The roads are narrow and give poor visibility for both driver and pedestrians. Highclere itself is bad in ice and snow for road and pavement users.</p> <p>There is no viable access to this site which is safe for everyone on the roads.</p> <p>There are many walks and public footpaths through the fields that are great for the community. The paths are well used and provide green open space for local people. Many groups use the public footpaths including dog walkers, the local walking group, tourists come to the area for walks here too. This land is valued and loved by the</p>

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			<p>community for been what it is now.</p> <p>The FAQ handout says sites have to be suitable and sustainable for houses. Well Highclere fields can not come under this category. A housing estate there is not sustainable because it will just means that the estate will be expanded over time which will ruin the landscape of Bewdley. The site also is not suitable as it slopes down to Snuff Mill Brook/ the Golden Valley. There are no bus routs this side of Wyre Hill and no facilities for the residents making them use cars more causing more traffic. Retirement bungalows are unsuitable because of the big walk to any service in Bewdley. Not flat area for walking disability. And if retired people cannot drive there is no bus route for them so would be housebound. There are many other reason why this development should not happen:</p> <ul style="list-style-type: none"> • air pollution • road access • green space • safeguarding of land • landscape pollution • local service e.g. the bus service – there not enough to support the population at the moment not alone more people. • pollution from any building traffic • land access • loss of places where young kids can come and walk to grow there imagination and enjoy them self. • trees been cut down <p>I hope you consider all of these issues before carrying on with this development and decide to drop from the plan.</p>
	LPPO3396	Object	<p>Access via Park Lane and/or Wyre Hill is dangerous as both roads are very narrow with poor visibility and without pavements in parts. The inevitable increase in traffic will make walking very hazardous for both the large number of school children and other pedestrians who use these roads daily.</p> <p>The proposed site has neither a bus route that serves the immediate area nor a local shop therefore increased car</p>

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			<p>usage will result.</p> <p>Will also increase traffic through the already congested town centre and will have a huge impact on the air quality.</p> <p>I believe it is essential that we keep our green fields and countryside for our future generations. Once developed it will be lost forever.</p> <p>The proposed site has well used public footpaths and is valued for its natural beauty.</p> <p>It also has high landscape value which is what makes Bewdley an attractive town for locals and visitors.</p>
	LPPO3401	Object	<ul style="list-style-type: none"> • The road access is very poor and the main ways in Park Lane and Wyre Hill are very narrow with poor visibility. This would add to the poor air quality in Welsh Gate. • Both the above roads mentioned above are main routes for the High School children going to and from school. They have limited pavements. • The whole site is currently used by many people from all over Bewdley as the town does not have a park as such and thus it is used by all for walking and getting fresh air. • The planner mentioned that they would like only 30 Bungalows, however once the land is sold the developer would quickly change this for many houses, well in excess of 100. The site is not commercially viable for bungalows as they use more land and do not command a high price. • The overall plan for the area is to keep country side where possible which is right. A development of this size in Bewdley will start to change the nature of this key tourist town for the area. The larger developments planned in Kidderminster on brown field sites would appear to be the better option. <p>Please let's try to do use brown field sites first and very small infill developments.</p>
	LPPO3481	Object	<p>The location of this site will create major issues in terms of access and road safety.</p> <p>Bewdley itself is gridlocked even now at certain times due to traffic congestion; this proposal would increase this</p>

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			<p>problem tenfold.</p> <p>I wish to object most strongly to these ill thought plans to develop what is a well used recreational area.</p>
	LPP03652	Object	<p>These fields are used regularly by dog walkers. The views are very special and I feel that they should be maintained as a green area for everyone to enjoy.</p> <p>Pedestrian access: Pedestrian access to this part of Bewdley is poor. I often walk through the fields and then into town. Park Lane does not have a foot path. The alternative is a gully that runs from Herne's Next to Snuff Mill Walk - this footpath is extremely steep, particularly at the bottom. It would not be accessible for anyone in a wheelchair or with a pushchair. Wyre Hill is also very steep and the more accessible alternative of Cleobury Road involves a long detour. There is no local shop on these estates and some residents might find it difficult to walk to any shops. This brings me to my next point, vehicle access.</p> <p>Vehicle access: When comments are made about the narrow road at Welch Gate, and the congestion and pollution that arises, there is always the suggestion that all traffic uses the Bypass. I always use the Bypass if I am driving to Stourport or Kidderminster but it is a lot further if I want to go into Bewdley town centre so I do not use it when going to the town (as a member of Bewdley Rowing Club I regularly drive to this facility). The queuing traffic here at certain times indicates that others feel the same. When the Cleobury Road has been inaccessible there has also been congestion on the Bypass. For these reasons I feel that any developments should be to the East of the town, closer to the main roads to Kidderminster and Stourport.</p> <p>I hope that you will take note of the objections of local residents. These fields are a key reason for us living here, and for us enjoying living in this location.</p>
	LPP03745	Object	<ol style="list-style-type: none"> 1. increased traffic to an already busy narrow road, often used as a 'cut threw' for commuters, adding to already poor traffic pollution and an increased risk to school children. 2. reduction of the protection to watercourses and further reduction of landscape, contradicting local plans to protect land of recreational and amenity usage.

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	LPPO3996	Object	<ol style="list-style-type: none"> 1. Currently the green fields are a buffer to heavy traffic on the bypass and consequent air pollution 2. The fields provide a pleasing appearance to the entrance to Bewdley town as well as an important green space for wildlife 3. The roads which approach the bypass allow no opportunity for overtaking which results in fast and dangerous traffic on the bypass itself. Introducing local slower traffic would be reckless 4. The other access roads have stretches where there is no footpath as well as dangerous blind bends and stretches where there is only space for one vehicle at a time. It is likely that there would be more than one vehicle to each dwelling, a volume of traffic which is unsustainable for these roads 5. The map which accompanied the proposal is inaccurate. It shows two means of direct access from Park Lane to the Highclere fields. In fact there is only one as there is no through route from Herne's Nest to the Highclere hammer head.
	LPPO4003	Object	<ol style="list-style-type: none"> 1. Currently the green fields are a buffer to heavy traffic on the bypass and consequent air pollution. 2. The fields provide a pleasing appearance to the entrance to Bewdley town as well as an important green space for wildlife 3. The roads which approach the bypass allow no opportunity for overtaking which results in fast and dangerous traffic on the bypass itself. Introducing local slower traffic would be reckless 4. The other access roads have stretches where there is no footpath as well as dangerous blind bends and stretches where there is only space for one vehicle at a time. It is likely that there would be more than one vehicle to each dwelling, a volume of traffic which is unsustainable for these roads 5. The map which accompanied the proposal is inaccurate. It shows two means of direct access from Park Lane to the Highclere fields. In fact there is only one as there is no through route from Herne's Nest to the Highclere hammer head.
	LPPO3165	Object	<p>Strongly object to the inclusion of this site for the following reasons:</p> <ol style="list-style-type: none"> 1. Road access is very bad via Park Lane which would be the favoured access. Parts of Park Lane are very narrow, steep and with a blind bend in an area where there is no pavement. It is substantially used by

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			<p>schoolchildren. Access via Wyre Hill is equally bad especially bearing in the mind the location of the Primary School.</p> <p>2. There have been applications turned down in the past to build on this site the most recent in 1989 when the application went to appeal. The H M Government Inspector at the time had no hesitation in dismissing the appeal on the grounds that the land in question had high landscape value due to its natural beauty. In the intervening period the situation has not changed. The site is much valued by local residents for this reason and the well worn public footpaths over the land show that it is well used by many people. Given that WFDC fought off these proposals most strongly in 1989 I am unable to understand why WFDC has seen fit to include the same site in its Local Plan</p> <p>3. I understand from minutes made public that Bewdley Town Council is recommending to WFDC that the site is taken out of both its own Neighbourhood Plan and also the WFDC Local plan. I hope that WFDC will take note of what local people are saying.</p>
	LPPO3190	Object	<p>We enjoy the outdoors and often go walking around the local area, and would not like to see this beautiful natural area ruined by development.</p> <p>I find it very concerning. This proposed development could increase traffic around the school which is often already congested at peak times.</p> <p>There are also certain parts of the footpath around the area by the school are very narrow and the potential for increased traffic only increases the likelihood of accidents occurring.</p> <p>Does not obviously appear suitable for development as it slopes quite steeply.</p>
	LPPO4079	Object	<p>Lack of safe traffic access, only means of access is via the Highclere/Park Lane junction, which leads traffic either down narrow steep Park Lane (no pedestrian footpath) or else, typically past St Anne's School on the way up to the bypass.</p>
	LPPO4101	Object	<p>I wish to express my concerns about the inclusion of the Highclere site in the WFDC Local Plan.</p>

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO BR/BE/6 – LAND AT HIGHCLERE

Company / Organisation	Response No	Type of Response	Summary of Response
			<ul style="list-style-type: none"> • It has poor access • Is highly visible for miles around • Rich in wildlife • Very wet in places with a small stream draining into the Golden Valley • It will put additional strain on Load Street and worsen the air pollution in Welch Gate. • It has rightly been removed from the Bewdley Town Neighbourhood Plan after the consultation, why is it still in the WFDC Local Plan? • Park Lane and Wyre Hill already have traffic problems. • Park Lane is narrow, steep, no pavements in places and blind bends. • The exit onto Load Street is awkward. Wyre Hill is no better. <p>What exactly are the landowners intentions? A Government inspector turned down development on the site once before because of the nature of the site and its high visibility. Now it is proposed for thirty retirement bungalows plus some split level houses on the steeper parts of the field. As the whole field is included in the plan will that be just the start?</p> <p>In you appeal against the Gladman development you state that The Highclere site appears more closely integrated with the town and is probably sequentially preferable. The Gladman site has superior access to the by-pass, a bus route to the town centre and a local shop, in which way is the Highclere site preferable? I would like to know and I would think in their appeal Gladman would like to know as well, if you object to one you must object to them both.</p>
	LPP04616	Object	I object strongly to the proposed housing development at Highclere. Any housing development in the west of Bewdley could not be supported by the roads and infrastructure available or possible. The only possible exception to this would be if WFDC used the powers available to it to effect the development of dilapidated listed buildings in the centre of Bewdley, e.g. the old workhouse, into housing units. While this would add small pressures on services, the restoration of these buildings would bring considerable benefits to residents, visitors and businesses.
	LPP04184	Support	Any further development would be more appropriate on sites over the river, namely Highclere, if Bewdley has to be further developed.

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO BR/BE/6 – LAND AT HIGHCLERE

Company / Organisation	Response No	Type of Response	Summary of Response
	LPPO3244	Object	Objection to the redevelopment of Highclere fields for housing. Has lived at Hales Park for a long time, in that time I have used the fields almost every day to walk my dogs. It is a beautiful place in all seasons with easy access for all. I also believe that building on this site would be detrimental to the wellbeing of the residents in that there would be increased traffic on the narrow roads and more air and noise pollution.

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO WA/BA/3 – LAND AT CATCHEMS END

Company / Organisation	Response No	Type of Response	Summary of Response
Persimmon Homes Limited	LPPO1567	Comment	<p>Catchem's End is a deliverable housing site which would bring positive social and economic effects and providing housing towards to Wyre Forest's shortfall in housing. The site is considered wholly deliverable within the plan period of the Local Plan, subject to removing the site from the Green Belt.</p> <p>Shortfall in housing must be addressed in order that the plan is found sound. Catchem's End should be included as a housing allocation. The site will provide much needed housing, open space and link in to transport routes.</p> <p>The site is available for development, and is also suitable for development. There are no constraints to prevent the delivery of the site.</p> <p>The site is in close walking distance to a number of local facilities including three public bus routes which run regular services to High Town, Tenbury Wells, Kidderminster and Stourport allowing sustainable transport to local centres for commuting or other services. This site itself is just over 400m away from the local shop and is also within close walking distance to a number of public houses, places of worship and takeaways with a primary school also located within the village. The location is a sustainable one which would not require a high dependency on private transport and compares well to other sites which are not in such close proximity to services or public transport routes.</p> <p>Very few other sites within the area can provide as many benefits to the wider community on top of site residents without major negative effects. However, Catchem's End certainly has the ability to be able to do this even with scoring in the Sustainability being harsh in areas such as historic landscape and biodiversity. Catchem's End provides the ideal opportunity for an additional sustainable housing development in order address the current district housing shortfall and the local need within Bewdley.</p>
Barratt Homes West Midlands	LPPO811	Object	<p>Bewdley allocations - 2 of the sites are within Green Belt (core sites). Thus the emerging plan is seeking to favour Green Belt land in lower order settlements over non-Green Belt sites in higher order settlements unless Option B is chosen.</p> <p>Site WA/Be/3 Catchems End is within Green Belt and makes significant contribution (see Green Belt review). Development would reduce openness and urbanise land. Western section of site adjoins Listed church and is</p>

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO WA/BA/3 – LAND AT CATCHEMS END

Company / Organisation	Response No	Type of Response	Summary of Response
			partly in flood zone 3. The allocation should therefore be removed.
Campaign to Protect Rural England	LPP0980	Support	Bewdley bypass is suitable as new Green Belt boundary - strong landscape barrier. Hill at Maypole Piece should be retained as undeveloped land. Any floodable land should only be used as open space.
	LPP0177	Comment	Would like Catchems end to be included in option A.
	LPP0304	Comment	It is accepted that further housing is required in Wyre forest area and that Bewdley is not exempt, however, there needs to be a structured argument for the inclusion of any land for development without the destruction of the Landscape and creation of substantial pollution concentration. It seems inconceivable that the Catchems End site [WA/BE/3] was not included as a core site and only included in option B. This site would make a significant contribution to the housing need, would not have a significant detrimental effect on the landscape and have easy and safe access to main roads and pavement access to schools. _
Persimmon Homes Limited	LPP01562	Comment	<p>Proposed development at Catchem's End is adjacent to a sustainable road system with is already being upgraded. The roundabout to the north east of the site is being upgraded to include an extra arm. This would enable the delivery of a sustainable transport system that would alleviate existing traffic problems on the road and be sufficient to deal with an increase in housing in the area.</p> <p>The site at Catchem's End would be able to provide appropriate contribution to support improvements to the local highways improvements, associated with the impacts of the development.</p>
Persimmon Homes Limited	LPP01564	Comment	<p>The site at Catchem's End would provide significant green space in an area which is not allocated as such and would provide in an area where there is currently an under provision.</p> <p>The open space that could be provided on the eastern and western areas of the site would provide green space to the residents of the new development and provide local green areas for residents of the wider Bewdley area. This is particularly important in a settlement which current has an under provision of this type of space.</p> <p>The site can contribute 3.48 hectares of public open space to the community.</p>

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO WA/BA/3 – LAND AT CATCHEMS END

Company / Organisation	Response No	Type of Response	Summary of Response
			There are no other sites within the area which could provide the equivalent in valuable open green space.
Persimmon Homes Limited	LPPO1600	Comment	<p>Propose Catchem's End for further housing growth to meet Bewdley's need. The site needs to be reconsidered as a future growth site in the Local Plan, which will assist in addressing shortfalls in the Council's delivery and also deliver wider benefits to the Wyre Forest area, including public open space to be used by the wider community.</p> <p>Catchem's End is an appropriate location for future growth and is necessary to provide the Council with a greater cache of housing land, deliverable within the plan period of the Wyre Forest District Local Plan.</p>
	LPPO2201	Comment	Development at Catchems End will present a heavily built up area on the approach to Bewdley. Mature trees will be retained but a concentration of housing will create a wholly different street scene coming into the historic town and not reflect the character of existing dwellings. One must question how the traffic issues generated will be addressed with the existing congestion. In addition, it is questionable as to whether there sufficient local schools to accommodate additional family housing.
	LPPO4179	Comment	Should be a core site.
	LPPO4089	Comment	Whilst supporting option A, I would like to see the Land off Highclere BR/BE/6 removed from the core sites and replaced with part of the site in option B at Catchem's End. This would avoid the increase in traffic through Welch Gate that any development at Highclere would cause.
	LPPO176	Comment	Catchem's end development would be more suitable than Highclere, as Catchems end gives direct access to the road network.
	LPPO686	Comment	I suggest that Catchems End WA/BE/3 be changed to a core housing site.
	LPPO653	Comment	<p>I both support and object to this policy as I believe it is two distinct sites.</p> <p>The land between the church and the track is a natural housing infill site, and should be released for that purpose to meet the heavy demand in this area.</p> <p>However, the triangle between Kidderminster Road and the by-pass is integrally part of the agricultural open</p>

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO WA/BA/3 – LAND AT CATCHEMS END

Company / Organisation	Response No	Type of Response	Summary of Response
			space along with the surrounding Green Belt that should be preserved.
Bewdley Civic Society	LPP0838	Object	Northern site adjoining the By-pass. Strongly object to the development of this part of the site for housing. It will seriously diminish the openness of this narrow and highly sensitive part of the Green Belt between Kidderminster and Bewdley, an area that is to be seriously compromised by the development of the WMSP's development of a water park and hotel and conference centre alongside the by-pass and will compromise the area's ability to maintain its identity. The two developments together would significantly affect the openness and the visual gap between the two towns and being so close to Wribbenhall/Bewdley it will read as an extension of the built-up area. This proposal is seen to compromise the established Green Belt principles of preventing coalescence, sprawl and encroachment and the preservation of the setting and special character of the historic town Bewdley.
Stourport High School	LPP01199	Object	Concerned with proposed allocation of site WA/B/3 – Catchems End – Green Belt assessment identifies this as having a 'significant contribution' to the Green Belt. Important role in preventing encroachment and sprawl. Development would reduce openness in this area. The likely effects on openness are judged to be significant. Development would uncharacteristically urbanise the land. This allocation should be removed from the plan.
	LPP01577	Object	Objects on the following grounds: <ul style="list-style-type: none"> • More dwellings on Kidderminster Road will cause more traffic on an already busy road - especially with WMSP adding more facilities causing more vehicles to be on the road already. • Would like space adjacent to Wribbenhall Church to remain as open space. If this was developed with access onto Kidderminster Road, the road will not cope with the extra traffic.
	LPP01578	Object	More pollution 221 houses in a small area. And the Safari Park new link to water park.
	LPP01787	Object	Objects to proposed development at Catchems End due to: <ol style="list-style-type: none"> 1. Gridlocked roads between Bewdley and Kidderminster. 2. Entry and exit issues for new properties, cars and increased air pollution. 3. Impact on tourism in Bewdley. Concerned that Bewdley needs to be careful not to morph into a community suburb. Impact on sense of community if more people commute from Bewdley.

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO WA/BA/3 – LAND AT CATCHEMS END

Company / Organisation	Response No	Type of Response	Summary of Response
			<ol style="list-style-type: none"> 4. Impact on local infrastructure - schools and local transport. 5. Also concerned about rumours that predicted growth of population in the Wyre Forest are incorrect. 6. States that the consultation period is in the summer holidays and consequently many people may be on holiday and not have the opportunity to respond.
	LPPO2140	Object	Opposes to the amount of affordable homes proposed in plans if this was to increase then he would have no objection as there is already a large amount of non affordable housing in the area.
	LPPO2350	Object	<p>Having inspected the proposed new Local Plan for Wyre Forest and in particular the proposals for the area between the by-pass island and All Saints Church in Wribbenhall, Bewdley, we would like to make the following observations:-</p> <ol style="list-style-type: none"> 1. The area to the rear of Lodge Close historically floods, this problem has not been alleviated by the construction of the bund above Queensway, or the Environment Agency clearing out the silt in the stream running into the old Spring Grove pool. This has been cleared within the last few months. The area behind 16, 17, 18 and 19 Lodge Close floods for at least half of the year, and in wet years for a lot longer. The gardens of some properties in Lodge Close are consistently under a considerable amount of water for most of the winter. 2. The farmer who ploughs this field has on more than one occasion had to get his tractor towed out of this area, where it has got bogged down. 3. Kidderminster Road from the by-pass island is already a bottleneck. This would be exacerbated by additional traffic joining this road, especially as the new WMSP Hotel will potentially join the by-pass island. There are considerable traffic congestion problems caused by the Fish and Chip Shop and the Waggon and Horses Public House, this specifically causes huge issues in Lodge Close which is regularly blocked to such a degree that emergency vehicles would not gain access. 4. The lane down the side of Lodge Close leading towards the SVR is very narrow and runs very close to properties abutting it, and if this was a potential access to and egress from any development, would cause considerable noise pollution and inconvenience to the properties abutting it. 5. Loss of amenities, views etc from properties presently overlooking the woods and fields, with possible

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO WA/BA/3 – LAND AT CATCHEMS END

Company / Organisation	Response No	Type of Response	Summary of Response
			additional flooding being caused to the properties mentioned in Lodge Close by the increased hard landscaping.
	LPPO2948	Object	<p>Object to the proposed development sites in Bewdley. In particular the Kidderminster Road sites, Option B. We have lived in Bewdley for over fifty years. During this time we have experienced a considerable increase in traffic flow and noise particularly as vehicles approach the by-pass island.</p> <p>This increased traffic problem makes departure from New Road onto the Kidderminster Road, difficult. There are already certain times when traffic is bumper to bumper, morning and evening plus weekends.</p> <p>Increased housing on the proposed site would only exacerbate the current traffic situation, making waiting times longer and causing more congestion.</p> <p>If the West Midland Safari Park continue with their development of a water park and hotel, this would add enormous pressure onto the current by-pass roundabout on Kidderminster Road, and access roads.</p> <p>The local Bewdley schools already have pupil capacity, and parental parking along Stourport Road is already a difficult situation and sometimes dangerous. Additional housing would only add to the problems already faced by local residents and families.</p> <p>Wribbenhall has had its fair share of housing development over the last ten years. The Queensway Estate has had at least three housing developments and on Kidderminster Road there have been two significant building projects which have resulted in additional dwellings.</p>
	LPPO4852	Object	We object to any development of this site, we would not wish to see erosion of the Green Belt.
	LPPO4705	Object	<p>Policy 6B notes the need to safeguard and enhance open countryside, maintain openness to Green Belt and the provision of infrastructure and Policy 25C allows development on Green Belt only for small scale affordable housing in special circumstances.</p> <p>The developments on site reference WA/BE/1, WA/BE/5 AND WA/BE/3 are contrary to the policies noted above.</p> <p>All of these sites are currently actively farmed/used land and so developing housing on this land is not safeguarding this Green Belt, in contradiction of policy 6B.</p>

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO WA/BA/3 – LAND AT CATCHEMS END

Company / Organisation	Response No	Type of Response	Summary of Response
			<p>Site WA/BE/3 in option B currently incorporates the run off rain water from the Queensway estate and there are obvious environmental concerns of developing on this site</p> <p>Concerning infrastructure, all Wribbenhall sites will be affected by the bottleneck of the Bewdley bypass where it ends at the Kidderminster end and traffic connects with the Habberley Road. The addition of a potential Traveller site on the Habberley Road would further add to this congestion. Plus the development of the Safari Park and the increase in tourist traffic related to this. I cannot see where the plan addresses adequately the issues that the increased traffic would create.</p>
	LPPO4617	Object	Object to the proposed developments south of the Habberley Road, the Stourport Road triangle and at Catchems End. Without extensive improvements to road, transport and other elements of infrastructure and services, none of these developments could be supported without damaging Bewdley and the amenities of its current residents. As these improvements are not proposed, the housing developments should not be allowed.
	LPPO4190	Object	<ul style="list-style-type: none"> • Developing on Green Belt land. • The increase in parking and other highway issues this would bring. • How this will affect the schools, which are already over subscribed. • Waiting times and care at the dentist and doctors with an increase in the population.
	LPPO4191	Object	I feel the planned building of over 100 new houses in the area is far more than the area can stand. The extra strain on the roads in the area which are already at breaking point is unacceptable. The loss of Green Belt land should be avoided at all cost as once it has gone that is it.
	LPPO4177	Object	<p>This relates to the overall plans for Bewdley as set out in the Wyre Forest Local Plan review: in particular section 33</p> <p>I would like to strongly object to the proposals laid out for Bewdley in the local plan review.</p> <p>Building on Green Belt land: I understand from the recent questionnaire completed by residents that one of the main concerns was the protection of Green Belt land. This proposal highlights a number of areas that are</p>

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO WA/BA/3 – LAND AT CATCHEMS END

Company / Organisation	Response No	Type of Response	Summary of Response
			protected as Green Belt. The Green Belt is what makes Bewdley and the Severn Valley so desirable and a conservation area, any reduction at the main access points to the town will be out of character and a considerable visual impact
	LPPO4153	Object	<ul style="list-style-type: none"> • Affect on approach to town/sprawl effect of built up environments. • Whilst there is no “right to a view” in legal terms, is loss is not necessarily irrelevant when it comes to planning permission. • I am concerned about ongoing enforcement of use for the proposed sites. • There have been serious/near fatal road traffic incidents on the Habberley Road and an increase in traffic generated by large vehicles accessing the site would have an adverse affect on current highway safety
	LPPO4161	Object	Wribbenhall - dangerous road that gets congested.
	LPPO3277	Object	<p>Having read the proposals for the Wyre Forest District Local Plan Review, I am objecting to the proposal for the developments in Wribbenhall, Bewdley. (WA/BE/3 and WA/BE/5.</p> <p>Highways Problems - The A456 and B4129 in Wribbenhall are already very busy, and to build new homes in this area would cause even more congestion.</p> <p>Loss of Green Belt - All this area is Green Belt land and previous planning inspectors have ruled there should be no encroachment of the area between Bewdley and Kidderminster. Planning history shows a site of historical interest on the Habberley Road.</p> <p>Services - To build more houses in this area at a time when services are stretched makes no sense. We are seeing cuts to Fire Services, Health Service and Schools.</p> <p>Environmental Issues - All of these plans raise many environmental issues.</p>
	LPPO4064	Object	The gap between Bewdley and Kidderminster has already been jeopardised by the decision to allow hotel

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO WA/BA/3 – LAND AT CATCHEMS END

Company / Organisation	Response No	Type of Response	Summary of Response
			expansion on the Safari Park with consequent traffic congestion which of course would be intensified if the additional development indicated in Option B along the road /by-pass at Catchems end were to materialise .
	LPPO3485	Object	<p>Whenever there is heavy persistent rain, this can often be 6 months of the year and the water comes into the gardens and leaves the bottom half under a foot of water, any building work or even global warming could make this matter even worse.</p> <p>The section of Kidderminster Road from Catchems Chip Shop to the by-pass island is very congested most of the day.</p> <p>There will be noise pollution and inconvenience.</p> <p>The thought of losing some of the beautiful birds we get in our garden makes my heart sink.</p> <p>Would schools in our area be able to accommodate the new families new houses would bring?</p>
	LPPO3489	Object	<p>The culvert in the field cannot cope with water coming through the Queensway estate from the hill to the rear.</p> <p>During really wet spells the wooded area in the lane marked red on the attached plan and adjacent to the cottage is like the everglades.</p>
	LPPO411	Object	<p>This proposal would bring a huge amount of extra traffic to the area at the Kidderminster Rd end of the Bewdley by-pass. This will be exacerbated by the proposals for future development at West Midlands Safari Park. Traffic at peak times in this area is almost back to pre by-pass days.</p> <p>The field next to All Saints Church is a 'green' landmark in Wribbenhall and needs to be protected as should be the wall bordering it. Both are part of the local heritage.</p>
Bewdley Civic Society	LPPO840	Support	A) Southern End adjoining All Saints Church. This proposal qualified support. The BCS would support a very modest number of houses on the southern end of this site but any development should provide housing, a cemetery extension, car parking for the church/town, and an area of public open space to mitigate its loss of

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO WA/BA/3 – LAND AT CATCHEMS END

Company / Organisation	Response No	Type of Response	Summary of Response
			openness and take account of drainage issues.
	LPP01922	Support	<p>Bewdley: OK to build on Catchem's End site WA/BE3 and Habberley Road providing:</p> <ol style="list-style-type: none"> 1. Drainage pipes are installed (preventing flooding from brook by Queensway). 2. Parking space is allowed (for vehicle using Lodge Close from pub). 3. Green park/play area is installed. 4. Bus stop provided 5. Local store/newsagents. <p>No building on other sites in Bewdley.</p>
	LPP03095	Support	I would prefer site WA/BE/3 Catchems End to be designated as a Core Site instead of site BR/BE/6 Land off Highclere.
Bewdley Town Council	LPP04097	Support	<p>The Council supports the following sites which are included in the emerging Neighbourhood Plan and have the support of the local community:</p> <p>WA/BE/3 Catchems End (support removal from the Green Belt). Support for development only extends to the half of the site abutting the Safari Park roundabout. The half of the site adjacent to All Saint's church should be made available as public open space and is not suitable for development.</p> <p>Early negotiations with potential developers have been and should be undertaken which would include negotiations over infrastructure, water management and community facilities such as school places/physical extensions and road improvements</p>

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO WA/UA/4 – ALLOTMENTS AT UPPER ARLEY

Company / Organisation	Response No	Type of Response	Summary of response
Upper Arley Parish Council	LPP01180	Comment	<p>The allotments site in Upper Arley Village is listed as a site proposed for allocation, potentially 10 dwellings. The Parish Council has no issue at all with this proposal.</p> <p>However, the Parish Council would prefer that in the event of any development taking place, ALL the houses (not just some of them) should be affordable houses, of a smaller design, and for the people of the parish only and would request that this as a condition of any planning permission granted. Other than the site referred to the Parish Council would not wish to see any other development in the Parish.</p>
R & D Turner Charitable Trust	LPP01178	Support	<p>The landowners are in full support of the proposal and would look to create a housing mix suitable for the village with particular thought to younger persons, young families and a retirement element. The site is currently unutilised and could be deliverable upon short notice. The site is well screened and adjoins some of the more modern houses that form part of Upper Arley. We believe that all mains services are readily available and the site is well placed for village facilities to include the school, sports ground, hall, shop and pub.</p>
Campaign to Protect Rural England	LPP01009	Comment	<p>Upper Arley Allotments - acceptable if they are genuinely redundant. Site may be too large for such a small village. Relate numbers to local need.</p>

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO SITE BR/RO/1 – LAND AT CLOWS TOP

Company / Organisation	ID	Type of Response	Summary of Response
	LPPO2657	Object	<p>I object to the land at Clows Top being used for housing or Travelling Showpeople. I wish to comment as follows, in particular for the Showpeople but has relevance in respect of the proposed housing site:</p> <ol style="list-style-type: none"> 1. Difficult vehicular access to and from the site from the A456. Access is on the brow of the hill. The site is not capable of safe, visible access from the A456 highway and will have an adverse impact on the safety of the highway network and its users. 2. Turning into and out of the site will be difficult- A456 is not wide and there are houses opposite the access. 3. Speed of vehicles and motor bikes through Clows Top. There is a disregard of the 30mph limit. 4. The type of vehicles and trailers used can be large and extremely long. When they are entering or exiting the site, they will be slow therefore blocking the A456. This, coupled with 3 above, could be an accident waiting to happen. 5. There could be numerous vehicles, trailers and caravans entering/exiting the site at all times of the year. 6. There is no mains sewerage/drainage. How will the Showpeople's sewage be disposed of? This also applies to any housing development. 7. The site is flat but is on the top of the hill. Therefore the sides along the perimeter form a bank. The land on the site is unstable and is falling away and is now close to a neighbour's field and also a public right of way. There is movement around the perimeter of the site, this before any heavy vehicles and trailers are using the area. Equally, this will be issue for house build. 8. There is a lack of adequate access to services and utility infrastructure. Mains water supply and mains electricity services are currently working to capacity. There are Interruptions to these services during the

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO SITE BR/RO/1 – LAND AT CLOWS TOP

Company / Organisation	ID	Type of Response	Summary of Response
			<p>year.</p> <p>9. In respect of proposed houses, the number of houses proposed of 30 (I believe) could result in around 70 people (say 2 adults plus 1child per house) which will really stretch comment 8 above. It could also mean there would need to be parking for 70 motor vehicles on the site. Schooling could be an issue. Bus services are very limited.</p> <p>10. The cumulative impacts of the site would harm the character and appearance of the area.</p>
	LPPO4785	Support	I would like to see houses built here for local families.
South Worcestershire Authorities	LPPO1248	Comment	The housing allocation at Clows Top for 30 dwellings. needs to be considered in the context of the SWDP which allocates land adjacent to Highbrae for 17 dwellings and any proposals coming forward from Shropshire Council in order to ensure that adequate infrastructure is provided and to avoid an over concentration of development within the village.
	LPPO1829	Comment	<p>I would like to object to the site use for Travelling Showpeople on the grounds of:</p> <ul style="list-style-type: none"> • Poor access to the site from a very busy main road (A456) at the top of a very steep hill for large vehicles with trailers. • Sewage problems - there are no mains in the village. The properties sit on clay and we suffer from poor drainage within the village. • We would prefer new housing on the land. There is a need for new houses in the area. • We do not want the site to become an eyesore (more so than it is at present).
	LPPO3506	Comment	I have to support the dual allocations for the land. Although it is of course preferred to become a small housing development and in-keeping.

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO SITE BR/RO/1 – LAND AT CLOWS TOP

Company / Organisation	ID	Type of Response	Summary of Response
			<p>This housing development is indeed supported by the majority of all within the village parish.</p> <p>One individual from the company has made a personal representation against the site for Travelling Showpeople; and it can be understood; but commercial pressures lead us, as stated above.</p>
	LPPO3444	Comment	I think it is affordable housing we need at Clows Top.
	LPPO3464	Comment	<p>The yellow shading delineating the area in question at Clows Top is not entirely accurate.</p> <p>I think the housing option would be more beneficial to the local community.</p> <p>If travelling show people were to use the site their heavy vehicles would probably damage the road.</p> <p>There would be extra traffic, large vehicles turning in and out of the site onto as busy road/steep hill.</p> <p>Sewerage and water supply would be a problem.</p>
	LPPO5090	Comment	<p>It is our impression that most people, like us, can under certain conditions get behind supporting housing development at the Clows Top site if:</p> <ul style="list-style-type: none"> • The type of housing development is beneficial to the village and will strengthen the fabric of the local community in terms of maintaining and supporting local facilities. • If the access from and to a new housing estate is not disruptive to the road infrastructure in and out of the village and it is safe for the local community. • The type of housing development is deemed to be attractive to and reflecting the demographic makeup of the local community and wider area. • If there are sufficient facilities such as parking to support the local community including the new housing estate? • The housing development is of high quality and aesthetically blends in with the local village and the

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO SITE BR/RO/1 – LAND AT CLOWS TOP

Company / Organisation	ID	Type of Response	Summary of Response
			rural make up of the wider area.
	LPPO332	Object	<p>Land at Clows Top</p> <p>I object to the proposals identified in the plan for the following reasons.</p> <ol style="list-style-type: none"> 1. Consultation has been inadequate. The identified site is on the border of WFD. No effort has been made to consult with communities in the immediate area that do not fall within WFD but will be affected by the proposals. 2. The identified site occupies an elevated position in a scenic rural setting that is visible from some distance. WFDC policies declare that sites for travelling show people should be 'very strictly limited in rural areas'. It is therefore unsuitable for this purpose. There are four other sites identified in the plan for Travelling Showpeople all of which are more suited to this purpose. 3. The infrastructure serving the Clows Top settlement is inadequate for the purpose. WFDC policies declare that sites for Travelling Showpeople should be adequately served with power water and waste services. To make the site compliant with this policy would require significant investment. During these times of austerity, other sites identified in the plan offer a more cost effective solution. 4. As identified in the WFDC plan there are already proposals within the SWDP for additional housing in the Clows Top settlement. Housing development in the settlement needs to be sensitively managed in conjunction with MHDC to ensure sustainability.
	LPPO413	Object	<ul style="list-style-type: none"> • The village is totally unsuitable to be considered as a prospective site for travelling/showground on the land that has been identified. • Access is poor due to the volume and speed of the traffic that uses the road in both directions. Large goods vehicles frequently experience problems in getting up the steep hill. These vehicles often have to swing wide to enter the yard and in doing so, mount the pavement. • The increased traffic noise would also be an issue that I would object to. • No stipulation has been made as to the number of vehicles using this yard, or indeed if the users

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Company / Organisation	ID	Type of Response	Summary of Response
			<p>would also be residing on the premises. There would be an issue with connecting to mains drainage.</p> <ul style="list-style-type: none"> • Clows Top is a small village and the proposal of this kind would totally alter the appearance and safety of the village. • I agree that at present the land is an eyesore - it would be put to far better use if a small housing site was proposed.
	LPPO1506	Object	<p>Objecting to travelling show people or houses being developed at Clows Top for the following reasons:</p> <ul style="list-style-type: none"> • Drainage - Clows Top houses not connecting to mains sewer and relies on septic tanks so an influx of residents would not be suitable. • Road Safety - access to the site is at a very narrow point in the road and on the brow of the hill so has poor visibility. Issues with the current entrance being suitable for access, particularly for slow, heavy vehicles, which have potential to cause damage to vehicles opposite as well as mounting the pavement which is a safety issue for pedestrians. Drivers already break the 30mph speed limit on the road. • Inadequate Utilities - due to being a remote location and the local topography electricity and water supply are often disrupted which will be affected further if additional requirements are added to the systems. • Stability of the Land - site is in a poor state of repair; worried without major work to stabilise the ground it could fall away if used by heavy vehicles.
	LPPO1901	Object	<p>Objects to further development and traffic at Clows Top. It has become increasingly busy and the crossroads at the top can be quite a challenge to negotiate, further traffic near the junction is sure to make the situation even worse.</p> <p>Suggests the land under discussion would be better served to the community as it is i.e. a garage or similar which would offer a service which would benefit residents.</p>

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Company / Organisation	ID	Type of Response	Summary of Response
	LPPO2126	Object	<p>Object to Clows Top Travelling Showpeople site.</p> <ul style="list-style-type: none"> • No mains sewage Clows Top and septic tanks controversial due to drainage. • Lack of schools, doctors, street lights, public transport, poor electricity supply • Poor access for large vehicles • Land unstable and likely to be cut off in winter
	LPPO2129	Object	<ul style="list-style-type: none"> • Access and roads • Lack of facilities and amenities • Electricity & mains water supply is insufficient/ mains sewerage. • Little public transport • No Drs, school, college, or employment. • Possible impact on village community. • Noise increase • Instability of land/drainage issues
	LPPO2288	Object	<p>The proximity of the site the crossroads at Clows Top are quite dangerous and a lot of heavy vehicles using them.</p> <p>There are no services such as schools, doctors, dentists in the immediate vicinity and the winters can be hard.</p>
	LPPO2289	Object	<ul style="list-style-type: none"> • Close to the crossroad junction and the 456 is well used by heavy traffic • No local police or hospital so there could be a wait for rescue services • Lack of employment schools medical requirements

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Company / Organisation	ID	Type of Response	Summary of Response
	LPPO2135	Object	<ol style="list-style-type: none"> 1. The proposed site has insufficient amenities i.e. water/sewage (low water pressure). 2. Clows Top area/crossroads has traffic congestion/very poor visibility at junctions. 3. The site is well known for poor and instability due to its previous use for mining /disposal waste metal. 4. The infrastructure for this and nearby villages (schools, doctors etc.) is full to capacity. 5. Thus I consider the site is only suitable for a small business venture i.e. garage or similar to support local needs.
	LPPO4546	Support	<p>I have reservations which have been echoed by local people at their meetings in Far Forest and In Clows Top.</p> <p>These meetings were well attended by around 100 residents in each case. There was considerable concern and misunderstanding about the proposals and it is a shame that one of the District Councillors could not have attended to clarify the situation to those who had not been able to attend the DC presentations.</p> <p>My concerns and reservations, largely echo those of local residents and are as follows;</p> <p>Clows Top.</p> <p>Should be kept as a core housing site and not used for Travelling Showpeople.</p> <p>There is a need to bring new people into the village to revitalise it and failure of previous plans to build new houses on the land around the Victory Hall is much regretted. This development would also have gone a long way towards improving the appearance of the area which is, at present, an eyesore.</p> <p>The exit from the old garage site is onto a very busy stretch of the A456 with traffic which is often fast moving, despite the speed limit in place. Movements of large articulated vehicles onto and from the site is potentially dangerous. It is also felt that such activity, in such a prominent position in the village, would do nothing to improve the appearance of the area.</p>

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Company / Organisation	ID	Type of Response	Summary of Response
			<p>The absence of adequate infrastructure, unreliable water and electricity supplies and, in particular, the sewerage system, has been the main stumbling block to development and was at the heart of the rejection of the site as a potential one for travellers/show people when the subject was last considered in 2012. Nothing has changed, and, since the DC's criteria for a suitable site hasn't changed either, this site must still be considered unsuitable.</p> <p>Since Malvern Hills have also given consent to a housing development at a site at Clows Top, which is also stalled because of infrastructure shortcomings, have WFDC and MHDC liaised to try and find a shared solution to these problems?</p>
	LPPO1466	Object	<p>Objecting due to worries about suitable drainage options.</p> <p>Would like to see something for the community.</p>
	LPPO1467	Object	<p>My objections and comments regarding the proposals of the land at Clows Top are as follows:</p> <ul style="list-style-type: none"> • Firstly regarding the travellers use, there are major concerns on the traffic climbing the hill, especially in winter. • I believe that there are also issues regarding main sewage. • The services at Clows Top are far from adequate – water pressure, power failing, also would the land be stable enough with all the heavy vehicles that would be using the land? <p>Regarding the housing proposals:</p> <ul style="list-style-type: none"> • Mains sewers are an issue • 3 proposed sites/plots with around to houses, the increase of vehicles will make things even more difficult to cross at the top. • Small corner shop/butchers would not be adequate for the extra increase in residents.

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Company / Organisation	ID	Type of Response	Summary of Response
	LPPO1559	Object	<p>Objects on the following reasons:</p> <ul style="list-style-type: none"> • Concerns of traffic climbing the hill and turning into the yard. • Concerns about drainage. • Services such as water, electricity etc. are inadequate. • Concerns about the land stability. • Village facilities (shop, butchers etc,) not adequate for more people. • Same concerns if housing was to be put on site rather than travelling show people.
	LPPO1560	Object	<p>Objects on the following reasons:</p> <ul style="list-style-type: none"> • Concerns about traffic climbing hill and turning into yard. • Concerns about drainage. • Services not adequate in the village i.e. water pressure, electricity. • Concerns about the stability of the ground. • More traffic on busy, dangerous crossroads. • Similar concerns with the housing proposal as well as the travelling show people. • Village hall will be surrounded/closed in - could cause conflicts with residents. <p>Complaining about site plans as they are vague and not accurate.</p>

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Company / Organisation	ID	Type of Response	Summary of Response
	LPPO2928	Object	<p>The proposed development spoils a peaceful view.</p> <p>The damage to wildlife and natural habitats will be incalculable.</p> <p>The pressure on local road infrastructure will be intolerable and this in an area already very popular with walkers and dog walkers.</p> <p>The addition of this proposed development will again put an intolerable burden on local infrastructure and access for holiday makers.</p>
	LPPO255	Comment	<p>In principle I have no objection to a development within the existing boundaries of Orchard House using the existing access to Orchard House. Houses would be on back land, in an existing residential location, the sewage would not impact the Sugars Lane pumping station, and the existing access could widened without impacting any other properties.</p> <p>I would object to the land on Plough Lane being used to access that land. however, I would not object to a single property, such as a bungalow on the land on Plough Lane sitting next to Tolland Bungalow, and that would be in keeping with the other properties in the lane, and would not require the lane to be upgraded, thus having a minimum impact on the locality.</p>
	LPPO2775	Comment	<p>I would like to say that the plan for Far Forest has not been thought through in particular I would like to draw your attention to the following:</p> <p>1.) New Road is narrow and will not cope with the traffic. We have the School runs parking twice a day (I say parking but in some cases abandoned). We also have people from the Care Home on Cleobury Road now parking in New Road since their extension. People who live on the static caravans at the bottom of Sugar Lane also have to drive down New Road.</p> <p>2.) The School will not be able to cope especially if there is an influx of Children.</p>

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Company / Organisation	ID	Type of Response	Summary of Response
			3.) The sewerage system will certainly not be able to cope as it barely does now and we still have to have Tankers if we have adverse weather. I know that Severn Trent is doing more work in the near future but that is to solve the problem we have now.
	LPP02195	Comment	No objection, it would not be inappropriate to also develop land to the east of Plough Lane.
	LPP03611	Object	<p>Proposed Housing Development in Far Forest at Plough Lane.</p> <p>We write to register our objections to the two proposed sites for house building in the village of Far Forest. Our concerns are wide ranging and relate to the whole infrastructure of the village.</p> <p>Objections to the housing development on Plough Lane, Far Forest:</p> <ol style="list-style-type: none"> 1. Access to the proposed site on Plough Lane is limited and predominantly single track. The current road, as it exists, is unfit for extra domestic traffic, being mostly used by farm and forestry vehicles and walkers. The potential junction onto the Cleobury Road, adjacent to the busy village shop, is poor and limited and further inhibited by the presence opposite of the very popular Plough pub and restaurant, which already brings extra traffic and congestion to this road. This potential junction onto the main road would have limited vision, is situated opposite the busy pub car park access point and on a section of road where drivers are accelerating out of the 30mph speed limit zone. It is also directly opposite the bus stop for Ludlow bound traffic, causing further limitations to vision and possible congestion. To create a busy junction here is potentially dangerous and a risk to the safety of both drivers and pedestrians. <p>Transport and Accessibility in Wyre Forest. Transport/Roads Policy 13, Managing Travel</p>

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			<p>Demand Ai, ii, iii and B, see pg 85.</p> <p>2. Plough Lane is currently, and historically, an access point to Wyre Forest and the bungalows and low level small holdings which exist on the edge of the forest. To build multiple houses of bricks and mortar on this site would dramatically alter the character and landscape of this area, creating an infill estate. This development would destroy and distract from many of the reasons residents move to this small rural settlement, creating a large suburban spread, destroying the quiet rural scattered nature of this settlement.</p> <p>Desirable Place to Live, point i/iii, Section 8 – Policy 8C and Infill Policy – 18B A Desirable Place to Live pg 55-56; Quality Design and Local Distinctiveness – 27 pg 154-164; A Unique Place To Live (sub)11.29 Protecting and Enhancing Policy 11D pg 80-85</p> <p>3. The predominant land uses off Plough Lane are agricultural, forestry and rural. To build 20 houses on this site with all the landscaping, building traffic, noise and upheaval that this would bring, would severely impact on the habitats for local wildlife. The proposed site for development is natural habitat, grassland, ancient hedgerows and trees and, as such, is home to a diverse range of insects, reptiles and mammals, including deer, who use this route to access feeding grounds across the far side of the Oakleaf Rise development and New Road.</p> <p>A Unique Place (sub) 11.9. Protect; Protecting and Enhancing Policy 11D pg 80 & 85; 11a Unique Place, Historic Environment B II, IX; Habitats Regulations (HRA) Screening Requirement 1.4 pg 77; Desirable Place to Live Point ii/iii Section 8 – Policy 8C pg 55/56; Infill Policy – 18B a Desirable Place to Live; Quality Design and Local Distinctiveness – 27 pg 154-164.</p>
	LPPO3468	Object	Redevelopment of Far Forest.

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			<p>Word in the village is that it is planned to build 50 homes in the village.</p> <p>We wish to register our objection to any such plan. On the basis that 50 additional houses would simply overwhelm the village (not to mention the ecology). The outcome would be that the character of the village would be lost to the detriment of the current residents.</p> <p>Such a plan would jeopardise an established thriving community.</p>
	LPPO3239	Object	<p>This site has become overgrown and dormant for many years however it has a host of wildlife, flora and fauna.</p> <p>Egress from Plough Lane onto Cleobury Road (A4117) is dangerous and at a steep incline with limited views in either direction. Would WFDC ensure that new road layouts are installed to accommodate addition traffic to and from the site?</p>
	LPPO2806	Object	<p>Strongly objects to the housing proposals in Far Forest:</p> <ul style="list-style-type: none"> • This is a quiet community with quiet village roads and pleasant surroundings. • There will be noise pollution and traffic congestion, turning Far Forest to a local urban area • The nearby roads are busy enough. The village hall is let nearly every night of the week causing congestion at New Road. There is also traffic congestion near the school at the start and the end of the school day. Additional traffic from an adjacent housing estate would be a nightmare. • Think about the wildlife, conservation and open space that will be destroyed; Far Forest is a nice rural area and we don't want to see this ruined by more houses. <p>You will be spoiling our local community which is perfectly fine as it is without an influx of people/houses/cars to which the local infrastructure and surrounding area is simply not suited. Please take your housing proposals elsewhere away from our beautiful village.</p>

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	LPPO2722	Object	<p>The junction of New Road and Cleobury Road is already a danger, in part because there are no parking restrictions in New Road. There is congestion at the start of the school day and at its end since the school entrance is also located at the upper end. The increase in traffic from extra housing will make the situation worse.</p> <p>Some consideration to making New Road/Church Road a one way system might help but the junction of New Road with Cleobury Road is dangerously situated with traffic often moving very quickly along Cleobury Road.</p> <p>Risk of flooding to proposed properties and existing properties.</p> <p>Sewage facilities are believed to be inadequate already.</p> <p>Loss of Dark skies.</p> <p>Proposed development will mean approximately 100 extra vehicles in and out of village therefore increased pollution.</p>
	LPPO2669	Object	<p>The bungalow named “Lawn View, Cleobury Road” is not on mains sewerage and has a septic tank which is located in the garden of “Orchard House”, with drainage discharging into the surrounding land; additionally storm water also soaks away in the grounds of Orchard House.</p> <p>My objections to the proposed building of 20 additional houses on the land are that the existing sewerage system currently serving the Far Forest community is totally inadequate and already causes flooding of the back fields running into properties across the road. Adding further house to the system would only exacerbate the problem.</p> <p>It is clearly contrary to above policy in that it would be an over development of the site; causing overlooking of the existing surrounding properties with potential disturbance to</p>

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			<p>those properties; and with the additional adverse affect on existing road safety.</p> <p>I fear there would be an increased risk to public safety. With little employment opportunities in the area mainly unskilled (minimum wages) and no doctor's surgery servicing the village - traffic on the local roads will increase as residents will need to travel out of the village for employment.</p> <p>With no late or Sunday service provided by the local bus company additional road traffic is inevitable.</p>
	LPPO1789	Object	<p>Objects to proposed development at Far Forest due to:</p> <ol style="list-style-type: none"> 1. Increased population impact on wildlife. 2. School capacity 3. Noise and pollution. 4. No positive benefit to current residents. 5. Local utilities-inadequate sewerage systems now 6. Poor bus service, increases would uplift carbon footprint. 7. Very little local employment. People to go further afield, again increase of carbon footprint. 8. Loss of grazing for farmers, jeopardising livelihoods. 9. Light pollution affecting nocturnal animals and insects. 10. Land and Hedgerows ripped out affects many other wildlife species. 11. Character of village would change to bricks and mortar development. 12. Nearest medical cover is Bewdley or Cleobury we believe to be full. 13. Storm water currently a problem and would be heightened due to any development.
	LPPO95	Object	I object very strongly to the proposed building of "affordable housing" on the two sites

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			<p>outlined in Far Forest.</p> <p>If you actually live in Far Forest you would know that this beautiful quiet village does not need any more houses built, as you propose 40+. There are plenty of houses for sale in and around the area.</p> <p>I only found out about these future proposals through a page on social media.</p> <p>The A4117 barely copes with local traffic and thru traffic from Cleobury Mortimer and the other way from areas such as Callow Hill and Kidderminster.</p> <p>Do you have any idea the impact on a 30mph road this extra traffic and people will have on this area? It's bad enough with caravan sites and their owners who have no respect for the area, littering, noise and cars. We have one shop and one pub and one school within walking distance, how can these cope with the extra people.</p> <p>Major problem is New Road and The Orchard, where these houses will be built. New Road can barely cope with the traffic first thing and at rush hour, are you just trying to destroy OUR village. The A4117 is a dangerous road as it is, many a driver overtakes if anyone slows them down, bare in mind the stretch through Far Forest is 30mph, so how will an extra 20-40+ houses help with that situation, more cars, more pollution, more rubbish. Can you reassure local residents that this very busy road is going to be safe with the extra pressure of more cars and more people?</p> <p>I also object to toy box houses being built in areas that have some beautiful individual homes. These housing developers build nothing but eye sores. Two up two down with little gardens, ugly homes. There are plenty of beautiful homes up for sale. We moved into this area to be away from major developments and noise, and traffic. It just seems to be getting worse. This beautiful green area with great walks and the forest on our doorstep will be destroyed. You may think "Not on my doorstep".....well yes that's exactly what I'm saying. Far Forest in my opinion does not need redeveloping. You will destroy it.</p>
	LPP01698	Object	<ol style="list-style-type: none"> 1. Current inadequate sewerage system needs frequent maintenance 2. Dangerous junctions on narrow roads. 3. No street lights as we are in the country

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			<p>4. There are no jobs in Far Forest so people would have to commute and the state pay for people who are unable to find work.</p> <p>WE DO NOT WANT MORE HOUSES.</p>
	LPP01699	Object	<p>I object to housing development in New Road, Far Forest –</p> <ul style="list-style-type: none"> • Already high level of traffic congestions at peak times. Dangerous parking outside care home in New Road which is used by heavy machinery, caravans • Sewerage overflowing now • School full. • Poor bus service. • Natural habitats will be affected • We should protect countryside, there are plenty of brownfield sites available. • Please listen to the local people who cannot see any benefits to them
	LPP01700	Object	<p>Questions need for a further 60 houses</p> <p>Present inadequacies:</p> <ul style="list-style-type: none"> • Sewage (P.97 Rural Dev 28, Policy 288) • Local flooding (P.100 Rural Dev, Policy 288) • Storm water drainage (P.97-100 Sewage systems, Policy 15 water quality) • Public transport (P.56, P.85 Policy 13) • Plough Lane/Cleobury Road junction (P.97, Policy 15, 150) <p>Impact on wildlife in the area.</p>

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			<ul style="list-style-type: none"> • P.80-81 – A Unique place • P.77 – 11A Unique place • P.79 – 11C Landscape character • P.5 – 8 Rural Exception sites • P.94 – Strategic green infrastructure • P.112 – Infill Policy 188 • P.113 – Infill Policy 188 <p>Little employment – local residents have to commute to work – increase car usage and cost. – P.166 Health 9.1-9.10</p> <p>Plough House building is largely of bungalow design, the introduction of house building would damage the character. The ultimate decision making would not be in the hands of the local residents. – P.55/56 section 8 Policy 80, Infill Policy 188.</p> <p>The dark skies are very much part of our village, important to its character. Dark skies are also of great importance to wildlife. – P.80 Policy 110 protecting and enhancing, 81 Biodiversity and geological conservation, 103 con, 79 Section 16.2 Policy landscape character.</p>
	LPP01701	Object	<p>After going to a planning proposal meeting in Bewdley it became clear plots of land were being considered on New Road and Plough Lane. A planning attempt was tried in 2010 and turned down, the reasons are a matter of record about New Road, and however, nothing has changed in this regard. After consulting and reading through the Wyre Forest District Plan I can see many flaws and reasons why building here is detrimental to the area. The so called village is dominated by a road network, New Road which is very narrow in places because of car parking by residents, during school term hold ups occur frequently near the school, the whole area can become grid locked. Pg. 85, Pg. 89-89, Pg. 103.</p> <p>To get the proposed sites this has to be negotiated. Adding to the problem. Plough Lane site</p>

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			<p>has a similar problem with many accesses onto the main road from the Plough Inn nearly opposite a shop entrance and car park, but when drivers slow down to turn down Plough Lane, drivers behind them think they are turning into the car park for the shop. This has some near misses.</p> <p>I am very concerned about the inadequate poor sewage and drainage taken 20 years after the problem occurred, tankers regularly having to pump excess storm water and sewage to be taken away, will this happen again with extra people putting strain on an overwhelmed system. Pg. 97, 98.</p> <p>The smell of sewage is terrible for cottage owners near the pumping station. This is also bad for tourism. The name of the cottage by the pump station is Coppice Gate and can be contacted. The proposed site in New Road has very valuable habitat. Hedgehogs in ancient meadows. Part of the area has old cherry orchards with national reptiles, adders, slow worms, grass bats hunt for insects. These need dark skies. Insects such as noble chaffer and many butterflies occur here. Pg. 79, 80, 81, 103. Cattle are also grazed. Pg. 79.</p> <p>The WFDP choice is based also on good bus service, but this service is poor sometimes 2 hours between buses. Pg 56 & 85.</p> <p>People moving here will not find any local employment. I myself have to travel into Kidderminster, more car journeys and more congestion on New Road or Church Lane. Pg 66-68.</p> <p>Building so many houses near the church which does not have any parking except on Church Lane. New build houses will look awful near an old church, changing the character of our village. Pg 112/113 section 18.10.</p> <p>If the land is developed what plans are there making sure this is done properly to blend in</p>

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			<p>with existing properties? Pg. 154-164 section 27.</p> <p>Can you trust developers and builders? At Far Forest we have a very large undisclosed population living at caravan parks which is not monitored properly or taken into account. Building so many extra houses will destroy our community by turning our village into a housing estate. Pg. 55/56 Desirable place to live point.</p> <p>A brief summary, the road networking, the effect on ecology/ dark skies, the school is full, poor bus service, the sewage system, mobile phone signal poor. In conclusion I cannot see any benefit for Far Forest.</p> <p>I would like to draw your attention to the future potential for Far Forest tourism, bad bricks and mortar developments ruin areas of outstanding beauty. I would not like this for our area, lots of campers and tourists use the campsite on Pound Bank next to the Plough Inn. This could affect the business. Pg. 81 – A Unique place 11B, Pg. 77 – 11C Landscape Character, Pg. 5 – 8 Rural Exception sites iii, Pg. 137 & 144 – Sustainable Tourism 23.</p> <p>Brownfield sites provide less impact on Green Belt areas which WFDC seem to threaten constantly. 60 houses here is a massive impact which would be completely lost on properly developed Kidderminster town centric sites. I am completely at a loss over the WFD plan.</p>
	LPPO392	Object	<ul style="list-style-type: none"> • The increased flow of traffic • More congestion • No facility to widen road • More danger to pupils attending Far Forest school • Parking a big problem
	LPPO666	Object	Object to development in Far Forest - New Road very busy with school traffic, amenities cannot cope with existing housing, Plough Lane would need to be widened, increased

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			congestion and negative impact on countryside
Campaign to Protect Rural England	LPP01008	Support	Far Forest - land at Tollard Bungalow and Orchard House - Plough Lane is more of a track. Site is appropriate infill site but may need to be limited to about 5 dwellings. Orchard House site - acceptable for infill but not to be accessed off A4117.
	LPP0712	Object	<p>Land at Orchard House and adjacent to Tollard Bungalow, Far Forest</p> <p>Policy 15B Sewerage Systems and Water Quality: -2 bungalows adjacent Orchard House have septic tanks located in the orchard with drainage discharging into ground. If land at Orchard House is developed, then these bungalows should be connected to mains sewerage paid for by developer.</p> <p>Policy 18B Residential Infill Development:- Development would over shadow the adjacent bungalow. Site is landlocked with narrow entrance between the adjacent bungalow and Orchard House unless accessed over neighbouring land.</p> <p>Policy 13 Transport and Accessibility in Wyre Forest - managing travel demand:- A4117 is very busy road. Development of Orchard House land would have to be accessed off Plough Lane. Road is heavily used by lorries (especially from quarries) and residents of Cleobury Mortimer plus school traffic. Bus service is unreliable and infrequent.</p>
	LPP0373	Object	<p>The 2 developments proposed for New Road and one for Plough Lane total approximately six acres which is huge compared with the rest of the village and contrary to Policy 6F page 36 where you say you will only allow "small scale" development and contrary to the policy where you say only infill (policy 18B page 112) while this proposal is extending the village.</p> <p>The village has no public "green space" despite being out in the country and Policy 29B and policy 20C say there should be "green space" for developments greater than 11 houses.</p> <p>Section 27 page 162 talks about protecting "local distinctiveness" and the loss of a small</p>

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			<p>orchard and the loss of a hay meadow changes the character of Far Forest where many properties, even in the village centre, retain their small holder origins.</p> <p>Policy 13 page 85 talks about promoting walking and cycling while to build out at Far Forest will create car commuter traffic to Kidderminster and the West Midlands, as there is no extra employment in Far Forest.</p> <p>Section 23.2 (The Wyre Forest) says policy is to support the work done by the £4M Grow with Wyre Project and yet part of the New Road site is old orchard that Grow With Wyre and Worcester County policy is to retain.</p> <p>Policy 23A Tourism depends on the Landscape Character of this area (page 79 11c) and this will be negatively impacted by such a development; the area has many public footpaths linking with the Wyre Forest and the Wyre Forest Centre is only 100 yards away.</p> <p>Policy 18E page 114 talks about limiting the expansion of mobile homes, especially near Far Forest, and this development will be off New Road which is heavily used to service 3 large caravan sites further down Sugars Lane - 160 vans on one of those sites.</p> <p>Policy 13, page 85 talks about traffic and highway safety and yet New Road is already overloaded by school traffic, plus the traffic to the 3 caravan sites, plus the large farm vehicles to the farm yard in Sugars lane, plus previous developments in New Forest Close, and other residences down New Road. Even if a developer was willing to fund improvements there is no space to open the junction at the top of New Road because the properties there do not have any back garden and to remove part of their frontage just adds to the parking problem with their cars now having to park on the road. Alternative land is available on the main road, on the Kidderminster side of the village, that would avoid any extra load on New Road. The pub, the shop, the bus stop, the village hall, the Methodist church, are all up on the main road therefore the council should consider redefining it's boundary of the village.</p>

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			<p>6.57 Alternatives, page 45.</p> <p>Page 97, Utilities; the sewage system cannot cope with current capacity, and Severn Trent tankers are up and down New Road every hour when it rains. Severn Trent have had policies to upgrade the pumping station in new Road for the 20 years I have lived in the village and it has not happened yet. Some existing properties that are on septic tanks that drain into the development area will have to be put on the mains resulting in greater load beyond that created by the development. The mains power fails regularly, for short periods, and Severn Trent took a week to fully restore fresh water supplies to the Rock area only a couple of months ago. Far Forest does not have the infrastructure to support a development of this scale.</p> <p>Page 80/81 11.29 of a Unique Place talks about wildlife conservation, hedges, trees and the need to protect and enhance 11D yet the 3 sites in Far Forest are all hedged with old trees and orchard, and have populations of bats, adders, deer and many other diverse plant and animal life being on the edge of the forest. Worcestershire Wildlife has found Noble Chafer beetles in my orchard that is only 100 yards from the proposed site. On my land they found 20 species of lichens and the proposed site would have more.</p> <p>Page 112/113 talks about skyline changes and the 2 developments down New Road will be visible from most of the roads and public footpaths. The development will contribute to light pollution and Far Forest is one of the few areas of the county that still has dark skies. (A unique Place to live 11.29 and Protecting and enhancing policy 11D).</p> <p>The more I read the policies on a unique place to live and change of character, and the European habitat directory, effect on beauty, I am further reminded what a wonderful place Far Forest is, and therefore think it should be marked as an area for restrained development rather than including a general development plan that negatively impacts on all the good things about Far Forest, and also would create new problems as a result of any development.</p>

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	LPPO369	Object	<p>We object to the sites proposed at Far Forest on the following grounds:</p> <p>Infrastructure – Traffic</p> <ul style="list-style-type: none"> • New Rd Far Forest is a narrow road, difficult to pass residents’ parked cars and at school times it causes major problems. • Used by farm machinery all through the day. • Junction to main road has limited visibility with bus stop also on the junction. • Cars parked at village hall kerbside also cause problems. • Traffic on main road travels fast regardless of speed restrictions especially morning evening and late at night a race track. • Church Lane junction with main Cleobury Road is narrow and has very poor visibility with blind corners. 2 school buses use it morning and afternoon. • Church Lane used by many dog walkers. An increase in traffic is dangerous for pedestrians. • Church used regularly for weddings and funerals, this blocks the lane. • Plough Lane is currently used by only residents and farm vehicles and walkers. Its junction with the main Cleobury Road is unmade, narrow and conflicts with the entrance to The Plough Inn and the Village Stores, there have been a few bad accidents at this junction over the years. • There has been an increase in car and large lorry traffic travelling along the Cleobury Road through Far Forest, partly due to the expansion of Cleobury Mortimer. <p>Landscape</p> <ul style="list-style-type: none"> • More houses will impact existing views of the Wyre Forest surrounding the village. This is not acceptable. • New development would affect the character of Far Forest. New road is already an assortment of buildings and building on Plough Lane is outrageous it is a peaceful

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			<p>area with many types of wildlife living there</p> <p>Infrastructure - sewerage</p> <ul style="list-style-type: none"> The existing sewage system is inadequate although it has been worked on several times in recent years. It regularly smells very bad and leaks across Sugars Lane. <p>Wildlife</p> <ul style="list-style-type: none"> Far Forest is an area with open fields, woodland hedges, trees and Wild flowers. It supports many species of wildlife which attract visitors to the area. This should be protected for the future. Noise pollution noise will destroy the quietness of Plough Lane and Church Lane. <p>Agricultural Land</p> <ul style="list-style-type: none"> Loss of land to Farmers who are an integral part of Far Forest life, keeping the character and focus in country living. <p>Employment and access</p> <ul style="list-style-type: none"> There is little employment in Far Forest - many residents have to travel for work, bus service is poor. <p>Light Pollution</p> <ul style="list-style-type: none"> Loss of dark sky at night is a very important concern. It is an important part of life in this area, for residents and wildlife. The neighbouring caravan park which was unused for 25 years now has 25 large caravan homes with street lights, no one

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			consulted the surrounding residents about this change.
	LPPO1748	Object	<p>Objects on the following reasons:</p> <ul style="list-style-type: none"> • Far Forest is a village. • Other premises around to develop. • Far Forest residents already had enough impact from 'housing'. • Build houses somewhere else.
	LPPO2239	Object	<p>OBJECTION TO: BR/RO/4 ADJ TOLLAND BUNGALOW, FAR FOREST BR/RO/6 LAND REAR OF ORCHARD HOUSE, FAR FOREST.</p> <ol style="list-style-type: none"> 1. A4117 Far Forest. On road/pavement parking by cars/commercial vehicles notably outside Orchard House, Baptist Church and Londis Shop causes holdups and is dangerous to pedestrians. Speeding on this road is also a major and well-known problem. To have another vehicular access onto this road would only exacerbate an already serious situation. Do we have to wait for loss of life to stop this? 2. Land rear of Orchard House and adj. Tolland Bungalow teems with wildlife including Muntjac and Fallow Deer. Several endangered species of moths, beetles and other insects would suffer greatly from development on these proposed sites. Please rethink allowing the introduction of housing and street lighting to destroy their natural habitat. 3. There is a shop with a post office and a bus service. However, the post office has been threatened recently with closure and the Diamond bus service is intermittent. 4. More traffic using New Road to access the school is highly dangerous to the children/parents and there is concern as to how the demand for additional school places will be met.

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			<p>5. The infrastructure at present cannot cope with more residents. GP surgeries, Fire and Ambulance services are all stretched. Sewerage and water has been a problem in the village for a long time; electricity can also be a problem with innumerable power cuts.</p> <p>6. The 2013 Planning Review was against development in Far Forest because it would be detrimental to the countryside. What has changed?</p> <p>7. People living in the village need to be able to work as there are very few opportunities for employment in Far Forest. Let's not make Far Forest another commuter belt.</p> <p>8. The population of Far Forest can almost double during the holiday season with tourists coming to enjoy the village and adjoining countryside bringing in much needed revenue for local pubs and restaurants etc.</p> <p>In general concern about the impact on traffic, services and the countryside that these planning proposals will make.</p>
	LPPO2392	Object	<p>We object to the proposals:</p> <p>We are concerned about the increase in traffic on what are already very small and highly used roads. The additional traffic is also a concern with respect to our children walking to school.</p> <p>There are huge problems in Sugars Lane with a sewerage lake to wade through whenever we have rain, this is only going to get worse.</p> <p>A major concern is the placement of the properties especially those on Plough Lane, with social housing properties overlooking and backing on directly to the school playing fields.</p> <p>We are concerned about many more of the issues with the placement and size of the developments but these we feel are the 3 main circumstances that make us want to object.</p>

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	LPPO2441	Object	<p>We wish to raise our concerns about this land being used for housing development in Far Forest on the following grounds:</p> <p>Traffic – the main road through Far Forest is already extremely busy and any development that results in another road junction or increased use of Plough Lane would be a public safety concern particularly where there is already a lot of movement of people and vehicles on and off the road accessing the shop, pub, bus stop and local houses.</p> <p>Effect on the landscape and natural beauty of the area – Plough Lane is currently a single track access point into the forest and surrounding tracks and lanes that is very popular with walkers, cyclists and horse riders because it is both safe, being relatively free from traffic and associated noise and pollution, and beautiful. There are plans to submit a DMMO application at some point to upgrade Plough Lane to a bridleway to confirm its multi user status so we would appreciate consideration being given to equestrian access within the planning process.</p> <p>Wildlife Conservation – the fields behind the shop and along Plough Lane are unspoilt natural habitats with mature trees, hedges and grasslands supporting reptiles, birds and insects. They are part of the locally important Wyre Forest habitat.</p> <p>A development in this area so close to the edge of the Forest will change the character of the area and bring a significant skyline change to those who live on the fringe of the forest in single storey lodges and bungalows. It is also questionable as to whether existing sewerage systems are adequate as some properties are still on septic tanks.</p>
	LPPO2467	Object	<p>Object option B, Far Forest:</p> <p>Well-being/Concerns over loss of dark skies/Negative impact on the character of the village and its ecology/Effect on the beauty/Change of character to the area/There is little employment/Higher human population/Traffic</p>

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	LPPO2840	Object	<p>Object to BR/RO/4/6 & BR/RO/7:</p> <p>Policy 13 Transport and Accessibility in Wyre Forest - Managing Travel Demand A i,ii,iii B Page 85:</p> <ul style="list-style-type: none"> • Already traffic congestion and Tolland bungalow site has access issues • There is no support for additional families which doesn't satisfy policy 13 section • loss of wildlife
	LPPO2850	Object	<p>Object to development in Far Forest:</p> <ul style="list-style-type: none"> • No reference is made to the A41 17 in Policy 13 • Heavy traffic, some speeding, near houses, shop, pub/traffic congestion would increase • No local employment/limited public transport/no medical facilities. • Proposed sites are opposite school whose capacity could not be increased • Existing sewage provision inadequate • Loss of Grazing land/wildlife/loss of landscape • Earlier Planning applications refused due impact on landscape
	LPPO2856	Object	<p>Object to development in New Road, Far Forest:</p> <ol style="list-style-type: none"> 1. Increase in traffic congestion 2. Existing sewage system inadequate 3. Effect on wildlife 4. Loss of hay meadows/the area's natural beauty <p>Regenerate Kidderminster instead</p>

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	LPPO2861	Object	<p>Object to development in Plough Lane:</p> <ul style="list-style-type: none"> • Increase on traffic volume/safety • Loss of natural habitat for wildlife • Existing properties will be overlooked • Sewage system is inadequate • No mainline gas • New build homes not in the character of the village • Increase in noise population. • Important route for visitors who enjoy the beauty of the area. • Far Forest is a rural community with no street lighting • Increase in population would not benefit existing villagers just increase current problems as above • Little employment in Far Forest, residents have to go outside area to find work • The village has nothing for young people to do. • No medical cover in the village; those close are full to capacity.
	LPPO2864	Object	<p>Object to BR/RO/4/6 and BR/RO/7 because of Impact on Biodiversity, policy 11C (policy 11D), on Landscape Character (policy 11C, policy 148) and amenity, and on traffic (policy 12/13).</p> <p>There is no indication of need for this level of housing locally, no prospect of new jobs and where protection of biodiversity, preservation of landscape character, importance of access to work and facilities, and reduction in car use, all factors specified in the District Plan, indicate its unsuitability. While the Plan hypothesises improved rural bus services and other mitigating factors, is this realistic within the next 15 years under foreseeable economic circumstances?</p> <p>Bungalows rather than houses could be built elsewhere in the village. A brown field site, part of the nursery further down A4117, has been put forward where it would not impact on the</p>

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			side roads.
	LPPO2901	Object	<p>Plough Lane - Is a Public Footpath and has no legal right of use for motorized vehicles except for long term established use by its 13 properties. It is single track being 2.8 metres wide, has a (mostly) rough broken metalled surface and a dangerous exit onto A4117.</p> <p>Plough Lane Entrance/Exit (Junction with A41 17) -is directly opposite a busy public house car park. Is adjacent to a busy shop car park. Is directly opposite the bus stop. Is not wide enough to allow 2 vehicles to enter/leave at the same time. Has poor visibility to the right because of bollards and parked vehicles (including HGVs) outside Forest Stores. Has poor visibility to the left due to the rise in the A4117 from the junction with Pound Bank. Vehicles frequently exceed the 30 mph speed limit at this point.</p> <p>Character of Plough Lane -Serves 13 properties with vehicular access established over many years. 10 (77%) of these are single storey. All are in substantial plots of a minimum of 0.20 hectares each. The proposed development would:</p> <ul style="list-style-type: none"> • More than double Plough Lane traffic with an additional 20 (conservative estimate) vehicles. • Have an urbanized density of property (0.04 hectare each). • Increase air pollution with 20+ additional vehicles. • Increase light pollution from cars and homes. • Increase noise pollution from cars and homes. • Overlook existing properties which are single storey bungalows. • Have a negative and de-ruralising effect on Plough Lane and its skyline. • Destroy wildlife and trees in an area of untouched orchard. • Deny deer a refuge from intensive harvesting operations in the forest and adjacent Christmas tree fields • Force deer onto Plough Lane to pass to and fro with the resulting risk to themselves

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			<p>and drivers using it. This risk being multiplied by the doubling of traffic.</p> <p>Distribution of Rural Development: Wyre Forest rural development is disproportionately centred on Far Forest with 60 of 105 (57%) of properties proposed here. This proportion increases to 71% if the Clows Top site is used as a Travellers site. In the last decade Far Forest saw a similar effect of new development with inadequate compensatory improvement in local services and facilities. This plan should target the development more equitably throughout the Rural West.</p> <p>Character/Nature: Far Forest is an open and widespread rural settlement. The proposed developments would urbanize the village. Density of housing proposed is more suitable to housing estates in urban areas. The urbanization could deter visitors to the village, its caravan site, Public House, shop and to the forest itself.</p> <p>Health/Environment: There would be significant increases in air, light and noise pollution in the settlement generally and specifically in the areas immediately surrounding the development sites, from both vehicles and homes. There is little employment in the village. There would be a consequent increase in vehicular traffic due to the inadequate and unreliable bus service.</p> <p>Sewage/Drainage: The village system is inadequate. There is frequent flooding of rainwater and sewerage in Sugars Lane due to run off from the sloping nature of the land across the village away from the A4117, including the proposed development sites.</p>
	LPPO2903	Object	<p>These sites are completely unsuitable for development and our objections are set out below.</p> <ul style="list-style-type: none"> CPRE highlights the need to reduce 'Night Blight' and protect Dark Skies. Far Forest comes alive at night with a multitude of species. The particular nature of small traditional meadows and orchards on the fringe of the forest needs to be preserved for these species. Development even without streetlights would lead to a scourge of

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			<p>security lighting and a dramatic impact on wildlife.</p> <p>Currently the land adjacent to Tolland bungalow BR/RO/4/6 provides a safe haven to many different species of animal, insect, reptile and birds in the untouched old Orchard that sits undisturbed by human hand. Development of this area would have untold consequences on potentially rare and endangered species. This objection is not just to the loss of a few trees and hedges but to the loss of the habitat as a whole. Rather than desecrating this ground it should be protected to provide a rejuvenating habitat for decades to come. The old orchard serves as unique corridor to access neighbouring fields as is evident by the animal tracks to the school field, orchard and beyond. Plans to develop this area would destroy it.</p> <p>A full independent wildlife study and a Habitats Regulations Assessment (HRA) needs to be carried out to determine if these sites should have special status as there are endangered species local to this area. This ground is a text book example of landscape and habitat that should be protected under the Wildlife Conservation Act 2006.</p> <ul style="list-style-type: none"> • Land adjacent to Tolland Bungalow does not comprise of all built up frontages some properties are unseen behind old and newly re-established orchard. Consideration needs to be given to the neighbouring school playing fields ensuring protection and privacy for our children at play. • Development will not add to amenity value and will detract from existing character. Impact of overshadowing would be immense as the majority of dwellings are bungalows, daylight will be reduced. • Far Forest Primary school and The Bewdley School currently are oversubscribed and could not accommodate an increase in the proposed population. • No available NHS places at either dental practice of Cleobury or Bewdley. • The minimalistic Bus service is not fit for use and certainly not to be relied upon for dependable transport to work or appointments. This service is very intermittent even on the weekdays, on a Sunday it is non-existent. • No local Police, Fire or Ambulance service. Nearest Stations currently being - Kidderminster or Stourport.

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			<ul style="list-style-type: none"> • There are insufficient work opportunities in Far forest for 40 plus households; so this will result in additional commuters. • Access to the A4117 for the twenty proposed houses adjacent to the Tolland Bungalow would have to be made via Plough Lane or via the entrance currently used to service Orchard House. This section of road already contains several busy junctions including: The Plough Pub that serves 1200 plus meals per week; The bus stop outside the Plough Pub; Far Forest Stores that has its own parking facility but HGV's and tractors have to park on the road / pavement; • Far Forest Methodist Chapel that has parking for 2 cars with other congregation members parking on the road.; New road. • New Road services Oak Leaf Rise estate, the houses along the road, Far Forest School, Hill Crest Wyre Forest Caravan Park and Wyre Forest Holiday Village sites down Sugars lane. The caravan sites contains permanent and 11 month lease caravans, most are fully occupied for the 11 month period resulting in significantly more commuter traffic on Sugars Lane and New Road. Caravan sites have been developed extensively in the area recently, The Willows has increased Far Forest population considerably all be it that the majority of these dwellings only have 11month residence permits the presence of this extra population, along with numerous others must be taken into account. Although New Road is designed for traffic to travel in both directions some of the houses neighbouring the road have no parking facilities. Thus resulting in approximately half the length of New Road effectively being reduced to a single lane for traffic and almost 100% of the road is reduced at term time. • Plough Lane is a footpath, an increase in traffic would put walkers at risk. Visibility out of Plough Lane is often restricted, accidents and near misses are common • At peak times traffic on the A4117 is at a standstill at the junction with the A456, this is a recognised accident black spot, a further rise in vehicles will no doubt jeopardise safety and increase noise and pollution to the area. I would urge a full independent highways review prior to any decision making. • Plough lane has no provision for storm water drainage. Run off from the purposed

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			<p>quantity of properties has the potential to cause flooding further down the lane. Some of the properties in Plough Lane were built prior to modern building techniques and exist without foundations, changes to ground conditions has the potential to result in subsidence. Currently with every downpour Severn Trent battles with a convoy of tankers to prevent the pumping station in Far Forest flooding, we cannot cope with the existing waste from the properties that we have. More properties would lead to land being contaminated with raw sewerage.</p> <p>In summary, the proposal for future development in Far Forest is unacceptable, the stable village population does not warrant this proposal, and less valuable sites should be prioritised for small scale settlements, in particular on brownfield sites. Applications made previously for the Far Forest sites have been declined with very good reason, these concerns not only still stand but have been exacerbated. Equal distribution of development across Wyre Forest has been grossly neglected in this instance. Far Forest currently a village will soon become a town. Development would create an unacceptable increase in traffic on already difficult to use roads, destroy wildlife habitat, agricultural land and jeopardise village life for all.</p> <p>With so many fundamental issues weighing so heavily against the proposal, we would request that the District Council rejects the proposition without hesitation.</p>
	LPPO2723	Object	<p>We wish to object to the proposed development in Far Forest. Page 85 Reference number - policy 13 and 16 and Page 114 reference number – policy 18E</p> <p>We strongly object to the proposed development.</p> <p>The farm on Sugars Lane uses heavy plant and farm machinery on a day to day basis using New Road and Church Lane as access roads. The access at the end of Church Lane onto the A4117 is a terrible blind spot in which the traffic does not adhere to the speed limit. The farm uses heavy machinery which has to pull out onto the road with an excess of 30ft of equipment behind, which is dangerous so New Road is used. This can be chaotic as the road</p>

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			<p>is already a busy area due to residents and school traffic, both of which park too far away from the curb meaning large vehicles can not pass easily with the machinery. New Road is frequently parked from top to bottom with cars and is even busier since the nearby residential home has expanded and their employees are using New Road to park too during the daytime. During school times i.e. drop off and collection, both New Road and Church Lane are both chaotic as drivers are coming from both ways. The traffic had increased even further with the added and expanding caravan site down Sugars Lane which people now live in rather than have as holiday homes.</p> <p>Both New Road and Church Lane can not manage any further traffic from the proposed development.</p> <p>Page 97 Reference number – Policy number 28B</p> <p>Our other objection to this proposal is the sewerage. I witness first hand what happens when we have a spell of bad weather and it rains. The sewerage station floods and raw sewerage runs all over the road and then the tankers turn up. I have witnessed two tankers removing water from the sewerage pit at the same time and once they have filled their tankers up and before they have removed their pipes the pit is full again and overflowing. Severn Trent has upgraded the system in recent years to no prevail.</p> <p>If you add more dwellings to the area you will add more sewerage and water which the pumping station will not handle therefore causing even more sewerage problems.</p> <p>Myself and my family have had to walk through raw sewerage on the road and endure the loud sound of the tankers reversing beepers and the tanker lorries working 24/7 for days on end when the weather is bad. By adding further dwellings to the area will only increase this problem</p>
	LPPO3185	Object	We would like to lodge our objections to this proposed development. As residents of Far

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			<p>Forest we are very concerned at the proposed plans to develop land in our village. We would like to draw your attention to the following issues.</p> <p>Transport & Accessibility: The increase of traffic using both Plough Lane & New Road will have a negative effect. Plough Lane will need to be made into a proper road junction as it is currently just a rough road. It is also nearby to a busy shop and public house and driveways to private houses therefore increasing the safety risk to pedestrians & other road users. New Road is a narrow road and passing cars is already difficult, complicated by the school traffic which currently causes horrendous congestion during term time, the school bus already has problems trying to manoeuvre. Users of the church are increased for weddings & funerals, especially as there are no areas to turn large vehicles so there is a need to drive all the way round New Road & Church Lane. Sugars Lane is the main route down to a large caravan/ park home site, the narrow lane is in constant use by site users and also by lorries delivering & collecting caravans, their only means of entrance/ exit being New Road. There are no footpaths along Church Lane, making walking along here more hazardous if the traffic increases any more. The Church Lane junction onto Lem Hill Bank is dangerous due to the blind spot and speed of traffic onto the A4117. These roads are also well used by a local farmer & his tractor & plant machinery trying to run his business. The A4117 is the main road in and out of the village and currently has a 30mph speed limit changing to 40mph part the way through. This limit is exceeded by many. The increase of traffic coming off side roads onto this busy road will see an increase in accidents. The increased traffic would have a negative effect on the health of local residents. The current bus service is totally unreliable due to continuous vehicle breakdowns and cannot be relied upon for journeys out of the area, especially to a workplace or school.</p> <p>A Unique Place: The land proposed is an untouched and natural habitat for many species of wildlife, there are very old damson and cherry trees in the fields on New Road. The ongoing forestry work in the Wyre Forest has displaced a number of wildlife out into the village especially many of the deer, these now reside in these fields. The fields have not been used for crops, only for grazing of local livestock and hay making for feed, this makes it a very rich</p>

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			<p>environment for wildlife including bats, moths, insects, reptiles & birds as part of the outlying area of the Wyre Forest.</p> <p>We have concerns over the loss of dark skies. The number of houses proposed will have an impact on this. Dark skies are part of the village life and are important to the character of the village. People come to the area to visit and walk in the Wyre Forest as it is a place of beauty.</p> <p>The beautiful views of the Wyre Forest and fields in the area including across the Shropshire border which will be blanked out by a modern housing estate, this goes against the ethos of the village.</p> <p>More houses will increase noise pollution of both a human nature & of vehicles.</p> <p>Water Management: The Severn Trent Water plant on Sugars Lane has regular tanker visits to empty them as they do not appear to be able to cope with the current demand. During heavy rainstorms, they have to run all night operations to keep the levels down. This creates more traffic and disturbance to the local residents and shows that the increase of housing will have a negative impact.</p> <p>Health: There is very little employment in the village, people would have to go further afield for work, increasing the travel costs, use of cars, traffic pollution and the carbon footprint, which surely, we should be trying to reduce.</p> <p>There are no Doctors in the village so people would have to use either Bewdley or Cleobury, both of which are full to capacity.</p> <p>Any changes to Far Forest will not have any positive benefit to those already residing here.</p> <p>The above reasons are why we are objecting to any development in Far Forest.</p>

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Company / Organisation	ID	Type of Response	Summary of Response
	LPPO3590	Object	<p>The Orchard House/Site next to Tolland (Plough Lane)</p> <p>Wildlife Conservation and ecology - Any development here will affect trees, ancient hedgerows and grassland which are known to support and sustain wildlife due to its location. With regards to the objections highlighted above for the New Road sites on Wildlife Conservation and ecology this remains the same for The Orchard House/Tolland site (Plough Lane).</p> <p>Change of character and landscape to the area - Any development to this site would mean a change in skyline, as all the buildings along this stretch are bungalows. Any new building would encroach on the current residents especially if houses are planned by any developer. As the developer will be unknown, then again the design and character of any buildings would be out of the control of the residents. The proposal from Wyre Forest District Councils Plan is not infill as the development is on the external area of the village and therefore not conducive with its own policy.</p> <p>Utilities - This site has exactly the same sewer system as New Road. It all flows to the same pumping station and I have already highlighted its inadequacy for the village.</p> <p>Traffic - Any exit from this area would mean coming out onto the A4117 (Cleobury Road) This is a busy and well used road. Any exit from either end of the site needs to negotiate The Plough which is across from the Plough lane exit. The current Bus Stop is at The Plough, the busy shop and its car park is between the 2 sites potential entrances and here cars regularly are exiting and turning into the car park. There is also a busy and well used Baptist church with only parking for 2 cars, plus numerous drives to residential buildings along that stretch of road. I anticipate that a junction would need to be undertaken here for safety reasons and on doing so this would greatly change the character of this part of the village.</p> <p>Other key points to make for both sites;</p>

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			<p>Bus service - It is believed we have a good local bus service by Wyre Forest District. We have approximately 1 bus an hour. Other Villages such as Bliss gate and Rock Village have up to 3 buses an hour.</p> <p>Village School - The school has fairly recently had extensions to it to enable it to accommodate demand. An increase houses will mean an increase in children and it is not clear whether the school will be able to meet the demands of the children in the village.</p> <p>Employment - The village offers little in the terms of employment. People therefore have to go farther a field to find work. The ownership of a car is essential as the bus service is poor.</p> <p>Medical Cover - The village does not have its own practice and so we have to use either Bewdley Medical centre or Cleobury Mortimer. An increase in our village will have an impact on the respective medical practices and ensuring they have capacity to register individuals.</p> <p>Shropshire - With Shropshire just on the outskirts of the village it is not clear what impact this will have on their building plans and apparent needs. Over the years the increase in houses in Cleobury Mortimer has seen an increase in traffic along the A 4117.</p> <p>Effect on the beauty of our village - The Wyre Forest District Council advertise the district as a place of beauty and encourage tourism. How can building 60 houses in a small spears out village such as ours be sustaining the very heart of what the Wyre Forest stands for?</p> <p>The development will have substantial and devastating change to both the character and appearance of Far Forest and would certainly fail to enhance this valuable open space.</p> <p>Regenerating the town, to me, is the most obvious area to assign building too, not countryside or greenbelt. Much smaller plots around the rural district would be more palatable instead of large numbers of houses encroaching on a small community.</p>

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	LPPO3591	Object	<p>We wish to strongly object to the proposed building at Far Forest.</p> <ul style="list-style-type: none"> Far Forest is a unique place to live with natural habitats and wildlife that are at significant danger of decline/damage. Hedge Rows are important in this area as there are a large number of hedgehogs /reptiles etc who live/hibernate in there. Bird life would be damaged and we believe to the detriment of “protected” birds in this area/nationally. Skyline changes would have an adverse effect upon those already in residence as the very basis of living in rural areas is to observe the natural surroundings. The Character of the area would be adversely affected to the detriment of exiting residents. The whole point of living in a rural area is the lack of buildings, low noise levels, reduced population and low pollution levels. <p>These are just a few of our objections in respect to the proposed build.</p> <p>We feel that by imposing new housing (which we presume would have to include an element of social housing) would make a beautiful, peaceful area into an urbanised shambles and spoil an area of natural beauty.</p>
	LPPO3945	Object	<p>Development of this area would have untold consequences on potentially rare and endangered species.</p> <p>A full independent wildlife study and a Habitats Regulations Assessment (HRA) needs to be carried out to determine if these sites should have special status as there are endangered species local to this area. This ground is a text book example of landscape and habitat that should be protected under the Wildlife Conservation Act 2006.</p> <p>There are insufficient work opportunities in Far forest for 40 plus households; so, this will result in additional commuters.</p>

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Company / Organisation	ID	Type of Response	Summary of Response
			<p>Visibility out of Plough Lane is often restricted, accidents and near misses are frequent. An increase in traffic would put walkers at risk.</p> <p>At peak times traffic on the A41 17 is at a standstill at the junction with the A456, this is a recognised accident black spot, a further rise in vehicles will no doubt jeopardise safety and increase noise and pollution.</p> <p>Less valuable sites should be prioritised for small scale settlements, in particular on brown field sites.</p> <p>Development would create an unacceptable increase in traffic on already difficult to use roads, destroy wildlife habitat, agricultural land and jeopardise village life for future generations.</p>
	LPPO4243	Object	Plough Lane would not be suitable for more traffic and the access to Cleobury Road would be very close to the New Road junction
	LPPO4547	Object	<p>Far Forest</p> <p>The recent work done by Severn Trent in the New Road, Sugars Lane area of the village has improved but not cured the problem with overflow and flooding of the sewerage system. The existing system could not cope with the addition of more houses on land above this facility. There is land to the south of the A4117 which may be suitable for housing and from which, it may be possible to connect into the existing sewage main pipes along that road.</p> <p>The school in New Road is at capacity and has no potential for growth. Any additional housing anywhere in the Rock Parish will add to the pupil numbers at Far Forest School. Has any thought been given to the possibility of building a new school on the land off New Road, possibly with an entrance in Station Road? The existing school site could then be used for</p>

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			<p>housing, all with the proviso that the sewerage system is really sorted out.</p> <p>New Road is already a busy road being the main access road to the school and to properties and farm land beyond, and to the year-round residential caravan sites in Sugars Lane. At school drop-off and pick-up times, the traffic can be a major problem. A voluntary one way system, Station Road in and New Road out, has been suggested, tried before and abandoned because of non compliant drivers and the dangerous junction of Station Road with the A4117. ?Possible Peak time one way system and traffic lights</p> <p>New housing exiting onto New Road would exacerbate this problem. ?possible vehicle entrance/exit onto Station Road?</p> <p>There is little employment in Far Forest and, at present, little potential for its growth. A proportion of new residents would, inevitably, need to travel into surrounding townships for work, shopping, health care and for schooling. As mentioned at the outset, I feel new development should take into account the need to minimise travelling, for all the oft-voiced environmental reasons, and, with this in mind, I feel new rural housing should be kept to a minimum.</p>
	LPPO4601	Object	<p>I wish to register my objection to the proposed plans to develop the sites in both Plough Lane and New Road, Far Forest for the following reasons:</p> <p>Transport and accessibility:</p> <ul style="list-style-type: none"> • Well known congestion hotspots, especially at start of, end of school. • Limited Parking. • Dangerous junction on to main road, with Bus Stop immediately at entrance to New Road, and popular Village Hall with own parking challenges. • No crossing and unenforced speed restrictions -Potential for accidents. • Inability or space to widen the road to accommodate increased traffic²⁰.

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			<ul style="list-style-type: none"> Plough Lane junction would need significant improvement as blind exit due to shop car park to one side, Christmas tree plantation to the other, and Public House car park entrance immediately opposite. <p>A Unique Place:</p> <ul style="list-style-type: none"> Wildlife Conservation -This is untouched and natural habitat which will be affected, such as Hedgerows/Trees and grasslands which is known to support insects, reptiles and birds as part of the local important Wyre Forest area. Sky line change -Overlooking existing properties. Utilities -Sewage is already inadequate for the village with some properties having septic tanks, and the facility at the bottom of New Road is prone to flooding. Change of Character -Modern buildings not in keeping with existing buildings. Increase in noise -Due to increased population and increased vehicles. Effect on Beauty -The current area is very popular with walkers, and promotes tourism to the local area. <p>Biodiversity and Landscape:</p> <ul style="list-style-type: none"> Loss of Dark Skies, due to the number of proposed houses, and potential street lighting. Impact of increased lighting on resident wildlife -Bats, Deer, Moths, Owls etc..) <p>Community Services:</p> <ul style="list-style-type: none"> Village school is at maximum capacity and would not be able to increase intake. Poor and very limited Bus Service <p>We purposely chose to move to Far Forest to ensure a better quality of life for our family. If the plans were to be agreed, I am sure that it would lead us to reconsider our residency, and</p>

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			force us to move away from the community we feel and enjoy being apart of.
	LPP04521	Object	<p>Objection to the site proposals in Far Forest, that of Plough Lane and New Road.</p> <p>I site the following points:</p> <p>Traffic: It is only the main road that is adequately wide for regular two way traffic: Plough Lane, Church Lane and New Road are all narrow and this poses a particular problem in the case of Church Lane and New Road during peak school traffic times. Also it should be noted that due to the recent expansion of Casa Mia their over flow traffic now park on New Road all days of the week at any time of day.</p> <p>Further more, problems often occur when static caravans are being transported to the caravan park located at the bottom of Sugars Lane due to them becoming stuck attempting to negotiate parked cars and traffic. This is also an issue for farm vehicles.</p> <p>The main road is a popular thoroughfare, one which even existing junctions are inadequate and unsafe for especially due to the 30mph speed limit not being adhered to. Using local amenities such as the village shop, village hall, pub and bus stop all require crossing and walking alongside this very busy and fast flowing road.</p> <p>Utilities: Sewage is still processed at the sewage pump work on Sugars Lane and some village properties still use septic tanks.</p> <p>There is existing poor drainage of surface water that causes issues, the drainage of storm water is poor on New road with existing drains being neglected and blocked.</p> <p>We regularly experience power and water disruption with the slightest high winds or water leak causing reduction or total loss.</p>

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			<p>Village school: Far Forest Primary School were not consulted or informed of the proposed developments. The school is already operating at full capacity. They have not been given the opportunity to voice their concerns or requirements to accommodate any additional pupil numbers.</p> <p>Poor bus service: The bus service is very limited and is located on the already busy main road where speed limits are not adhered to. School children who use the public bus as school transport are regularly in danger crossing the road. It is known to us that at least one child has been 'clipped by a vehicle' whilst attempting to cross the road. It is important to note there are no pedestrian crossings in place in the village.</p> <p>Our relatives who have attempted to use the local bus to travel from Bewdley to visit have very limited choice due to the poor provision of buses to Far Forest.</p> <p>Well-being: When attending the consultation at St George's Hall, Bewdley I spoke to a former local councillor. It was suggested that a certain option was favourable because 'it wouldn't be the big boy developers' so they would only build a small number of larger properties. A smaller number of houses on a plot would mean larger house sizes and higher house prices. This does not have benefit to the local residents and these houses would not be affordable as suggested by the proposed development plan.</p> <p>Furthermore, if these new houses are inhabited with families who cannot get places for their children at the Village primary school then they are unable to be involved in the local community.</p> <p>Wildlife conservation: Existing habitats in the village such as hedgerows, trees and grasslands have remained untouched or developed for a sustained period of time making them invaluable to the local wildlife. Redevelopment would jeopardise the established wildlife that rely on such habitats.</p>

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Company / Organisation	ID	Type of Response	Summary of Response
			<p>Skyline Change: Any developments undertaken on Plough Lane or New Road sites would make dramatic changes to the sky line and overlook existing properties. Many of the properties are bungalows and were designed as such to have low level impact on the sky line.</p> <p>Negative impact on the character of the village and its ecology: Far Forest is described as 'a small village' and has historically been of a rural community. The character of the village includes not having street lighting, it's abundance of old orchards and woodlands, fields for deer to graze in and fields used not only as farm land but also as habitat to support the Wyre Forest wildlife. All of these features will be threatened, compromised and almost certainly destroyed by the proposed developments. Past generations have sought to protect, and develop afore mentioned landscapes in and around Far Forest to enable wildlife to thrive and prosper, some of which will have been displaced by other developments in the near locality.</p> <p>Effect on the beauty: Far Forest is a village that is part of the Wyre Forest area and is actively advertised as a place of natural beauty. Tourists visit and explore the woodlands, footpaths and bridleways to observe the abundance of trees, insects, wildlife and undeveloped areas of natural beauty. Local residents have grown up enjoying and preserving the environment and those that have moved to the village have done so with the knowledge that they have the existing environment to enjoy and nurture for the benefit of future generations.</p> <p>Medical cover: Within the village there is no provision for a doctors surgery or medical centre. As a family of 5 we are patients of Bewdley medical centre which by all accounts is stretched to capacity already. When attempting to make medical appointments for ourselves as adults or indeed our young children we find that an appointment is not easy to get due to the already high existing demand.</p> <p>I trust that our comments will be considered when assessing the proposed developments in Far Forest.</p>

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	LPPO364	Object	<p>Far Forest is the 'best served village' - by what? Not the bus service for sure, or broadband, nor water supply, nor continuity of electricity supply. General comments:</p> <ol style="list-style-type: none"> 1. Bus service is sporadic and has been downgraded by the current provider to the point where it is practically useless and therefore, passenger numbers are in freefall. 2. Broadband - most people (different providers) get around 2-3 MBps at best. 3. Low water pressure is a constant problem. 4. Power outages are frequent - many people, self-included, have generators. 5. Sewerage - an ongoing issue which will be made much, much worse by new housing. The sewer pipe in Plough Lane I believe to be 150mm, after discussion with Severn Trent workers - as it is presently, it should be 300mm in my opinion (as a former water board employee). There are frequent overflows of sewage in Sugars Lane, presenting a health hazard - this is a matter of fact, not just my public health opinion. After heavy rain, there is a significant occurrence of 'storm sewage run-off' - I am informed that the houses in the New Forest Close area have a combined connection of surface run-off and sewerage: this should not be the case. 6. Traffic: the A4117 is a busy road, as many goods vehicles choose to ignore the recommended route via the A456. The poor public transport will have the effect of forcing people to use cars - and additional 40 houses could be up to 80 cars, perhaps twice a day or more. 7. Far Forest is integrated into the forest. As noted in this document, there are several SSSIs and reserves, many of which would be impacted by even a few extra dwellings (and, by extension, people). I don't see any 'local need' for dwellings at all, with the village population showing no net growth. There are several species found in the Wyre Forest which are either rare, or not found anywhere else (see: 'The Natural History of an English Forest' by Norman Hickin for details). Bats, moths and other wildlife are adversely affected by extraneous light in particular. <ul style="list-style-type: none"> • Land behind Tolland bungalow/school fields:

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			<ol style="list-style-type: none"> 1. The issues here are several: 2. Firstly, Plough Lane (unadopted) is highly unsuitable for additional traffic, being single track. Furthermore, the egress onto Cleobury Road is quite dangerous, with very restricted visual splays. 3. Secondly - note my comments above on the sewerage system. 4. Thirdly, from a biological angle, I understand there may be adders on the site adjoining Plough Lane, plus a badger sett and the presence of deer (the latter I see myself regularly and have photographs) and slow-worms - slow worms are a protected species under the 1981 Wildlife and Countryside Act. <ul style="list-style-type: none"> • Orchard House 'infill': <ol style="list-style-type: none"> 1. Please note my prior comments on the sewerage/water system in Far Forest as applying here. 2. Egress onto Cleobury Road: I think Highways would be alarmed by this. Not only is the proposed roadway very close to 2 existing junctions (Plough Lane, New Road), but very close to the Forest Stores car park - from my home office, which overlooks the shop, there is not a day goes by without more than one 'near miss': sometimes this is due to parked vehicles and sometimes due to the speed of traffic through the village. 3. Overlighting/street lighting - there are no street lights in Far Forest apart from in the New Forest Close area and the absence of street lights is preferred by residents. The 'dark skies' view should be respected and fears about crime are largely unfounded, studies have shown where street lights have been switched off or do not exist in the first place. <ul style="list-style-type: none"> • Proposed New Road development: <ol style="list-style-type: none"> 1. Traffic - although not single-track, there are roads connected (which may be used as

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			<p>a through route) such as Church Lane and Sugars Lane which are effectively single-track in parts. The school, I understand, is full to capacity and there is a lot of traffic and parked cars at certain times of the day. Factor in rural traffic (tractors) and occasional static caravan movements and it's a potential problem. The egress from New Road onto Cleobury Road has poor visibility and that from Church Lane (the other end to the proposed development) has dangerously poor visibility.</p> <ol style="list-style-type: none"> 2. Please note my prior comments about the poor capacity of the sewerage system and low water pressure in Far Forest. 3. Please note my comments on street lighting for the Orchard House proposal as also applying here.
	LPPO3266	Comment	<p>Adjacent Tolland Bungalow BR/RO/4/6</p> <p>My Objections to the proposal of house's at the sites quoted are as follows:-</p> <ul style="list-style-type: none"> • Sewage Page 97 Policy 15 Sewage systems and water quality. • Page 98 Policy 15C Flood Risk Management • Page 100 Policy 15D Sustainable Drainage Systems <p>It is well known that when Oak Leaf Rise and New Forest Close were built, the storm water and sewage waste share the same pipe work. The result is flooding on a grand scale in Sugars Lane. This has been on going for the last 20 years. The discharge from another 20 houses would be joined to this system should this go ahead. The attached picture is after about 20 minute's rain. That is not only dirty water, but sewage too. Tankers are dispatched by Severn Trent Water on a regular basis to pump out the overflow. A totally unacceptable situation from a health and environmental point of view. In Plough Lane we have an inadequate waste system, also we have residents on septic tanks, it is imperative they are looked after.</p>

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			<p>Traffic.</p> <ul style="list-style-type: none"> • Page 85 Transport and accessibility in Wyre Forest. • Policy 13 Managing Travel Demands Ai,ii,iii and B • Page 88-89 Highway Network - 13.12 <p>Increasing any traffic into Plough Lane, the entrance/exit out is opposite to one of the busiest restaurants in the county. The entrance/exit is obscured by the shop car park. Near misses are a daily occurrence. HGV'S, large lorries park on road (A4117) to use the shop. The Baptist church only has two parking spaces, they too park on the road. Between New Road and Plough Lane there are 16 driveways, both side's of the road all on to a very busy A4117.</p> <p>Bus Service</p> <ul style="list-style-type: none"> • Page 56 Section 8 • Page 85 Section13 <p>A two hourly service is all that passes through Far Forest. The last bus from Kidderminster is 6.15 pm so is of no use for a social life or ways to work.</p> <p>Other local villages have a much better service up to three services pass through.</p> <p>Village School</p> <ul style="list-style-type: none"> • Page 116 Community Facilities Section 20 <p>Our village school is full, September 17 intake is already up to capacity. This primary school covers places wider than the village and it has been known that very local children were</p>

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			<p>unable to attend the school. Other local villages have a choice of more than one school.</p> <p>Wildlife Conservation</p> <ul style="list-style-type: none"> • Page 80/81 and 85 A Unique Place to Live sub. 11.29 11B 11.3 section 3 • Protecting and enhancing policy 11D • Page 79 11C Landscape character • Page 94 Strategic Green Infrastructure B • Page 112 Infill Policy 18B a desirable place to live i,ii • Page 113 18.8, 18.9, 18.10 • Page 137-144 Sustainable Tourism 23 • Page 79 Section 11.c Landscape Charter <p>We sit on the very edge of The Wyre Forest and provide a corridor for wildlife. Habitat will be affected, if hedges, trees, grassland are taken away. They support insects, birds reptiles local to this area. Grazing land would be lost for the local farmer along with a hay meadow. Our bats, deer, owls, moths would be displaced from an area where they are renowned. Any development would have a detrimental affect on all forms of wildlife at both sites.</p> <p>Loss of Dark Skies</p> <ul style="list-style-type: none"> • Page 80 Protecting and enhancing • Page 81 Biodiversity and geological • Page 103 Conservation Policy 11D <p>Dark skies are part of the village life and important to its character. I believe any new development would have to include street lighting something in Far Forest that was always fought against.</p>

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			<p>Skyline Change</p> <ul style="list-style-type: none"> • Page 112 Section 18.10 • Page 113 <p>Residents around the Plough Lane plan mostly consist of bungalows so they will be overlooked should houses make there way there. An invasion of their privacy. Extra houses means extra noise, more people. This would impact on peoples well being and have no positive benefit to them.</p> <p>We have no medical cover in the village, nearest, we believe Bewdley Medical Centre is full. Cleobury Mortimer has had very large housing developments, to which impacts on their new medical centre. Worcestershire hospital is full to breaking before all the projected housing. There is very little employment in the village so people have to travel, so more cars, more emissions, more pollution to the woodland.</p> <p>I don't believe that this proposed plan is good for this village for the reasons I have tried to explain. Traffic, sewage, school, medical, public transport, are all an issue in this village. Therefore I object to both option A and B proposed developments on both sites.</p>

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO BR/RO/7 – NEW ROAD, FAR FOREST

Company / Organisation	ID	Type of Response	Summary of Response
	LPPO4263	Comment	<p>The 2 developments proposed for New Road and one for Plough Lane total approximately six acres which is huge compared with the rest of the village and contrary to Policy 6F page 36 where you say you will only allow "small scale" development and contrary to the policy where you say only infill (policy 18B page 112) while this proposal is extending the village.</p> <p>The village has no public "green space" despite being out in the country and Policy 29B and policy 20C say there should be "green space" for developments greater than 11 houses.</p> <p>Section 27 page 162 talks about protecting "local distinctiveness" and the loss of a small orchard and the loss of a hay meadow changes the character of Far Forest where many properties, even in the village centre, retain their small holder origins.</p> <p>Policy 13 page 85 talks about promoting walking and cycling while to build out at Far Forest will create car commuter traffic to Kidderminster and the West Midlands, as there is no extra employment in Far Forest.</p> <p>Section 23.2 (The Wyre Forest) says policy is to support the work done by the £4M Grow with Wyre Project and yet part of the New Road site is old orchard that Grow With Wyre and Worcester County policy is to retain.</p> <p>Policy 23A Tourism depends on the Landscape Character of this area (page 79 11c) and this will be negatively impacted by such a development; the area has many public footpaths linking with the Wyre Forest and the Wyre Forest Centre is only 100 yards away.</p> <p>Policy 18E page 114 talks about limiting the expansion of mobile homes, especially near Far Forest, and this development will be off New Road which is heavily used to service 3 large caravan sites further down Sugars Lane - 160 vans on one of those sites.</p> <p>Policy 13, page 85 talks about traffic and highway safety and yet New Road is already overloaded by school traffic, plus the traffic to the 3 caravan sites, plus the large farm vehicles to the farm yard in Sugars lane, plus previous developments in New Forest Close, and other residences down New Road. Even if a developer was willing to fund improvements there is no space to open the junction at the top of New Road because the</p>

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Company / Organisation	ID	Type of Response	Summary of Response
			<p>properties there do not have any back garden and to remove part of their frontage just adds to the parking problem with their cars now having to park on the road. Alternative land is available on the main road, on the Kidderminster side of the village, that would avoid any extra load on New Road. The pub, shop, bus stop, village hall, and Methodist church, are all up on the main road therefore the council should consider redefining it's boundary of the village. 6.57 Alternatives, page 45.</p> <p>Page 97, Utilities; the sewage system cannot cope with current capacity, and Severn Trent tankers are up and down New Road every hour when it rains. Severn Trent have had polices to upgrade the pumping station in new Road for the 20 years I have lived in the village, and it has not happened yet. Some existing properties that are on septic tanks that drain into the development area will have to be put on the mains resulting in greater load beyond that created by the development. The mains power fails regularly, for short periods, and Severn Trent took a week to fully restore fresh water supplies to the Rock area only a couple of months ago. Far Forest does not have the infrastructure to support a development of this scale.</p> <p>Page 80/81 11.29 of a Unique Place talks about wildlife conservation, hedges, trees and the need to protect and enhance 11D yet the 3 sites in Far Forest are all hedged with old trees and orchard, and have populations of bats, adders, deer and many other diverse plant and animal life being on the edge of the forest. Worcestershire Wildlife has found Noble Chafer beetles in my orchard that is only 100 yards from the proposed site. On my land they found 20 species of lichens and the proposed site would have more.</p> <p>Page 112/113 talks about skyline changes and the 2 developments down New Road will be visible from most of the roads and public footpaths. The development will contribute to light pollution and Far Forest is one of the few areas of the county that still has dark skies. (A unique Place to live 11.29 and Protecting and enhancing policy 11D).</p> <p>The more I read the policies on a unique place to live and change of character, and the European habitat directory, effect on beauty, I am further reminded what a wonderful place Far Forest is, and therefore think it should be marked as an area for restrained development rather than including a general development plan that negatively impacts on all the good things about Far Forest, and also would create new problems as a result of any development.</p>

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	LPPO4264	Comment	<p>I would like to say that the plan for Far Forest has not been thought through in Particular I would like to draw your attention to the following:</p> <ol style="list-style-type: none"> 1.) New Road is narrow and will not cope with the traffic. We have the School runs parking twice a day (I say parking but in some cases abandoned). We also have people from the Care Home on Cleobury Road now parking in New Road since their extension. People who live on the static caravans at the bottom of Sugar Lane also have to drive down New Road. 2.) The School will not be able to cope especially if there is an influx of Children. 3.) The sewerage system will certainly not be able to cope as it barely does now and we still have to have Tankers if we have adverse weather. I know that Severn Trent is doing more work in the near future but that is to solve the problem we have now.
	LPPO4277	Object	<p>I object very strongly to the proposed building of "affordable housing" on the two sites outlined in Far Forest.</p> <p>If you actually live in Far Forest you would know that this beautiful quiet village does not need any more houses built, as you propose 40+. There are plenty of houses for sale in and around the area.</p> <p>I only found out about these future proposals through a page on social media.</p> <p>The A4117 barely copes with local traffic and thru traffic from Cleobury Mortimer and the other way from areas such as Callow Hill and Kidderminster.</p> <p>Do you have any idea the impact on a 30mph road this extra traffic and people will have on this area. It's bad enough with caravan sites and their owners who have no respect for the area, littering, noise and cars. We have one shop and one pub and one school within walking distance, how can these cope with the extra people.</p> <p>Major problem is New Road and The Orchard, where these houses will be built. New Road can barely cope with the traffic first thing and at rush hour, are you just trying to destroy OUR village. The A4117 is a dangerous road as it is, many a driver overtakes if anyone slows them down, bare in mind the stretch through Far Forest is 30mph, so how will an extra 20-40+ houses help with that situation, more cars, more pollution, more rubbish.</p> <p>My son was knocked over on his way to school 2 years ago, yet nothing was done, no pedestrian crossing, no traffic lights. Can you reassure local residents that this very busy road is going to be safe with the extra pressure of more cars and more people.</p>

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			I also object to toy box houses being built in areas that have some beautiful individual homes. These housing developers build nothing but eye sores. Two up two down with little gardens, ugly homes. There are plenty of beautiful homes up for sale. We moved into this area to be away from major developments and noise our, and traffic. It just seems to be getting worse. This beautiful green area with great walks and the forest on doorstep will be destroyed. You may think "Not on my doorstep"well yes that's exactly what I'm saying. Far Forest in my opinion does not need redeveloping. You will destroy it.
	LPPO4278	Object	<p>We write to register our objections to the two proposed sites for house building in the village of Far Forest. Our concerns are wide ranging and relate to the whole infrastructure of the village.</p> <p>Objections to the housing development on New Road, Far Forest:</p> <ol style="list-style-type: none"> 1. As it currently exists, New Road struggles to deal with the volume and size of traffic using it regularly. It is the only access route to the properties down New Road, New Forest Close and Oakleaf Rise and the properties in Wyre Forest and the mobile home development at the bottom of Sugars Lane. This caravan park necessitates "Oversized" vehicles regularly carrying mobile homes along New Road. It is narrow and congested and compounded by the cars down New Road parking in the lane, causing cars to stop and wait to allow traffic to pass. This situation is exacerbated by the large agricultural vehicles, which need to access the farms and fields, traffic to and from the church in Church Lane, specifically weddings, funerals and church services and, most significantly, the traffic that appears twice daily transporting children to Far Forest Lea Primary School. The congestion caused through parents parking in New Road, directly opposite the proposed new building site, is significant and impossible to pass. The current voluntary one way system around Church Lane is unenforceable and problematic, involving turning off Cleobury Road into Church Lane on a blind bend, with vehicles from two other lanes entering the main road at the same point. The proposed development in New Road would significantly impact on an already difficult situation, causing further congestion and risk to life for the parents and children walking to school along New Road. Children already have to navigate around cars parked on the footpath and the school and Police frequently contact parents about this situation. We personally worry for the safety of our children who walk to and from this school.

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			<p>Transport and Accessibility in Wyre Forest. Transport/Roads Policy 13 Managing Travel Demand A i, ii, iii and B pg 85; Highway Network -13.12 pg 88-89; Policy 16- pollution and land instability pg103; Policy 13 pg 13; Rural Development 28 – Policy 28B pg 169; Policy 18E pg 114 & 169</p> <p>2. The proposed housing development of 40 houses on New Road would have a significant impact on other elements of social infrastructure. The local village school is already supporting pupils from out of area, some with Specific Educational Needs. To increase the numbers in this small village school would impact on the nature and class sizes, affecting the ethos of the school and the quality of education. This would also impact the local Secondary Schools in Bewdley and Cleobury, again with implications for class size, buildings and, significantly, transport to and from these schools.</p> <p>Community Facilities – 20 pg 116</p> <p>3. To build 40 houses on New Road would further impact on the village atmosphere and affect the aesthetics of an area where visitors and tourists come to experience a place of beauty and village environment. The construction of these properties would involve the destruction of ancient hedgerows, which host a variety of plants and slow growing trees and an abundance of wildlife. This field too is also one where deer regularly graze at night and during the winter months. To build here would cause destruction of a valuable and significant natural habitat, home to numerous species including badgers, which are regularly seen in the vicinity of this meadow. The additional house and street lighting would also impact the local bat population, attracting the bats prey items and disorienting the bats and affecting their natural flight paths and commuting routes.</p> <p>A Unique Place 11B 11.3 Section 3 i, ii, iii, iv, v pg 80/81; Historic Environment B ii, ix pg 77; 11C Landscape Character pg 79; 8 Rural Exception Sites iii pg 5; Strategic Green Infrastructure B iii pg 94.</p> <p>We hope you take our concerns seriously and choose not to destroy this rural piece of Worcestershire. We would also suggest that the Council examine existing Brown Field sites that exist in and around Kidderminster and Stourport, which are numerous and significantly better positioned in terms of local amenities and transport</p>

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			links, before destroying the countryside for which Wyre Forest is famous for and synonymous with.
	LPPO4279	Object	<p>Strongly objects to the housing proposals in Far Forest:</p> <ul style="list-style-type: none"> • This is a quiet community with quiet village roads and pleasant surroundings. • There will be noise pollution and traffic congestion, turning Far Forest to a local urban area • The nearby roads are busy enough. The village hall is let nearly every night of the week causing congestion at New Road. There is also traffic congestion near the school at the start and the end of the school day. Additional traffic from an adjacent housing estate would be a nightmare. • Think about the wildlife, conservation and open space that will be destroyed; Far Forest is a nice rural area and we don't want to see this ruined by more houses. <p>You will be spoiling our local community which is perfectly fine as it is without an influx of people/houses/cars to which the local infrastructure and surrounding area is simply not suited. Please take your housing proposals elsewhere away from our beautiful village.</p>
	LPPO4280	Object	<p>Far Forest is the 'best served village' - by what? Not the bus service for sure, or broadband, nor water supply, nor continuity of electricity supply.</p> <ol style="list-style-type: none"> 1. Bus service is sporadic and has been downgraded by the current provider to the point where it is practically useless and therefore, passenger numbers are in freefall. 2. Broadband - most people (different providers) get around 2-3 MBps at best. 3. Low water pressure is a constant problem. 4. Power outages are frequent - many people, self-included, have generators. 5. Sewerage - an ongoing issue which will be made much, much worse by new housing. The sewer pipe in Plough Lane I believe to be 150mm, after discussion with Severn Trent workers - as it is presently, it should be 300mm in my opinion (as a former water board employee). There are frequent overflows of sewage in Sugars Lane, presenting a health hazard - this is a matter of fact, not just my public health opinion. After heavy rain, there is a significant occurrence of 'storm sewage run-off' - I am informed that the houses in the New Forest Close area have a combined connection of surface run-off and sewerage:

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			<p>this should not be the case.</p> <ol style="list-style-type: none"> Traffic: the A4117 is a busy road, as many goods vehicles choose to ignore the recommended route via the A456. The poor public transport will have the effect of forcing people to use cars - and additional 40 houses could be up to 80 cars, perhaps twice a day or more. Far Forest is integrated into the forest. As noted in this document, there are several SSSIs and reserves, many of which would be impacted by even a few extra dwellings (and, by extension, people). I don't see any 'local need' for dwellings at all, with the village population showing no net growth. There are several species found in the Wyre Forest which are either rare or not found anywhere else (see: 'The Natural History of an English Forest' by Norman Hickin for details). Bats, moths and other wildlife are adversely affected by extraneous light in particular. <ul style="list-style-type: none"> <u>Land behind Tolland bungalow/school fields:</u> <ol style="list-style-type: none"> The issues here are several: Firstly, Plough Lane (unadopted) is highly unsuitable for additional traffic, being single track. Furthermore, the egress onto Cleobury Road is quite dangerous, with very restricted visual splays. Secondly - note my comments above on the sewerage system. Thirdly, from a biological angle, I understand there may be adders on the site adjoining Plough Lane, plus a badger sett and the presence of deer (the latter I see myself regularly and have photographs) and slow-worms - slow worms are a protected species under the 1981 Wildlife and Countryside Act. <u>Orchard House 'infill':</u> <ol style="list-style-type: none"> Please note my prior comments on the sewerage/water system in Far Forest as applying here. Egress onto Cleobury Road: I think Highways would be alarmed by this. Not only is the proposed roadway very close to 2 existing junctions (Plough Lane, New Road), but very close to the Forest Stores car park - from my home office, which overlooks the shop, there is not a day goes by without more than one 'near miss': sometimes this is due to parked vehicles and sometimes due to the speed of traffic through the village.

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			<p>3. Over lighting/street lighting - there are no street lights in Far Forest apart from in the New Forest Close area and the absence of street lights is preferred by residents. The 'dark skies' view should be respected and fears about crime are largely unfounded, studies have shown where street lights have been switched off or do not exist in the first place.</p> <ul style="list-style-type: none"> • <u>Proposed New Road development:</u> <p>1. Traffic - although not single-track, there are roads connected (which may be used as a through route) such as Church Lane and Sugars Lane which are effectively single-track in parts. The school, I understand, is full to capacity and there is a lot of traffic and parked cars at certain times of the day. Factor in rural traffic (tractors) and occasional static caravan movements and it's a potential problem. The egress from New Road onto Cleobury Road has poor visibility and that from Church Lane (the other end to the proposed development) has dangerously poor visibility.</p> <p>2. Please note my prior comments about the poor capacity of the sewerage system and low water pressure in Far Forest.</p> <p>3. Please note my comments on street lighting for the Orchard House proposal as also applying here.</p>
	LPPO4281	Object	<ul style="list-style-type: none"> • The increased flow of traffic • More congestion • No facility to widen road • More danger to pupils attending Far Forest school • Parking a big problem
	LPPO4282	Object	<p>Objects to proposed development at Far Forest due to:</p> <ol style="list-style-type: none"> 1. Increased population impact on wildlife. 2. School capacity 3. Noise and pollution.

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			<ol style="list-style-type: none"> 4. No positive benefit to current residents. 5. Local utilities-inadequate sewerage systems now 6. Poor bus service, increases would uplift carbon footprint. 7. Very little local employment. People to go further afield, again increase of carbon footprint. 8. Loss of grazing for farmers, jeopardising livelihoods. 9. Light pollution affecting nocturnal animals and insects. 10. Land and Hedgerows ripped out affects many other wildlife species. 11. Character of village would change to bricks and mortar development. 12. Nearest medical cover is Bewdley or Cleobury we believe to be full. 13. Storm water currently a problem and would be heightened due to any development.
	LPPO4283	Object	<ol style="list-style-type: none"> 1. My main concern is the sewerage. It is now very inadequate not being dealt with for 7 years. When it rains it floods over the road and land, lorries have to come and pump it out at a high cost that W.F.D.C cannot afford (people in the W.F.D.C area) 2. Would be very bad entries and exits on narrow roads. 3. Should be no street lights because we are in the country NOT town. 4. There are no jobs in Far Forest so people would have to commute so money would come from people who work in town with the state paying for people who do NOT want to live without opportunity of working.
	LPPO4274	Object	Object to development in Far Forest - New Road very busy with school traffic, amenities cannot cope with existing housing, Plough Lane would need to be widened, increased congestion and negative impact on countryside
	LPPO3040	Object	<ul style="list-style-type: none"> • New Road- Congestion along road at school times and parked cars. Road used by heavy machinery, main way in and out of the village. • Plough Lane- Increase of traffic on lane where local amenities are. • Sewerage system is inadequate at the moment.

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			<ul style="list-style-type: none"> • Bus service limited • Loss of farm land • Little employment in the village and services are currently stretched.
	LPPO3064	Object	<ul style="list-style-type: none"> • Increased noise pollution • Damage and effect on the environment • Change in perception of area • Increase in traffic on narrow and already congested roads • Stress on utilities, localised flooding and poor sewerage system, no mains gas currently in village and drs already over subscribed. • Negative impact on the village, currently a small rural village, will become a housing estate. • Loss of agricultural land and wildlife.
	LPPO3083	Object	This site has extremely dangerous traffic passing. There are no schools, doctors, dentists or facilities of any kind at Clows Top. The cross roads are treacherous in bad weather and the main road is very busy.
	LPPO3084	Object	Small community that has no services or facilities. The cross roads are dangerous currently A456 is a very busy road.
	LPPO2194	Object	<p>Inappropriate to have additional development in New Road. The road is already dangerously congested. It serves properties on New Road itself, New Forest Close, Church Lane, Rectory Lane, Sugars Lane and Lynells Lane. These include a school, three farms and three extensive residential caravan parks and numerous private residences. It is too narrow in places for two lorries to pass and there are always numerous cars and vans parked on the highway. Some parked vehicles relate to people working at and visiting premises on the main A4117 Tenbury Road, and also to people catching busses to Bewdley and Kidderminster.</p> <p>The main problem is, however, the actual junction where New Road joins the A4117. This is an acute turn and has no sight lines at all, making it difficult to see approaching traffic. This situation is made worse by the location</p>

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			of a bus stop immediately adjacent to it. Additionally, ever since the development of New Forest Close, surface water has been getting into the foul sewer and causing flooding in Sugars Lane. A solution to this problem has been suggested, but to date there is no action and it is folly to propose any additional burden on this overloaded sewer pumping station.
	LPPO2133	Object	<p>Object to proposed development at Far Forest:</p> <ul style="list-style-type: none"> Traffic/Sewage/Light pollution/land availability
	LPPO1605	Object	<p>Objects on the following reasons:</p> <ul style="list-style-type: none"> Traffic is already horrendous will be made worse with more dwellings. Lack of services locally (doctors etc.) - leading to pollution as people would have to travel to appointments by car. Bus service is unreliable and route is awful; takes over an hour to get to Kidderminster. No place for commuting i.e. train station. No jobs locally - again causing more pollution as they will have to travel. If fire station moves from Bewdley, people's lives will be at risk. Countryside and natural habitats will be lost. Habitat of rare species. Beautiful ancient orchards will be replaced by houses. Village too small - not enough facilities. Children at risk due to traffic increase. Views will be spoilt. Brownfield sites in Kidderminster could be used.
	LPPO1606	Object	<ul style="list-style-type: none"> Traffic congestion at peak times already - constant flow of traffic for caravan sites/development on New Forest Close. Tractors and caravans some of the regular users of the narrow road.

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			<ul style="list-style-type: none"> • Parked vehicles cause traffic to a halt due to the road being narrow - no area for this to be widened. • Concerns for wildlife, especially rare species. • Drainage issues. • Landscape will be affected - don't want to look at houses. • Land not suitable for development (see SHLAA report). • Other site better suited.
	LPPO1607	Object	<p>Objects for the following reasons:</p> <ul style="list-style-type: none"> • Already struggle with volume of traffic. • Drainage issues. • School will struggle to cope with influx of new pupils. • Few local employment opportunities - therefore people will have to travel to work by car which isn't good for the environment. • Bus service is poor. • Lack of doctors - nearest ones near capacity. • Wildlife. • People enjoy the current countryside - local people would not have any benefit from the proposals.
	LPPO1608	Object	<p>Objects on the following reasons:</p> <ul style="list-style-type: none"> • Traffic already bad. • Additional traffic will make accident inevitable. • Lack of jobs locally. • Lack of local services. • Use brownfield sites with services already in place.

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	LPPO1670	Object	<p>Objects on the following reasons:</p> <ul style="list-style-type: none"> • Traffic congestion is already bad on New Road - especially at peak times - this makes it difficult for larger vehicles to pass which frequently use the road. More development will make this worse. • Bus service is poor for people who do not drive. • Facilities in Far Forest are not suitable for an increase in population as it will cause more traffic and pollution. • More development could deter residents and tourists to the rural village as it will lose its natural aesthetic. • No positive affects for the residents in the area - will just cause problems for them.
	LPPO1688	Object	<p>Objects on the following reasons:</p> <ul style="list-style-type: none"> • Traffic increase/highway safety. The road is used by large vehicles. • Wildlife conservation - natural habitat will be greatly affected. • Change in skyline - will overlook existing properties. • Utilities - sewerage is inadequate - some properties still have septic tank. Has flooded in the past; should be sorted for the current situation but not taking into account new housing. • Change of character to the area. • Public services are inadequate. • No employment opportunities locally.
	LPPO4288	Object	<p>Redevelopment of Far Forest. Word in the village is that it is planned to build 50 homes in the village.</p> <p>We wish to register our objection to any such plan. On the basis that 50 additional houses would simply overwhelm the village (not to mention the ecology). The outcome would be that the character of the village would be lost to the detriment of the current residents.</p>

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			Such a plan would jeopardise an established thriving community.
	LPPO4289	Object	<p>Objections and major considerations:</p> <ul style="list-style-type: none"> • Traffic ref p.85 and p.88-89 of plan; the junction of New Road and Cleobury Road is already a danger, in part because there are no parking restrictions in New Road. There is congestion at the start of the school day and at its end since the school entrance is also located at the upper end of New Road. The increase in traffic from extra housing will make the situation worse especially taking into account traffic associated with caravan parks for which New Road is the only access. • Some consideration to making New Road/Church Road a one way system might help but the junction of New Road with Cleobury Road is dangerously situated with traffic often moving very quickly along Cleobury Road. • Risk of flooding to proposed properties and existing properties because of high water table and increased run off due to development (p98). Flood risk management. • Sewage facilities are believed to be inadequate already, more houses will mean sewage system may need to be upgraded considerably.pg97 rural development policy 28. • Loss of Dark skies. pg80-81, 103. Protecting and enhancing biodiversity and geological conservation policy 11D If street lighting is introduced this will have a marked effect on the nature of the locality with loss of dark skies and detrimental impact on flora and fauna. • Proposed development will mean approximately 100 extra vehicles in and out of village therefore increased pollution. pg103. Pollution and land instability Policy 16. <p>I hope serious consideration will be given to these points and further consultation with local residents before any firm decisions are made.</p>
	LPPO4284	Object	<p>I object to housing development in New Road, Far Forest –</p> <ul style="list-style-type: none"> • Already high level of traffic congestions at peak times. Dangerous parking outside care home in New Road which is used by heavy machinery, caravans • Sewerage overflowing now

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			<ul style="list-style-type: none"> • School full. • Poor bus service. • Natural habitats will be affected • We should protect countryside, there are plenty of brownfield sites available. • Please listen to the local people who cannot see any benefits to them
	LPP04285	Object	<p>Questions need for a further 60 houses</p> <p>Present inadequacies:</p> <ul style="list-style-type: none"> • Sewage (P.97 Rural Dev 28, Policy 288) • Local flooding (P.100 Rural Dev, Policy 288) • Storm water drainage (P.97-100 Sewage systems, Policy 15 water quality) • Public transport (P.56, P.85 Policy 13) • Plough Lane/Cleobury Road junction (P.97, Policy 15, 150) <p>Impact on wildlife in the area.</p> <ul style="list-style-type: none"> • P.80-81 – A Unique place • P.77 – 11A Unique place • P.79 – 11C Landscape character • P.5 – 8 Rural Exception sites • P.94 – Strategic green infrastructure • P.112 – Infill Policy 188 • P.113 – Infill Policy 188 <p>Little employment – local residents have to commute to work – increase car usage and cost. – P.166 Health 9.1-</p>

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			<p>9.10</p> <p>Plough House building is largely of bungalow design, the introduction of house building would damage the character. The ultimate decision making would not be in the hands of the local residents. – P.55/56 section 8 Policy 80, Infill Policy 188.</p> <p>The dark skies are very much part of our village, important to its character. Dark skies are also of great importance to wildlife. – P.80 Policy 110 protecting and enhancing, 81 Biodiversity and geological conservation, 103 con, 79 Section 16.2 Policy landscape character.</p>
	LPPO4286	Object	<p>After going to a planning proposal meeting in Bewdley it became clear plots of land were being considered on New Road and Plough Lane. A planning attempt was tried in 2010 and turned down, the reasons are a matter of record about New Road, however, nothing has changed in this regard. After consulting and reading through the Wyre Forest District Plan I can see many flaws and reason's why building here is detrimental to the area. The so called village is dominated by a road network, New Road which is very narrow in places because of car parking by residents, during school term hold ups occur frequently near the school, the whole area can become grid locked. Pg. 85, Pg. 89-89, Pg. 103.</p> <p>To get the proposed sites this has to be negotiated. Adding to the problem. Plough Lane site has a similar problem with many accesses onto the main road from the Plough Inn nearly opposite a shop entrance and car park, bus when drivers slow down to turn down Plough Lane, drivers behind them think they are turning into the car park for the shop. This has some near misses.</p> <p>I am very concerned about the inadequate poor sewage and drainage taken 20 years after the problem occurred, tankers regularly having to pump excess storm water and sewage to be taken away, will this happen again with extra people putting strain on an overwhelmed system. Pg. 97, 98.</p> <p>The smell of sewage is terrible for cottage owners near the pumping station. This is also bad for tourism. The name of the cottage by the pump station is Coppice Gate and can be contacted. The proposed site in New Road has very valuable habitat. Hedgehogs in ancient meadows. Part of the area has old cherry orchards with national</p>

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			<p>reptiles, adders, slow worms, grass bats hunt for insects. These need dark skies. Insects such as noble chaffer and many butterflies occur here. Pg. 79, 80, 81, 103. Cattle are also grazed. Pg. 79.</p> <p>The WFDP choice is based also on good bus service, but this service is poor sometimes 2 hours between buses. Pg 56 & 85.</p> <p>People moving here will not find any local employment. I myself have to travel into Kidderminster, more car journeys and more congestion on New Road or Church Lane. Pg 66-68.</p> <p>Building so many houses near the church which does not have any parking except on Church Lane. New build houses will look awful near an old church, changing the character of our village. Pg 112/113 section 18.10.</p> <p>If the land is developed what plans are there making sure this is done properly to blend in with existing properties? Pg. 154-164 section 27.</p> <p>Can you trust developers and builders? At Far Forest we have a very large undisclosed population living at caravan parks which is not monitored properly or taken into account. Building so many extra houses will destroy our community by turning our village into a housing estate. Pg. 55/56 Desirable place to live point.</p> <p>A brief summary, the road networking, the effect on ecology/ dark skies, the school is full, poor bus service, the sewage system, mobile phone signal poor. In conclusion I cannot see any benefit for Far Forest.</p> <p>I would like to draw your attention to the future potential for Far Forest tourism, bad bricks and mortar developments ruin areas of outstanding beauty. I would not like this for our area, lots of campers and tourists use the campsite on Pound Bank next to the Plough Inn. This could affect the business. Pg. 81 – A Unique place 11B, Pg. 77 – 11C Landscape Character, Pg. 5 – 8 Rural Exception sites iii, Pg. 137 & 144 – Sustainable Tourism 23.</p> <p>Brownfield sites provide less impact on greenbelt areas which WFDC seem to threaten constantly. 60 houses</p>

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Company / Organisation	ID	Type of Response	Summary of Response																		
			here is a massive impact which would be completely lost on properly developed Kidderminster town centric sites. I am completely at a loss over the WFD plan.																		
	LPPO2223	Object	<p>I wish to object in the strongest possible terms to the proposed developments in the Far Forest area. Namely Plough Lane/The Orchard House - 20 houses in total and New Road Development proposal - 40 houses in total. My reasons are as follows:-</p> <p><u>Page No. On Ref. No.</u> <u>WFDP</u></p> <table><tr><td>97</td><td>28</td><td>Local Utilities i.e. Sewage System is already inadequate and currently flooding occurs in Sugars Lane every time we get rain, sewage is lying on the road, obviously this system cannot cope with any more houses.</td></tr><tr><td>98</td><td>15</td><td>Flooding already occurs after significant rainfall in the areas proposed for development, causing significant run off Construction of more properties will aggravate the problem.</td></tr><tr><td>85</td><td>13</td><td>Traffic - Plough Lane an unadopted single track lane is already a dangerous junction, due to its proximity to the Plough pub and the local shop and chapel. There is a speed limit of 30mph through the village but it is regularly ignored.</td></tr><tr><td>88-89</td><td>13</td><td>New Road is a narrow typical village road and gets very congested.</td></tr><tr><td>103</td><td>16</td><td>Especially at certain times of day. As it is a rural area large tractors and other farm machinery need to use this road, parked cars make this very difficult for local farmers. The junction of New Road with the main Cleobury Road is also a known danger zone. More traffic can only make this worse. The alternative route via Sugars Lane is even narrower and has an even more dangerous junction with the Cleobury Road.</td></tr><tr><td>80, 85</td><td>11</td><td>Far Forest sits on the edge of the Wyre Forest, a wildlife conservation area. Many of the local fields and hedgerows and very old</td></tr></table>	97	28	Local Utilities i.e. Sewage System is already inadequate and currently flooding occurs in Sugars Lane every time we get rain, sewage is lying on the road, obviously this system cannot cope with any more houses.	98	15	Flooding already occurs after significant rainfall in the areas proposed for development, causing significant run off Construction of more properties will aggravate the problem.	85	13	Traffic - Plough Lane an unadopted single track lane is already a dangerous junction, due to its proximity to the Plough pub and the local shop and chapel. There is a speed limit of 30mph through the village but it is regularly ignored.	88-89	13	New Road is a narrow typical village road and gets very congested.	103	16	Especially at certain times of day. As it is a rural area large tractors and other farm machinery need to use this road, parked cars make this very difficult for local farmers. The junction of New Road with the main Cleobury Road is also a known danger zone. More traffic can only make this worse. The alternative route via Sugars Lane is even narrower and has an even more dangerous junction with the Cleobury Road.	80, 85	11	Far Forest sits on the edge of the Wyre Forest, a wildlife conservation area. Many of the local fields and hedgerows and very old
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			<p>trees support wildlife such as reptiles, (adders, newts etc.)Insects (moths, butterflies, beetles etc) and birds, some of these are protected, and will be endangered by these developments.</p> <p>94 18 Deer graze in the fields and seek refuge there from the very busy Wyre Forest, they are already under pressure as they have already lost some of their natural woodland habitat. Local farmers use the fields for grazing.</p> <p>5 8 The Plough Lane site includes an ancient orchard of damson and cherry trees, which supports much wildlife.</p> <p>80, 81, 77 11D Far Forest is a village and as such has very little street lighting. This is how we like our village. More housing would mean the loss of our dark skies, we like to see the stars at night, its part of the character of the village.</p> <p>79 16 Street lighting will also affect wildlife mentioned above.</p> <p>66-68 9 The village offers very few job prospects, therefore occupants of the proposed housing would have to commute by car as public transport is poor, causing more car usage and more pollution.</p> <p>55-56 8 1 Far Forest is a unique village, the proposed developments will significantly change its character. As I understand the proposal the developer will be responsible for the design, and will therefore consider cost to be the most important factor, not preserving the character of the village.</p> <p>80/81 77, 11 Effect on the Natural Beauty of the area. This area is a place of tourism where people come to enjoy the woodland the surrounding areas and the wildlife. Who will want to visit a housing estate?</p> <p>79, 5, 94, 112/113 8</p> <p>137-144</p> <p>Finally I would like to ask why choose an area so rich in wildlife, supporting tourism and a unique, historic village much loved by its inhabitants, when there are brown field sites within the Wyre Forest that could be developed</p>

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Company / Organisation	ID	Type of Response	Summary of Response
			instead?
	LPP03592	Object	<p>We wish to strongly object to the proposed building at Far Forest.</p> <ul style="list-style-type: none"> Far Forest is a unique place to live with natural habitats and wildlife that are at significant danger of decline/damage. Hedge Rows are important in this area as there are a large number of hedgehogs /reptiles etc who live/hibernate in there. Bird life would be damaged and we believe to the detriment of “protected” birds in this area/nationally. Skyline changes would have an adverse effect upon those already in residence as the very basis of living in rural areas is to observe the natural surroundings. The Character of the area would be adversely affected to the detriment of exiting residents. The whole point of living in a rural area is the lack of buildings, low noise levels, reduced population and low pollution levels. <p>These are just a few of our objections in respect to the proposed build.</p> <p>We feel that by imposing new housing (which we presume would have to include an element of social housing) would make a beautiful, peaceful area into an urbanised shambles and spoil an area of natural beauty.</p>
	LPP0254	Object	<p>Objections - I object to the development on New Road due to lack of infrastructure, a good proportion of the housing allocation is already filled by those living permanently on caravan sites, where the caravan is their sole residency.</p> <p>Lack of infrastructure:</p> <p>New Road itself. Development of the site on New Road will have a negative effect on the village because of parking for the residents, parking for the staff at the extended Casa Mia care home, and parking for parents dropping off and picking up from the school or village hall, means that for the majority of the time the road is reduced to a single lane with passing places, at peak hours the road frequently comes to a halt, as cars are trying to enter and leave New Road at the same time, and if the one side is taken up with parked cars, no-one can pass</p>

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			<p>each other, resulting in reversing, or having to turn around. The proposed houses are likely to each have two cars, leaving for work at peak times some potentially adding up to an additional 40 cars trying to get out of New Road in the morning.</p> <p>The site line and splay where New Road meets the main road opposite the village hall is insufficient, difficulty in seeing other traffic and no room to safely move out of and into New Road, especially when negotiating other vehicles trying to do the same. I have often hit the curb pulling out to avoid swinging too far into the middle of the main road and traffic on the far side. Cars coming into New Road from the main road often cut the corner, as the road at that point does not get them a great area to turn into. Plus residents park very close to the junction. Any new development on New Road would require an update of the splay, but there is nowhere for it to go as buildings lie either side.</p> <p>Sewage</p> <p>The Sugars Lane pumping station is currently inadequate to handle any additional sewage, and there are proposals for an extension which may or may not be sufficient. The housing development around Forest Close discharges both foul and storm water to the pumping station, when they were supposed to have soakaways, which puts a huge strain on the station, resulting in flooding outside our gate at times of heavy rainfall. You should also be aware that the caravan site referred to above is also connected to this pumping station, with increasing residents over the last couple of years, is also putting a strain on the station.</p> <p>Shouldn't the allocation be reduced to reflect the homes provided by caravan sites?</p> <p>Wyre Forest Caravan Site at the end of Sugars Lane has expanded exponentially since a change of ownership a couple of years ago. New caravans for the site pass our house on a regular basis. Although a "holiday" park, the site has an 11 months license, and it well known that a large proportion of these caravans are the main residence of the occupants and are consequently banded for Council Tax. These "households", which they effectively are, should be considered in the allocation for Far Forest as they are already providing homes that the District is lacking, and we the residents are already affected from the additional traffic their occupancy brings, in particular their impact on the traffic to New Road. Similarly, The Willows on the Cleobury Road, Far Forest has</p>

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Company / Organisation	ID	Type of Response	Summary of Response
			permanent occupants.
	LPPO1775	Object	<ul style="list-style-type: none"> Objecting to New Road/Plough Lane development at Far Forest (BR/RO/7)
	LPPO2042	Object	<p>I object to housing development in New Road, Far Forest as follows:</p> <ol style="list-style-type: none"> The traffic in New Road is already a daily problem and Plough Lane would not cope with more traffic. SLILLAA committee report of July 2010 states this land is not suitable for housing development due to adverse impact on landscape. Sugars Lane sewage treatment works does not cope with current demand.
	LPPO2213	Object	<p>Strongly objects to the proposed development on Plough Lane/Orchard House and New Road, Far Forest, Worcestershire due to the following reasons:</p> <ul style="list-style-type: none"> Disturbance to the natural beauty and conservation of the area (Far Forest is an area with extensive wildlife and natural habitats - building works themselves would damage hedgerows and green fields). Insufficient infrastructure to accommodate the developments. On New Road there is very limited and poor access. There is regular vehicle access to the caravan sites along Sugars Lane at the bottom of New Road which already causes extensive disruption and traffic, particularly during peak holiday times and weekends (pg114 & 169 WFDP). The added pollution and noise that this brings is unpleasant and has a significant detrimental impact on the local environment The junction of New Road onto the Cleobury Road is dangerous with a limited view at the best of times. An increased amount of traffic, and large construction vehicles during the development, would cause an increased danger to the residents and children attending Far Forest Primary School. An added complexity to the difficult traffic conditions is the lack of a sufficient bus service to Far Forest. An infrequent service of one per hour, with poorly maintained buses which are often seen broken down (or on fire), is not sustainable for a village such as Far Forest. The sewage system already in place is hardly fit for the current properties which it serves, let alone with

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			<p>the extra 40 houses that are proposed on New Road and the 20 houses that are proposed on Plough Lane.</p> <ul style="list-style-type: none"> There has been a known issue with phone signal and internet accessibility for a while in Far Forest. There is not sufficient infrastructure in the village to support another 60 properties without further, invasive works taking place. <p>Suggest that alternative sites are considered for development such as Bliss Gate or Cleobury Mortimer.</p>
	LPPO2301	Object	<p>I object to them for the following reasons:</p> <ol style="list-style-type: none"> Traffic Congestion: Road Safety. These sites are on narrow, already heavily used lanes. In New Road with the school in use, it is virtually no-go at times and totally not suitable to even more traffic. The recent heavily expanded "caravan site" in Sugars Lane, now open all year round, with even more static homes arriving weekly, is bringing more service vehicles/delivery vans as well as the people living on the sit, so that it is impossible to walk the lane and New Road/ Church Lane without running a risk of vehicle danger bearing in mind no footpaths for most of the way. The thought of even more traffic anywhere in and around the village is unacceptable. Ref: WFDP Pages Nos. 85, 114,169,88-89,103. Local Wildlife: The small patches of land under consideration are oasis for local wildlife, which includes many protected species the hedgerows trees and grassland, support insects, reptiles and birds-simply paying lip service to the wildlife and conservation acts is not good enough. Once these areas are gone-they are gone forever. The necessity: Why choose to build in villages such a Far Forest? There is little employment around the village, meaning people have to travel further to find work, increases costs and adding to pollution and carbon footprint. Many areas in and around Kidderminster have been identified as "brown-field" sites, surely these must be considered before small rural villages. We suspect it is easier and more profitable to simply use greenfield sites, not actual Government policy by the way. It seems yet again profit before people, if this goes ahead. <p>Ref: WFPD Page Nos. 154-164, 56,85,66-68,185</p>

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Company / Organisation	ID	Type of Response	Summary of Response
			Utilities: The sewerage system in the village area is marginal or best, with water run-off constantly a problem in the New Road, Sugars Lane area whenever heavy rain occurs.
	LPPO2362	Object	<p>I wish to register my objection to the proposed plans to develop the sites in both Plough Lane and New Road, Far Forest for the following reasons:</p> <p>Transport and accessibility:</p> <ul style="list-style-type: none"> • Well known congestion hotspots, especially at start of, end of school. • Limited Parking. • Dangerous junction on to main road, with Bus Stop immediately at entrance to New Road, and popular Village Hall with own parking challenges. • No crossing and unenforced speed restrictions -Potential for accidents. • Inability or space to widen the road to accommodate increased traffic20. • Plough Lane junction would need significant improvement as blind exit due to shop car park to one side, Christmas Tree Plantation to the other, and Public House car park entrance immediately opposite. <p>A Unique Place:</p> <ul style="list-style-type: none"> • Wildlife Conservation -This is untouched and natural habitat which will be affected, such as Hedgerows/Trees and grasslands which is known to support insects, reptiles and birds as part of the local important Wyre Forest area. • Sky line change -Overlooking existing properties. • Utilities -Sewage is already inadequate for the village with some properties having septic tanks, and the facility at the bottom of New Road is prone to flooding. • Change of Character -Modern buildings not in keeping with existing buildings. • Increase in noise -Due to increased population and increased vehicles. • Effect on Beauty -The current area is very popular with walkers, and promotes tourism to the local area.

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			<p>Biodiversity and Landscape:</p> <ul style="list-style-type: none"> • Loss of Dark Skies, due to the number of proposed houses, and potential street lighting. • Impact of increased lighting on resident wildlife -Bats, Deer, Moths, Owls etc..) <p>Community Services:</p> <ul style="list-style-type: none"> • Village School is at maximum capacity and would not be able to increase intake. • Poor and very limited Bus Service <p>We purposely chose to move to Far Forest to ensure a better quality of life for our family. If the plans were to be agreed, I am sure that it would lead us to reconsider our residency, and force us to move away from the community we feel and enjoy being apart of.</p>
	LPPO2391	Object	<p>We object to the proposals:</p> <p>We are concerned about the increase in traffic on what are already very small and highly used roads. The additional traffic is also a concern with respect to our children walking to school.</p> <p>There are huge problems in Sugars Lane with a sewerage lake to wade through whenever we have rain, this is only going to get worse.</p> <p>A major concern is the placement of the properties especially those on Plough Lane, with social housing properties overlooking and backing on directly to the school playing fields.</p> <p>We are concerned about many more of the issues with the placement and size of the developments but these we feel are the 3 main circumstances that make us want to object.</p>
	LPPO2476	Object	<p>Objection to the site proposals in Far Forest, that of Plough Lane and New Road.</p>

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Company / Organisation	ID	Type of Response	Summary of Response
			<p>I site the following points:</p> <p>Traffic: It is only the main road that is adequately wide for regular two way traffic: Plough Lane, Church Lane and New Road are all narrow and this poses a particular problem in the case of Church Lane and New Road during peak school traffic times. Also it should be noted that due to the recent expansion of Casa Mia their over flow traffic now park on New Road all days of the week at any time of day.</p> <p>Further more, problems often occur when static caravans are being transported to the caravan park located at the bottom of Sugars Lane due to them becoming stuck attempting to negotiate parked cars and traffic. This is also an issue for farm vehicles.</p> <p>The main road is a popular thoroughfare, one which even existing junctions are inadequate and unsafe for especially due to the 30mph speed limit not being adhered to. Using local amenities such as the village shop, village hall, pub and bus stop all require crossing and walking alongside this very busy and fast flowing road.</p> <p>Utilities: Sewage is still processed at the sewage pump work on Sugars Lane and some village properties still use septic tanks.</p> <p>There is existing poor drainage of surface water that causes issues, the drainage of storm water is poor on New road with existing drains being neglected and blocked.</p> <p>We regularly experience power and water disruption with the slightest high winds or water leak causing reduction or total loss.</p> <p>Village school: Far Forest Primary School were not consulted or informed of the proposed developments. The school is already operating at full capacity. They have not been given the opportunity to voice their concerns or requirements to accommodate any additional pupil numbers.</p> <p>Poor bus service: The bus service is very limited and is located on the already busy main road where speed limits</p>

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			<p>are not adhered to. School children who use the public bus as school transport are regularly in danger crossing the road. It is known to us that at least one child has been 'clipped by a vehicle' whilst attempting to cross the road. It is important to note there are no pedestrian crossing in place in the village.</p> <p>Our relatives who have attempted to use the local bus to travel from Bewdley to visit have very limited choice due to the poor provision of buses to Far Forest.</p> <p>Well-being: When attending the consultation at St George's Hall, Bewdley I spoke to a former local councillor. It was suggested that a certain option was favourable because 'it wouldn't be the big boy developers' so they would only build a small number of larger properties. A smaller number of houses on a plot would mean larger house sizes and higher house prices. This does not have benefit to the local residents and these houses would not be affordable as suggested by the proposed development plan.</p> <p>Furthermore, if these new houses are inhabited with families who cannot get places for their children at the Village primary school then they are unable to be involved in the local community.</p> <p>Wildlife conservation: Existing habitats in the village such as hedgerows, trees and grasslands have remained untouched or developed for a sustained period of time making them invaluable to the local wildlife. Redevelopment would jeopardise the established wildlife that rely on such habitats.</p> <p>Skyline Change: Any developments undertaken on Plough Lane or New Road sites would make dramatic changes to the sky line and overlook existing properties. Many of the properties are bungalows and were designed as such to have low level impact on the sky line.</p> <p>Negative impact on the character of the village and its ecology: Far Forest is described as 'a small village' and has historically been of a rural community. The character of the village includes not having street lighting, it's abundance of old orchards and woodlands, fields for deer to graze in and fields used not only as farm land but also as habitat to support the Wyre Forest wildlife. All of these features will be threatened, compromised and almost certainly destroyed by the proposed developments. Past generations have sought to protect, and develop afore mentioned landscapes in and around Far Forest to enable wildlife to thrive and prosper, some of</p>

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			<p>which will have been displaced by other developments in the near locality.</p> <p>Effect on the beauty: Far Forest is a village that is part of the Wyre Forest area and is actively advertised as a place of natural beauty. Tourists visit and explore the woodlands, footpaths and bridleways to observe the abundance of trees, insects, wildlife and undeveloped areas of natural beauty. Local residents have grown up enjoying and preserving the environment and those that have moved to the village have done so with the knowledge that they have the existing environment to enjoy and nurture for the benefit of future generations.</p> <p>Medical cover: Within the village there is no provision for a doctors surgery or medical centre. As a family of 5 we are patients of Bewdley medical centre which by all accounts is stretched to capacity already. When attempting to make medical appointments for ourselves as adults or indeed our young children we find that an appointment is not easy to get due to the already high existing demand.</p> <p>I trust that our comments will be considered when assessing the proposed developments in Far Forest.</p>
	LPP02539	Object	<p>I am writing to strongly object to the proposed building site on New Road Far Forest. My reasons are :-</p> <ol style="list-style-type: none"> 1. The effect on the beauty of the village. Lots of people come to Far Forest to walk down into the forest & surrounding area. 2. Change the character of the area. It is a village, not a housing estate. 3. New Road is a nightmare, traffic can barely move at school hours, it is grid locked. I've witnessed the school bus getting stuck, trying to reverse to manoeuvre around parked cars (parents dropping off children & residents' cars). New static caravans are taken down this road, to a very busy caravan park (signs are left out so people don't park their cars outside their homes) because Church Lane is too narrow to be used. There are several farms down the lane so lots of farm vehicles are a regular thing, again having problems passing residents parked cars. Delivery lorries have such a problem, often causing damage because the lane is so narrow. It would be impossible to widen the road, other than removing the only pavement. New Road does loop around to Church Lane but it is far narrower, 2 cars cannot pass in areas, also the junction onto Cleobury Road is extremely dangerous, an accident waiting to happen. Moreover Sunday service or a wedding at the church on Church Lane can cause vehicles to have

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			<p>to reverse back up the road and turn because getting through is impossible. The narrowness of this country road / lane and children being dropped off at school, the fact that it is already congested, it is an accident waiting to happen.</p> <ol style="list-style-type: none"> 4. The village school is already full to capacity, fairly recent extensions were made to accommodate demand and there are local children who still cannot secure a place. 5. There is a problem with the sewage, we have continued issues with it even though it has been addressed many times over the years, it causes localized flooding at the end of the road which will only worsen if there are more houses built. 6. The European Habitats Directory requires an assessment to be made of possible effects of certain plans on the integrity of European sites before a plan is adopted. <p>Far Forest is a village, a beautiful one, with lots of wildlife in the proposed sites. There is not the infrastructure, places in the already over subscribed village school and regular buses to accommodate the amount of people that would come to live here.</p>
	LPPO2721	Object	<p>We wish to object to the proposed development in Far Forest. Page 85 Reference number - policy 13 and 16 and Page 114 reference number – policy 18E</p> <p>We strongly object to the proposed development.</p> <p>The farm on Sugars Lane uses heavy plant and farm machinery on a day to day basis using New Road and Church Lane as access roads. The access at the end of Church Lane onto the A4117 is a terrible blind spot in which the traffic does not adhere to the speed limit. The farm uses heavy machinery which has to pull out onto the road with an excess of 30ft of equipment behind, which is dangerous so New Road is used. This can be chaotic as the road is already a busy area due to residents and school traffic, both of which park too far away from the curb meaning large vehicles can not pass easily with the machinery. New Road is frequently parked from top to bottom with cars and is even busier since the nearby residential home has expanded and their employees are using New Road to park too during the daytime. During school times i.e. drop off and collection, both New Road and Church Lane are both chaotic as drivers are coming from both ways. The traffic had increased even further with the added and expanding caravan site down Sugars Lane which people now live in rather than have as</p>

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			<p>holiday homes.</p> <p>Both New Road and Church Lane can not manage any further traffic from the proposed development.</p> <p>Page 97 Reference number – Policy number 28B</p> <p>Our other objection to this proposal is the sewerage. I witness first hand what happens when we have a spell of bad weather and it rains. The sewerage station floods and raw sewerage runs all over the road and then the tankers turn up. I have witnessed two tankers removing water from the sewerage pit at the same time and once they have filled their tankers up and before they have removed their pipes the pit is full again and overflowing. Severn Trent has upgraded the system in recent years to no prevail.</p> <p>If you add more dwellings to the area you will add more sewerage and water which the pumping station will not handle therefore causing even more sewerage problems.</p> <p>Myself and my family have had to walk through raw sewerage on the road and endure the loud sound of the tankers reversing beepers and the tanker lorries working 24/7 for days on end when the weather is bad. By adding further dwellings to the area will only increase this problem</p>
	LPPO2994	Object	<p>The recent work done by Severn Trent in the New Road, Sugars Lane area of the village has improved but not cured the problem with overflow and flooding of the sewerage system. The existing system could not cope with the addition of more houses on land above this facility. There is land to the south of the A4117 which may be suitable for housing and from which, it may be possible to connect into the existing sewage main pipes along that road.</p> <p>The school in New Road is at capacity and has no potential for growth. Any additional housing anywhere in the Rock Parish will add to the pupil numbers at Far Forest School. Has any thought been given to the possibility of building a new school on the land off New Road, possibly with an entrance in Station Road. The existing school site could then be used for housing, all with the proviso that the sewerage system is really sorted out.</p>

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			<p>New Road is already a busy road being the main access road to the school and to properties and farm land beyond, and to the year-round residential caravan sites in Sugars Lane. At school drop-off and pick-up times, the traffic can be a major problem. A voluntary one way system, Station Road in and New Road out, has been suggested, tried before and abandoned because of non compliant drivers and the dangerous junction of Station Road with the A4117. ?Possible Peak time one way system and traffic lights</p> <p>New housing exiting onto New Road would exacerbate this problem? Possible vehicle entrance/exit onto Station Road?</p> <p>There is little employment in Far Forest and, at present, little potential for its growth. A proportion of new residents would, inevitably, need to travel into surrounding townships for work, shopping, health care and for schooling. As mentioned at the outset, I feel new development should take into account the need to minimise travelling, for all the oft-voiced environmental reasons, and, with this in mind, I feel new rural housing should be kept to a minimum.</p>
	LPPO3480	Object	<p>Land adjacent to New Road, Far Forest</p> <p>This road access is very restricted especially at school times. The road is too narrow for the traffic using it now. If twenty more houses are built they will bring forty more cars or more.</p>
	LPPO3492	Object	<p>We have noticed a marked increase in traffic along and around New Road/Church Road whilst I understand the Primary School will generate some traffic at certain times its the constant use of lorry's large mobile homes up and down to Sugars Lane caravan/mobile home site that really does concern me.</p> <p>The view from our house across the surrounding orchard and land is a real bonus to us, in fact we feel it enhances our well being and brings us lots of happiness.</p> <p>We have noticed more traffic, more problems with the sewerage plant (pump station) and speeding vehicles.</p>
	LPPO3303	Object	<p>The proposed Far Forest development concerns me for the following reasons:</p>

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			<ol style="list-style-type: none"> 1. Plough Lane Development: This is an un-adopted dirt lane. Should the development take place, it would need to be adopted, widened and tarmacked into a proper road. The A4117 is a busy road and access to the lane is directly opposite The Plough Inn, an extremely busy pub. Also the local shop and car park are directly by access into the A4117. A touring caravan site is also nearby and is fully occupied most weekends. All this would mean that access onto the A4117 would have to be extremely altered. 2. New Road Development: Access to this site would have to be directly opposite Far Forest Lea Memorial School. Chaos already exists morning and afternoon when the school is in session. With the parking problem already in existence, the extra population would only make the problem worse. New Road would need to be widened or made one way. Speed limits would need to be vigorously enforced. <p>Can the local school accommodate the extra children? There is a main sewerage but is it capable of taking the extra population? The same argument goes with other facilities.</p>
	LPPO3250	Object	<ul style="list-style-type: none"> • New Road cannot take the traffic it now has, let alone that following another twenty houses. • The present school cannot take more children. • Have you seen the standard of Plough Lane and its access from Cleobury Road?
	LPPO4265	Object	<p>OBJECTION TO: BR/RO/4 ADJ TOLLAND BUNGALOW, FAR FOREST BR/RO/6 LAND REAR OF ORCHARD HOUSE, FAR FOREST.</p> <ol style="list-style-type: none"> 1. A4117 Far Forest. On road/pavement parking by cars/commercial vehicles notably outside Orchard House, Baptist Church and Londis Shop causes holdups and is dangerous to pedestrians. Speeding on this road is also a major and well-known problem. To have another vehicular access onto this road would only exacerbate an already serious situation. Do we have to wait for loss of life to stop this? 2. Land rear of Orchard House and adj. Tolland Bungalow teems with wildlife including Muntjac and Fallow

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			<p>Deer. Several endangered species of moths, beetles and other insects would suffer greatly from development on these proposed sites. Please rethink allowing the introduction of housing and street lighting to destroy their natural habitat.</p> <ol style="list-style-type: none"> There is a shop with a post office and a bus service. However, the post office has been threatened recently with closure and the Diamond bus service is intermittent. More traffic using New Road to access the school is highly dangerous to the children/parents and there is concern as to how the demand for additional school places will be met. The infrastructure at present cannot cope with more residents. GP surgeries, Fire and Ambulance services are all stretched. Sewerage and water has been a problem in the village for a long time; electricity can also be a problem with innumerable power cuts. The 2013 Planning Review was against development in Far Forest because it would be detrimental to the countryside. What has changed? People living in the village need to be able to work as there are very few opportunities for employment in Far Forest. Let's not make Far Forest another commuter belt. The population of Far Forest can almost double during the holiday season with tourists coming to enjoy the village and adjoining countryside bringing in much needed revenue for local pubs and restaurants etc. <p>In general concern about the impact on traffic, services and the countryside that these planning proposals will make.</p>
	LPPO4266	Object	<p>We wish to strongly object to the proposed building at Far Forest.</p> <ul style="list-style-type: none"> Far Forest is a unique place to live with natural habitats and wildlife that are at significant danger of decline/damage. Hedge Rows are important in this area as there are a large number of hedgehogs /reptiles etc who live/hibernate in there. Bird life would be damaged and we believe to the detriment of "protected" birds in this area/nationally. Skyline changes would have an adverse effect upon those already in residence as the very basis of living in rural areas is to observe the natural surroundings. The Character of the area would be adversely affected to the detriment of exiting residents. The whole

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			<p>point of living in a rural area is the lack of buildings, low noise levels, reduced population and low pollution levels.</p> <p>These are just a few of our objections in respect to the proposed build.</p> <p>We feel that by imposing new housing (which we presume would have to include an element of social housing) would make a beautiful, peaceful area into an urbanised shambles and spoil an area of natural beauty.</p>
	LPPO4267	Object	<p>Object to development in New Road Far Forest:</p> <ul style="list-style-type: none"> • New Road is narrow and already congested with added traffic from local caravan sites • More places in the local school increases traffic. Inadequate sewerage/flooding an ongoing problem • Poor bus service • Loss of dark skies/wildlife • Loss of grazing land • Far Forest is a rural community with no street lighting • Increase in population would not benefit existing villagers just increase current problems as above • Little employment in Far Forest, residents have to work outside area • Nothing for young people to do. • No medical cover in the village; those close are full to capacity
	LPPO4268	Object	<p>Object to BR/RO/4/6 & BR/RO/7:</p> <p>Policy 13 Transport and Accessibility in Wyre Forest - Managing Travel Demand A i,ii,iii B Page 85:</p> <ul style="list-style-type: none"> • Already traffic congestion and Tolland bungalow site has access issues • There is no support for additional families which doesn't satisfy policy 13 section • loss of wildlife

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	LPPO4269	Object	<p>Object to development in Far Forest:</p> <ul style="list-style-type: none"> • No reference is made to the A4117 in Policy 13 • Heavy traffic, some speeding, near houses, shop, pub/traffic congestion would increase • No local employment/limited public transport/no medical facilities. • Proposed sites are opposite school whose capacity could not be increased • Existing sewage provision inadequate • Loss of Grazing land/wildlife/loss of landscape • Earlier Planning applications refused due impact on landscape
	LPPO4270	Object	<p>Object to development in New Road, Far Forest:</p> <ol style="list-style-type: none"> 1. Increase in traffic congestion 2. Existing sewage system inadequate 3. Effect on wildlife 4. Loss of hay meadows/the area's natural beauty <p>Regenerate Kidderminster instead</p>
	LPPO4271	Object	<p>Object to BR/RO/4/6 and BR/RO/7 because of Impact on Biodiversity Biodiversity, policy 11C (policy 11D), on Landscape Character (policy 11C, policy 148) and amenity, and on traffic (policy 12/13).</p> <p>There is no indication of need for this level of housing locally, no prospect of new jobs and where protection of biodiversity, preservation of landscape character, importance of access to work and facilities, and reduction in car use, all factors specified in the District Plan, indicate its unsuitability. While the Plan hypothesises improved rural bus services and other mitigating factors, is this realistic within the next 15 years under foreseeable economic circumstances?</p>

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			<p>Bungalows rather than houses could be built elsewhere in the village.</p> <p>A brown field site, part of the nursery further down A4117, has been put forward where it would not impact on the side roads.</p>
	LPPO4272	Object	<p>Distribution of Rural Development: Wyre Forest rural development is disproportionately centred on Far Forest with 60 of 105 (57%) of properties proposed here. This proportion increases to 71% if the Clows Top site is used as a Travellers site. In the last decade Far Forest saw a similar effect of new development with inadequate compensatory improvement in local services and facilities. This plan should target the development more equitably throughout the Rural West.</p> <p>Character/Nature: Far Forest is an open and widespread rural settlement. The proposed developments would urbanize the village. Density of housing proposed is more suitable to housing estates in urban areas. The urbanization could deter visitors to the village, its caravan site, Public House, shop and to the forest itself.</p> <p>Health/Environment: There would be significant increases in air, light and noise pollution in the settlement generally and specifically in the areas immediately surrounding the development sites, from both vehicles and homes. There is little employment in the village. There would be a consequent increase in vehicular traffic due to the inadequate and unreliable bus service.</p> <p>Sewage/Drainage: The village system is inadequate. There is frequent flooding of rainwater and sewerage in Sugars Lane due to run off from the sloping nature of the land across the village away from the A4117, including the proposed development sites.</p>
	LPPO4273	Object	<p>This site is completely unsuitable for development and our objections are set out below.</p> <ul style="list-style-type: none"> CPRE highlights the need to reduce 'Night Blight' and protect Dark Skies. Far Forest comes alive at night with a multitude of species. The particular nature of small traditional meadows and orchards on the fringe of the forest needs to be preserved for these species. Development even without streetlights would lead to a scourge of security lighting and a dramatic impact on wildlife.

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			<p>This land is also of particular interest as it has been farmed in a traditional manor and not suffered from intensive farming methods, its native hedgerows are species rich, meadows being cut for hay with a wealth of flora and fauna.</p> <p>A full independent wildlife study and a Habitats Regulations Assessment (HRA) needs to be carried out to determine if this site should have special status as there are endangered species local to this area. This ground is a text book example of landscape and habitat that should be protected under the Wildlife Conservation Act 2006.</p> <ul style="list-style-type: none"> • Far Forest Primary school and The Bewdley School currently are oversubscribed and could not accommodate an increase in the proposed population. • No available NHS places at either dental practice of Cleobury or Bewdley. • The minimalistic Bus service is not fit for use and certainly not to be relied upon for dependable transport to work or appointments. This service is very intermittent even on the weekdays, on a Sunday it is non-existent. • No local Police, Fire or Ambulance service. Nearest Stations currently being - Kidderminster or Stourport. • There are insufficient work opportunities in Far Forest for 40 plus households; so this will result in additional commuters. • Access to the A4117 for the twenty proposed houses adjacent to the Tolland Bungalow would have to be made via Plough Lane or via the entrance currently used to service Orchard House. This section of road already contains several busy junctions including: The Plough Pub that serves 1200 plus meals per week; The bus stop outside the Plough Pub; Far Forest Stores that has its own parking facility but HGV's and tractors have to park on the road / pavement; • Far Forest Methodist Chapel that has parking for 2 cars with other congregation members parking on the road.; New road. • New Road services Oak Leaf Rise estate, the houses along the road, Far Forest School, Hill Crest Wyre Forest Caravan Park and Wyre Forest Holiday Village sites down Sugars lane. The caravan sites contains permanent and 11 month lease caravans, most are fully occupied for the 11 month period resulting in significantly more commuter traffic on Sugars Lane and New Road. Caravan sites have been developed extensively in the area recently, The Willows has increased Far Forest population considerably all be it that the majority of these dwellings only have 11month residence permits the presence of this extra population, along with numerous others must be taken into account. Although New Road is designed for traffic to travel in both directions some of the houses neighbouring the road have no parking facilities.

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			<p>Thus resulting in approximately half the length of New Road effectively being reduced to a single lane for traffic and almost 100% of the road is reduced at term time.</p> <ul style="list-style-type: none"> • Plough Lane is a footpath, an increase in traffic would put walkers at risk. Visibility out of Plough Lane is often restricted, accidents and near misses are common • At peak times traffic on the A4117 is at a standstill at the junction with the A456, this is a recognised accident black spot, a further rise in vehicles will no doubt jeopardise safety and increase noise and pollution to the area. I would urge a full independent highways review prior to any decision making. • Plough Lane has no provision for storm water drainage. Run off from the purposed quantity of properties has the potential to cause flooding further down the lane. Some of the properties in Plough Lane were built prior to modern building techniques and exist without foundations, changes to ground conditions has the potential to result in subsidence. Currently with every downpour Severn Trent battles with a convoy of tankers to prevent the pumping station in Far Forest flooding, we cannot cope with the existing waste from the properties that we have. More properties would lead to land being contaminated with raw sewerage. <p>In summary, the proposal for future development in Far Forest is unacceptable, the stable village population does not warrant this proposal, and less valuable sites should be prioritised for small scale settlements, in particular on brownfield sites. Applications made previously for the Far Forest sites have been declined with very good reason, these concerns not only still stand but have been exacerbated. Equal distribution of development across Wyre Forest has been grossly neglected in this instance. Far Forest currently a village will soon become a town. Development would create an unacceptable increase in traffic on already difficult to use roads, destroy wildlife habitat, agricultural land and jeopardise village life for all.</p> <p>With so many fundamental issues weighing so heavily against the proposal, we would request that the District Council rejects the proposition without hesitation.</p>
	LPP04275	Object	<p>We would like to lodge our objections to this proposed development. As residents of Far Forest we are very concerned at the proposed plans to develop land in our village. We would like to draw your attention to the following issues.</p> <p>Transport & Accessibility: The increase of traffic using both Plough Lane & New Road will have a negative effect.</p>

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			<p>Plough Lane will need to be made into a proper road junction as it is currently just a rough road. It is also nearby to a busy shop and public house and driveways to private houses therefore increasing the safety risk to pedestrians & other road users. New Road is a narrow road and passing cars is already difficult, complicated by the school traffic which currently causes horrendous congestion during term time, the school bus already has problems trying to manoeuvre. Users of the church are increased for weddings & funerals, especially as there are no areas to turn large vehicles so there is a need to drive all the way round New Road & Church Lane. Sugars Lane is the main route down to a large caravan/ park home site, the narrow lane is in constant use by site users and also by lorries delivering & collecting caravans, their only means of entrance/ exit being New Road. There are no footpaths along Church Lane, making walking along here more hazardous if the traffic increases any more. The Church Lane junction onto Lem Hill Bank is dangerous due to the blind spot and speed of traffic onto the A4117. These roads are also well used by a local farmer & his tractor & plant machinery trying to run his business. The A4117 is the main road in and out of the village and currently has a 30mph speed limit changing to 40mph part the way through. This limit is exceeded by many. The increase of traffic coming off side roads onto this busy road will see an increase in accidents. The increased traffic would have a negative effect on the health of local residents. The current bus service is totally unreliable due to continuous vehicle breakdowns and cannot be relied upon for journeys out of the area, especially to a workplace or school.</p> <p>A Unique Place: The land proposed is an untouched and natural habitat for many species of wildlife, there are very old damson and cherry trees in the fields on New Road. The ongoing forestry work in the Wyre Forest has displaced a number of wildlife out into the village especially many of the deer, these now reside in these fields. The fields have not been used for crops, only for grazing of local livestock and hay making for feed, this makes it a very rich environment for wildlife including bats, moths, insects, reptiles & birds as part of the outlying area of the Wyre Forest.</p> <p>We have concerns over the loss of dark skies. The number of houses proposed will have an impact on this. Dark skies are part of the village life and are important to the character of the village. People come to the area to visit and walk in the Wyre Forest as it is a place of beauty.</p> <p>The beautiful views of the Wyre Forest and fields in the area including across the Shropshire border which will</p>

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			<p>be blanked out by a modern housing estate, this goes against the ethos of the village.</p> <p>More houses will increase noise pollution of both a human nature & of vehicles.</p> <p>Water Management: The Severn Trent Water plant on Sugars Lane has regular tanker visits to empty them as they do not appear to be able to cope with the current demand. During heavy rainstorms, they have to run all night operations to keep the levels down. This creates more traffic and disturbance to the local residents and shows that the increase of housing will have a negative impact.</p> <p>Health: There is very little employment in the village, people would have to go further afield for work, increasing the travel costs, use of cars, traffic pollution and the carbon footprint, which surely, we should be trying to reduce.</p> <p>There are no Doctors in the village so people would have to use either Bewdley or Cleobury, both of which are full to capacity.</p> <p>Any changes to Far Forest will not have any positive benefit to those already residing here.</p> <p>The above reasons are why we are objecting to any development in Far Forest.</p>
	LPPO4276	Object	<p>I write this letter as evidence for my objection of building on the following 2 sites in Far Forest.</p> <p>New Road - Objection reasons;</p> <p>This land was rejected for building in 2010. The reasons for rejection have not changed in anyway and in fact some elements of the village have negatively increased as I trust my rationales for rejecting the proposal state.</p> <ul style="list-style-type: none"> • Wildlife Conservation and Ecology - pg. 80/81 A Unique place to live • 11.29/Protecting and enhancing 11D pg. 85, Biodiversity and Geological

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			<ul style="list-style-type: none"> • Conservation i,ii. Landscape Character - a Unique place pg. 79. • 11A Unique place - Historic Environment B 11,1x pg. 77 • Habitats regulations(HRA) Screening Environment 1.4 • 8 Rural Exception Sites iii pg.5 • Strategic Green Infrastructure B ii pg.94 • Infill Policy 18B i,ii 18.8 18.9 18.10 pg.112, pg. 113. <p>The 2 meadows that have been identified on the Wyre Forest District Plan indicated as option A and B are currently used by a local farmer. These have never been used for arable farming and have only been used for grazing and haymaking which is traditional to the area. The one Meadow has an old orchard within in it.</p> <p>These lands are valuable to the richness of the Wyre Forest and the support they provide to its wildlife and natural flora and fauna. They also provide employment to the farmer.</p> <p>It is important to note that there have been adders spotted in this vicinity which is a protected species.</p> <p>There is also a strong possibility that a rare beetle called the ‘Noble Chaffer’ resides in the old orchard in the option B site. As a resident adjacent to this Meadow has had it confirmed by the Worcestershire Wildlife Trust that this beetle can be found in his orchard and therefore it is reasonable to believe they will be found there too.</p> <p>The European Habitats Directory requires an assessment to be made of the possible effects of certain plans on the integrity of the site before a plan can be adopted. This is taken to mean, that it would be expected that any plan to develop this land would not progress at all and be seen as unfounded/not possible if protected and important species were found and /or the ecology of the land would be damaged.</p> <p>The area has a wide range of animals and birds regularly seen in the village which includes these 2 meadow sites. Examples are Owls, Bats, Buzzard, Goshawk, numerous butterflies and moths, native deer, Field voles and field mice, bees and insect life The food chain being important for these animals and birds etc in turn to thrive and survive. Any loss to these 2 areas would have a negative impact on the conservation and supportive role to the</p>

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			<p>Forest itself which is well known for its rich wildlife.</p> <p>The 2 meadow sites it is important to point out have ancient hedgerows and is something the Wyre Forest District council has supported the protection of along with old orchards and dead wood. So effecting these in anyway would I believe go against the councils own policies.</p> <p>The hedgerows themselves support an abundance of insect, reptiles and birdlife which is an important element to the ecology and conservation of the Wyre Forest Area.</p> <p>Dark skies - Protecting and Enhancing Biodiversity and Geological Conservation policy 11D pg.80/81 pg. 103, Policy C - Landscape Character pg. 79</p> <p>We are very lucky in this village to be able to stand in our gardens and see the stars. Light pollution in this village is very low. This is important to the area due to its significant moth and bat populations for which the area is renowned. It also assists other night time animals/birds. The dark skies have always been part of our village life and important to its character. The development of 20 or 40 houses on the New Road site would threaten this significantly.</p> <ul style="list-style-type: none"> • Utilities - Sewage Systems and water Quality Policy 15B - section iii and • section 15 pg. 97 • 15C - Flood Risk Management pg. 98 • 15D Sustainable Drainage Systems pg.100. • A desirable place to live - section 8 policy 8C point ii-iii pg. 55-56 • Rural Development 28 Policy 28B pg.97 and pg. 100. <p>The sewage on New Road is well known by its residents as not being adequate for the number of houses in situ to date. The pumping station is not able to cope with demand, especially in conjunction with storm water. When it has rained it is known that in the dip on Sugars lane outside Coppice Gate Cottage, a ford of storm water and sewage can be seen like a river across the road. Following heavy rain it is not unusual to have tankers coming to</p>

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			<p>take the excess water away as the pumping station is not able to cope at these times. Additional houses would only exacerbate this known issue and increase the pressure on an weak system impacting on health including he seeping of foul water into the small brook that runs accent across the road from the 'sewage ford' and into an SSSI site.</p> <p>I also have concerns regarding land drainage down New Road if houses are built on both or either of the sites, as there is a natural runoff down the backs of the fields and gardens, down the meadows to the bottom of New Road and Church Lane. This is a long standing and natural occurrence. If houses are built this will potentially increase the surface water and volume, which will not able to be absorbed and dissipated as it travels down the fields to the road and onto the orchards and fields below the village.</p> <ul style="list-style-type: none"> • Traffic - Transport and accessibility in Wyre Forest pg. 85 • Transport/Roads policy 13 managing travel demand Ai,ii,ii and B, Highways Network 13.12 pg. 88-89, • Policy 16 - pollution and land instability 16.2 Policy 18 E pg.114, Rural Development 28- policy 28B pg. 169 <p>Any increase in housing will naturally increase the vehicle use of the road.</p> <p>New Road in particular is a well used and busy road. It is the safest route for many, as the alternative road out of the village along Church Lane is much narrower and the junction onto the Cleobury road (A4117) is fast This includes a junction and blind spot as cars come up Lem Hill from the Cleobury direction. It is only natural to enter and exit the village from New Road.</p> <p>During school term the road is well known for its congestion and gridlock as people try to enter and exit New Road. This includes school bus, council vehicles and other road users.</p> <p>New Road is not particularly wide and parked cars on the road side can make passing difficult. There are Agricultural vehicles regularly using New Road as well as Plant machinery as there is a family business from</p>

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			<p>Lynalls Lane.</p> <p>We have a number of caravan/chalet sites in the locality where individuals may reside for up to 11 months of the year. The Willows on Cleobury Road and Acre Farm Caravan site at the bottom of Ranter's Bank. Down Sugars Lane we have 2 sites - Wyre Forest Caravan Park and Goodmore Farm. These alone house a high population of residents to the area and who are often unseen residents.</p> <p>The 2 caravan parks on Sugars lane heighten the use of cars impacting on New Road. This includes the removal and deliveries of new caravans. Church lane is not suitable for as previously stated due to its narrow nature and with regards to caravan movement way too narrow.</p> <ul style="list-style-type: none"> Wellbeing - Health 9.1 - 9.10 pg.68-88 <p>Any change to Far Forest in respect of these proposals will have no positive benefit to those individuals like myself living there. Any development will only increase the issues already highlighted i.e. traffic/sewage/light pollution</p> <p>Change of Character and landscape to the area -</p> <p>Desirable place to live ii,iii Section 8- policy 8C pg. 55-56. Infill Policy 18B a desirable place to live, Quality Design and Local distinctiveness 27 pg. 154-164.</p> <p>Any new development in the area will be at the hands of the developer, these may not be at a design in keeping with the local area. Additional houses will create the feel of a housing estate which is not in keeping with the village character or ethos.</p> <p>It is my belief that the proposal from Wyre Forest District Council's Plan is not infill as the development is on the external area of the village and therefore not conducive with its own policy.</p>

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			<p>The village is open and well scattered in parts, which is important to the village character and to the wildlife that shares this space with its inhabitants.</p> <p>I feel strongly that this remains the case for the future of the Wyre Forest itself and the village for the next generations to come. By developing the land here this will be lost and not regained to the detriment of the landscape and its wonderful character.</p> <p>Other key points to make for both sites;</p> <ul style="list-style-type: none"> • Bus service - Section 8 pg.56, Policy 3 pg. 85 <p>It is believed we have a good local bus service by Wyre Forest District. We have approximately 1 bus an hour. Other Villages such as Bliss gate and Rock Village have up to 3 buses an hour.</p> <ul style="list-style-type: none"> • Village School - Community Facilities 20 pg.116 <p>The school serves not just the village, but Rock, Heightington, Bliss Gate, Bewdley and children as far as Kidderminster. The school has fairly recently had extensions to it to enable it to accommodate demand. An increase houses will mean an increase in children and it is not clear whether the school will be able to meet the demands of the children in the village as this has not always been the case.</p> <ul style="list-style-type: none"> • Employment - Health 9.1- 9.10 pg.66-68 <p>The village offers little in the terms of employment. Those who work mainly travel towards Kidderminster, Stourport, Worcester or Birmingham. People therefore have to go farther a field to find work. The ownership of a car is essential as the bus service is poor.</p> <ul style="list-style-type: none"> • Medical Cover - Health 9.1-9.10 pg.66-68

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			<p>The village does not have its own practice and so we have to use either Bewdley Medical centre or Cleobury Mortimer. An increase in our village will have an impact on the respective medical practices and ensuring they have capacity to register individuals.</p> <p>Shropshire -</p> <p>With Shropshire just on the outskirts of the village it is not clear what impact this will have on their building plans and apparent needs. Over the years the increase in houses in Cleobury Mortimer has seen an increase in traffic along the A 4117.</p> <p>Effect on the beauty of our village - A unique place to live 11B pg.80/81, 11.3 Section 3 i,ii,iii,iv,v., Historic Environment B ii, ix pg.77, 11C Landscape and character pg.79, 8 Rural Exception sites iii pg.5, Strategic Green Infrastructure B iii pg.94, Infill Policy 18B a desirable place to live i ii pg.112, 18.8, 18.9.18.10 pg.113, Sustainable Tourism 23 pg.137-144</p> <p>This is currently an area for which people come to enjoy and come to visit, walk and experience the rural areas of the Wyre Forest. Far Forest is popular due to its access to the forest itself and surrounding countywide, its public house and the touring caravan site on Pound Bank for example. The Wyre Forest District Council advertises the district as a place of beauty and encourages tourism. How can building 60 houses in a small spears out village such as ours be sustaining the very heart of what the Wyre Forest stands for?</p> <p>The development will have substantial and devastating change to both the character and appearance of Far Forest and would certainly fail to enhance this valuable open space. This is valuable landscape not only for the village but for the future of the area and its wildlife and for which both the inhabitants of the district and visitors enjoy at their leisure.</p> <p>So I implore the Wyre Forest District Council to reconsider the all sites identified at Far Forest. The inhabitants at Clows Top for example are wanting houses on their brownfield site identified on the Wyre Forest Districts Plan. Kidderminster has many brownfield sites and to regenerate the town this to me is the most obvious area to assign building too, not countryside or greenbelt which are the easiest/cheapest to build new properties on.</p>

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Company / Organisation	ID	Type of Response	Summary of Response
			<p>Much smaller plots around the rural district would be more palatable instead of large numbers of houses encroaching on a small community as in the case of New Road and The Orchard House.</p> <p>I also feel that the proposed number of houses in our district is over estimated with the models used to do so, this has been published in the Local papers as the case.</p>
	LPPO3961	Object	<p>Development of this area would have untold consequences on potentially rare and endangered species.</p> <p>A full independent wildlife study and a Habitats Regulations Assessment (HRA) needs to be carried out to determine if these sites should have special status as there are endangered species local to this area. This ground is a text book example of landscape and habitat that should be protected under the Wildlife Conservation Act 2006.</p> <p>There are insufficient work opportunities in Far Forest for 40 plus households; so, this will result in additional commuters.</p> <p>Visibility out of Plough Lane is often restricted, accidents and near misses are frequent. An increase in traffic would put walkers at risk.</p> <p>At peak times traffic on the A41 17 is at a standstill at the junction with the A456, this is a recognised accident black spot, a further rise in vehicles will no doubt jeopardise safety and increase noise and pollution.</p> <p>Less valuable sites should be prioritised for small scale settlements, in particular on brown field sites.</p> <p>Development would create an unacceptable increase in traffic on already difficult to use roads, destroy wildlife habitat, agricultural land and jeopardise village life for future generations.</p>
	LPPO4287	Object	<p>We object to the sites proposed at Far Forest on the following grounds:</p>

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Company / Organisation	ID	Type of Response	Summary of Response
			<p>Infrastructure – Traffic</p> <ul style="list-style-type: none"> • New Rd Far Forest is a narrow road, difficult to pass residents’ parked cars and at school times it causes major problems. • Used by farm machinery all through the day. • Junction to main road has limited visibility with bus stop also on the junction. • Cars parked at village hall kerbside also causes problems. • Traffic on main road travels fast regardless of speed restrictions especially morning evening and late at night a race track. • Church Lane junction with main Cleobury Road is narrow and has very poor visibility with blind corners. 2 school buses use it morning and afternoon. • Church Lane used by many dog walkers. An increase in traffic is dangerous for pedestrians. • Church used regularly for weddings and funerals, this blocks the lane. • Plough Lane is currently used by only residents and farm vehicles and walkers. Its junction with the main Cleobury Road is unmade, narrow and conflicts with the entrance to The Plough Inn and The Village Stores, there have been a few bad accidents at this junction over the years. • There has been an increase in car and large lorry traffic travelling along the Cleobury Road through Far Forest, partly due to the expansion of Cleobury Mortimer. <p>Landscape</p> <ul style="list-style-type: none"> • More houses will impact existing views of the Wyre Forest surrounding the village. This is not acceptable. • New development would affect the character of Far Forest. New road is already an assortment of buildings and building on Plough Lane is outrageous it is a peaceful area with many types of wildlife living there <p>Infrastructure - sewerage</p> <ul style="list-style-type: none"> • The existing sewage system is inadequate although it has been worked on several times in recent years.

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Company / Organisation	ID	Type of Response	Summary of Response
			<p>It regularly smells very bad and leaks across Sugars Lane.</p> <p>Wildlife</p> <ul style="list-style-type: none"> Far Forest is an area with open fields, woodland hedges, trees and Wild flowers. It supports many species of wildlife which attract visitors to the area. This should be protected for the future. Noise pollution noise will destroy the quietness of Plough Lane and Church Lane. <p>Agricultural Land</p> <ul style="list-style-type: none"> Loss of land to Farmers who are an integral part of Far Forest life, keeping the character and focus in country living. <p>Employment and access</p> <ul style="list-style-type: none"> There is little employment in Far Forest - many residents have to travel for work, bus service is poor. <p>Light Pollution</p> <ul style="list-style-type: none"> Loss of dark sky at night is a very important concern. It is an important part of life in this area, for residents and wildlife. The neighbouring caravan park which was unused for 25 years now has 25 large caravan homes with street lights, no one consulted the surrounding residents about this change.
	LPPO3594	Object	<p>We wish to strongly object to the proposed building at Far Forest.</p> <ul style="list-style-type: none"> Far Forest is a unique place to live with natural habitats and wildlife that are at significant danger of decline/damage. Hedge Rows are important in this area as there are a large number of hedgehogs /reptiles etc who live/hibernate in there. Bird life would be damaged and we believe to the detriment of “protected” birds in this area/nationally.

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Company / Organisation	ID	Type of Response	Summary of Response															
			<ul style="list-style-type: none">• Skyline changes would have an adverse effect upon those already in residence as the very basis of living in rural areas is to observe the natural surroundings.• The Character of the area would be adversely affected to the detriment of exiting residents. The whole point of living in a rural area is the lack of buildings, low noise levels, reduced population and low pollution levels. <p>These are just a few of our objections in respect to the proposed build.</p> <p>We feel that by imposing new housing (which we presume would have to include an element of social housing) would make a beautiful, peaceful area into an urbanised shambles and spoil an area of natural beauty.</p>															
	LPPO2224	Object	<p>I wish to object in the strongest possible terms to the proposed developments in the Far Forest area. Namely Plough Lane/The Orchard House - 20 houses in total and New Road Development proposal - 40 houses in total. My reasons are as follows:-</p> <p><u>Page No. On Ref. No.</u> <u>WFDP</u></p> <table><tr><td>97</td><td>28</td><td>Local Utilities i.e. Sewage System is already inadequate and currently flooding occurs in Sugars Lane every time we get rain, sewage is lying on the road, obviously this system cannot cope with any more houses.</td></tr><tr><td>98</td><td>15</td><td>Flooding already occurs after significant rainfall in the areas proposed for development, causing significant run off Construction of more properties will aggravate the problem.</td></tr><tr><td>85</td><td>13</td><td>Traffic - Plough Lane an unadopted single track lane is already a dangerous junction, due to its proximity to the Plough pub and the local shop and chapel. There is a speed limit of 30mph through the village but it is regularly ignored.</td></tr><tr><td>88-89</td><td>13</td><td>New Road is a narrow typical village road and gets very congested.</td></tr><tr><td>103</td><td>16</td><td>Especially at certain times of day. As it is a rural area large tractors and</td></tr></table>	97	28	Local Utilities i.e. Sewage System is already inadequate and currently flooding occurs in Sugars Lane every time we get rain, sewage is lying on the road, obviously this system cannot cope with any more houses.	98	15	Flooding already occurs after significant rainfall in the areas proposed for development, causing significant run off Construction of more properties will aggravate the problem.	85	13	Traffic - Plough Lane an unadopted single track lane is already a dangerous junction, due to its proximity to the Plough pub and the local shop and chapel. There is a speed limit of 30mph through the village but it is regularly ignored.	88-89	13	New Road is a narrow typical village road and gets very congested.	103	16	Especially at certain times of day. As it is a rural area large tractors and
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			<p>other farm machinery need to use this road, parked cars make this very difficult for local farmers. The junction of New Road with the main Cleobury Road is also a known danger zone. More traffic can only make this worse. The alternative route via Sugars Lane is even narrower and has an even more dangerous junction with the Cleobury Road.</p> <p>80, 85 11 Far Forest sits on the edge of the Wyre Forest, a wildlife conservation area. Many of the local fields and hedgerows and very old trees support wildlife such as reptiles, (adders, newts etc.)Insects (moths, butterflies, beetles etc) and birds, some of these are protected, and will be endangered by these developments.</p> <p>94 18 Deer graze in the fields and seek refuge there from the very busy Wyre Forest, they are already under pressure as they have already lost some of their natural woodland habitat. Local farmers use the fields for grazing.</p> <p>5 8 The Plough Lane site includes an ancient orchard of damson and cherry trees, which supports much wildlife.</p> <p>80, 81, 77 11D Far Forest is a village and as such has very little street lighting. This is how we like our village. More housing would mean the loss of our dark skies, we like to see the stars at night, its part of the character of the village.</p> <p>79 16 Street lighting will also affect wildlife mentioned above.</p> <p>66-68 9 The village offers very few job prospects, therefore occupants of the proposed housing would have to commute by car as public transport is poor, causing more car usage and more pollution.</p> <p>55-56 8 1 Far Forest is a unique village, the proposed developments will significantly change its character. As I understand the proposal the developer will be responsible for the design, and will therefore consider cost to be the most important factor, not preserving the character of the village.</p>

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			<p>80/81 77, 11 Effect on the Natural Beauty of the area. This area is a place of tourism 79, 5, 94, where people come to enjoy the woodland the surrounding areas and the 112/113 8 wildlife. Who will want to visit a housing estate? 137-144</p> <p>Finally I would like to ask why choose an area so rich in wildlife, supporting tourism and a unique, historic village much loved by its inhabitants, when there are brown field sites within the Wyre Forest that could be developed instead?</p>
	LPPO2602	Object	<p>Traffic Congestion, road safety, roads are narrow already heavily used lanes.</p> <p>Local Wildlife, land under consideration is an oasis for local wildlife.</p> <p>The Necessity, Why chose to build in villages where there are little employment opportunities. There are many brownfield sites in Kidderminster.</p> <p>Utilities, Sewerage system is marginal, many properties have septic tanks which are susceptible to flooding.</p> <p>Change of character to the area, currently a beauty spot for visitors, the effect on the area will all contribute to Far Forest becoming just another housing estate.</p> <p>Other considerations, the road network.</p>
	LPPO2469	Object	<p>Object option B, Far Forest:</p> <p>Well-being/Concerns over loss of dark skies/Negative impact on the character of the village and its ecology/Effect on the beauty/Change of character to the area/There is little employment/Higher human population/Traffic</p>

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Company / Organisation	ID	Type of Response	Summary of Response
	LPP01728	Object	<p>Objects for the following reasons:</p> <ul style="list-style-type: none"> • Can the school cope with more pupils.
	LPP03252	Object	<ul style="list-style-type: none"> • New Road cannot take the traffic it now has, let alone that following another twenty houses. • The present school cannot take more children. • Have you seen the standard of Plough Lane and its access from Cleobury Road?
	LPP05146	Object	<p>New Road -Objection reasons;</p> <p>New Road; This land was rejected for building in 2010. The reasons for rejection have not changed in anyway and in fact some elements of the village have negatively increased as I trust my rationales for rejecting the proposal state.</p> <ul style="list-style-type: none"> • Wildlife Conservation and Ecology - pg.80/81 A Unique place to live • 11.29/Protecting and enhancing 11D pg.85, Biodiversity and Geological • Conservation i,ii. Landscape Character - a Unique place pg.79. • 11A Unique place - Historic Environment B 11,1x pg.77 • Habitats regulations(HRA) Screening Environment 1.4 • 8 Rural Exception Sites iii pg.5 • Strategic Green Infrastructure B ii pg.94 • Infill Policy 18B i,ii 18.8 18.9 18.10 pg.112, pg.113. <p>The 2 meadows that have been identified on the Wyre Forest District Plan indicated as option A and B are currently used by a local farmer. These have never been used for arable farming and have only been used for grazing and haymaking which is traditional to the area. The one Meadow has an old orchard within it.</p>

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			<p>These lands are valuable to the richness of the Wyre Forest and the support they provide to its wildlife and natural flora and fauna. They also provide employment to the farmer.</p> <p>It is important to note that there have been adders spotted in this vicinity which is a protected species.</p> <p>There is also a strong possibility that a rare beetle called the ‘Noble Chaffer’ resides in the old orchard in the option B site. As a resident adjacent to this Meadow has had it confirmed by the Worcestershire Wildlife Trust that this beetle can be found in his orchard and therefore it is reasonable to believe they will be found there too.</p> <p>The European Habitats Directory requires an assessment to be made of the possible effects of certain plans on the integrity of the site before a plan can be adopted. This is taken to mean, that it would be expected that any plan to develop this land would not progress at all and be seen as unfounded/not possible if protected and important species were found and /or the ecology of the land would be damaged.</p> <p>The area has a wide range of animals and birds regularly seen in the village which includes these 2 meadow sites. Examples are Owls, Bats, Buzzard, Goshawk, numerous butterflies and moths, native deer, Field voles and field mice, bees and insect life The food chain being important for these animals and birds etc in turn to thrive and survive. Any loss to these 2 areas would have a negative impact on the conservation and supportive role to the Forest itself which is well known for its rich wildlife.</p> <p>The 2 meadow sites it is important to point out have ancient hedgerows and is something the Wyre Forest District council has supported the protection of along with old orchards and dead wood. So effecting these in anyway would I believe go against the councils own policies.</p> <p>The hedgerows themselves support an abundance of insect, reptiles and birdlife which is an important element to the ecology and conservation of the Wyre Forest Area.</p> <p>Dark skies - Protecting and Enhancing Biodiversity and Geological Conservation policy 11D pg.80/81 pg.103,</p>

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			<p>Policy C - Landscape Character pg.79</p> <p>We are very lucky in this village to be able to stand in our gardens and see the stars. Light pollution in this village is very low. This is important to the area due to its significant moth and bat populations for which the area is renowned. It also assists other night time animals/birds. The dark skies have always been part of our village life and important to its character. The development of 20 or 40 houses on the New Road site would threaten this significantly.</p> <ul style="list-style-type: none"> • Utilities - Sewage Systems and water Quality Policy 15B - section iii and section 15 pg.97 • 15C - Flood Risk Management pg.98 • 15D Sustainable Drainage Systems pg.100. • A desirable place to live - section 8 policy 8C point ii-iii pg.55-56 • Rural Development 28 Policy 28B pg.97 and pg.100. <p>The sewage on New Road is well known by its residents as not being adequate for the number of houses in situ to date. The pumping station is not able to cope with demand, especially in conjunction with storm water. When it has rained it is known that in the dip on Sugars lane outside Coppice Gate Cottage, a ford of storm water and sewage can be seen like a river across the road. Following heavy rain it is not unusual to have tankers coming to take the excess water away as the pumping station is not able to cope at these times. Additional houses would only exacerbate this known issue and increase the pressure on an weak system impacting on health including he seeping of foul water into the small brook that runs accent across the road from the 'sewage ford' and into an SSSI site.</p> <p>I also have concerns regarding land drainage down New Road if houses are built on both or either of the sites, as there is a natural runoff down the backs of the fields and gardens, down the meadows to the bottom of New Road and Church Lane. This is a long standing and natural occurrence. If houses are built this will potentially increase the surface water and volume, which will not able to be absorbed and dissipated as it travels down the</p>

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			<p>fields to the road and onto the orchards and fields below the village.</p> <ul style="list-style-type: none"> • Traffic - Transport and accessibility in Wyre Forest pg.85 • Transport/Roads policy 13 managing travel demand Ai,ii,ii and B, Highways Network 13.12 pg.88-89, • Policy 16 - pollution and land instability 16.2 Policy 18 E pg.114, Rural Development 28- policy 28B pg.169 <p>Any increase in housing will naturally increase the vehicle use of the road.</p> <p>New Road in particular is a well used and busy road. It is the safest route for many, as the alternative road out of the village along Church Lane is much narrower and the junction onto the Cleobury road (A4117) is fast This includes a junction and blind spot as cars come up Lem Hill from the Cleobury direction. It is only natural to enter and exit the village from New Road.</p> <p>During school term the road is well known for its congestion and gridlock as people try to enter and exit New Road. This includes school bus, council vehicles and other road users.</p> <p>New Road is not particularly wide and parked cars on the road side can make passing difficult. There are Agricultural vehicles regularly using New Road as well as Plant machinery as there is a family business from Lynalls Lane.</p> <p>We have a number of caravan/chalet sites in the locality where individuals may reside for up to 11 months of the year. The Willows on Cleobury Road and Acre Farm Caravan site at the bottom of Ranter's Bank. Down Sugars Lane we have 2 sites - Wyre Forest Caravan Park and Goodmore Farm. These alone house a high population of residents to the area and who are often unseen residents.</p> <p>The 2 caravan parks on Sugars lane heighten the use of cars impacting on New Road. This includes the removal and deliveries of new caravans. Church lane is not suitable for as previously stated due to its narrow nature and</p>

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			<p>with regards to caravan movement way too narrow.</p> <ul style="list-style-type: none"> Wellbeing - Health 9.1 - 9.10 pg.68-88 <p>Any change to Far Forest in respect of these proposals will have no positive benefit to those individuals like myself living there. Any development will only increase the issues already highlighted i.e. traffic/sewage/light pollution</p> <p>Change of Character and landscape to the area -</p> <ul style="list-style-type: none"> Desirable place to live ii,iii Section 8- policy 8C pg.55-56. Infill Policy 18B a desirable place to live, Quality Design and Local distinctiveness 27 pg.154-164. <p>Any new development in the area will be at the hands of the developer, these may not be at a design in keeping with the local area. Additional houses will create the feel of a housing estate which is not in keeping with the village character or ethos.</p> <p>It is my belief that the proposal from Wyre Forest District Councils Plan is not infill as the development is on the external area of the village and therefore not conducive with its own policy.</p> <p>The village is open and well scattered in parts, which is important to the village character and to the wildlife that shares this space with its inhabitants.</p> <p>I feel strongly that this remains the case for the future of the Wyre Forest itself and the village for the next generations to come. By developing the land here this will be lost and not regained to the detriment of the landscape and its wonderful character.</p> <p>Other key points to make for both sites;</p>

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			<ul style="list-style-type: none"> Bus service - Section 8 pg.56, Policy 3 pg.85 <p>It is believed we have a good local bus service by Wyre Forest District. We have approximately 1 bus an hour. Other Villages such as Bliss gate and Rock Village have up to 3 buses an hour.</p> <ul style="list-style-type: none"> Village School - Community Facilities 20 pg.116 <p>The school serves not just the village, but Rock, Heightington, Bliss Gate, Bewdley and children as far as Kidderminster. The school has fairly recently had extensions to it to enable it to accommodate demand. An increase houses will mean an increase in children and it is not clear whether the school will be able to meet the demands of the children in the village as this has not always been the case.</p> <ul style="list-style-type: none"> Employment - Health 9.1- 9.10 pg.66-68 <p>The village offers little in the terms of employment. Those who work mainly travel towards Kidderminster, Stourport, Worcester or Birmingham. People therefore have to go farther a field to find work. The ownership of a car is essential as the bus service is poor.</p> <ul style="list-style-type: none"> Medical Cover - Health 9.1-9.10 pg.66-68 <p>The village does not have its own practice and so we have to use either Bewdley Medical centre or Cleobury Mortimer. An increase in our village will have an impact on the respective medical practices and ensuring they have capacity to register individuals.</p> <p>Shropshire -</p> <p>With Shropshire just on the outskirts of the village it is not clear what impact this will have on their building plans and apparent needs. Over the years the increase in houses in Cleobury Mortimer has seen an increase in</p>

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			<p>traffic along the A 4117.</p> <p>Effect on the beauty of our village - A unique place to live 11B pg.80/81, 11.3 Section 3 i,ii,iii,iv,v., Historic Environment B ii, ix pg.77, 11C Landscape and character pg.79, 8 Rural Exception sites iii pg.5, Strategic Green Infrastructure B iii pg.94, Infill Policy 18B a desirable place to live i ii pg.112, 18.8, 18.9.18.10 pg.113, Sustainable Tourism 23 pg.137-144</p> <p>This is currently an area for which people come to enjoy and come to visit, walk and experience the rural areas of the Wyre Forest. Far Forest is popular due to its access to the forest itself and surrounding countywide, its public house and the touring caravan site on Pound Bank for example. The Wyre Forest District Council advertises the district as a place of beauty and encourages tourism. How can building 60 houses in a small spears out village such as ours be sustaining the very heart of what the Wyre Forest stands for?</p> <p>The development will have substantial and devastating change to both the character and appearance of Far Forest and would certainly fail to enhance this valuable open space. This is valuable landscape not only for the village but for the future of the area and its wildlife and for which both the inhabitants of the district and visitors enjoy at their leisure.</p> <p>So I implore the Wyre Forest District Council to reconsider the all sites identified at Far Forest. The inhabitants at Clows Top for example are wanting houses on their brownfield site identified on the Wyre Forest Districts Plan. Kidderminster has many brownfield sites and to regenerate the town this to me is the most obvious area to assign building too, not countryside or greenbelt which are the easiest/cheapest to build new properties on. Much smaller plots around the rural district would be more palatable instead of large numbers of houses encroaching on a small community as in the case of New Road and The Orchard House.</p> <p>I also feel that the proposed number of houses in our district is over estimated with the models used to do so, this has been published in the Local papers as the case.</p>
	LPPO5147	Object	Far Forest - New Road and Plough Lane proposals

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			<p>Objections and major considerations:</p> <ul style="list-style-type: none"> Traffic ref p85 and pp88-89 of plan; the junction of New Road and Cleobury Road is already a danger, in part because there are no parking restrictions in New Road. There is congestion at the start of the school day and at its end since the school entrance is also located at the upper end of New Road. The increase in traffic from extra housing will make the situation worse especially taking into account traffic associated with caravan parks for which New Road is the only access. Some consideration to making New Road/Church Road a one way system might help but the junction of New Road with Cleobury Road is dangerously situated with traffic often moving very quickly along Cleobury Road. Risk of flooding to proposed properties and existing properties because of high water table and increased run off due to development (p98). Flood risk management. Sewage facilities are believed to be inadequate already, more houses will mean sewage system may need to be upgraded considerably.pg.97 rural development policy 28. Loss of Dark skies. pg.80-81, 103. Protecting and enhancing biodiversity and geological conservation policy 11D If street lighting is introduced this will have a marked effect on the nature of the locality with loss of dark skies and detrimental impact on flora and fauna. Proposed development will mean approximately 100 extra vehicles in and out of village therefore increased pollution. pg103. Pollution and land instability Policy 16. <p>I hope serious consideration will be given to these points and further consultation with local residents before any firm decisions are made.</p>
	LPPO4254	Comment	<p>Map Reference New Road Far Forest (South) BR/RO/7</p> <p>My Objections to the proposal of house's at the sites quoted are as follows:-</p> <p>Sewage.</p> <ul style="list-style-type: none"> Page 97 Policy 15 Sewage systems and water quality.

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Company / Organisation	ID	Type of Response	Summary of Response
			<ul style="list-style-type: none"> • Page 98 Policy 15C Flood Risk Management • Page 100 Policy 15D Sustainable Drainage Systems <p>It is well known that when Oak Leaf Rise and New Forest Close were built, the storm water and sewage waste share the same pipe work. The result is flooding on a grand scale in Sugars Lane. This has been on going for the last 20 years. The discharge from another 20 houses would be joined to this system should this go ahead. The attached picture is after about 20 minutes rain. That is not only dirty water, but sewage too. Tankers are dispatched by Severn Trent Water on a regular basis to pump out the overflow. A totally unacceptable situation from a health and environmental point of view.</p> <p>Traffic.</p> <ul style="list-style-type: none"> • Page 85 Transport and accessibility in Wyre Forest. • Policy 13 Managing Travel Demands Ai,ii,iii and B • Page 88-89 Highway Network - 13.12 <p>Between New Road and Plough Lane there are 16 driveways, both side's of the road all on to a very busy A4117.</p> <p>New Road is already far too congested. Many houses do not have off road parking leaving them on the road. It is a road of choice for the movement of caravans and motor homes to the three caravan parks we have in Sugars Lane. There are two farming families in Sugars lane and Church Lane, regular tractor and trailer journeys are made on New Road. Brays Plant yard is on Sugars Lane, again heavy plant is on this very narrow road on a daily basis. During term time (appreciate at every school) the village primary school causes chaos on New Road.</p> <p>Bus Service</p> <ul style="list-style-type: none"> • Page 56 Section 8 • Page 85 Section13 <p>A two hourly service is all that passes through Far Forest. The last bus from Kidderminster is 6.15 pm so is of no</p>

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Company / Organisation	ID	Type of Response	Summary of Response
			<p>use for a social life or ways to work.</p> <p>Other local villages have a much better service up to three services pass through.</p> <p>Village School</p> <ul style="list-style-type: none"> Page 116 Community Facilities Section 20 <p>Our village school is full. September 17 intake is already up to capacity. This primary school covers places wider than the village and it has been known that very local children were unable to attend the school. Other local villages have a choice of more than one school.</p> <p>Wildlife Conservation</p> <ul style="list-style-type: none"> Page 80/81 and 85 a unique place to live sub. 11.29 11B 11.3 section 3 Protecting and enhancing policy 11D Page 79 11C Landscape character Page 94 Strategic Green Infrastructure B Page 112 Infill Policy 18B a desirable place to live i,ii Page 113 18.8, 18.9, 18.10 Page 137-144 Sustainable Tourism 23 Page 79 Section 11.c Landscape Charter <p>We sit on the very edge of The Wyre Forest and provide a corridor for wildlife. Habitat will be affected, if hedges, trees, grassland are taken away. They support insects, birds reptiles local to this area. Grazing land would be lost for the local farmer along with a hay meadow. Our bats, deer, owls, moths would be displaced from an area where they are renowned. Any development would have a detrimental affect on all forms of wildlife at both sites.</p>

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Company / Organisation	ID	Type of Response	Summary of Response
			<p>Loss of Dark Skies</p> <ul style="list-style-type: none"> • Page 80 Protecting and enhancing • Page 81 Biodiversity and geological • Page 103 Conservation Policy 11D <p>Dark skies are part of the village life and important to its character. I believe any new development would have to include street lighting something in Far Forest that was always fought against.</p> <p>Skyline Change</p> <ul style="list-style-type: none"> • Page 112 Section 18.10 • Page 113 <p>Residents around the Plough Lane plan mostly consist of bungalows so they will be overlooked should houses make there way there. An invasion of their privacy. New Road would be devastated for ever an outlook to the Clee Hills would be lost. Extra houses means extra noise, more people. This would impact on peoples well being and have no positive benefit to them.</p> <p>We have no medical cover in the village, nearest, we believe Bewdley Medical Centre is full. Cleobury Mortimer has had very large housing developments, to which impacts on their new medical centre. Worcestershire hospital are full to breaking before all the projected housing.</p> <p>There is very little employment in the village so people have to travel, so more cars, more emissions, more pollution to the woodland.</p> <p>I don't believe that this proposed plan is good for this village for the reasons I have tried to explain. Traffic, sewage, school, medical, public transport are all an issue in this village. Therefore I object to both option A and B proposed developments on both sites.</p>

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO BR/RO/26 – WALNUT COTTAGE, BLISS GATE

Company / Organisation	Response No		Type of Response	Summary of Response
	LPPO2214	BR/RO/26	Object	<p>Objects to BR/RO/26 due to the following reasons:</p> <ol style="list-style-type: none"> 1. The village has no amenities (the pub is closed, the site in a neglected condition). 2. The telephone box is disconnected and in private ownership. 3. Lack of defibrillator. There isn't an appropriate community space to locate it. 4. There is no school, church, shop, village hall or community centre, unlike each other part of the district. 5. There is a poor rural bus service and no bus stop. Residents wishing to catch the intermittent service are obliged to stand in the open on the corner of two roads at a crossroads, with not even a footpath for their safety. The bus company uses buses which have on two recent occasions caught fire and burnt out. 6. Utilities are inadequate for modern families. There is no gas, except by cylinder. There is no mains drainage in this road. Sewerage is managed by septic tanks. Electricity is delivered by overhead power lines. Strong winds, rain and trees cause frequent power cuts, a risk for vulnerable members of the community. 7. The road is narrow, less than 12 feet wide. Any proposed access would be near a small blind summit, dangerous in either direction. Residential traffic is slight but with two farms in the road and many in the district, heavy agricultural traffic is significant during all seasons. 8. The site is rural. It is a field with fruit trees bordered by a mature thick hedge. Converting this to a housing development destroys the rural nature of the site, reduces habitat and opens the way for further damaging development in a road where almost every house is separated from its neighbour by open land. There is a risk that, given the planning department's overload of work, a potential developer would not respect the rural nature of the area, resulting in the removal of trees and hedges, the erection of fences and great red brick walls. <p>Alternative suggestions</p> <ul style="list-style-type: none"> • The Glass Houses site on the A456, near Long Bank.

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION RESPONSES TO BR/RO/26 – WALNUT COTTAGE, BLISS GATE

				<ul style="list-style-type: none">• Churchfields, Kidderminster.• Park Street, Kidderminster.• Green Street, Kidderminster, formerly Victoria Carpets. <p>These brownfield sites could provide housing closer to all amenities in potentially exciting developments, more suitable as apartments for young people or the old who become stranded in the countryside.</p> <p>I am grateful to the staff of the planning department who did so much to explain the planning options at the series of open meetings. I am aware of the Council’s wish to respect rural environments and I hope that the points I have raised will receive a fair reading. Unfortunately the consultation process is taking place in the summer holidays which is likely to reduce the public’s awareness of the process.</p>
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LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION GENERAL RESPONSES TO SECTIONS 30, 31, 32, 33 and 35

Company / Organisation	ID	Para / Policy	Type of Response	Summary of Response
Victoria Carpets	LPPO1503	Policy 30	Comment	The emerging policy notes that Kidderminster is the strategic centre when the majority of development should be located to ensure sustainable development, easy access to services and greatest ability to promote infrastructure.
King Charles I School, Kidderminster	LPPO2286	Policy 30	Comment	<p>The Governing Body has considered the Wyre Forest Local Plan proposals and the two options contained therein in the context of their possible impact on the educational needs of the community for the future.</p> <p>We are satisfied that our School has sufficient capacity to deal with the effects of both options which are under consideration should either ultimately be adopted.</p> <p>We intend to follow closely the progress of the Review process and to assess its potential impact on the provision of secondary education locally so we will be in a position to accommodate the children of families who in due course come to reside in any new residential developments in Kidderminster.</p>
Worcestershire Wildlife Trust	LPPO1073	Policy 30	Object	For the most part our concerns in relation to the sites proposed for development in Kidderminster are limited but nonetheless they arise as a result of the background evidence on which the allocations have been based. Of particular note is the need to determine any ecological constraints using up to date survey information. We cannot see that this has been done and so far as we can ascertain constraints other than SSSIs and LWSs have not been considered in the evidence base or SA for the plan. This may have the effect of rendering the plan unsound. We therefore strongly recommend that the evidence base for sites listed in Table 30.0.1 is updated and that the quantum of development proposed is made acceptable in light of any overriding biodiversity constraints before the plan is finalised.
	LPPO1874	Policy 30	Object	<p>Objects to new development because the roads are already busy and not made for extra traffic. The area also lacks proper crossings and it is difficult to cross the roads. Concerned that the schools and doctors will not be able to cope.</p> <p>Suggests trying to drive down Sion Hill.</p>

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Company / Organisation	ID	Para / Policy	Type of Response	Summary of Response
	LPPO2336	Policy 30	Object	<p>Object to Option A: traffic is already congested, public transport is poor and there is no budget for a relief road.</p> <p>Wilden Lane is ill considered due to the flood risk/loss of wildlife link/buffer for adjacent SSSI. Without its support systems, Wilden Marsh, one of Worcestershire Wildlife Trust's Flagship Reserves, will die.</p> <p>How will water/sewage disposal for 5400 households be provided?</p> <p>Bring empty houses back into use?</p> <p>The hospital is already inadequate and new schools places would be needed</p>
	LPPO4330	Policy 30	Comment	<p>Kidderminster has 'zoned' parts of the town centre for commercial development which is just not happening.</p> <p>Office occupancy rates on Green Street for example are low.</p>
	LPPO2986	Policy 30	Support	<p>*Policy 30 relates to homes in the town centres. I fully support the idea that people should live in town centres. It makes sense to use the unused space over shops and business premises for housing. Worcester Street and Oxford Street should be redeveloped for housing as the retail units in these streets are either empty or under-used.</p>
	LPPO4363	30.2	Comment	<p>On the redevelopment of the Horsefair area and the proposed one way system.</p> <p>Surely it is undeniable that the Horsefair Shopping street is a disgrace to look at especially as an entry/exit portal to and from Kidderminster. It certainly does not give a good reflection of what to expect when visiting the town.</p> <p>This area needed refurbishment 40-50 years ago and again when the ring road was developed it should have been redeveloped. The Horsefair has been totally ignored for most of this time,</p>

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Company / Organisation	ID	Para / Policy	Type of Response	Summary of Response
				<p>resulting in the first of possibly more buildings collapsing like the original Post Office earlier this Summer 2017, the collapse presumably occurring in part due to lack of good maintenance, which applies to most of the buildings on both sides of this short street area.</p> <p>On visual inspection alone most exposed brickwork is in desperate need of drastic repair work.</p> <p>If the Council are considering the purchase of CMS Car Sales/workshop/display ground to ensure access to new homes being built and to install a one way system at what one can only assume is a considerable purchase price plus install a new access road from the roundabout through this area at another high cost.</p> <p>Why not actually improve the area correctly by demolishing the two rows of shops/accommodation buildings that line the road, then rebuild a new row of shops and accommodation this could be multi storey to offer a large selection of apartment sizes. This allows sufficient room for a much needed wider road approach to the ring road roundabout and access to a road network which heads towards the new housing planned area.</p> <p>This would give a dramatically improved entrance view to the town for any visitors using this arterial road from Wolverhampton and Stourbridge areas. The cost surely would be very similar to proposed alterations costs and the extra costs along with the benefits for the Town, Horsefair appeal, Horsefair small shops and residents would be immense.</p> <p>It would give excellent accommodation above the shops which could be offered to the existing tenants first, Plus excellent shops built to a suitable size for small business' and again offered to existing Horsefair business' they could have a loading/unloading rear access in Silver Street access from Radford, for vehicles and parking for residents of the flats.</p>
Historic England	LPPO1292	30.4	Comment	There is mention in paragraph 30.4 about historic buildings being retained on site - are these heritage assets?

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Company / Organisation	ID	Para / Policy	Type of Response	Summary of Response
North Worcestershire Water Management	LPPO917	30.5	Comment	'Spennells Brook' should read 'Hoo Brook'
Worcestershire Wildlife Trust	LPPO1074	Policy 31	Object	<p>We have significant reservations about some allocations proposed under this policy. Overarching issues are set out in comments we make under Policy 6D and elsewhere. We urge you to take these comments into account but we also wish to provide further information here.</p> <p><u>Sites in Table 31.0.1</u></p> <p>Allocations BW4 and OC 4 may have adverse impacts on the adjacent Hurcott and Podmore Pool SSSI and the NERC listed Hornet Robberfly. These and other biodiversity implications need further consideration prior to finalising the allocations though we note the commentary in paragraph 31.3 of the consultation document. OC12 and 13 North are likely to affect designated sites including, Spennells Valley and Hoo Brook Local Wildlife Sites (LWS). So far as we can ascertain the allocations are not underpinned by up to date ecological information and so the assumptions in the SA (suggesting positive biodiversity outcomes) seem extremely optimistic. Whilst mitigation for some of the biodiversity issues may well be possible it will require land take that is likely to have implications for the net developable area (and accordingly the number of dwellings allocated) set out in the plan.</p> <p>WFR/ST1 appears to directly overlap Captains Pool LWS and so we object to the allocation as it stands. Further work to determine the net developable area and any indirect biodiversity implications will be needed prior to finalising the allocation or it is likely to be found unsound.</p> <p><u>Sites in Table 31.0.2</u></p> <p>OC13 South, WFR/ST/2. We object to these allocations because of their likely impact on</p>

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Company / Organisation	ID	Para / Policy	Type of Response	Summary of Response
				Captains and Stanklyn Pools and Spennells Valley LWS and species of principle importance listed under Section 41 of the NERC Act 2006, including Corn Bunting and Tower Mustard. Notwithstanding the fact that large parts of the sites would be left undeveloped we do not consider that these biodiversity constraints have been considered properly in the evidence base for the plan and we do not accept the findings of the SA. Further comments on these Option A allocations can be found elsewhere in our response.
	LPPO2917	Policy 31	Comment	<p>I live along Hurcott Lane, by the Pool and have some safety concerns that I think should be considered.</p> <p>Daily, I observe local people of all ages, in groups and alone, with dogs and children, dice with death as they experience 'near misses' from speeding cars, lorries and vans that hurtle through the village between the two main roads. It is only a matter of time before there is a fatal accident.</p> <p>If more houses are to be built, and more people enabled to access this wonderful haven of nature, it is imperative that some safety measures be put in place. A suggestion would be to separate the two access routes from the main roads. i.e. maintain access from the A456 up to the woodland entrance but no further and maintain access from the A451 up to the woodland entrance but no further. Drivers would then drive back up the way they came down, on both sides. The car park could be split in two and fenced off, to accommodate both entrances and ensure that it couldn't be used as a 'cut through'. This would reduce vehicles speeding through and causing a danger to pedestrians, children, dogs and residents.</p> <p>I am also aware of the proposal to build the housing in areas where facilities are limited and road access is poor, i.e. Offmore, at the back of Baldwin Road and at the back of Hurcott on the Stourbridge Road. This would increase traffic in the dangerous zones, as people will have to drive more to shops and schools. Would it not be safer and more environmentally friendly to develop one large new housing estate that would include the necessary facilities for the families who move there - e.g. shops and a primary school.</p>

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Company / Organisation	ID	Para / Policy	Type of Response	Summary of Response
	LPPO3508	Policy 31	Object	<p>The web pages are not user friendly, neither is this form. It is difficult to choose a particular section from the document. I have however been to a consultation meeting, talked with officers and perused the documentation.</p> <p>The Core sites will take out a considerable chunk of Green Belt land and there appears to be no alternative within the plan; to consult without alternatives is not consultation.</p> <p>The statement that there is not enough brownfield land in the area to cope with the amount of housing required raises the question of whether the land within Kidderminster is zoned appropriately. There are an awful lot of empty offices which could be converted into living accommodation and reinvigorate the town centre.</p> <p>Land banking needs to be stopped.</p> <p>The plan seems to pursue urban sprawl and needs to be more imaginative, without building on farmland.</p>
Sport England	LPPO219	Policy 31	Comment	<p>As with our comments on the planning application relating to Lea Castle Hospital there is a need to ensure onsite playing field is protected AND improved as well as other provision made in the light of the PPS recommendations to ensure there is no loss of playing field and that new provision is made to meet the additional needs generated by the proposal.</p> <p>New provision will also be required with the East of Kidderminster sites and this should be addressed in a strategic manner (e.g. perhaps a multi pitch sports hub which they all contribute to rather than having several single pitch sites across individual extension plots as this is not sustainable.</p>
Campaign to Protect Rural England	LPPO959	Policy 31	Object	<p>Allocation of sites east of Kidderminster will encourage commuting to Birmingham. Wyre Forest is not part of the Birmingham/Black Country Housing Market Area and this will worsen traffic in Blakedown / Hagley. Bypass around Hagley would be required which would probably</p>

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Company / Organisation	ID	Para / Policy	Type of Response	Summary of Response
				make sites unviable.
	LPPO344	Lea Castle - All Options	Object	<p>I am totally against removing Lea Castle and the east of Kidderminster from the Green Belt, this needs to be preserved at all costs. The woodlands should be protected and no dwellings should be seen from the roads, all should be encased in woodlands for wildlife. Development would put extra pressure on an already busy A449 and Stourbridge Road.</p> <p>I agree for dwellings to sit on the blue print of Lea Castle only. These should be used to cater for the housing needs of Cookley residents already on the waiting list. I therefore reject and object to option A and B.</p> <p>I also reject it on the grounds of local plan vision for the area in 2034 we want Cookley to continue to maintain its distinctive and separate identity and to grow organically to meet our own community needs... It also says section 3.2 of vision for the area to protect and support the role of the Green Belt, if these visions go ahead you will be contradicted 3.2 point 6 this plan goes beyond a limited incursion of Green Belt land.</p> <p>We are a village and wish to remain that.</p>
	LPPO740	Policy 31	Object	Surrounding Green Belt fields used for walking and new development will erode this. Noise will destroy peaceful countryside
	LPPO2015	Policy 31	Object	<ol style="list-style-type: none"> 1. How are people supposed to make informed choices/engage in consultation without adequate information indicating scale/what is to be built where? 2. What infrastructure is planned to support extra housing- new school places, roads/parking, more GP surgeries will be needed. Access to/from of Comberton Park Road at school times is already very hard. 3. What are green spaces in plans? 4. I cannot understand the concept of an eastern by-pass without description/visual aid to show how such a road would be built/its impact on the area, people and the

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Company / Organisation	ID	Para / Policy	Type of Response	Summary of Response
				environment. The financial aspect also sounds prohibitive.
	LPPO2066	Lea Castle General	Object	<p>I agree with building more affordable housing- a small proportion of the planned 6,000 houses and location uncertain.</p> <p>Villages like Cookley cannot be made.</p> <p>Would need more schools/doctors capacity and entertainment Build in Kidderminster town centre first to reduce traffic/pollution and save Green Belt.</p>
Gladman Developments Limited	LPPO1423	Policy 31	Support	<p>Gladman supports need to plan for growth in Kidderminster. Agree that this is likely to require carefully considered GB release. Support proposed intention to review Green Belt.</p> <p>GBBR Part I - note conclusions on parcel NE1 - contributes to purpose of GB to prevent encroachment of urban edge into open countryside. GBBR part II - site WFR/WC/16 (land south of Park Gate Road) - support conclusion that development here would not be out of character or proportion with area.</p> <p>GBBR Part I on parcel N6 also noted - contributes to purpose of preventing encroachment into open countryside. Gladman consider that this parcel should have been considered in part II and should be considered for release for development. It is well contained and with careful masterplanning could contribute positively towards establishment of strong new relationship between town and country.</p>
	LPPO2682	Policy 31	Object	<p>The population of Kidderminster over the last few years as remained fairly static and this proposal will unnecessarily attract more people into the area with the following consequences:</p> <ul style="list-style-type: none"> • The loss of a tremendous amount of Green Belt and agricultural working farm land. • The loss of wildlife in the nearby woodland areas. The Council has a duty to protect

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Company / Organisation	ID	Para / Policy	Type of Response	Summary of Response
				<p>woodland and the wild life under the UK BIO Diversity Action Plan.</p> <ul style="list-style-type: none"> • The loss of valuable heavily used recreational spaces for the local populace of all the age groups to enjoy. • Disruption of local footpaths and bridleways. • Loss of the natural break from the other nearby communities, creating an ugly urban sprawl. • More, excessive, housing would increase the Carbon Footprint. • Heavy traffic on local roads which are not suitable for the amount of housing proposed. They are always in a poor state of repair. • The proposed housing is situated too far for most people to be able to walk into town so additional bus routes would be needed. • There will be an over capacity for local schools, doctors and hospitals. . • At a time when the nearest fully functioning hospital is already stretched to capacity and under special measures and the local Kidderminster hospital is operating as a “drop in centre”, what guarantees can the Council make that the necessary amenities for healthcare would be actually provided? • Where will the extra funding come from at a time when the public finances in general, face sharp cuts over the next decade in face of the potential austerity brought about by BREXIT? • What Job opportunities are there for this added population in a run down and depleting Kidderminster, where shops and businesses are closing at an alarming rate? <p>I urge the council not to consider building on the Green Belt or farmland, but to utilise as much brownfield sites as possible, and to spend the money on regenerating a rundown Town Centre.</p> <p>I strongly object to all proposals to build extra houses on Green Belt land and therefore reject option (A) of the council plan entirely for the reasons given above. However, if housing has to be built then option (B) is my preference.</p>

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Company / Organisation	ID	Para / Policy	Type of Response	Summary of Response
	LPPO2738	Policy 31	Object	We would like to strongly object to this ridiculous plan.
	LPPO3460	Policy 31	Object	<p>We do not and should not build on Green Belt. There are many empty buildings in Kidderminster.</p> <p>It will cause lots of traffic on our road and create a lot of noise.</p>
	LPPO3472	Policy 31	Object	<p>The Council has commitment and planning policy to protect the open countryside. They should therefore follow its own policies in this regard.</p> <p>Some proposed development areas are on good agricultural land (e.g. land around Spennells) and could be a visible intrusion on the landscape and detract from the surrounding landscapes with further development eroding the rural character of the area Two proposed sites (rear of Offmore and Baldwin Road) are elevated. Development here would be very visible and not blend within the area. There would also be a loss of trees and hedgerows, community leisure spaces and public rights of way.</p> <p>In addition, some proposed development sites have steep gradients (land at Baldwin Road and near Hurcott for example) and parts of the sites which could cause flooding issues from run-off. Some fields afford natural drainage and there could be increased problems in the Spennells area where STW have already had to address flood defences.</p> <p>Some proposed sites are very near SSSIs. The land behind Baldwin Road and either side of A456 and at Spennells are teemed with wildlife – in particular a number of breeding skylarks, linnets, corn buntings, yellow hammers, house sparrows, sparrow hawks, owls, herons, plus badgers and bats. Development could result in loss of wildlife habitat and permanent urbanisation of important landscapes.</p> <p>Some areas of proposed housing development and the associated increase in vehicular movement would have a further detrimental impact upon air quality within the existing</p>

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Company / Organisation	ID	Para / Policy	Type of Response	Summary of Response
				<p>AQMA and residents' health plus the increase in noise. Some of these proposed developments would therefore be contrary to the NPPF. E.g. increase in traffic to the Horsefair from proposed housing around Hurcott Village (both sides), Lea Castle site and Sladen School site. The A449 and A451 lead to the Horsefair, so does Hurcott Road which would see a large increase in traffic. This would cause longer tail-backs either side of the lights, increased air pollution and potential for increased damage to vehicles.</p> <p>Road capacity is lacking and some roads simply cannot be enhanced to take extra capacity. Means of access to some proposed sites would be difficult to overcome. There is a shortage of primary school places – many primary schools in WFDC area are already full to capacity (e.g. Offmore and Spennells are full and can not be expanded). Many GP surgeries in WFDC area are already fully stretched, as are hospitals. It is also very unlikely that new open spaces, parks or community centres would be provided by any of the developers.</p>
	LPPO2566	Policy 31	Object	<p>I <u>strongly object</u> to Option A in particular East of Kidderminster for the following reasons:</p> <ul style="list-style-type: none"> • Loss of Green Belt and threat of loss of existing rights of way. If all brownfield sites are used then only a small amount of the least environmentally-attractive Green Belt is needed. • The new development will increase pressures on schools, hospitals, doctors and social care. • There is little chance of employment development or growth in Kidderminster and job prospects are bleak. Either Option A or B will result in Kidderminster becoming an even larger commuter town, resulting in traffic gridlock at peak times. <p>Commence work on the 3000 homes on brownfield sites. Use the income you receive from Crown House to pay the salary of an officer to effect the regeneration of the town centre, alongside any grants you may receive.</p> <p>I am proud of Kidderminster and the surrounding countryside, please think again and not be</p>

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Company / Organisation	ID	Para / Policy	Type of Response	Summary of Response
				driven by hungry developers who will be here today and gone tomorrow.
	LPPO2668	Policy 31	Comment	<p>Kidderminster currently has a very poor town centre which is in desperate need of improvement. Building residential properties instead of more shops would give the place more vitality and attractiveness.</p> <p>Why desecrate good farm land while these eyesores remain?</p> <p>Not to mention the loss of habitat to wildlife and recreational facilities. The area is already crowded and does not need further housing.</p>
	LPPO2712	Policy 31	Object	<p>I <u>strongly object</u> to Option A in particular Policy 31.5 - Kidderminster Urban Extension:</p> <ul style="list-style-type: none"> • Loss of Green Belt which protects our countryside from urban sprawl, threatening existing rights of way. Only a small amount of Green Belt is needed if all brownfield sites identified are used in the first instance. • Loss of wildlife habitat. This area is home to Kingfishers, Skylarks, Corn Bunting, Song Thrush and Mistle Thrush, bats, grass snakes, badgers all protected species. • Increase pressures on schools, hospitals, doctors and social care. • There may be TPOs at the far end of Captains Pool. • There are interconnecting brooks/streams between Captains Pool and other pools in the area. <p>Surely this area for consideration under Option A must be a 'SITE OF BIODIVERSITY AND GEOLOGICAL CONSERVATION VALUE' in particular the pools, streams and brooks that support our varied wildlife and if not it should be. See attached document.</p> <p>What assurance is given from WFDC that if Option A was chosen that all necessary legislation has been complied with backed up field studies in order to maintain a wider buffer wildlife corridor to protect all pools, streams, brooks, trees and hedgerows so that any one part of the</p>

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Company / Organisation	ID	Para / Policy	Type of Response	Summary of Response
				<p>system will not fail and cause the drying out of any of the above. If yes is this information available.</p> <p>If work commences at Captains and the Lodge off Kittiwake Drive where will the access be located. Recent planning permission for additional storage of caravans on this site was refused due in part to access and Green Belt issues. (Appeal Ref: APP/R1845/A/09/2118087 Captains, Bromsgrove Road, Stone, Kidderminster, DY10 4AJ) In addition I believe Tree Preservation Orders exist in this area have all TPO's been identified</p>
	LPPO2872	Policy 31	Object	<p>The Green Belt to the east will be attractive to the house builders for the provision of luxury detached houses where the housing need does not appear to lie.</p> <p>Development within the Green Belt to the east and south of the town, including Option A, will lead to considerable increased congestion. This is acknowledged under the section in the review "Transport and Accessibility"</p> <p>There is no clear indication of how the development to the south and east of the town would be accessed. The estate roads on Spennells and Offmore are already congested and of insufficient width to take additional traffic.</p> <p>Even without the proposed new development car ownership is projected to grow in the coming years providing greater pressure on the existing estate roads. Further new developments are also being proposed on brownfield sites within the existing town with a bias to the eastern side namely the Stourminster school site (56 dwellings), Comberton Place (23), Victoria Carpet Sports Ground (45) as well as numerous other brownfield sites within the town which will put pressure on the arterial roads of the town.</p> <p>There is already considerable congestion at the roundabouts on the Worcester Road with Wilden Lane and the Chester Road South and also the Worcester Road Stourport Road</p>

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Company / Organisation	ID	Para / Policy	Type of Response	Summary of Response
				<p>roundabout.</p> <p>At rush hour there is congestion on roads out of Kidderminster particularly at Mustow Green and on the Worcester Road.</p> <p>Near doubling of the Spennells estate would completely alter its character and due to its size and isolation from the towns facilities may lead to an increase in anti-social behaviour and crime.</p> <p>The proposals would lead to the loss of amenity and good agricultural land. The area behind Spennells (Option A) is high quality agricultural land. It provides an attractive barrier to the Spennells and provides valuable walking and recreational facilities for the estate. In addition these fields provide a wildlife habitat for protected species such as Bats and Skylarks. The Sustainability Appraisal recognises this 'this option would have an impact on the Green Belt, a loss of Grade 2 and 3 agricultural land and would have a significant effect on the character of the area.'</p> <p>There are many mature and attractive trees growing along the A448 into Kidderminster. It is not clear how the necessary estate roads would link into the A448 and the eastern relief road if built. It is likely that the A448 would need substantial improvement which would lead to loss of this attractive corridor of trees which provide an attractive barrier to the road. Any proposal needs to safeguard this corridor.</p> <p>For these reasons Option A should not be adopted. If Green Belt land is required that should not be substantially based to the east of the town due to the likelihood of congestion and loss of amenity.</p>
	LPPO3161	Policy 31	Object	Development in the Green Belt should NOT be considered until all possible brown field sites and areas of dereliction have been utilized.

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				<p>If we are that short of housing why on earth did you sanction a KFC and a Starbucks on Stourport Road. There are plenty fast food establishments in Kidderminster.</p> <p>The council would be better to promote affordable housing on that site than sanction fast food outlets in the middle of an obesity epidemic!</p>
	LPPO3272	Policy 31	Object	<p>I object to development at Cookley, Hurcott and Spennells.</p> <p>Large numbers of additional housing on one side of Kidderminster will put strain on the inadequate infrastructure, increase congestion, pollution and change the character of independent communities, particularly Cookley, Hurcott and Stone.</p> <p>Development will encroach onto pasture land, green field and Green Belt areas. This will affect wildlife and remove amenity areas enjoyed by the communities.</p>
	LPPO3282	Policy 31	Object	<p>I disagree with the proposal of option A for a number of reasons. This would impact deeply on the Green Belt area which is an important part of keeping the town separate from the West Midlands Conurbation. The main focus of this proposal seems to be the Eastern Bypass which would be extremely expensive and surely adding a bridge over the railway near Hartlebury would solve the need for this road as Lorries would be able to access the roads that go around the town. This Bypass would also have to be elevated which means there would need to be a buffer from the traffic noise. This along with development behind Baldwin Road which would be considerably higher than the houses that are there at the moment and would put a great deal of extra pressure on Hurcott Lane.</p> <p>Having developments behind Baldwin Road and Hurcott would impact the wildlife habitats around Hurcott woods. There is also apparently endangered bird species in this area: Corn Buntings, Yellow Hammers and Skylarks.</p> <p>I also do not see how the school provision would work with a development behind Spennells</p>

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				<p>and Offmore. Even if an extra Primary school was built how would the local High Schools be able to cope especially as they are situated on sites with restricted space.</p> <p>I think there should be some development on the Lea Castle site and the development should be dispersed. There is already a great deal of development on the Silverwoods sites which are not all occupied it seems silly to concentrate all the developments in one area if they might not be filled. I also think that the situation in the Town Centre could be addressed. The council own a great deal of properties in and around the town centre which are currently unused and create an eyesore and derelict look to the town. Even though it probably costs more to develop these areas than the Green Belt I think it should be done. There are a number of primary school sites that are still unused- Sion Hill school still stands and probably costs a fortune to protect from vandalism.</p> <p>I also think that there should be more development in Stourport, there would be scope for another High School which would give people more choice.</p>
	LPPO3449	Policy 31	Object	Green Belt land is essential to maintain wildlife.
	LPPO3458	Policy 31	Object	<p>Environmental Damage:</p> <ul style="list-style-type: none"> • Development on brown field sites should be executed before Green Belt is even considered. • The vehicle increases are at odds with the commitments to improve air quality in Wyre Forest. • Impact on local wildlife <p>Community:</p> <ul style="list-style-type: none"> • Loss of local community

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				<p>Infrastructure:</p> <ul style="list-style-type: none"> Our local schools, GP surgeries and road systems are already stretched
	LPPO3471	Policy 31	Object	<p>The Council has commitment and planning policy to protect the open countryside. They should therefore follow its own policies in this regard.</p> <p>Some proposed development areas are on good agricultural land (e.g. land around Spennells) and could be a visible intrusion on the landscape and detract from the surrounding landscapes with further development eroding the rural character of the area Two proposed sites (rear of Offmore and Baldwin Road) are elevated. Development here would be very visible and not blend within the area. There would also be a loss of trees and hedgerows, community leisure spaces and public rights of way.</p> <p>In addition, some proposed development sites have steep gradients (land at Baldwin Road and near Hurcott for example) and parts of the sites which could cause flooding issues from run-off. Some fields afford natural drainage and there could be increased problems in the Spennells area where STW have already had to address flood defences.</p> <p>Some proposed sites are very near SSSIs. The land behind Baldwin Road and either side of A456 and at Spennells are teeming with wildlife – in particular a number of breeding skylarks, linnets, corn buntings, yellow hammers, house sparrows, sparrow hawks, owls, herons, plus badgers and bats. Development could result in loss of wildlife habitat and permanent urbanisation of important landscapes.</p> <p>Some areas of proposed housing development and the associated increase in vehicular movement would have a further detrimental impact upon air quality within the existing AQMA and residents' health plus the increase in noise. Some of these proposed developments would therefore be contrary to the NPPF. E.g. increase in traffic to the</p>

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				<p>Horsefair from proposed housing around Hurcott Village (both sides), Lea Castle site and Sladen School site. The A449 and A451 lead to the Horsefair, so does Hurcott Road which would see a large increase in traffic. This would cause longer tail-backs either side of the lights, increased air pollution and potential for increased damage to vehicles.</p> <p>Road capacity is lacking and some roads simply cannot be enhanced to take extra capacity. Means of access to some proposed sites would be difficult to overcome. There is a shortage of primary school places – many primary schools in WFDC area are already full to capacity (e.g. Offmore and Spennells are full and can not be expanded). Many GP surgeries in WFDC area are already fully stretched, as are hospitals. It is also very unlikely that new open spaces, parks or community centres would be provided by any of the developers.</p>
	LPPO3488	Policy 31	Comment	Please ensure that the Husum Way Junction on the A459 Birmingham Rd junction is made safe.
	LPPO3502	Lea Castle General	Comment	<p>Any adopted option for the development of the Lea Castle Hospital site should not result in "joining" existing development at the north of Kidderminster to create a continuous "sprawl" and that the Green Belt buffer is maintained or increased.</p> <p>Develop Lea Castle so as to be "self-contained".</p> <p>The village of Cookley is a clearly defined settlement and its existing services (e.g. primary school, doctors surgery) would be unable to cope with further demand from the Lea Castle Hospital development.</p> <p>The crossing of the A449 near the Cookley turning is notorious accident blackspot and consideration should be given to the Lea Castle proposal to have vehicular access to the development at the junction of the A449/The Crescent.</p> <p>Include sustainable transport provision such as cycle lanes/bus services, esp. between the</p>

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Company / Organisation	ID	Para / Policy	Type of Response	Summary of Response
				new settlement/Broadwaters and Kidderminster.
	LPPO3283	Policy 31	Object	<p>I disagree with the proposal of option A for a number of reasons. This would impact deeply on the Green Belt area which is an important part of keeping the town separate from the West Midlands Conurbation. The main focus of this proposal seems to be the Eastern Bypass which would be extremely expensive and surely adding a bridge over the railway near Hartlebury would solve the need for this road as Lorries would be able to access the roads that go around the town. This Bypass would also have to be elevated which means there would need to be a buffer from the traffic noise. This along with development behind Baldwin Road which would be considerably higher than the houses that are there at the moment and would put a great deal of extra pressure on Hurcott Lane.</p> <p>Having developments behind Baldwin Road and Hurcott would impact the wildlife habitats around Hurcott woods. There is also apparently endangered bird species in this area: Corn Buntings, Yellow Hammers and Skylarks.</p> <p>I also do not see how the school provision would work with a development behind Spennells and Offmore. Even if an extra Primary school was built how would the local High Schools be able to cope especially as they are situated on sites with restricted space.</p> <p>I think there should be some development on the Lea Castle site and the development should be dispersed. There is already a great deal of development on the Silverwoods sites which are not all occupied it seems silly to concentrate all the developments in one area if they might not be filled. I also think that the situation in the Town Centre could be addressed. The council own a great deal of properties in and around the town centre which are currently unused and create an eyesore and derelict look to the town. Even though it probably costs more to develop these areas than the Green Belt I think it should be done. There are a number of primary school sites that are still unused- Sion Hill school still stands and probably costs a fortune to protect from vandalism.</p>

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				I also think that there should be more development in Stourport, there would be scope for another High School which would give people more choice.
	LPPO2894	Policy 31	Comment	<p>Concerned resident living on the A456 in Hagley.</p> <p>The air pollution that this road creates will potentially cause significant health problems.</p> <p>If we have further development on the south eastern side of Kidderminster this will result in a further increase in traffic volume causing further traffic congestion and increased pollution.</p> <p>It is imperative that diversion of traffic away from main population areas is considered using a link road to avoid the villages of Blakedown and Hagley.</p>
	LPPO4176	Policy 31	Comment	<p>The proposed expansion can only result in Kidderminster becoming a satellite town for Birmingham. Joining the existing dormitory towns of Bromsgrove, Redditch, Lichfield and Tamworth WFDC may refer optimistically to new employment coming into the town with the new housing. Historically the town has always been unable to compete, in terms of introducing new businesses, with the facilities of Birmingham to the north or the attractiveness of Worcester to the south. Therefore, the only result of in-migration will be an increase in commuting. Incoming families will shop where they work in Birmingham - consequently money will not go into the local economy.</p> <p>From the West Midlands agricultural land survey, it can be seen that the site of the proposed housing development lies within an area of agricultural land graded as 'Very Good' by Natural England. Land with this classification represents just 16.6% of agricultural land in Worcestershire. The continuous loss of quality agricultural land will further reduce the ability of the country to become more self-sufficient and to decrease our import bill.</p>
	LPPO160	Policy 31	Comment	What sort of housing is planned in Kidderminster extension? Is it all detached family houses or are bungalows or flats proposed? Concerned about impact on roads which are already congested. Offmore primary is full and little room to expand. No mention of community

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				<p>facilities for the Hurcott Road development but this number of houses will mean significantly more people for school, shops etc.</p> <p>Would like to see more imaginative solutions provided for housing than just big blocks of new development. Are there old industrial sites or town centre buildings that could provide some property and move people to the town centre to use shops there?</p>
Kidderminster Civic Society	LPPO1168	Lea Castle - General	Support	The Lea Castle site should be used to its maximum potential as this parcel of land, with the extension, will provide many residential units, including affordable and social housing.
	LPPO696	Policy 31	Comment	<p><u>Policy 7 and 31</u> — We agree with the notion that the Green Belt has not been reviewed, in WFDC. since the 1970s and note WFDC acknowledges that previously developed land alone will not be sufficient to meet the growth requirements of the district. This policy draft states that the Spatial Strategy seeks to minimise impact on the Green Belt. Minimal impact would be better achieved as discussed above, by removing a larger volume of smaller sites across the district rather than a smaller number of large sites which will have greater impact. This would better contain development and prevent urban sprawl in larger volumes in more limited areas which is in conflict with the requirements of the Green Belt as outlined in the NPPF</p>
	LPPO1890	Policy 31	Object	<p>Opposed to developing on greenfield land. All the lovely walks will be gone – our wildlife and nature is already under threat – please do not assume that green land doesn't matter to us, as it really does.</p> <p>Concerned about traffic congestion in Kidderminster.</p>
	LPPO2046	Policy 31	Object	Kittiwake Drive is listed as having a flood risk. Any extra building upstream of this will increase this risk. If these developments go ahead the culverts, that the Hoo Brook flows through, will need to be a lot larger. Presently, it would not take much drift wood and rubbish to block the culvert near the junction of Kittiwake Drive and Herons Wood Road.

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				Chester Road and Spennells Valley Road regularly becomes grid locked in the mornings and sometimes in the afternoons, or when there is a problem with the M5 or 6. Any more housing and you can forget about getting through Kidderminster at all.
King Charles I School, Kidderminster	LPPO2285	Policy 31	Comment	<p>The Governing Body has considered the Wyre Forest Local Plan proposals and the two options contained therein in the context of their possible impact on the educational needs of the community for the future.</p> <p>We are satisfied that our School has sufficient capacity to deal with the effects of both options which are under consideration should either ultimately be adopted.</p> <p>We intend to follow closely the progress of the Review process and to assess its potential impact on the provision of secondary education locally so we will be in a position to accommodate the children of families who in due course come to reside in any new residential developments in Kidderminster.</p>
	LPPO2342	Policy 31	Object	<p>I object to building adjacent to Spennells/Comberton & Offmore:</p> <p>Traffic/pollution would increase</p> <p>Pressure on school places/Drs, Hospitals/Opticians and Dentists.</p> <p>Regenerate Brownfield site e.g. Lea Castle, the old war hostel in Stone inc Grain Dryer, the former Glades site, Crown House and the empty buildings in Park Lane, Kidderminster plus any others in Bewdley/Stourport.</p>
	LPPO2343	Policy 31	Object	<p>I object to building adjacent to Spennells/Comberton & Offmore:</p> <p>Traffic/pollution would increase</p> <p>Pressure on school places/Drs, Hospitals/Opticians and Dentists.</p>

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				<p>Use Brownfield for regeneration which would save the Green Belt/wildlife:</p> <p>e.g. Lea Castle, the old war hostel in Stone inc Grain Dryer, the former Glades site, Crown House and the empty buildings in Park Lane, Kidderminster plus any others in Bewdley/Stourport</p>
	LPPO2396	Policy 31	Object	<p>I have recently returned back home to Kidderminster after 3 years at University. As someone who in the near future will be looking to move out of my parents' home and into my own property, I would like to express my opinions about the planning proposals.</p> <p>Both proposals A and B propose to build houses on green land behind established housing estates. Not only do I believe that this will destroy beautiful nature and land, I also believe that it would make the houses less desirable for incoming residents. Plans A and B would leave house hunters dissatisfied. These developments would have no heart, and would leave house hunters reluctant to move here due to the lack of school places available with Offmore Primary being full.</p>
	LPPO2681	Policy 31	Object	<p>I hope the Council watched Dispatches about the big builders carving up the Green Belt land for development.</p> <p>Don't make the same mistakes please with Kidderminster</p>
Stourport High School	LPPO1198	Policy 31	Object	<p>Concern with proposed Kidderminster Urban Extensions:</p> <p>WFR/WC/15 – Lea Castle Hospital – Site Allocations Plan identifies Lea Castle Hospital site as suitable location for business (B1), health and sports facilities, residential institutions (C2) and residential (C3) uses. Policy advice is that any application for C3 dwellings must be accompanied by a viability assessment that supports a case for the proposed mix, tenure and overall quantum/density of housing on the site to facilitate the other uses. The emerging plan has moved away from this approach by suggesting that the site should be developed for 600</p>

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				<p>dwelling. Not aware of evidence to demonstrate that the site has been properly marketed as a mixed use led scheme with enabling residential development. Inappropriate for the status of the site to be changed from that in the Site Allocations Plan. SHLAA advises the site is considered to be 'achievable' subject to 'site viability'. Not aware of detailed evidence that explores the viability of the site for residential development and the implications for affordable housing provision. This allocation is inappropriate.</p> <p>BW/4 – Hurcott ADR – The site is also clearly a sensitive Green Belt site and this must be weighed up as part of the “exceptional circumstances” test when considering releasing the site from the Green Belt. This process has not been undertaken, as such the allocation should be removed.</p> <p>WFR/CB7 et al – East of Kidderminster Road – Concerned about this allocation given the conclusion of the Green Belt assessment. Parts of the site are identified as having a 'significant contribution' to the Green Belt by the Green Belt assessment (e.g. WFR/CB7 addition). The Green Belt assessment looks at each individual parcel of land for its contribution towards the Green Belt in isolation. No comprehensive assessments have been undertaken of the entire allocation and the impact its release as a whole would have on the development of the Green Belt. The Green Belt assessment is flawed in this regard.</p> <p>Sections of this site would not be permitted for development by the land owner according to the SHLAA (site OC/6 for example). The availability of all the site is, therefore, questionable.</p> <p>Questionable whether such a large amount of housing in this location could be built out during the Plan Period. Core Sites to the east of Kidderminster are in close proximity to one another. This is also true of the further urban extensions proposed under Options A and B. Between them these sites have the capacity to deliver between 3,615 and 2,895 dwellings. Will take a number of years before a start can be made on site, dwellings likely to be delivered during last ten years of the plan period. The housing market will not sustain the number of sales to deliver this quantum development in close proximity to another. If these</p>

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				<p>sites are allocated they will deliver long beyond the plan period. As such, the capacity of the sites during the Plan Period should be significantly reduced. In our view a 50% reduction should be the minimum.</p> <p>WFR/WC/16 and WFR/WC/32 – Lea Castle Hospital Extensions – Not possible for the east of Kidderminster to sustain the completion rates required to deliver the urban extension allocations in this location during the course of a plan period. In addition, this site is identified as making a ‘contribution’ and ‘significant contribution’ to the Green Belt by the Green Belt assessment. The site should not be allocated for development.</p>
	LPPO1604	Policy 31	Object	<p>Objects to sites being allocated for the following reasons:</p> <ul style="list-style-type: none"> • Impact on highways • impact on wildlife • loss of good agricultural land • loss of and impact on Green Belt • loss of amenity • noise and air pollution <p>(also see comments raised on various sections of the document)</p>
	LPPO2694	Lea Castle General	Object	<p>I had a few concerns regarding the housing development of the Lea Castle site. I understand the plans have gone ahead for housing but many are concerned it is aggressive and will have an impact on the nearby villages. Cookley is a village that is separate from Kidderminster. I therefore hope that a large majority of the Green Belt land can be saved to maintain the beautiful landscapes and the village.</p>
	LPPO3005	Policy 31	Object	<p>I am writing to strongly object to any proposal to add pockets of new housing around the area, specifically the rear of Baldwin Road, around Offmore and Comberton towards Hodge hill, and extending the Spennells estate. Green Belt land ought to be protected; it is home to a variety of animal species, including some endangered birds, and the Green Belt is what</p>

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				<p>separates Kidderminster from the West Midlands conurbation. Kidderminster town itself needs a lot of work, the green spaces around Kidderminster and its many pleasant areas and attractions are what keep us here.</p> <p>Aside from the destruction of wildlife habitats and open green spaces which so many enjoy, the proposals to add pockets of housing are not viable owing to a lack of infrastructure to support a growing population. New primary schools will be required and Offmore School cannot expand further. The roads around the area suffer from congestion most times of the day, whether it is school holidays with people travelling through for the safari park, or term time when people are simply trying to get to work. Current proposals would require a major Eastern bypass otherwise even the current rat runs will become congested. However such a road would need an expensive railway bridge and a 30m min tree screen to buffer housing from traffic noise. Pockets of linear housing would have no facilities such as a school or community centre.</p> <p>Will WFDC also consider transforming and investing in the town centre itself, within the ring road? When we were renting we struggled to find good quality flats, and there appears to be a lack of these near to town centre facilities. Yet we now suffer from a major drug crime epidemic and anti social behaviour as the town centre gradually becomes derelict; this is especially true around Worcester Road and Bromsgrove Street since the leisure centre facilities moved out of town. The town centre is a depressing place to visit and too many people are happy to destroy and ruin anything nice. Make the area residential and bring life back into this area. Don't destroy our Green Belt.</p>
	LPPO3183	Policy 31	Comment	<p>Any objections we raise are motivated by a desire to keep our rural environment – to keep things how they were when we decided to live where we live and to preserve as much as we can the value of our home.</p> <p>We question whether the provision of the Kidderminster Eastern Relief Road would be at the mercy of central government funding? If so, what happens if option A is adopted and the</p>

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Company / Organisation	ID	Para / Policy	Type of Response	Summary of Response
				relief road doesn't materialize? Presumably chronic congestion on the existing estate roads.
	LPP01887	Policy 31	Object	<p>Overall, object to both options A and B.</p> <p>The eastern side of Kidderminster would bear the brunt of development and a higher proportion of Green Belt would be lost than the figures quoted – thus bringing us nearer to the West Midlands conurbation.</p> <p>The land around Offmore is very versatile agricultural land. There are no public rights of way so it is a wildlife haven for bats, owls, foxes, badgers, hares and many endangered species of birds. Development would destroy their habitat. Previous planning at Offmore Farm was very restricted because of the bat roost. The suggested relief road would not relieve traffic in Kidderminster, only more problems to another replace. It would only serve as a distributor road to service any new housing development. One or possibly two railway bridges would be necessary to take any road to join A456, the cost of this would be prohibitive and no private developer would pay for it. If funded by central government the cost would then fall to the tax payer. The prospect of a relief road running into Husum Way is extremely worrying. The junction is already dangerous and then even more heavy traffic is alarming.</p> <p>Blakedown station has inadequate parking facilities and a large influx of people would cause more problems for local residents.</p> <p>We feel that brownfield sites and ex-factory building etc. should be prioritised and land in and around Lea Castle would be expanded to Axborough Land, to build homes. This would have less impact on local residents and the environment. It also has better access than land around Offmore and Comberton. The Lionfields site should be used for affordable and social housing to bring vitality into the town centre.</p> <p>Whilst we understand the need for more housing and the difficult decisions that have to be made, we ask that it could be more proportionate around the area.</p>

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Company / Organisation	ID	Para / Policy	Type of Response	Summary of Response
				We oppose to both option A & B for the reasons stated.
	LPPO2005	Lea Castle General	Comment	<p>Comment on the Lea Castle site:</p> <p>We need shops, school, doctors, and some activity for children.</p>
	LPPO2171	Policy 31	Object	<ul style="list-style-type: none"> • Wants to keep the Green Belt land. • SSSI in the area re important for our future. • There are other areas to develop.
	LPPO2284	Policy 31	Object	<p>To loose Green Belt on the eastern side of Kidderminster would make our town just like all the faceless areas of Birmingham and the West Midlands. Our town is lucky to be surrounded by Green Belt because it lets you know you have arrived and are travelling into a town that is proud to stand on its own, otherwise who would know if you are just arriving or leaving Kidderminster, also to loose the fields on the eastern side of our town would tragically see the end of the most the wildlife living there.</p> <p>There is wheat growing in the field at the moment and produce has been grown there every year since we came here fourteen years ago. Surely getting rid of all that farmland would reduce the amount of local food produce available to us.</p>
	LPPO3442	Policy 31	Object	<ul style="list-style-type: none"> • This will totally destroy beautiful countryside. • It will take habitat away for any wildlife, trees and plants. • Using Green Belt land will also cause more pollution. • Schools, GP practices, hospitals are already bursting with the capacity. • It will make the town over populated.
	LPPO3450	Policy 31	Object	The area is a treasured green field site and is home to many different plants and wildlife. The area is also useful for leisurely activities.

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Company / Organisation	ID	Para / Policy	Type of Response	Summary of Response
	LPPO2528	Policy 31	Object	<p>I wish to object to the proposals to extend Kidderminster in a north-easterly direction as proposed by Policy 31. The proposed plan Policy would cumulatively create a linear extension of Kidderminster towards the north-east and the merging of the built form with the southern edge of Cookley, resulting in loss of Green Belt land and unacceptable urban sprawl by creating a corridor of continuous development between the two settlements.</p> <p>Loss of this Green Belt land, in combination with development of the Lea Castle hospital site, would create a significant and unacceptable narrowing of the designated Green Belt between Kidderminster and Stourbridge and the wider West Midlands conurbation. Whilst acknowledging that the Lea Castle hospital site has been previously developed, the site is distant and disconnected from Kidderminster town centre and the proposed policy, in utilising the site for housing, in combination with either Option A or Option B sites does not provide for any gain or improve the sustainability of the location. Limited public transport facilities, combined with the lack of retail provision, would result in residents would be reliant upon car transport to access services. A more sustainable use of the site, utilising the existing building footprints and acknowledging the parkland setting should be sought.</p> <p>Inclusion of these parcels of greenfield, Green Belt land for development combined with the Lea Castle site will actively encourage urban sprawl to the north-east and thus should be removed from the Plan.</p>
	LPPO2532	Policy 31	Object	<p>I write to express my grave disappointment that the council would even consider the destruction of the Green Belt surrounding Kidderminster, let alone the apparent large-scale disregard that the local plan review seems to favour.</p> <p>We live in Cookley which, I am sure you are aware, is one of the many established, self-sustaining villages around Kidderminster and is inset in Green Belt. It, and the surrounding villages, is/are not extensions of Kidderminster and destruction of the Green Belt in order to make this so by building more houses than any available paperwork (other than the local plan) suggests are needed meeting the need of Cookley as an inset village (and the</p>

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				<p>surrounding inset villages) which the WFDC is supposed to have an obligation to protect?</p> <p>Therefore we oppose the Local Plan Review for usage of the Green Belt but are happy for usage of brownfield sites without extension onto the Green Belt (such as removal of the woodland around the Lea Castle Site).</p>
	LPPO2535	Policy 31	Object	<p>I wish to register my objections to Options A and B (all development on Green Belt land).</p> <p>I am strongly opposed to large scale development on Green Belt land. I believe the land should be protected from development as Green Belt status should ensure. I feel that there are plenty of brownfield sites in the Wyre Forest that could accommodate the proposed housing development.</p> <p>I also do not feel that the sites have the infrastructure to cope with the additional population. Traffic on the Spennells estate at peak times is already extremely heavy. I do not believe that the link road being proposed would do anything to alleviate the problem as it would have to cross one of the major routes hereby creating further congestion. There is also insufficient educational provision for the additional population. There are not enough school places in the local schools and no new school is included in the plan.</p>
	LPPO2295	Policy 31	Object	<p>I do not think the benefits of easier school provision and eastern bypass option outweigh large scale expansion east of Kidderminster.</p>
	LPPO3769	Policy 31	Comment	<p>Whatever development is proposed for Kidderminster (whether at Lea Castle, Baldwin Road or Stourbridge Road/Hurcott Lane, it needs to address the dangerous junction between Hurcott Lane and the A456 and the weak road bridge at Hurcott Pool Reservoir.</p> <p>The junction of the A456 and Hurcott Lane is already a dangerous blackspot. There was another serious accident there only last week. The Highways Authority has already acknowledged the danger in part by reducing the dual carriageway to single carriageway access on the approach to and exit from Kidderminster. Hurcott Lane is also used as a rat run</p>

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				<p>between Birmingham Road and the Stourbridge Road, during the morning and evening commutes. This starts in the morning with constant traffic from as early as 5.30am, and that would only massively increase with development either on the Baldwin Road site or at Lea Castle. There is also the issue of whether the road bridge on Hurcott Lane could support any material increase in traffic.</p> <p>One way to address both concerns about Hurcott Lane would be to put bollards across the road adjacent to the access to the Hurcott Nature Reserve, thereby allowing vehicle access to the Nature Reserve from both the Stourbridge Road and the Birmingham Road, but preventing through traffic to anyone other than the emergency services with key access to the bollards. The bollards would need to go across the car park, to prevent people driving into the car park one way and out the other side to maintain through road access. This solution would also reduce traffic from additional development, in a way, which would protect the road bridge and alleviate the need for strengthening works.</p> <p>The Council might also want to consider cutting off Hurcott Road at the point where it narrows to a single track road, maybe putting an additional car park to the side, thereby improving the amenity access to Hurcott Nature Reserve for pedestrians, cyclists and horses. That would make that stretch of road much safer for people who today struggle with oncoming traffic if they try to negotiate that road on foot. Hurcott Nature Reserve is the most beautiful park/reserve on the eastern edge of Kidderminster, within walking distance of the town centre, and has SSSI protection. I would like more people to visit it, see it promoted more in local literature about the town, and make it easier for them to get there without the use of a car.</p>
	LPPO3787	Policy 31 - Urban Extensions	Comment	<p>The band of proposed development on the East side of Kidderminster running from Cookley down to Offmore would not appear to address the core policies of the Local Plan Review (Sections 6 to 11) in encouraging the growth of Wyre Forest with Kidderminster at its centre. It would not attract a younger population into the centre of the town but encourage the corridor of growth along the A456 and A451 for commuters to Birmingham and Stourbridge</p>

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				<p>and areas served by Bromsgrove District and Dudley Metropolitan Borough Councils.</p> <p>Wyre Forest's ageing and static population (Table 2.0.1) would not be served by housing that would require greater mobility to access the amenities provided by Kidderminster town centre. The bus services along Birmingham Road and Stourbridge Road (25 & 192 run by Diamond) are infrequent and unreliable and any train travel would require a long journey to Blakedown which is almost outside of the WFDC area and in the opposite direction to the town centre.</p> <p>The development of the central business district would seem to be a better way of encouraging growth and making the centre a desirable area to live. Recent coffee shops near Castle Road are a welcome addition and the River Stour and canals could become features rather than inconveniences, similar to Brindley Place in Birmingham. The 'gentrification' of awful eyesores like Crown House and empty carpet factories would improve and encourage investment, while celebrating and preserving the town's heritage.</p> <p>Amenities could be concentrated and developed as part of the town regeneration - like Kidderminster Medical Centre - rather than the band of proposed housing placing extra burden on existing schools and surgeries that are already over-stretched. e.g. St. Mary's, St. George's and Offmore Primary schools or Stanmore House Surgery.</p> <p>Developing semi-rural sites would be detrimental for the district, destroying open spaces and ruining the approaches to the town from the East which are currently green and inviting. The government pledged to protect Green Belt (Theresa May, February 2017) and the Plan Objectives (Table 3.0.2) also aim to "protect and support the role of the Green Belt". The government has reiterated that Green Belt should only be built on in "exceptional circumstances" and "absolutely sacrosanct" (Sajid Javid, Communities Secretary, 2016).</p> <p>Hurcott Woods and Village</p>

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				<p>One area that the proposed core development would engulf is Hurcott Village, with core housing proposed either side of the village and Hurcott Woods. The village is of historic and scientific interest, being developed on a site that is regarded as one of the oldest sites in British papermaking dating back to the middle ages. The woods is a Site of Special Scientific Interest (SSSI) and developing the land around it would destroy much of the wildlife it supports. Buzzards, kingfishers, muntjac deer, otters, grebes, herons, woodpeckers, bats and newts are some of the wonderful wildlife regularly seen in the area and the delicate balance of nature needs to be surrounded by Green Belt to preserve it. It should be seen as an amenity and asset by WFDC and a jewel in Kidderminster's crown.</p> <p>The village and woods are served by a single track road, Hurcott Lane, from the North and South ends and an even narrower road, Hurcott Road from the West. Pedestrian access is only via these roads that have no pavements and a national speed limit of 60mph. There are regular incidents and accidents as a consequence of increased traffic from drivers using it as a cut-through from Stourbridge Road to Birmingham Road. Van drivers in particular hurtle through at dangerous speeds and despite the "not suitable for HGV" signs, lorries and coaches are directed by their satnavs through the village. Any housing developments in the area would put unbearable pressure on Hurcott Lane and the bridge and dam that are already showing signs of stress.</p> <p>The village is wholly residential; there are no shops and no pub and the road should only serve residents and those visiting the woods. That is clearly not the case and at least 95% of traffic dangerously speeds through, using it as a short-cut. Any surrounding residential development would put unbearable strain on Hurcott Lane and it is not clear from the Local Plan Review whether an Eastern Relief road would stop this cut-through traffic and could be a very expensive construction given the extra railway bridges that would be needed.</p> <p>The village is currently crime-free and - with no street lighting - free of light pollution. These would inevitably increase if surrounding Green Belt is built on and the area would soon be swallowed up by the contiguous conurbation.</p>

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	LPPO2708	Policy 31	Object	<p>I am writing to strongly object to the Local Plan Review because:</p> <ol style="list-style-type: none"> 1. The Green Belt should be protected land that preserves the rural nature of the community and stops urban sprawls into the countryside. 2. There are ample brown field sites in the District, that should be developed first: empty industrial factories, waste land and empty shops. 3. Kidderminster is already a busy commuter town. Adding major developments to the Spennells estate would just exacerbate problems: commuting during peak times, added demands to local schools, hospitals, doctors, road structure, car pollution, etc. 4. If you allow any more development in the Green Belt, there will be no stopping it and whole villages will be swallowed up by larger towns. 5. Existing Green Belt is for wildlife, flora and fauna. Not for further housing developments. 6. If you approve the local plan, then Option B is preferred because it shares the development around the District, rather than just putting it all together on the Spennells, Offmore and Comberton Estates. Other parts of the District should share the developments and responsibility.
	LPPO3577	Policy 31	Object	<p>You are taking away the Green Belt land which is home to a massive amount of wildlife. We teach children to preserve and look after this wildlife but this ideal is lost when money is involved.</p> <p>I am concerned about the new road and the amount of traffic that will be generated in and around Kidderminster and the air quality with the additional fumes and noise. The additional pressure on hospitals, doctors, dentists and schools, it was really quite the challenge to get appointments at my doctor's surgery that they changed the appointments system as it is!</p> <p>I bought my house with the view that I have and I love it, this will be destroyed when the</p>

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				houses are built. We have a very beautiful countryside that is right on everyone's doorstep, people can access the wildlife, birds, badgers, hedgehogs, bats, flowers, rabbits etc on our lovely public walkways and paths. I appreciate the need for more housing, but there is also a need for a healthy population, as humans we have a need for a quiet environment, this area gives us endless health benefits and therefore we should preserve what we have.
	LPPO3580	Policy 31	Object	<ul style="list-style-type: none"> Realises extra housing is necessary but doesn't think it is a good idea to focus developing just one side of Kidderminster - especially on Green Belt land. Concerned about Hurcott Village as it is already used as a rat run. Road is not large enough to take the traffic now - this can only get worse. All infrastructure in the area is already under considerable pressure.
	LPPO3509	Policy 31	Comment	<p>There is no guarantee that building more housing on the eastern side of Kidderminster will make the development of an Eastern Relief Road more likely.</p> <p>It will create more congestion in that area.</p> <p>So of the 2 options I prefer the more dispersed one.</p> <p>I am not convinced of the need to build so much housing on virgin land.</p>
	LPPO4529	Lea Castle General	Support	I believe that the building should actually be in Lea Castle as this would be of benefit to that area and sustain schools in that area such as Wolverley.
	LPPO3571	31.1	Object	The 'necessary housing' has been falsely derived by a flawed OAHN report. This document dismisses three independent analysis in favour of one that supports the Council's original agenda. The Council has misled the Community with the scale of future provision. The scale of development will unbalance the town of Kidderminster converting it into an urbanised sprawl

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				unattractive to tourist so vital to the economy. It is unnecessary to pave over Green Belt when other forms of buildings can be considered within the curtilage of the existing town boundary utilising modern design of apartments to suit affordable housing. The idea to continually spread out over fields is ill thought through and destructive to the wider landscape, viability of remaining farming and detrimental to wildlife. The proposed mitigation in the form of education and community facilities simply undermines the relevance of the town centre. The proposed relief road will simply attract more vehicles along the A449/A456 route decreasing safety and isolating the town centre from custom. The statement is in direct contradiction to 25.2. I object strongly.
	LPPO4570	31.1	Object	<p>Justification 31.1 states “there is insufficient readily available Brownfield or non-Green Belt land...etc “ However:</p> <ol style="list-style-type: none"> 1. There are brownfield sites not on the plan, e.g. Brown Westhead Park in Wolverley/site of the old quarry opposite that/behind The Range at Crossley Park, Kidderminster plus others. 2. No evidence in review of any employment provision or any commercial activity for incomers 3. Share the housing quota which is due to Wolverley & Cookley Parish.
	LPPO4571	31.1	Object	<p>Justification 31.1 states “there is insufficient readily available Brownfield or non-Green Belt land...etc “ However:</p> <ol style="list-style-type: none"> 1. There are brownfield sites not on the plan, e.g. Brown Westhead Park in Wolverley/site of the old quarry opposite that/behind The Range at Crossley Park, Kidderminster plus others. 2. No evidence in review of any employment provision or any commercial activity for incomers

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				3. Share the housing quota which is due to Wolverley & Cookley Parish.
	LPPO1080	31.1	Object	<p>31.1 states “there is insufficient sustainably located readily available brownfield or non-Green Belt land to accommodate the necessary housing and employment growth required in the plan period.” I would counter that for two reasons:</p> <ul style="list-style-type: none"> • There are brown field sites that are not on the plan, e.g. Brown Westhead Park, Wolverley, partially owned by the Council and with limited economic benefit to the area; and the site of the old quarry on the opposite side of the B4189 to the above site. There is brownfield land still not built on behind The Range at Crossley Park in Kidderminster. • I see no evidence in the review of any employment provision or any commercial activity for the 2800+ people that will move in to the homes on the Green Belt “based around the redundant Lea Castle Hospital site near Cookley”. One convenience store next to the Park Gate Inn & a small office building is insufficient.
	LPPO4560	31.1	Object	<p>Justification 31.1 states “there is insufficient readily available Brownfield or non-Green Belt land...etc “ However:</p> <ol style="list-style-type: none"> 1. There are brownfield sites not on the plan, e.g. Brown Westhead Park in Wolverley/site of the old quarry opposite that/behind The Range at Crossley Park, Kidderminster plus others. 2. No evidence in review of any employment provision or any commercial activity for incomers 3. Share the housing quota which is due to Wolverley & Cookley Parish.
	LPPO4576	31.1	Object	Justification 31.1 states “there is insufficient readily available Brownfield or non-Green Belt

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				land...etc “ However: <ol style="list-style-type: none"> 1. There are brownfield sites not on the plan, e.g. Brown Westhead Park in Wolverley/site of the old quarry opposite that/behind The Range at Crossley Park, Kidderminster plus others. 2. No evidence in review of any employment provision or any commercial activity for incomers 3. Share the housing quota which is due to Wolverley & Cookley Parish.
	LPPO4699	31.2	Comment	Justification 31.2 fails to mention that the outline planning permission for the core proposal (for 600+ homes) involves the removal of woodland – Green Belt land – on the site.
	LPPO4700	31.2	Comment	Justification 31.2 fails to mention that the outline planning permission for the core proposal (for 600+ homes) involves the removal of woodland – Green Belt land – on the site.
	LPPO4708	31.2	Comment	Justification 31.2 fails to mention that the outline planning permission for the core proposal (for 600+ homes) involves the removal of woodland – Green Belt land – on the site.
	LPPO4846	31.2	Comment	Justification 31.2 fails to mention that the outline planning permission for the core proposal (for 600+ homes) involves the removal of woodland – Green Belt land – on the site.
	LPPO4767	31.2	Comment	Justification 31.2 fails to mention that the outline planning permission for the core proposal (for 600+ homes) involves the removal of woodland – Green Belt land – on the site. I wonder if you could explain to me please why it is felt necessary to desecrate an area of woodland and destroy the homes of countless species of wildlife.
	LPPO4575	31.2	Comment	Justification 31.2 fails to mention that the outline pp for the core proposal involves the removal of woodland/Green Belt land on the site.
	LPPO4930	31.2	Comment	Justification 31.2 fails to mention that the outline planning permission for the core proposal (for 600+ homes) involves the removal of woodland – Green Belt land – on the site

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	LPO5134	31.2	Comment	31.2 fails to mention that the outline planning permission for the core proposal (for 600+ homes) involves the removal of woodland – Green Belt land – on the site.
	LPO4764	31.2	Comment	Justification 31.2 fails to mention that the outline planning permission for the core proposal (for 600+ homes) involves the removal of woodland – Green Belt land – on the site. I wonder if you could explain to me please why it is felt necessary to desecrate an area of woodland and destroy the homes of countless species of wildlife?
	LPO4559	31.2	Comment	Justification 31.2 fails to mention that the outline pp for the core proposal involves the removal of woodland/Green Belt land on the site.
	LPO2317	31.2	Object	The outline planning permission for the core proposal (for 600+ homes) involves the removal of woodland – Green Belt land – on the site.
	LPO2609	31.2	Object	On page 178, Justification 31.2 fails to mention that the outline planning permission for the core proposal (for 600+ homes) involves the removal of woodland – Green Belt land – on the site. In the face of climate change, Green Belt land has an increasingly important role in the storing of carbon and in preventing flooding and is a vital economic resource for food security and soil protection.
	LPO456	31.2	Comment	WFR/WC/15 Extend the Lea Castle site to use the land up to the Wolverhampton Road and at the rear of the Lea Castle site and extending the site up to Axborough Lane. This would alleviate the need to build housing at the rear of Baldwin Road and Offmore Estate. It would create a sustainable community with its own Primary School, Doctors' surgery, shops etc. It would also alleviate any issues that a smaller site would have on Cookley Parish.
	LPO363	31.2	Comment	I think that you really need to have a robust plan for traffic management - although I don't live near the Lea Castle site, I do drive past frequently: at certain times of the day, there is a

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				big queue down to the traffic lights on the A449 from Wolverley. The junction by the park gate onto the Stourbridge Road is quite blind and would need remodelling. For such a large housing development, I'd consider the instigation of a new public transport service an essential item.
	LPO446	31.2	Object	This paragraph refers to the 'proposed' development of up to 600 homes at Lea Castle. Once the outline planning consent has been approved, it is no longer a proposal. I've objected here, but it makes no difference at all, as you are not consulting - the decision has been taken. So this is not a consultation, it is a presentation after the fact.
	LPO1081	31.2	Object	31.2 fails to mention that the outline planning permission for the core proposal (for 600+ homes) involves the removal of woodland – Green Belt land – on the site.
	LPO4569	31.2	Comment	Justification 31.2 fails to mention that the outline pp for the core proposal involves the removal of woodland/Green Belt land on the site.
	LPO4568	31.2	Comment	Justification 31.2 fails to mention that the outline pp for the core proposal involves the removal of woodland/Green Belt land on the site.
	LPO4665	31.2	Comment	Justification 31.2 fails to mention that the outline planning permission for the core proposal (for 600+ homes) involves the removal of woodland – Green Belt land – on the site.
	LPO4673	31.2	Comment	Justification 31.2 fails to mention that the outline planning permission for the core proposal (for 600+ homes) involves the removal of woodland – Green Belt land – on the site.
	LPO4820	31.2	Comment	31.2 fails to mention that the outline planning permission for the core proposal (for 600+ homes) involves the removal of woodland (Green Belt) on the site.
	LPO4885	31.2	Comment	31.2 fails to mention that the outline planning permission for the core proposal (for 600+ homes) involves the removal of woodland – Green Belt land – on the site.
	LPO4906	31.2	Comment	On page 178, Justification 31.2 fails to mention that the outline planning permission for the core proposal (for 600+ homes) involves the removal of woodland- Green Belt land- on the

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				site.
	LPP04938	31.2	Comment	Justification 31.2 fails to mention that the outline planning permission for the core proposal (for 600+ homes) involves the removal of woodland – Green Belt land – on the site.
	LPP04942	31.2	Comment	Justification 31.2 fails to mention that the outline planning permission for the core proposal (for 600+ homes) involves the removal of woodland – Green Belt land – on the site.
	LPP04816	31.2	Comment	Justification 31.2 fails to mention that the outline planning permission for the core proposal (for 600+ homes) involves the removal of woodland, (Green Belt).
	LPP04889	31.2	Object	31.2 fails to mention that the outline planning permission for the core proposal (for 600+ homes) involves the removal of woodland – Green Belt land – on the site.
	LPP04934	31.2	Comment	Justification 31.2 fails to mention that the outline planning permission for the core proposal (for 600+ homes) involves the removal of woodland – Green Belt land – on the site.
	LPP0501	31.3	Object	<p>Document is too long, too technical and too prescriptive. Ridiculous to expect people to read and digest it then comment on specific points. The timing of this review coincides with the summer holidays and the period allowed is far too short for people.</p> <p>No specific reference to proposed development along Hurcott road a single carriageway prior to entering the village of Hurcott. I wish to make an objection to any development that can be seen from the above mentioned road or Hurcott Pools nature reserve itself. Both the road and the nature reserve are used by local residents on a regular and frequent basis for recreation and appreciation of the special nature of this area. Any development which impinges on the seclusion of the road and the reserve will be detrimental to the health of the site and the well-being of a significant number of local people. In addition, any development in this area will effectively end the status of Hurcott as a village, resulting in the loss of a picturesque setting which is loved by both residents and those who visit it en route to the nature reserve, ANY development here should not happen.</p>

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	LPPO179	31.3	Object	Increased development will encroach on the SSI at Podmore and increase pressure on the natural wildlife, planning was restrained in the past because of studies of the wild life and ecology of the area This must in your archives.
	LPPO260	31.3	Object	<p>The provision of a link i.e. footpath or cycleway will because of the isolated position of existing properties create an increased security and unwanted intrusion risk. At present access has been restricted by the present landowner who has discouraged local residents from using the land. With the growth in development the whole area will be under a much greater invasion than it has been in the past.</p> <p>The proposed pathway will leave the SSSI more vulnerable to unwanted visitors who could harm the ecology and do untold damage to wildlife.</p> <p>In short the greater the access the more unwanted criminal activity will arise</p>
	LPPO716	31.4	Comment	Concerned that there is no core infrastructure for all these houses. Schools/doctors in Cookley/Wolverley are full. Main roads already busy will cause gridlock.
Wyre Forest Green Party	LPPO1417	Eastern Relief Road	Comment	<ol style="list-style-type: none"> 1. Details of the so-called “Eastern Relief Road” are vague and not in a form that can be fairly assessed in this consultation. There is only one large-scale map with a dotted line running from approximately the junction of Stanklyn Lane with the A449 to Hodgehill. If this were the route, a road tunnel and rail bridge would be needed near the A449 and another expensive and intrusive bridge over the railway line would be needed at Offmore. This expenditure is totally unjustified, since the A450 already serves the purpose. 2. No definitive route or traffic model has been provided for this proposal, meaning that local residents are not being provided with sufficient details to make an informed judgement. This is in breach of Rural and Town Planning Institute best practice. Local people are unable to evaluate the true effects of a proposed new road when there is no definitive route indicated. 3. Estimation is provided in the Wyre Forest Infrastructure Delivery Plan (WFIDP) of the

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				<p>cost of building such a road to be £17.5m. A route must therefore have been put forward to enable preliminary costings and this information should have been transparent in the local plan review.</p> <ol style="list-style-type: none"> 4. The idea that this would create the means for traffic to by-pass Kidderminster en-route to Birmingham or the M5 is misleading since the A450, less than 2 miles to the east, already provides this facility. If an improved means of road transport is needed, this could be provided by widening the existing A450 without constructing an entirely new road over Green Belt land and potentially through a new housing development, together with the hazards to residents and children this would involve. Improving the A450 would provide relief to any congestion on the A449, without bringing increased air, light and noise pollution to the already heavily-populated Spennells estate. 5. We understand that a proposal to either raise the railway 'Black Bridge' over the A450 or to lower the road under the 'Black Bridge' has already been investigated, so that HGVs could use this route. 6. An Eastern Relief road would not help to regenerate Kidderminster since any regeneration is desperately needed within the run-down town centre, not on the outskirts in Green Belt land. 7. A new road would create a whole series of dangers, hazards and disadvantages to local residents and local wildlife (as shown in further sections below). 8. A new road such as that floated within the Kidderminster Local Plan would cause catastrophic effects by crossing existing wildlife corridors. The Spennells Valley Nature Reserve and its green corridors would be compromised by the building of a new road – a road which is not needed for the purpose presented in the Local Plan. 9. There would be difficulty for such a road to pass through the proposed development at OC/13 south which crosses the water course incorporating Captains Pool and the Green corridor to Stanklyn Pool in order to then link up to the A448 Bromsgrove Road. 10. The proposed new road (the Eastern Relief road) would impact environmentally sensitive areas with increased air pollution, more noise pollution, light pollution and the destruction of large amounts of natural habitats.

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				<p>11. A more likely route for Eastern Relief Road would necessitate the construction of an elevated bridge in order to cross the railway line, near Easter Park. Allowance would be needed for electrification of the rail line uses in the future. This would cause significant visual and noise impact upon existing Spennells residents to their obvious detriment in both health and wellbeing. The road would also have an adverse effect upon people who currently live on the Spennells estate due to increased ambient lighting, increased traffic noise, air pollution and additional traffic vibration.</p> <p>12. The construction of the Eastern Bypass is likely to encourage more car journeys to be undertaken. Although the Local Plan Review says that S-NE traffic will be diverted away from the town centre, locally generated traffic on the eastern side of Kidderminster could use the bypass as a shortcut between areas. This could lead to increased pollution including emission of CCGs, more road casualties, a reduction in walking and cycling and a consequent rise in obesity and associated health conditions.</p> <p>13. The claim that the Eastern Relief Road will facilitate an improvement in AQMA at Churchfields is bogus, since it goes nowhere near this area. The AQMA at Churchfields/Horsefair will be improved with the proposed new roads and one-way routes in the area.</p>
	LPPO1826	Eastern Relief Road	Comment	An eastern bypass from the A456 to the A449 is not sufficient to alleviate the traffic problems in Kidderminster, especially at weekends. What is really required is a bypass for the A456 road, to remove all the traffic congestion around the ring road past St Marys, and on the Bewdley Road.
	LPPO3821	Eastern Relief Road	Comment	<ul style="list-style-type: none"> The proposed eastern bypass will require two railway bridges at the A449 and A456 trunk roads which would be wholly or partially funded by the developers as a condition of their approval by the local authority and it may not be acceptable to developers to incur the cost of building railway bridges in add
	LPPO2496	Eastern Relief	Object	I believe the consultation is not in accordance with the guidelines for Public Consultation and

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		Road		no rationale reasoning has been given for the need of an Eastern relief road.
	LPPO2607	Eastern Relief Road	Object	The Kidderminster Eastern Relief Road referred to on pages 42, 45 and 108 if extended as far as the A449 would just lead to congestion further up the A449 further affecting the quality of life of the villages of Cookley and Causall.
	LPPO3831	Eastern Relief Road	Comment	The proposed eastern bypass will require two railway bridges at the A449 and A456 trunk roads which would be wholly or partially funded by the developers as a condition of their approval by the local authority. This additional cost of funding the provision of railway bridges for a dual carriageway could well be prohibitive.
	LPPO3957	Eastern Relief Road	Comment	Although the draft proposals say that an eastern by pass could be provided, this has been suggested on previous occasions and has not come to fruition due to the cost of development and would be unlikely to be paid for by any developing company whose main priority is profit. There should be no development to the east of Offmore until after an Eastern By Pass has been constructed. To do so would cause further congestion and pollution which is the opposite to what the local plan is trying to achieve.
	LPPO4175	Eastern Relief Road	Comment	<p>WFDC need to explain to voters why this 21 year old proposal has now been resurrected apparently following another “useful contribution” from Greater Birmingham & Solihull Local Enterprise Partnership.</p> <p>If this by-pass was, in fact, built can WFDC confirm that there would be no need to connect to Turnstone Road which has, conveniently, been built without a turning head. Most district councils would deem it ridiculous to route additional traffic through the roads of an existing estate.</p> <p>The construction of this road would be purely to enable quicker access to the motorways for overspill commuting to Birmingham plus opening up the possibility of future housing to the south of the by-pass. This is, no doubt, why Greater Birmingham & Solihull Local Enterprise Partnership are willing to contribute to construction costs</p>

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	LPPO4561	Eastern Relief Road	Comment	<i>If extended as far as the A449, the Kidderminster Eastern Relief Road would cause congestion further up the A449 so affecting the villages of Cookley and Caunsall.</i>
	LPPO4929	Eastern Relief Road	Object	The Kidderminster Eastern Relief Road referred if extended as far as the A449 would just lead to congestion further up the A449 further affecting the quality of life of the villages of Cookley and Caunsall
	LPPO4837	Eastern Relief Road	Comment	<p>There is no evidence in the report to show that a new access road, which would be essential to gain access to the sites, would relieve town centre traffic. An effective eastern relief road, relieving congestion, reducing air pollution and linking all major development sites is put forward.</p> <p>Option A would facilitate an eastern by pass and relieve congestion on the A449 and Town Centre? It is difficult to see how it would relieve the town centre. The proposed development would generate more traffic with the new road feeding existing pinch points and causing more congestion elsewhere. A more diverse development programme as in Option B is more likely to spread the load over the highway network as a whole and not have such an impact on pinch points. A traffic modelling exercise could indicate what is likely to happen. I understand that research has been carried out by Halcrow Consultants on behalf of Worcestershire County Council and a 'Wyre Forest Transport Model – March 2013' produced.</p> <p>It was explained that the exact line has, at this stage, not been determined but it would link the A449 to the A448 (Bromsgrove Road) crossing the railway line (presumably with a new bridge or tunnel) and is likely to be to the south of the proposed development, not passing through the centre of it. It is clear that this new access would be needed to serve the proposed development. This led to the examination of other options that would reduce congestion and pollution in and around the Kidderminster Town Centre. One option was to utilise the existing A450, which leaves the A449 at Torton to the south, passes through Mustow Green and joins the A456 just South of West Hagley. As requested, a suggestion is put forward under the 'Consultation Questions' section. The proposal would also reduce congestion and pollution in Blakedown and should not increase traffic volumes in West</p>

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				<p>Hagley.</p> <p>The Draft Wyre Forest Infrastructure Delivery Plan (2017) under 3.1.5 states ‘Once a preferred option has been identified, a comprehensive network wide (Wyre Forest) assessment of the transport network will be undertaken...’. It appears to me that each Option could have a significant impact on infrastructure and this should be taken into account in Option choice. I would recommend carrying out an assessment for each Option.</p> <p>I have included suggestions of how an Eastern Relief Road could work. This would need much greater examination to verify its practicality.</p>
	LPPO5085	Eastern Relief Road	Object	<p>WFDC have signed up to the Carbon Emissions Programme – yet the end goal based on the Local Plan Review is to get the Eastern Bypass/Relief Road funded from Central Government. The Bypass is an unnecessary expense with two other routes already linking the A449 to Birmingham and motorways. Both of which could be significantly improved with lesser funding and impact on the local environment. The LTP4 states that it is a misnomer to say just building a road alleviates a problem - the very building of that road leads to ‘that road’ becoming the next problem. LTP4 identifies the need for WFDC to address public transport issues and support the use of cycle lanes. The air quality on Spennells is not always good especially on a dank day. The nature of its position within the valley and the heavily trafficked Spennells Valley Road plays a large part in this. It would be questionable then to add a relief road to the rear of Spennells and not consider AQI levels for residents.</p>
	LPPO5089	Eastern Relief Road	Object	<p>Option A suggests a <u>new road</u> from Worcester Road to A456. At the consultation meeting, no one was able to state where this road would actually start and end although the implication was that it would directly affect Spennells Estate in a significant way. This also has clear implications on increased traffic noise and a destruction of the Green Belt. Spennells already absorbs noise from the railway line, Worcester Road and factory units at Easter Park (which recently had a request for extended hours rejected on the grounds of noise) and further noise pollution would be unacceptable and would have an adverse effect on health and quality of</p>

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				<p>life.</p> <p>A <u>new road</u> would simply move traffic a little further away to existing congestion areas on the Worcester Road, Husum Way, Blakedown, Hagley and Mustow Green/Bromsgrove. Kidderminster is not situated in an area that allows easy access to any major road network. To go to M42 you go through Bromsgrove and M5 means further congestion to Worcester and Bromsgrove. Previous plans to have a relief road twenty years ago were rejected.</p>
	LPO5013	Eastern Relief Road	Object	<p>WFDC presentations / literature give the impression that their preference is option A due to the opportunity it gives to create the Eastern relief road, however I would question why this road is needed and what benefit it would provide? The A450 already links the A449 with the A448 and the A456, taking away the need for the proposed relief road. The only problem with the A450 is the 'Black Bridge' railway crossing at the A450 /A449 junction but this issue can easily be resolved by improvement to the A449 / A442 Somerfield junction to enable heavy goods vehicles coming from the Worcester direction to turn onto the A422 and join up with the A450. Can you please advise if this option has previously been considered?</p> <p>I would welcome an answer to my question regarding my road suggestion, I would also like you to forward me a copy of your environmental impact report for the local plan.</p>
	LPO5082	Eastern Relief Road	Object	<p>The plan shows the creation of an Eastern Relief Road for Option A from the A449 to the A456, this will not alleviate any congestion on the Kidderminster ring road or help poor air quality in the town centre. Travellers from Worcester to Birmingham or vice versa do not need to enter the town centre now, they will continue to use the A450. This proposed road will need to cross the railway line at 2 points, at great expense to local people. It will cause noise and air pollution for everyone on the eastern side of town, as well as a huge loss of wildlife habitat. The plan mentions creating cycling and walking paths for people, we will lose the public footpaths and routes currently available on the eastern side of town if you go ahead with option A.</p>
	LPO4698	Eastern Relief	Object	<p>The Kidderminster Eastern Relief Road referred to on pages 42, 45 and 108 if extended as far</p>

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		Road		as the A449 would just lead to congestion further up the A449 further affecting the quality of life of the villages of Cookley and Caunsall.
	LPPO4734	Eastern Relief Road	Comment	The route of the Kidderminster Eastern Relief Road shown in the diagram on page 108 of the plan appears to run from the A449 at Easter Park and end on the A456. It makes little sense to consider building this relief road which will take the traffic back towards town to either the Chester Road or the ring road and will therefore cause jams at these junctions as well as air pollution and the other environmental issues this road seeks to avoid. If traffic wants to head towards Hagley or Birmingham they will use the A450 from the Black Bridge to Hagley and adjustments at Mustow Green to alleviate jams is already being considered. It only makes sense to build this relief road if it continues across Hurcott to the Stourbridge and Wolverhampton roads. Is this the ultimate intention not stated and is this why the development at Lea Castle is split into options? See other comments in about the previous proposal for this road - it never got off the ground as there was no money and no great need. I would refer you to the words in 13.7 'traffic congestion cannot just be tackled by building new roads'.
	LPPO4762	Eastern Relief Road	Object	The Kidderminster Eastern Relief Road referred to on pages 42, 45 and 108 if extended as far as the A449 would just lead to congestion further up the A449 further affecting the quality of life of the villages of Cookley and Caunsall.
	LPPO5088	Eastern Relief Road	Object	<p>Option A suggests a <u>new road</u> from Worcester Road to A456. At the consultation meeting, no one was able to state where this road would actually start and end although the implication was that it would directly affect Spennells Estate in a significant way. This also has clear implications on increased traffic noise and a destruction of the Green Belt. Spennells already absorbs noise from the railway line, Worcester Road and factory units at Easter Park (which recently had a request for extended hours rejected on the grounds of noise) and further noise pollution would be unacceptable and would have an adverse effect on health and quality of life.</p> <p>A <u>new road</u> would simply move traffic a little further away to existing congestion areas on the</p>

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				Worcester Road, Husum Way, Blakedown, Hagley and Mustow Green/Bromsgrove. Kidderminster is not situated in an area that allows easy access to any major road network. To go to M42 you go through Bromsgrove and M5 means further congestion to Worcester and Bromsgrove. Previous plans to have a relief road twenty years ago were rejected.
	LPPO4605	Eastern Relief Road	Object	The Kidderminster Eastern Relief Road if extended as far as the A449 would just lead to congestion further up the A449 further affecting the quality of life of the villages of Cookley and Caunsall.
	LPPO4646	Eastern Relief Road	Comment	Design an Eastern Bypass road to reduce congestion
	LPPO3937	Eastern Relief Road	Object	<p>There is no clear information about a proposed Eastern Relief road. At the numerous' drop in' sessions I attended, the planners acknowledged they did not know where it would go. There is however a costing for it within the WFIDP, so therefore some knowledge is available, but it is has failed to appear in the Draft Local Plan.</p> <p>It would therefore suggest the necessity for further scrutiny and subsequent review to ensure transparency.</p>
	LPPO4132	Eastern Relief Road	Comment	<p>We fail to understand how this ribbon development can be contemplated without first considering an eastern bypass. A true bypass, from the A449 Worcester Road to the A449 Wolverhampton Road, whilst desirable, is probably a pipedream, as the cost of two new railway bridges, at least three traffic islands and associated works would no doubt be deemed prohibitive.</p> <p>It is unarguable that a development to the east of Offmore would provide a faux bypass with consequent dangers in the development itself and traffic delays at Hoo Brook, Spennells Valley and the Chester Road A456 junction at Land Oak.</p> <p>A long narrow development such as this, with access only from Spennells Valley and the A456 will act as a high speed bypass through the very centre of a large housing estate. This is evidenced by the very real problems experienced at the moment in Tennyson Way and</p>

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				<p>Husum Way. This despite the speed cushions in Borrington Road, these estate roads are used as a rat run by large numbers of cars and even articulated HGV's. A speed measuring device placed half way up Husum Way near to the Shakespeare Junction would demonstrate the problem at minimal cost. To even consider a large new development with a nice new racetrack through the middle is madness. Please note that a speed limit is irrelevant, as demonstrated by the problems in Husum way.</p> <p>We would also point out that the proposal that we are asked to comment on is falsely entitled as a Plan. A sketch of an area with portions coloured in and with no indications of existing road numbers, proposed roads and junctions, no infrastructure, no community facilities and no indication of the number of dwellings involved in each part of the plan, nor how the choice of each plan would affect the other is not a plan. Asking for constructive criticism of such a vague unformed "plan" means residents will end up with a development that suits and enriches only the developers, not the town.</p>
	LPPO4847	Eastern Relief Road	Object	The Kidderminster Eastern Relief Road if extended as far as the A449 would just lead to congestion further up the A449 further affecting the quality of life of the villages of Cookley and Caunsall.
	LPPO4919	Eastern Relief Road	Object	There is no meaningful information about the proposed new road in the Local Plan. There is a costing for it within the WFIDP so someone must have an idea of its location but has failed to put it in the consultation. I believe the consultation is not in accordance with the guidelines for Public Consultation and falls short of both YouGov and Rural and Town Planning Institute best practice.
	LPPO4709	Eastern Relief Road	Comment	The Kidderminster Eastern Relief Road referred to on pages 42, 45 and 108 if extended as far as the A449 would just lead to congestion further up the A449 further affecting the quality of life of the villages of Cookley
	LPPO4714	Eastern Relief Road	Object	A potential Eastern Relief Road is drawn on Map A, which appears to bisect the residential area, although this would depend on government funding and approval. A relatively high speed road would lead to a reduction in air quality in what would be a residential area and

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				make any existing rights of way unattractive for recreational activities, especially important in Kidderminster, with its relatively obese and elderly population. There would be a deterioration in the quality of life, both for existing and future inhabitants of the area. The Spennells Valley Road already links the main Worcester Road with the Bromsgrove Road and could potentially be improved, with traffic lights to allow ease of access to the two roads into the estate. A much shorter extension would then connect the Bromsgrove Road to the Birmingham Road. Footbridges should be provided for both pedestrians and cyclists.
	LPPO4701	Eastern Relief Road	Object	The Kidderminster Eastern Relief Road referred to on pages 42, 45 and 108 if extended as far as the A449 would just lead to congestion further up the A449 further affecting the quality of life of the villages of Cookley and Caunsall.
	LPPO4768	Eastern Relief Road	Object	The Kidderminster Eastern Relief Road referred to on pages 42, 45 and 108 if extended as far as the A449 would just lead to congestion further up the A449 further affecting the quality of life of the villages of Cookley and Caunsall.
	LPPO4776	Eastern Relief Road	Object	<p>Details of the “Eastern Relief Road” are vague and not in a form that can be fairly assessed in this consultation. There is only one large-scale map with a dotted line running approximately from the junction of Stanklyn Lane with the A449 to Hodgehill on the A456. If this were the route, a road tunnel and rail bridge would be needed near the A449 and another expensive and intrusive bridge over the railway line would be needed at Offmore. This expenditure is totally unjustified, since the A450 already serves the purpose.</p> <p>No definitive route or traffic model has been provided for this proposal, meaning that local residents are not being provided with sufficient details to make an informed judgement. This is in breach of Rural and Town Planning Institute best practice. Local people are unable to evaluate the true effects of a proposed new road when there is no definitive route indicated.</p> <p>It has been suggested that this road will also serve as a “bypass”. However, it cannot serve as a route which will carry HGVs as well as run through a housing estate. The rough map indicates that it would terminate at the A456, which makes no sense in terms of where</p>

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				<p>bypass traffic is expected to go from there – clearly the A456 and the Land Oak junction would experience higher traffic flows. A Kidderminster bypass would attract traffic from the M5 and A450 and contribute to noise, air light pollution in the District.</p> <p>Estimation of the cost of building such a road is £17.5m, so a route must therefore have been put forward to enable preliminary costings and this information should have been transparent in the local plan review.</p> <p>The idea that this would create the means for traffic to bypass Kidderminster en-route to Birmingham or the M5 is misleading since the A450, less than 2 miles to the east, already provides this facility. If an improved means of road transport is needed, this could be provided by widening the existing A450 without constructing an entirely new road over Green Belt land and potentially through a new housing development, together with the hazards to residents and children this would involve. Improving the A450 would provide relief to any congestion on the A449, without bringing increased air, light and noise pollution to the already heavily-populated Spennells estate.</p> <p>I understand that a proposal to either raise the railway ‘Black Bridge’ over the A450 or to lower the road under the ‘Black Bridge’ has already been investigated, so that HGVs could use this route.</p> <p>A new road would create a whole series of dangers, hazards and disadvantages to local residents and local wildlife.</p> <p>There is virtually no room for such a road to pass through the proposed development at OC/13 south which passes the water course incorporating Captains Pool and the green corridor to Stanklyn Pool in order to then link up to the A448 Bromsgrove Road.</p> <p>The proposed new road would impact environmentally sensitive areas with increased air pollution, more noise pollution, light pollution and the destruction of large amounts of</p>

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				<p>natural habitats.</p> <p>A more likely route for Eastern Relief Road would necessitate the construction of an elevated bridge in order to cross the railway line, near Easter Park. Allowance would be needed for electrification of the rail line uses in the future. This would cause significant visual and noise impact upon existing Spennells residents to their obvious detriment in both health and wellbeing. The road would also have an adverse effect upon people who currently live on the Spennells estate due to increased ambient lighting, increased traffic noise, air pollution and additional traffic vibration.</p> <p>The construction of the Eastern Bypass is likely to encourage more car journeys to be undertaken. Although the Local Plan Review says that S-NE traffic will be diverted away from the town centre, locally generated traffic on the eastern side of Kidderminster could use the bypass as a shortcut between areas. This could lead to increased pollution including emission of CCGs, more road casualties, a reduction in walking and cycling and a consequent rise in obesity and associated health conditions.</p> <p>An Eastern Relief road would not help to regenerate Kidderminster since any regeneration is desperately needed within the run-down town centre, not on the outskirts on Green Belt land. The claim that the Eastern Relief Road will facilitate an improvement in AQMA at Churchfields is bogus, since it goes nowhere near this area. The AQMA at Churchfields/Horsefair will be improved with the proposed new roads and one-way routes in the area.</p> <p>There is NO justification for the Eastern Relief Road.</p>
	LPPO4802	Eastern Relief Road	Object	<p>The Preferred Options Document suggests linking the A449 at Easter Park to the A448 and A456 without any analysis other than relieving Chester Road. Having lived in Kidderminster for 38 years I have never found Chester Road North or South a major problem.</p>

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				<p>A road link at Easter Park would have to cross the railway presumably with a bridge. This would have a significant visual and noise impact on the area.</p> <p>A Kidderminster eastern relief road would attract more traffic, particularly HGVs, along any new development between Stanklyn Lane and Spennells. The aim should be to divert traffic away from Kidderminster entering from the south and east. Such roads already exist linking the A449, A448 and A456 with the A450. The railway bridge (Black bridge) at Torton on the A450 is, however, too low for HGVs and a short crossing over the railway could be built, between Torton and east of Hartlebury, to connect the A449 and A450.</p> <p>A more extensive relief road linking the A449 north and south of Kidderminster would encourage M5 and M6 traffic to leave the motorway and hence increase the passing traffic, particularly HGVs, around Kidderminster. Such a by-pass would increase pollution and noise with a detrimental impact on the health of the community</p>
	LPPO4811	Eastern Relief Road	Object	<p>When asked where the Eastern bypass may be, there are vague ideas. When better options are shown, the officials are not aware of the Kidderminster road topology. Especially the A450 and minor roads. The majority of this route could be upgraded without major disruption to traffic flows whilst being built. This would greatly reduce traffic on the Chester Road North and South and remove pollution from Kidderminster. The vague options for the Eastern bypass go through, or on the edge of, the proposed local plan, putting pollution right on their doorstep?</p>
	LPPO4830	Eastern Relief Road	Object	<p>There is mention of an eastern relief road. This has been a long held aspiration abandoned in the 1990s along with the western orbital motorway. The Review states that if the core sites development goes ahead without the Spennells Option A development then the relief road would not be built. This would then lead to unacceptable congestion on the existing highway network.</p> <p>If the By Pass was built but without the previously mooted western orbital motorway it is only</p>

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				likely to increase the severe congestion in Hagley and further along the A456 through Halesowen into Birmingham.
	LPPO2899	Eastern Relief Road	Object	<p>The Local Plan Review includes the proposal for a so called Kidderminster East Relief Road. And the not-to-scale plan shows an indicative line that it might take once constructed.</p> <p>This road will connect the A456 Birmingham Rd, the A448 Bromsgrove Rd and the A449 Worcester Rd by means of passing via the proposed developments adjacent both Spennells and Offmore Farm Estates. It will serve no other purpose than to give access/egress to the new developments. And it will not relieve any congestion on the A456, A448 or A449 since the points at which it will dissect the existing roads fall well outside of any congestion that congregates on those routes during rush hour.</p> <p>It will require significant investment from the public purse because it will have to cross an existing rail network at one or two points by going under or over. Similar major engineering works will be required to merge onto the A456, A448 & A449.</p> <p>WFDC cite that any developers will be required to provide funding toward this road, and I assume that this will probably be via a section 106 agreement. But those developers will only contribute toward the easier/cheaper engineering which cross through virgin land, they will not expect to fund major engineering works.</p> <p>The Wyre Forest Infrastructure Delivery plan sec. 3.1. confirms that Worcestershire County Council will decide upon the exact route of the relief road once the local plan options have been finalised.</p> <p>Given that the proposed road will not relieve any existing congestion on the aforementioned routes, and that its primary function will be to serve new housing developments, it is factually incorrect to promote it as a relief road or by-pass. In fact it will be a local distributor road the definition of which is <i>“a low-to-moderate capacity road which serves to move traffic from local streets to arterial roads. Distributor roads are designed to provide access to residential</i></p>

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				<p><i>properties</i>". There can be no other designation for this road whilst remaining within fact.</p> <p>The Local Plan Review Page 178 para 31.5 cites that a relief road "<i>would help to alleviate the severe congestion currently experienced along the A449 Chester Road</i>". Once again this is factually incorrect for the simple reason that traffic movements congesting on that road are making journeys into Kidderminster and not past it. The relief road will merge onto A449 & A448 at points on the outer approaches to Kidderminster beyond the end of the line that the current congestion already exists. The so called relief road will not provide an alternative to the current congestion on A449 or A448.</p> <p>I can see no justification for the local authority to spend public funds constructing a road that will only serve the interests of the developers in terms of profit from house sales and will not immediately address any traffic congestion on the approaches to Kidderminster. Likewise there is no evidence being offered as to where this relief road will actually give relief in Kidderminster and there is no evidence of any traffic survey data to prove such a road is required.</p> <p>Local authorities should not be spending public money on schemes that have no direct benefit to the community at large.</p> <p>In summary I object to the proposals in the Wyre Forest District Council Local Plan Review.</p>
	LPPO4577	Eastern Relief Road	Comment	<p><i>If extended as far as the A449, the Kidderminster Eastern Relief Road would cause congestion further up the A449 so affecting the villages of Cookley and Caunsall.</i></p>
	LPPO4691	Eastern Relief Road	Object	<ul style="list-style-type: none"> • Allocated as Green Belt for significant reasons. • Wildlife - Endangered species e.g. Corn Buntings, Yellow Hammers, Deer, Barn Owls and bats also live in these fields. • Railway bridge needed for development and massively increased flow of traffic through Comberton impacting on mental health of local residents. Hurcott Road will

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				<p>become a dangerous rat run.</p> <ul style="list-style-type: none"> Industrial development will ruin the area.
	LPPO3328	Eastern Relief Road	Object	<p>The proposed route would open up Green Belt to unnecessary development.</p> <p>The Green Belt separates Kidderminster from other conurbation and protects delicate eco systems.</p> <p>There is no excess traffic on Tennyson Way to warrant a bypass. More development is not sustainable as the town's infrastructure is not sufficient for the existing population.</p>
	LPPO498	31.5	Object	<p>Cookley is a Village INSET in Green Belt. It has its own strong identity and provides key local services. As a council WFDC should be supporting Wolverley and Cookley Parish Council to meet it's local needs in a sustainable way and not by destroying our Green Belt and putting a development larger than our village, joining our village and forming a development large enough to join Cookley to Kidderminster. I am happy to see a residential development on the Lea Castle Hospital site on the brown field part of the site but believe that a 540 unit development for elderly persons would be more suitable and safer.</p>
Hurcott Village Management Committee	LPPO1628	Eastern Relief Road	Comment	<p>Regarding the Eastern By-Pass. Is it not premature to be changing the Green Belt designation of this land? Would it not be more appropriate that any final decision is left at least until not only its route is definitely known but also that it is actually to be built?</p>
Land Research & Planning Associates Ltd	LPPO562	Eastern Relief Road	Object	<p>Not necessary to allocate this land if consideration given to allowing development outside Green Belt on the western side of District.</p>
	LPPO1592	Eastern Relief Road	Object	<p>The extent of the proposals include a new Eastern By-pass. This will have to incorporate at least one bridge over the railway and the topography suggests some sections would need to be elevated above the surrounding land. This will cause a massive loss of amenity to the Residents via noise, visual amenity, pollution and additional vehicle traffic. The A456 is</p>

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				<p>restricted to single carriageway through Blakedown and further to the east at Hagley where recent residential development has added to the traffic congestion problems. A by-pass would also cause road traffic congestion problems elsewhere on the existing road network. In particular on the A456 which is the main route for access to the M5 and M42 motorways from Kidderminster and Bewdley. Road widening at Churchill and Blakedown as well as at Hagley would be required.</p> <p>A by-pass would need to pass on from the A456 north to the A451 and A449, otherwise the narrow Hurcott Lane would become a “rat run” and create further traffic issues into Kidderminster at the Land Oak cross road to the west and Blakedown to the east.</p> <p>An Eastern By-pass would need to be built before any other development occurs.</p>
Kidderminster Civic Society	LPPO1170	Eastern Relief Road	Comment	Any option that includes a relief road should not be followed without a guarantee that the relief road would be constructed.
	LPPO2012	Eastern Relief Road	Object	There is absolutely no rationale given for why an eastern relief road should reduce congestion?! No evidence is given of traffic flows that need to by pass Kidderminster in such a way as to require a relief road such as this. No research has been done to show that carving up our Green Belt land for such a road would serve the purpose, had such research been done it would have been provided in the document for all to understand!
Spennells Against Further Expansion	LPPO1732	Eastern Relief Road	Object	<p>After twice previously failing to gain acceptance for an Eastern Relief Road, the Council appear to have taken the opportunity to resurrect the chance of proposing the construction of an Eastern Relief Road tied in with the perceived need for more housing in Wyre Forest.</p> <p>This is contested on the following grounds:</p> <ul style="list-style-type: none"> The road would require two expensive road bridges over the railway line; from the A449 somewhere near Easter Park and near Husum Way on to the A456. This expenditure is totally unjustified, since the A450 already serves the purpose of an

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				<p>eastern bypass.</p> <ul style="list-style-type: none"> • As no definitive route or traffic model has been provided residents are unable to evaluate the true effects and make an informed judgement. • An estimation of cost is provided in the Wyre Forest Infrastructure Delivery Plan (WFIDP) so a route must therefore have been put forward to enable preliminary costings. This information should have been transparent in the local plan review. • The idea that this would create the means for traffic to by-pass Kidderminster en-route to Birmingham or the M5 is misleading since the A450, less than 2 miles to the east, already provides this facility. • If an improved means of road transport is needed, this could be provided by widening the existing A450. Improving the A450 would provide relief to any congestion on the A449, without bringing increased air, light and noise pollution to the already heavily-populated Spennells estate. • We understand that a proposal to either raise the railway 'Black Bridge' over the A450 or to lower the road under the 'Black Bridge' has already been investigated, so that HGVs could use this route. • An Eastern Relief road would not help to regenerate Kidderminster since any regeneration is desperately needed within the run-down town centre, not on the outskirts on Green Belt land. • The proposed new road would totally destroy this environmentally sensitive area and create a whole series of dangers, hazards and disadvantages to local residents and local wildlife. There would be catastrophic effects by crossing existing wildlife corridors. The Spennells Valley Nature Reserve and its green corridors would be compromised by the building of a new road – a road which is not needed for the purpose presented in the Local Plan. • There would be significant visual and noise impact upon existing Spennells residents to their obvious detriment in both health and wellbeing. The road would also have an adverse effect upon people who currently live on the Spennells estate due to increased ambient lighting, increased traffic noise, air pollution and additional traffic vibration.

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				<ul style="list-style-type: none"> There is virtually no room for such a road to pass through the proposed development at OC/13 south which passes the Spennells Valley water courses incorporating Captain's Pool and the Green corridor to Stanklyn Pool in order to then link up to the A448 Bromsgrove Road.
	LPPO4674	Eastern Relief Road	Object	The Kidderminster Eastern Relief Road referred to on pages 42, 45 and 108 if extended as far as the A449 would just lead to congestion further up the A449 further affecting the quality of life of the villages of Cookley and Caunsall.
	LPPO4677	Eastern Relief Road	Object	<p>The proposed road is supposed to relieve air quality on the Horsefair and take traffic away from the ring road. I do not believe this is the case. The A450 already accommodates the need for the majority of traffic going towards Birmingham, and the intended 'end' of your new road would not benefit anyone as the A450 comes out much lower down with quicker access to the A456. The proposed new road is basically a parallel road to the A450 along the Spennells fields, and money would be better spent on amending the bridge to allow larger vehicles to pass under, rather than increase light, noise and exhaust pollution elsewhere.</p> <p>The junctions either end of Stanklyn Lane are extremely risky and difficult to pull out of, and the increase in traffic trying to get on to the 'new' road would make this even more difficult. The close proximity of the Roxel site should also be considered as there have been incidents that affected residents and safety should be considered.</p> <p>The cost of building bridges to get over the railway will be very large, and this money would be better used in supporting town centre infrastructure or the area around Lea Castle to support users of roads out of Cookley and surround so they can bypass the town centre and relieve the air quality of Horsefair. Network Rail will also no doubt place strict guidelines on any building of roads, bridges and houses near their lines which will also increase costs considerably.</p>
	LPPO3931	Eastern Relief	Object	The necessary housing figure is derived from a flawed OAHN report, dismissing 3 independent

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		Road		<p>analyses in favour of one that supports the Council's agenda so misleading the community with the scale of future provision.</p> <p>The scale of development will make Kidderminster unattractive to tourists.</p> <p>Use Brownfield sites before Green Belt saving landscape, farming and wildlife.</p> <p>The proposed mitigation undermines the relevance of the town centre and the proposed relief road will attract more traffic affecting safety and isolating the town centre. The statement is in contradiction of 25.2 and I strongly object.</p>
	LPPO4687	Eastern Relief Road	Object	<p>Finally - The Kidderminster Eastern Relief Road referred to on pages 42, 45 and 108 if extended, (something which the district council have no control over) as far as the A449 would just lead to congestion further up the A449 further affecting the quality of life of the villages of Cookley and Caunsall. The increased traffic of potentially up to well over 2000 vehicles coming from the housing sites using the A449 and adjoining roads will create huge congestion issues, impacting on the local countryside and environment and access issues from the village and surrounding areas. Planning new housing needs to consider this and take a more staggered approach - building smaller housing sites across the area, not concentrating housing in a way that will create the above congestion issues.</p>
	LPPO4781	Eastern Relief Road	Object	<p>This appears to have been resurrected apparently again due to another 'useful contribution' from the Greater Birmingham and Solihull LEP.</p> <p>This was originally due to start in 1996 but was abandoned in November of the same year presumably due to shortage of finance. In 2004 WFDC ceased to protect the line of the road.</p> <p>Wyre Forest seems to have survived quite well for the last 21 years without the need for this bypass. The sole reason for resurrecting this proposal must be to enable easier access to the</p>

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				<p>motorway network for the proposed and any future Birmingham overspill.</p> <p>The construction of this link would enable quicker access to the motorways for overspill commuting to Birmingham and the possibility of further housing to the south of the by-pass. Presumably this is why the LEP are willing to contribute to the costs of construction. They would be unable to do this unless they could substantiate the longer term advantages to their board.</p>
	LPPO4784	Eastern Relief Road	Object	<p>I fail to see how the Kidderminster Eastern Relief Road would help reduce town centre traffic. Apparently, a new cinema complex may be built on the old Glades site, so any person or family wishing to access this, or the town centre shops will have to use the Ring Road. If all the housing is built in one area that will overload these already busy roads from one direction and cause even more traffic mayhem. The very idea that a road on the outskirts of town will relieve town centre traffic, a place which all residents need to access, is absolutely ridiculous and incomprehensible. The town centre will become busier than ever, with such a substantial growth in population. All residents require access to the town centre and only an element is through traffic. Perhaps an improved public transport system would better achieve this objective, with more reliable and better quality buses, unlike the current buses, which are run down, highly polluting (very evident if you have ever driven behind one) and regularly cause traffic jams due to breakdowns.</p>
	LPPO3932	Eastern Relief Road	Object	<p>The statement is in direct contradiction to 25.2. The proposed relief road will increase traffic on the A449/A456 route decreasing safety and isolating the town centre. I object strongly.</p>
	LPPO4072	Eastern Relief Road	Comment	<p>Eastern Relief Road I would be very open to further investigation into the Eastern relief road regardless of which option is taken as I feel this could be necessary in the future to reduce traffic flow through the town, Chester Road and Land Oak areas. In the future maybe a link from the A541 to the A456 is possible as this would reduce the need for traffic to go through Broadwaters, Horsefair, and Land Oak. I appreciate relief roads are not popular but neither is congestion and poor traffic flow and in the modern world this is an ever increasing problem. Relief roads, done in the right way, help control this. I trust any relief road would be built</p>

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				sympathetically to the surroundings taking nature and wildlife into consideration. Circumventing the town to commuting traffic is important and better for everyone. You cannot expand the housing in Wyre Forest successfully with the current road systems in place. If not dealt with, traffic flow will be a problem and will create unhappy residents and Kidderminster will not be as an attractive place to live. On this subject serious thought needs to be given to finding another entrance/exit to Crossley Park as congestion here will only get worse with an expanding town.
	LPPO4146	Eastern Relief Road	Comment	<p>I would like to see the detailed work on traffic flows around Kidderminster that demonstrates that an Eastern Bypass is viable financially, practically and ethically.</p> <p>Over the past few years, Kidderminster has seen a new road that cuts across 'Silver Woods' and links through to the Stourport Road. Although beneficial, it seems that not enough work was put into considering traffic numbers and flow as the road has resulted in much traffic back-log up the A449 towards Worcester. Many times traffic is backed up as far as Hartlebury.</p> <p>Coming along the A449 there are already the following:</p> <ol style="list-style-type: none"> 1. Island at Mitre Oak 2. Island at Esso garage 3. Traffic lights at Black Bridge 4. Traffic Lights at Droitwich Road 5. Island at Easter Park 6. Island at Hoobrook 7. New traffic Lights at Silverwoods link 8. Island at bottom Worcester Road (Aldi) <p>A new road – Eastern Bypass will require another junction/island/traffic lights.</p> <p>There are already many islands and traffic lights on the A449 approaching Kidderminster and</p>

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				<p>often traffic build up. The planner that I spoke with talked about a new road across Spennells fields stopping Stanklyn Lane being used as a 'rat-run'. This is not the case – the only time we see through traffic on Stanklyn Lane is when there is an accident, or once a month for the Stone sale. A new junction near to the vehicle testing station would only consolidate the existing traffic problems. It would be unfair to the residents of Stanklyn Lane who would then have roads on 2 sides. It would not stop vehicles who want to travel to Kidderminster or Stourport. The only people who would use it would be those who live along it and perhaps others travelling to Wolverhampton side of Kidderminster. Where is the data to show the need?</p> <p>A road bridge over the railway would be extremely costly.</p>
	LPPO4480	Eastern Relief Road	Object	<p>31.5 I Strongly Oppose OPTION A and the massive road expansion scheme proposed.</p> <p>This would have huge impact on the area ad advised in terms of health, well-being, crime, and safety, congestion in Spennells, Schools, community facilities, wildlife, and characteristics of Kidderminster.</p> <p>The road network would serve to bypass the town when you have proposed to develop the town. This is contradictory.</p> <p>There are no proposals for Spennells road network.</p> <p>This is Green Belt land and you have not demonstrated the requirements necessary under the NPFF to fully justify building on this land.</p>
	LPPO3969	Eastern Relief Road	Object	<p>In regards to the details of the so-called “Eastern Relief Road”, these are extremely vague and not in a form that can be fairly assessed in this consultation. If the proposed route for this “Eastern Relief Road” were the route, a road tunnel and rail bridge would be needed near the A449 and another expensive and intrusive bridge over the railway line would be needed</p>

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				at Offmore. Estimation is provided in the Wyre Forest Infrastructure Delivery Plan (WFIDP) of the cost of building such a road to be £17.5m. I struggle to believe that this local council would be willing to spend this amount of money. Also, the vagueness of any proposals for this road suggests that there is a lack of commitment for this road. Including how many homes would have already been built before construction of the road begins.
	LPO4034	Eastern Relief Road	Object	<ul style="list-style-type: none"> I would also like to challenge the building of what is described as a "Relief Road" between the A449 Worcester Road and the A448 Bromsgrove Road and then onto the A456 Birmingham Road <p><u>Building of a "Relief Road"</u></p> <p>I strongly object to the building of a "Relief Road" which may become a "Bypass" as I do not believe you have carried out any form of survey or census on any of the roads feeding to and from this "Relief Road" and if you were to simply look at a map would realise that the only traffic that would use this proposed road now would be lorries travelling between Hartlebury / Worcester and Birmingham or Birmingham and Hartlebury / Worcester that are not allowed to use the Black Bridge on the A450. All other forms of transport have no need to use it as it doesn't go in the direction people want to travel.</p> <p>For example somebody coming into Kidderminster on the A449 wanting to go to Kidderminster Town, Stourport, Wolverhampton if they went along this road would not be going in the direction they wanted and would end up in one of the other pinch points on the Chester Road namely Comberton Road to turn right or Birmingham Road to turn right.</p> <p>The only people perhaps to use it would be Offmore residents coming from the Worcester direction.</p> <p>If option A development were to go ahead along with core sites then these would probably</p>

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				<p>need to use this road as an access point, so it's an access road not a "Relief Road".</p> <p>Please look at a current map of this area and you will see this is not a problem solving road, the only way it would be if it was a bypass that went from Worcester Road to Wolverhampton Road.</p> <p>The location of this Relief Road has not been defined but it has to go from the Worcester Road over the railway and across to the Bromsgrove Road. Presumably at each end will be a roundabout then at the Worcester Road end the road will need to rise in a bridge / flyover over the railway creating both an eyesore and would result in a substantial adverse change to the character and appearance of the area giving both visual and noise problems to new builds and the existing back of Spennells. Similarly at the other end there is a line of woodland from Captains Pool to Stanklyn Lane with two further pools inset, the woodland is subject to Tree Preservation Orders (TPO 285 and TPO 213) so a Relief Road here would require either removal of protected woodland, filling in of pools or another flyover giving further substantial adverse change to the character and appearance of the area and giving both visual and noise problems to new builds and the existing back of Spennells in Kittiwake Drive and Cardinal Drive. There would be a huge amount of investigations and reports needed with regards to the flora and fauna and whether a road would be justified or not.</p> <p>There is a further issue to the location of this Relief Road and that is the electricity pylons and cables that cross the land from Stanklyn Lane to Bromsgrove Road.</p> <p>Within your local plan there is mention of trying to raise funds for this "Relief Road", what will you do if there funds are not available?</p> <p>There is no need for a "Relief Road" this could easily be substantiated with a survey and census to judge likely usage.</p>
	LPPO4572	Eastern Relief	Comment	<i>If extended as far as the A449, the Kidderminster Eastern Relief Road would cause congestion</i>

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		Road		<i>further up the A449 so affecting the villages of Cookley and Caunsall.</i>
	LPO4581	Eastern Relief Road	Object	No reason given for a relief road. No traffic census done. No reason to why or how this will reduce congestion.
	LPO4664	Eastern Relief Road	Object	The Kidderminster Eastern Relief Road referred to on pages 42, 45 and 108 if extended as far as the A449 would just lead to congestion further up the A449 further affecting the quality of life of the villages of Cookley and Caunsall.
	LPO3618	Eastern Relief Road	Object	<p>When attending a consultation event the titled “Eastern Relief Road” was brought up. I was talking to the route on which it was going to run. This was a very vague description as it was explained no route had been decided yet and that the road would only be built if the extra housing was built on the Spennells fields. This was one of the reasons why option A of the local plan was being pushed.</p> <p>The route which was vaguely explained would run from the A449 near where the disused VOSA inspectorate is, across the fields crossing the A448 Bromsgrove road and meeting up with the A456 Birmingham road. I was told this route was chosen because it was identified that the majority of traffic using this road would come from Worcester travelling to Birmingham. When pointing out that there were two main roads from Worcester to Birmingham already in use, M5 and A38 and why the need for this road to be built an answer couldn't be provided. The fact is that the road in this format is of no use at all.</p> <p>If an Eastern relief road is to be built the road needs to extend from the A449 as planned to the A449 on the other side of town creating an outer ring road. In its current format there are major towns and a city (Stourbridge and surrounding area, Kingswinford and surrounding area and Wolverhampton) travelling in on the A451 & A449, coming together at Broadwaters. If any traffic wanted to go to Worcester then it would still have to go along the A449 Chester Road to get there. Any traffic wishing to go to either Bewdley or Stourport would either use the same A449 Chester road or go through the A451 Stourbridge road via the Horse Fair to the Kidderminster ring road. As stated in the Local plan the Eastern relief road would be built</p>

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				<p>to relieve the traffic pressure on the Horse Fair. This could not be the case as the relief road would not be accessible if you were travelling from these places.</p> <p>I believe also that if Option A was chosen and an Eastern relief road was built it would be a pointless road and rarely used. The reason being is that if people wish to travel into town they would still only have three main access roads, the A456 Birmingham road, A448 Comberton road and the A442 Worcester road. When using the Eastern relief road traffic would still have to turn onto these roads to access town. At the present moment in time the junctions of these roads with the A449 Chester and the Spennells Valley road are heavily congested and would only get worse with all the extra traffic that will be created with the extra houses being built.</p> <p>This is another reason why I think the WFDC Local plan is flawed and needs to be revisited with a more considered look into the Eastern relief road and whether it is even required.</p>
Taylor Wimpey West Midlands	LPPO2250	31.5	Support	<p>Landscape Sensitivity</p> <p>Preliminary Landscape and Visual Appraisal (LVA) undertaken. Identifies key constraints and opportunities and likely impacts of proposed development. Landscape mitigation strategy proposed. Western boundary is woodland along watercourse and residential estates. E/SE edges - localised ridgeline. Substantial landscaping buffer can be developed on E and S edges. Greatest visual effects will be from locations on or directly adjacent to site. Aim to maintain and enhance existing Green Infrastructure network by using existing landscape components. This will also help to set an appropriate and robust Green Belt boundary.</p> <p>Accessibility to Amenities</p> <p>Proposed site has good access to services and town centre. Provision of relief road would help to ease congestion. Plans also include potential land for new primary school and other community facilities. Potential pedestrian/cycle links to neighbouring estates with local retail</p>

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				<p>and other services.</p> <p>Highways and Transportation</p> <p>Site access possible from roundabout off Spennells Valley Road. Southern part of site could be accessed from new roundabout junction on A448 as part of proposed relief road. Northern part can be accessed off Husum Way. Site is also well placed for Kidderminster Rail Station. Given scale of development it is likely that a bus route will be diverted through site. (see Highways and Transportation Technical Note). Land N of Comberton Road can deliver significant section of relief road with secondary links onto Husum Way and Spennells Valley Road/Comberton Road. A Transport Assessment will be undertaken to support a future planning application.</p> <p>Flood Risk and Drainage</p> <p>Majority of site is Flood zone 1. However, Hoo Brook traverses site with small areas of zone 2/3 alongside. These areas will be left undeveloped. There are also several watercourses, drains and ponds on site. Majority of water storage will be in form of balancing ponds with swales and linear features adjacent to the watercourse if required. Site drains naturally to W edge (lowest point). Sandstone site - good drainage likely.</p> <p>Noise</p> <p>Unlikely to be significant issue. Dwellings will be set back from main roads and railway. Landscaping will be used together with careful orientation of dwellings.</p> <p>Ground Conditions</p>

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				<p>Initial Phase 1 Environmental Risk Assessment undertaken. Not contaminated land.</p> <p>Utilities</p> <p>Sewers present near roundabout on A448. There are surface water outfalls into watercourse on W boundary. No sewers or main water within site. Electricity, gas and phone diversions will also be needed.</p> <p>Agricultural Land Classification</p> <p>Natural England's Land Classification Map for the West Midlands shows majority of site is Grade 3 (good to moderate) with rest being Grade 2. This is the case around most of Kidderminster.</p> <p>Suitability</p> <p>Taylor Wimpey is please to see these sites form part of proposed Kidderminster Urban Extension.</p> <p>Deliverability</p> <p>Agreement in place with landowner to facilitate development. Technical work undertaken shows no physical or other constraints likely to render site undeliverable within Plan period. Many potential impacts can be mitigated through design, and in most cases a positive outcome can be achieved. Site is deliverable and immediately available subject to allocation and removal from the Green Belt. Development of land to south of Comberton Road is dependant upon securing route through to Worcester Road A449.</p>
	LPPO2784	Eastern Relief Road	Object	Abandon the aim of building an Eastern Relief Road which logically cannot be seen to be

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				<p>dependent on the urban expansion of East Kidderminster.</p> <p>The current plan does not include any detail as to the route the relief road is to take other than the reference "from the A449 near Easter Park linking through to the A456 Birmingham Road".</p> <p>Given that this hinted route is within 2 - 3 miles of the centres of Kidderminster and Stourport, what traffic flows are anticipated to use the relief road? When traffic reaches this point on the A449 or A456 its destination is almost -certain to be Kidderminster or Stourport. No traffic census has been included in the plan and thus there is no evidence given of the likely traffic that would use the relief road. Had this road been routed from a point much further away from Kidderminster and extended to the A449 Wolverhampton Road then there might be some justification for its existence but the proposed cost of £17.5 million, being ridiculously low, suggests that this has not been considered.</p> <p>As the plan stands this relief road will have a major impact on the Green Belt; certainly raising the % of Green Belt taken shown in Option A. In addition the resultant congestion, noise and air pollution will increase greatly and will aggravate further, rather than lessen, the health and safety of both the existing and potential residents of Spennells and Offmore.</p> <p>The plan under Option A is proposing a further new estate road that also runs from the A449 to the A448. Does this road in effect become another relief road or "rat run" compounding the consequences of traffic congestion, abnormal noise levels and poor air quality as well as using more Green Belt land?</p> <p>The present Local Plan should be significantly rewritten to include the full impact of both of the above road proposals so that the residents of Kidderminster can have a much clearer understanding of the impact they will have on theirs and future generations' lives before giving their verdict on the proposed urban extensions.</p>

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	LPP01660	Eastern Relief Road	Object	The Kidderminster Eastern Relief Road as far as the A449 would just lead to congestion further up the A449 further affecting the quality of life of the villages of Cookley and Caunsall.
	LPP04935	Eastern Relief Road	Object	The Kidderminster Eastern Relief Road if extended as far as the A449 would just lead to congestion further up the A449 further affecting the quality of life of the villages of Cookley and Caunsall.
	LPP04939	Eastern Relief Road	Object	The Kidderminster Eastern Relief Road if extended as far as the A449 would just lead to congestion further up the A449 further affecting the quality of life of the villages of Cookley and Caunsall.
	LPP05071	Eastern Relief Road	Object	There is passing information about the eastern relief road, hidden within the depths of predominately technical, jargon enriched scopes of planning/proposal documentation. These technical documents show contradictions and are open to differing interpretations. Any infrastructure plans for relieving the east of Kidderminster (A449/A456) would have to take into consideration the effect on the railway. The last time this proposal was looked at was in the days of the “Western Orbital”, kicked into the long grass by John Prescott.
	LPP05105	31.5 Eastern road	Object	There is a budget of £17.5 Million in the plan for this Eastern Relief Road hut, as it would appear to require a fairly substantial carriageway capable of carrying, in both directions the cars and heavy commercial vehicles that currently use these aforementioned roads, this budget seems grossly under-estimated, especially considering that the Worcester Road to Silverwoods Link Road cost in the region of £6.5 Million. If there is evidence that traffic flows require to by-pass Kidderminster then surely there are other roads that serve this cross-country purpose, further away from Kidderminster without resorting to yet another road carving through the Green Belt, at great cost to the Wyre Forest residents. The plan also mentions that the Eastern Relief road will “provide access for the new development to the east of Kidderminster “. It is not clear whether the aforesaid access will be directly from this road or whether smaller circular roads, linking the A449 to the A448 and the A448 to the A456 would be needed to allow residential traffic to leave the enlarged estates, thus taking up even more of the Green Belt, increasing traffic noise and pollution in the affected areas

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				<p>and destroying the habitat for wildlife. More seriously this link will take estate traffic directly on to the A448, A449 and A456, resulting in even more traffic and congestion on these already busy roads. There may also be a danger of creating a “rat-run” situation along this road.</p> <p>The Plan appears to have a strong bias towards the promotion of Option A, seemingly to facilitate the building of an Eastern Relief Road to carry traffic between the A449 Worcester Road to the A448 Bromsgrove Road and onward to the A456 Birmingham Road and the reverse, and thus to take traffic away from Kidderminster. The route of this major road has not been outlined, but it is likely that it would necessitate the removal of even more Green Belt land from the Wyre Forest area. Is this not a resurrection of the ill-fated Kidderminster, Blakedown and Hagley Bypass, the proposed route of which was designed to start in Summerfield, link to an unbuilt Kidderminster Southern Bypass before heading North East to the north of Stone, curving round the Kidderminster urban area, and crossing the A448 before turning eastwards to join the A456 to the west of Hagley Wood? In 1996 that plan was withdrawn.</p>
	LPO5144	Eastern relief road	Object	I do not consider that we need an Eastern Relief Road. Traffic is not at a bottleneck in this area, the main permanent traffic jam in Kidderminster is by the hospital, something that this won't help.
	LPO4905	Eastern Relief Road	Object	The Kidderminster Eastern Relief Road referred to on pages 42, 45 and 108 if extended as far as the A449 would just lead to congestion further up the A449 further affecting the quality of life of the villages of Cookley and Caunsall.
	LPO4551	Eastern Relief Road	Object	A particular concern is the proposal within Option A for a relief road between the A456 Birmingham Road, A448 Bromsgrove Road and the A449 at Easter Park accompanied by a very large concentration of new housing (para 31.5). This would result in a significant increase in the traffic levels in the area combining additional through traffic with additional traffic from residents in the new houses travelling south to and from Worcester with the result of a catastrophic increase in the already intolerable congestion on the A449 south of Easter Park, particularly around the Black Bridge. And it would do nothing to alleviate the

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				congestion issues at existing pinch points such as Mustow Green, Kidderminster Ring Road and Horsefair because it does not provide an alternative to these routes. Adding further employment use in the area will also exacerbate the congestion issues already caused by businesses in that area such as Roxel having access on to what is an already very busy and congested road. Adding up to 30% to the population of Kidderminster without addressing the extant fundamental transport link issues into and out of the town is a disaster waiting to happen.
	LPP04821	Eastern Relief Road	Object	The Kidderminster Eastern Relief Road if extended as far as the A449 would just lead to congestion further up the A449 further affecting the quality of life of the villages of Cookley and Caunsall.
	LPP04835	Eastern Relief Road	Object	<ul style="list-style-type: none"> The Council and the authors of the Report praise the virtues of an Eastern Relief Road, to ease traffic congestion in Kidderminster, together with the perceived benefits of easing air pollution in the Horsefair area of central Kidderminster. This totally ignores the fact that the current A450 road, only 2 miles to the east of Kidderminster already links the A449 Worcester trunk road to the A456 Hagley/Birmingham Road. Traffic wishing to avoid Kidderminster can already do this without the expense and environmental damage which would be caused by constructing yet another road through the Green Belt. The only traffic which currently avoids the A450, due to the low level of the 'Black Bridge' involves large HGV lorries. Surely the authors of this Report are not seriously suggesting building a trunk road suitable for HGVs through a new housing development, with the traffic and pollution hazards which this would essentially involve. If the Council wish to provide a route for HGV's to link these roads more effectively, the obvious choice is to improve the A450 and its access under the 'Black Bridge'. The claimed potential benefits to air quality in the Horsefair are completely irrelevant to these plans, since only a road improvement built into the Churchfields redevelopment in Kidderminster will provide benefit to the air quality in the Horsefair. The only effect that these proposals would bring would be to cause

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Company / Organisation	ID	Para / Policy	Type of Response	Summary of Response
				deterioration in air quality in the Spennells area of Kidderminster.
	LPPO4236	Eastern Relief Road	Object	An eastern by-pass would be very expensive and would impact on the local countryside. There would be no proper community.
	LPPO4470	Eastern Relief Road	Comment	Any new road should run the whole eastern side of Kidderminster from A449 North to A449 South, possibly to A451.
	LPPO4943	Eastern Relief Road	Object	The Kidderminster Eastern Relief Road if extended as far as the A449 would just lead to congestion further up the A449 further affecting the quality of life of the villages of Cookley and Caunsall.
	LPPO5078	31.5	Object	<p>Proposed Link Road: We were informed that an Eastern road link would be built if one option was given the go ahead, linking the A456 to the A448 and onto the A449, what are the benefits of such a scheme which carves up of the country-side to gain so little. We all know that you can build a 6 lane highway but at some point it goes into a 2 lane road, hence a bottle neck in traffic congestion. There is already a road A450 which people use to bypass Kidderminster, many use this route, and there are still bottle necks at each end.</p> <p>I'm not convinced that comprehensive investigation has been carried out to ascertain the true advantage of this proposed link and how it will alleviate congestion; for people trying to travel from the A456 to the A449 or visa versa.</p> <p>One only has to look at the recent opening of the link road from the A451 to the A442 and the Island by Mac Donald's. A small number of vehicles using this new link causes a tail back on the island along the A442, and gaining access from Chester Road South to Wilden Lane is now impossible at certain times of the day. One more bottle neck to navigate through; a big asset this has been to relief congestion, <i>as it now adds at least 10 minutes more to one's journey.</i></p>
	LPPO5086	Eastern Relief Road	Object	Option A suggests a <u>new road</u> from Worcester Road to A456. At the consultation meeting, no one was able to state where this road would actually start and end although the implication

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Company / Organisation	ID	Para / Policy	Type of Response	Summary of Response
				<p>was that it would directly affect Spennells Estate in a significant way. This also has clear implications on increased traffic noise and a destruction of the Green Belt. Spennells already absorbs noise from the railway line, Worcester Road and factory units at Easter Park (which recently had a request for extended hours rejected on the grounds of noise) and further noise pollution would be unacceptable and would have an adverse effect on health and quality of life.</p> <p>A <u>new road</u> would simply move traffic a little further away to existing congestion areas on the Worcester Road, Husum Way, Blakedown, Hagley and Mustow Green/Bromsgrove. Kidderminster is not situated in an area that allows easy access to any major road network. To go to M42 you go through Bromsgrove and M5 means further congestion to Worcester and Bromsgrove. Previous plans to have a relief road twenty years ago were rejected.</p>
	LPPO5087	Eastern Relief Road	Object	<p>Option A suggests a <u>new road</u> from Worcester Road to A456. At the consultation meeting, no one was able to state where this road would actually start and end although the implication was that it would directly affect Spennells Estate in a significant way. This also has clear implications on increased traffic noise and a destruction of the Green Belt. Spennells already absorbs noise from the railway line, Worcester Road and factory units at Easter Park (which recently had a request for extended hours rejected on the grounds of noise) and further noise pollution would be unacceptable and would have an adverse effect on health and quality of life.</p> <p>A <u>new road</u> would simply move traffic a little further away to existing congestion areas on the Worcester Road, Husum Way, Blakedown, Hagley and Mustow Green/Bromsgrove. Kidderminster is not situated in an area that allows easy access to any major road network. To go to M42 you go through Bromsgrove and M5 means further congestion to Worcester and Bromsgrove. Previous plans to have a relief road twenty years ago were rejected.</p>
	LPPO5127	Eastern relief road	Object	<p>The proposal to build houses behind Spennells goes hand in hand with the proposed Kidderminster Relief Road, which was proposed and rejected in 1981 (house builders would likely contribute funding for the road). There is no need for this road in terms of traffic and no</p>

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				desire for it from Spennells residents or residents of the rest of the district. It would not make travel quicker from residents of Spennells or elsewhere. Traffic jams occur in other parts of Kidderminster such as the Horsefair, for which the Relief Road would not be an alternative.
	LPPO4887	Eastern Relief Road	Object	The Kidderminster Eastern Relief Road referred to, if extended as far as the A449, would just lead to congestion further up the A449 further affecting the quality of life of the villages of Cookley and Caunsall
	LPPO4890	Eastern Relief Road	Object	The Kidderminster Eastern Relief Road, if extended as far as the A449, would just lead to congestion further up the A449 further affecting the quality of life of the villages of Cookley and Caunsall.
	LPPO4573	Eastern Relief Road	Comment	<i>If extended as far as the A449, the Kidderminster Eastern Relief Road would cause congestion further up the A449 so affecting the villages of Cookley and Caunsall.</i>
	LPPO4771	Eastern Relief Road	Object	<p>With ref to the road proposal, again, no information was forthcoming on how this would cross the railway line, type of road surface, overhead lighting etc. that would be required other than it would serve the houses only and no other traffic would use it. 40 ton trucks along with everyone else will use it to short cut onto the Worcester Road and avoid the Black Bridge height restriction creating a dangerous road for those with young children & elderly parents.</p> <p>The implications of this road to Spennells and local residents would be as follows:</p> <ul style="list-style-type: none"> • Light pollution – lighting would be required and with 40 ton trucks using it high & bright lighting would be needed. • As you have to cross the rail line a long gradient would be required for said traffic (trucks) which would mean raised embankments across the entire length of Spennells. • Noise pollution – increase in traffic would increase noise levels in the area, the road surface would need to be of a type that keeps noise to a minimum. • Air pollution – Poor quality air will result due to the trucks etc. leading to increased

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Company / Organisation	ID	Para / Policy	Type of Response	Summary of Response
				<p>health issues and lowered standard of living.</p> <ul style="list-style-type: none"> • Short cut created – raising safety concerns for children & elderly.
	LPPO4787	Eastern Relief Road	Object	Eastern Relief Road would be expensive as a railway bridge would have to be built for the new houses and would cut one side of the Relief Road from the other. The siting of a school and other essential facilities would be problematic because of the elongated shape of the Core Sites, something made worse if Option A is also used.
	LPPO4817	Eastern Relief Road	Object	The Kidderminster Eastern Relief Road if extended as far as the A449 would just lead to congestion further up the A449, further affecting the quality of life of the villages of Cookley and Caunsall.
	LPPO5148	Eastern bypass	Comment	<p>An Eastern Bypass would need to be built to accommodate the extra traffic caused by the increase in dwellings. This would need to be built from the Worcester Road to the Wolverhampton road. There are endangered species along this route so it must not be developed.</p> <p>Any eastern bypass would need to cross the railway as the Husum road bridge is inadequate. If this is not done the excess traffic would bring the area to halt as it would not cope. The expense of building a railway crossing would be extortionate and I doubt the council or developers can afford this.</p> <p>The elevated position of the new road linking the Wolverhampton Road and Worcester Road would mean it would require at least a 30m tree screen separating it from housing to buffer against traffic noise.</p>
	LPPO5149	Eastern relief road	Comment	Mention was made of a Southern(?) Relief Road but no effective information has been available. If this is indeed a substantive suggestion it must be much clearer in the final document, as indeed so should the plans for further infrastructure development and schools, none of which has been very evident.

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Company / Organisation	ID	Para / Policy	Type of Response	Summary of Response
	LPPO4472	Eastern Relief Road	Comment	Many people will object on the important ecological grounds. Everyone talks about global warming and we talk about destroying the countryside. It seems like a ploy to get funding for an eastern bypass, with no thought to wildlife.
	LPPO4797	Eastern Relief Road	Comment	Eastern Relief Road I would be very open to further investigation into the Eastern relief road regardless of which option is taken as I feel this could be necessary in the future to reduce traffic flow through the town, Chester Road and Land Oak areas. In the future maybe a link from the A541 to the A456 is possible as this would reduce the need for traffic to go through Broadwaters, Horsefair, and Land Oak. I appreciate relief roads are not popular but neither is congestion and poor traffic flow and in the modern world this is an ever increasing problem. Relief roads, done in the right way, help control this. I trust any relief road would be built sympathetically to the surroundings taking nature and wildlife into consideration. Circumventing the town to commuting traffic is important and better for everyone. You cannot expand the housing in Wyre Forest successfully with the current road systems in place. If not dealt with, traffic flow will be a problem and will create unhappy residents and Kidderminster will not be as an attractive place to live. On this subject serious thought needs to be given to finding another entrance/exit to Crossley Park as congestion here will only get worse with an expanding town.
North Worcestershire Water Management	LPPO918	31.6	Comment	It would be good to mention in this paragraph too that the low density housing proposed provides adequate space to deal with surface water runoff from the proposed development on the site itself. This might prove essential as currently I am not aware of an existing drainage system near the site that future site drainage could connect to (attenuated). A surface water flood risk has been identified off the site, against the railway embankment (the embankment presumably acts like a dam for land naturally sloping this way). This means that it is extra important that the drainage system of the potential development will not result in any additional flow leaving the site.
	LPPO4483	Eastern Relief Road	Object	There is no meaningful information about the proposed new road in the Local Plan. There is a costing for it within the WFIDP so someone must have an idea of its location but has failed to put it in the consultation. I believe the consultation is not in accordance with the guidelines

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Company / Organisation	ID	Para / Policy	Type of Response	Summary of Response
				for Public Consultation and falls short of both YouGov and Rural and Town Planning Institute best practice.
	LPPO4550	Policy 32	Object	I am writing to give my views on the proposed plans for extra housing and businesses in Stourport. The road infrastructure in Stourport is not adequate to accommodate any further housing. On Bank Holidays especially the roads are grid locked and there have been several occasions recently due to the work on the new pipeline where it has taken around an hour to travel just a few hundred yards. The Wyre Forest is an attractive place to live and it is in danger of losing its character and charm if it is extended beyond recognition.
	LPPO4115	Policy 32	Object	<ul style="list-style-type: none"> • None of the options indicates improvement to the road structure in and around Stourport, which is already badly needed. Councillors should try driving into Stourport on a Friday morning • AKR/14 Pearl Lane and AKR/15 Ribbesford Road – building here would have an immense impact on the already stretched local services; schools, doctors, medical centres, Worcestershire Royal Hospital etc. There are no proposals to help with this • AKR/14 Pearl Lane and AKR/15 Ribbesford Road - since 1963 efforts have been made to have a relief road/second bridge in Stourport. The air at the crossroads of High St, Bridge St, York St & New St is highly polluted so to build at these two sites would be irresponsible. Both Bewdley and Kidderminster have had major road relief, where are the plans for Stourport? • Why are the developer's names not given? • There was no indication of the type of housing that will be built
	LPPO2874	Policy 32	Object	<p>We strongly object to proposed development plans for Stourport.</p> <p>Infrastructure cannot cope with the volume of traffic and congestion. Schools and Doctor surgeries are already struggling.</p> <p>If this amount of development is needed, and this seems questionable, then develop on the</p>

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Company / Organisation	ID	Para / Policy	Type of Response	Summary of Response
				<p>other side of Kidderminster where the plans include a relief road which would enable the extra residents viable access to work etc.</p> <p>Stourport could only cope with the extra volume if a second bridge were to be built over the River Severn.</p>
	LPPO2326	Policy 32	Object	<p>Without more houses being built there are traffic jams every weekday early morning, mid afternoon and early evening in Kingsway, Windermere Way, Lickhill Road and Bewdley Road. There are also traffic problems outside the schools in Kingsway/Windermere Way with the school run vehicles.</p> <p>Kingsway is also used as a shortcut for lorries (Talbot largest culprit) and at times when the A451 Kidderminster Road is blocked because the town roads are blocked with traffic.</p> <p>More cars mean more pollution.</p> <p>More cars will make it more difficult for emergency vehicles.</p> <p>Poor public transport adding to number of cars on the road.</p> <p>The compulsory purchase of a Care Home in Lickhill Road (another kick in the teeth for the elderly of the area), loss of a business and peoples horse riding hobby.</p> <p>Nearest doctors are based in Stourport. They will not cope with the extra numbers of patients. Are there enough places available at the schools?</p> <p>Until the council can come up with a plan and the funds to improve the roads and facilities in the Burlish, Lickhill and Kingsway area of Stourport, the idea of building houses as should be scrapped.</p>

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	LPPO2953	Policy 32	Comment	<p>Have you ever thought of the idea to ask people on beforehand where THEY think more houses (especially social housing) could be built. After all, people living in certain areas will know exactly where spaces are that are either so neglected that you may as well start afresh or where there are brown sites suitable for development.</p> <p>Just think what would happen if hundreds of houses are built in Areley Kings in about 20 years. The cost to the economy (delays on roads) and health (all this pollution from stationary cars) will be enormous.</p> <p>Can we first have a new bridge to cater for all these new inhabitants? Then building new houses in Areley Kings makes sense.</p> <p>Another problem you may face is the effect it will have on local schools.</p> <p>The local High School is already bursting at the seams. They will have a new Sixth Form College but the school will still not be able to have many more children on their books because the current High School building will not be large enough.</p> <p>Areley Kings hasn't even got a Surgery and people have to travel to Stourport (where there is not even any parking) to see a Doctor or Nurse.</p>
	LPPO1889	Policy 32	Object	Object to all these sites as in Green Belt, plenty of brown sites still available.
	LPPO1632	Policy 32	Object	The redevelopment areas in the Stourport area will impact greatly on the already over-burdened infrastructure i.e. schools, doctors, dentists and access for emergency vehicles via already congested roads. There are sufficient brownfield sites everywhere in Wyre Forest area to accommodate housing needs.
	LPPO732	Policy 32	Comment	All this would require: better roads, reliable bus service (national or sub contract).
	LPPO724	Policy 32	Comment	Utilize brownfield sites first as you have a clean canvas for mixed housing

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	LPPO1	Policy 32	Object	The plan mentions the traffic issues relating to land to the West of Stourport and then proposes to allocate land there - this doesn't seem logical.
	LPPO207	Policy 32	Object	<p>I object in the strongest terms to the proposal to build on Green Belt land in particular the field at top of Kingsway, the field which runs alongside Burlish Crossing/Bewdley Road and the fields and land on Lickhill Road.</p> <p>My objections are on the basis that there is already significant house building taking place within Wyre Forest area, the population has been static for several decades (therefore why the need to build so many houses); there are already significant delays on all of the roads in and around these areas, particularly in peak times; the impact on wildlife would be significant in particular building houses so close to the Burlish Top nature wildlife reserve; the road infrastructure, in particular on Kingsway where much of the road has no pathway in either direction, is, unable to cope with the significant increase in traffic which would arise as a result of buildings houses on these 3 fields; there would be a significant impact on air quality, there are no plans to build additional schools or medical facilities which would be required with the influx of so many additional residents. These are my initial objections, having only just become aware of these proposals via a neighbour's Facebook post, I would further comment that the lack of advertising/notification to local residents in relation to these proposals falls well short of what is expected in relation to transparency of local government, coming at the very end of a very long and complex document, where it is not made obvious how to object or comment on the proposals.</p>
	LPPO321	MI/18	Support	My client's support the zoning of their two sites for employment purposes and the removal of M1/18 from the Green Belt.
	LPPO2337	Policy 32	Object	<p>Reasons for objection:</p> <ul style="list-style-type: none"> • Loss of Green Belt/public rights of way • Traffic congestion already a problem would increase • Affect emergency services access

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Company / Organisation	ID	Para / Policy	Type of Response	Summary of Response
				<ul style="list-style-type: none"> • More traffic noise/fumes • Stourport has nothing to alleviate traffic. • Capacity of schools/GPs/dentists • Loss of wildlife habitat esp. on Burlish Top Nature Reserve • Loss of agricultural land. • No evidence that there is a housing shortfall that cannot be met by use of Brownfield land
Campaign to Protect Rural England	LPPO984	Policy 32	Comment	<p>Stourport sites</p> <p>As at Bewdley, there is the dilemma of whether national policy dictates that development should be concentrated on non-Green Belt land west of the Severn or whether Green Belt should be released. On one side of the town, the presence of Hartlebury Common prevents expansion in that direction. On another, it is important that the strategic gap between Stourport and Kidderminster should not be eroded. This leaves the options of further expansion along Bewdley Road north or west of the Severn in Areley Kings</p>
	LPPO1799	Policy 32	Object	<p>Objects to LI/6/7, LI/5, LI/2 due to the following reasons:</p> <ol style="list-style-type: none"> 1. Infrastructure (especially roads) needs to be improved before any development can be considered. 2. Traffic - the one way system around the town at key times of the day are often gridlocked. Another bridge over the river Severn would alleviate this. 3. The crossroads on the Bewdley Road/Kingsway junction often have long queues again at certain times of the day. 4. Putting more demand onto an already overloaded town without infrastructure

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Company / Organisation	ID	Para / Policy	Type of Response	Summary of Response
				improvements will destroy residents' quality of life aside from pollution issues.
	LPPO1806	Policy 32	Object	<ul style="list-style-type: none"> • Loss of Green Belt land. • Increase in local traffic.
	LPPO1987	Policy 32	Object	No building on Green Belt. Already far too many cars.
	LPPO2000	Policy 32	Object	<p>Objects to proposal for houses to be built in Stourport and Bewdley due to the following reasons:</p> <ol style="list-style-type: none"> 1. Bridge over Stourport from Areley Kings is always congested. 2. More houses on this side of the bridge is not viable, as more traffic will be added. 3. There were plans for a by-pass to be built years ago, which would have eased traffic over the bridge but did not materialise.
	LPPO245	Policy 32	Comment	<p>I recognise the need for new housing in the area, I strongly feel that greenfield sites should not be considered while there are still brownfield sites unused; some areas of land have been derelict for many years.</p> <p>More thought should be given to the infrastructure of Stourport, which has no bypass and only one river crossing which causes traffic bottlenecks throughout peak travel times and the summer tourist season.</p> <p>Stourport has also lost valuable facilities in recent times. It is ludicrous that a town with a river has no swimming facilities for teaching children, and only further adds to the road traffic that causes so many problems in an otherwise picturesque Georgian canal town.</p>

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	LPPO43	Policy 32	Object	<p>Main roads into Stourport too small to cope with extra traffic generated by the proposed building.</p> <p>Stourport Bridge, Gilgal and Wilden Lane and approaches are all bottlenecks that have standing traffic at some time every day. In the summer, and at weekends, it is a nightmare.</p> <p>Stourport would need a relief road and another bridge over the Severn before any extra traffic could be considered.</p>
	LPPO1633	Policy 32	Object	<p>Loss of Green Belt status</p> <p>Increase in traffic would affect emergency services response time.</p> <p>Significant increase in traffic on all roads in area which are already very busy.</p>
Worcestershire Wildlife Trust	LPPO1076	Policy 32	Object	<p>We are not aware of any overriding ecological constraints affecting the majority of sites listed in tables 32.0.1 and 32.0.2 but we note that some (including LI/2 in particular) are close to designated sites and will require particular care in delivery. With this in mind we refer you to our previous comments on the need to update the evidence base for the plan prior to finalising the allocations.</p> <p>We reiterate the need to determine any ecological constraints that may exist using up to date survey information. We cannot see that this has been done and so far as we can ascertain constraints other than SSSIs and LWSs have not been considered in the evidence base or SA for these sites. This may have the effect of rendering their allocation unsound. We therefore strongly recommend that the evidence base for sites listed in Table 32.0.1 and 32.0.2 is updated and that the quantum of development proposed is made acceptable in light of any overriding biodiversity constraints before the plan is finalised.</p>
	LPPO2104	Policy 32	Object	Unacceptable - reasons below:

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				<ol style="list-style-type: none"> 1. Stourport: already gridlocked, ring road is required. 2. Doctors/Hospital/Schools:- capacity
	LPPO2327	Policy 32	Object	<p><u>RE PROPOSED LARGE SCALE DEVELOPMENTS IN STOURPORT-ON-SEVERN</u></p> <p>My objections are:-</p> <p>There are no plans to provide additional roads to cope with the increased traffic.</p> <ul style="list-style-type: none"> • I live in Kingsway - there are regular traffic jams at the start and end of the school day and the end of the working day. • The traffic is even worse when there are accidents elsewhere and the traffic is diverted in front of our house. • I have travelled regularly from the roundabout on the Bewdley bypass up the road to the Burlish Crossing traffic lights at approximately 16:00 and this journey can take 20-30 minutes. This trip normally takes 5 minutes to my home. <p>2. The additional cars from these new houses would create increased air pollution.</p> <p>3. I understand that there are proposals to demolish the Sanctuary Care old people's home. The effect on moving such elderly patients is well documented and can at least be very traumatic, if not fatal. (LI/6/7)</p>
	LPPO2409	Policy 32	Object	<p>We have been to the local plan consultation at Areley Kings village hall, we do not think any homes should be built in Stourport until the ring road that has been talked about for years is put in place.</p>
	LPPO2452	Policy 32	Object	<p>Stourport on Severn roads are congested and we don't have the infrastructure to house more people. The roads, schools, doctors just won't cope. The schools are full, the roads are not designed to cope with current traffic levels let alone more. One set of temporary traffic lights</p>

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				in this town upset the whole network.
	LPPO3284	Policy 32	Comment	<p>I appreciate the necessity to provide sites for the Districts housing allocation. However, it is concerning that it is felt this can only be achieved at the expense of the Green Belt. Brownfield sites exist all across the district, and surely these must be fully used, before Green Belt land is taken. Many of these sites already have outline planning permission (e.g. Parsons Chain, Old Worth site), what incentives and encouragements are these for these to be fulfilled? As regards Stourport, it is important to retain the character of the town and its separate identity. Further development on the edges of the town would cause deterioration of a valuable landscape, enjoyed by locals and visitors alike, as well as a loss of worked farming land.</p> <p>The document does not seem to appreciate the role of Stourport in the District's economy - the local retail sector in Stourport does not just cater for local needs, as in Bewdley. Its town centre retail outlets, serve both the towns own needs and that of the rural hinterland. Stourport has a significant and growing night-time economy with a number of eating places and live music. Frequent mention is made of promoting heritage tourism in Stourport but there is no mention of encouraging the facilities to support this, e.g. toilets, parking and provision of facilities for visiting coaches.</p> <p>In Stourport the local infrastructure and road system are already at full capacity, particularly Stourport Bridge and the town centre one-way system. Stourport is not connected to the national Rail network, as are other parts of the district, neither does it have easy access to the employment centres of Birmingham and the Black Country via the motorway and trunk road network. There is little mention of sustainable transport proposals in the document, the assumption being made that travel from Stourport area both within and beyond the district will be primarily road based. The areas do not have the infrastructure to support this.</p>
	LPPO3462	Policy 32	Object	Transport: This area around Burlish Crossing is already grid locked in all directions at peak

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				<p>periods. Stourport town centre is always busy even at off-peak times</p> <p>Health: It's difficult enough to arrange a doctor's appointment now.</p> <p>Throw in all the other concerns like parking, environment and pollution.</p>
	LPPO2646	Policy 32	Comment	Stourport's shopping centre, congestion, air pollution and traffic pinch-points, especially for lorries means that an alternative to the present river bridge is essential.
	LPPO1635	Policy 32	Object	<ol style="list-style-type: none"> 1. Not notified 2. Increase in traffic – Bridge and Gilgal, already a problem. 3. Air pollution 4. Already sufficient houses in Stourport 5. Loss of Green Belt 6. Capacity Drs/hospitals/schools
	LPPO1637	Policy 32	Object	Concerned about increased traffic and loss of Green Belt, consider instead regeneration in urban areas.
	LPPO1638	Policy 32	Object	<ul style="list-style-type: none"> • Loss of Green Belt/wildlife/view • More traffic = more future pollution • No bypass/ring road. • Lack of GP, schools, dentist.
Bournewood Nurseries	LPPO1964	Policy 32	Support	In allocating sites we are pleased to see, in Stourport on Severn, that there is a wide range of generally smaller sites being considered for allocation and this will assist house builders of all shapes and sizes to be able to access land for development. This will assist with deliverability as well as offering a range of houses to the market. One of the key elements for such sites is that they are deliverable.

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION GENERAL RESPONSES TO SECTIONS 30, 31, 32, 33 and 35

Company / Organisation	ID	Para / Policy	Type of Response	Summary of Response
	LPPO1758	Policy 32	Object	Road, doctors, schools etc cannot cope now, never mind more houses.
	LPPO3451	Policy 32	Object	<ul style="list-style-type: none"> • Schools – where are the children going to go? • Doctors – difficult to get appointments. • Dentists • Traffic – already difficult at certain times of the day. • Lots of houses already being built in the sugar beet site. • Loss of Green Belt.
	LPPO3548	M1/18	Object	<p>M1/18 North of Wilden lane industrial site.</p> <p>I am hugely opposed to any more industrial units on Wilden lane. We are surrounded by industrial units in this area, many of which are empty.</p> <p>The Worcester road has had units empty for years, why build more? There is also the Hoo Farm industrial estate and the Worcester road premises.</p> <p>A majority of the residents of Wilden lane live very close to road and we already suffer fast traffic speeding HGV's (over the weight limit) that are hurtling down the road at all times of the day and night and more industrial units would add to this.</p> <p>The traffic congestion on Wilden has become unbearable since the sugar beet development with access out on to the A449 McDonalds island horrendous at rush hour and beyond. – At 6.45pm it took me 25minutes to exit Wilden lane as the traffic generated on the A449 from the new lights do not give way for Wilden traffic. It is much worse at real rush hour with traffic tailing back.</p> <p>Any industrial units will add to noise, air and road pollution and be detrimental to the road</p>

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION GENERAL RESPONSES TO SECTIONS 30, 31, 32, 33 and 35

Company / Organisation	ID	Para / Policy	Type of Response	Summary of Response
				and residents.
	LPP02325	Policy 32	Object	<p>Reasons for objection:</p> <ul style="list-style-type: none"> • Loss of Green Belt/public rights of way • Traffic congestion already a problem would increase • Affect emergency services access • More traffic noise/fumes • Stourport has nothing to alleviate traffic. • Capacity of schools/GPs/dentists • Loss of wildlife habitat esp. on Burlish Top Nature Reserve • Loss of agricultural land. • No evidence that there is a housing shortfall that cannot be met by use of Brownfield land
	LPP0167	32.1	Comment	There is a lot of stress on the road network around these proposed sites. Stourport is desperate for relief roads to reduce bottlenecks on Worcester Road, Hartlebury Road, Mitton Street, and Severn Road - primarily caused by the incorrect siting of Tesco's. By adding more residential development this will make the current situation worse without additional measures to divert non-Stourport traffic away. Through traffic needs to be diverted away from the one way system and back to the A449.
	LPP0233	32.1	Comment	The planning register shows that Stourport has circa 550 dwellings constructed on the town side of the river in the last 12 years. This represents just under 10% of the population, using reasonable average occupation, from the start of the period. This can not be called a small amount of building. Using an average council tax figure from 2012 this equates to an additional circa £800,000 per year at the end of the period
Place Partnership Ltd	LPP01095	Policy 33	Comment	The Bewdley Fire Station site is currently allocated under Policy SAL.B1 – <i>Load Street Redevelopment Area</i> of the Site Allocations and Policies Local Plan (adopted July 2013).

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION GENERAL RESPONSES TO SECTIONS 30, 31, 32, 33 and 35

Company / Organisation	ID	Para / Policy	Type of Response	Summary of Response
				<p>However, this allocation has not been carried forward into Policy 33.</p> <p>Given that the Bewdley Fire Station site will become available for redevelopment, alongside the fact that the new Bewdley medical centre and library on Dog Lane has been delivered, we consider that it would be sensible for Policy SAL.B1 to be incorporated into the new Local Plan in an equivalent form.</p> <p>We suggest that the precise wording of the policy should be agreed via the Place Review of the District that is currently being undertaken by the Council and PPL.</p>
	LPPO1871	Policy 33	Object	<p>There is a need for housing but Bewdley is full up so not possible.</p> <p>There is land available on the outskirts of the town but the roads are not able to cope with the existing traffic, Welch Gate is the most polluted spot in the Wyre Forest because of emissions. Buses are the worst offenders and the most dangerous as they have to drive on the pavement in order to pass sometimes.</p> <p>People prefer to use the route through the town centre. Buses could use the by-pass but do not.</p> <p>There is a primary and secondary school situated on Stourport Rd, another traffic 'hot-spot' at peak times. An increase in housing would add to this problem.</p> <p>Why is the council trying to over-fill a small town with new residents rather than look its existing ones? What is being done to solve the issue of poor air quality in the town centre and the traffic congestion in Welch Gate.</p>
Bewdley Civic Society	LPPO823	Policy 33	Object	<p>Object to any large-scale housing west of the river for reasons of poor infrastructure and sustainability (including a lack of public transport possibilities), the exacerbation of traffic and pollution/air quality problems in the town, the visual impact of the landscape quality of the</p>

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION GENERAL RESPONSES TO SECTIONS 30, 31, 32, 33 and 35

Company / Organisation	ID	Para / Policy	Type of Response	Summary of Response
				area and surface water drainage issues.
Bewdley Civic Society	LPO890	Policy 33	Comment	<p>Additional Suggestions and Omissions:</p> <ul style="list-style-type: none"> • A Policy to guide and direct the redevelopment and improvement of the Load Street car park area and the development of the former Surgery and Fire station site (as in the previous Local Plan Policy SAL.B1 Load Street redevelopment area). There should be a Policy to produce a Development Brief to comprehensively survey and seek solutions to its pedestrian/vehicular conflicts and visual appearance. • Suggest a policy for the redevelopment and/or enhancement of: <ul style="list-style-type: none"> a) The riverside buildings from Bridge House to the Rowing Club, perhaps to provide additional housing and car parking. b) The Workhouse site in High Street
	LPO2259	Policy 33	Object	<p>It is appreciated that from general political comments there is a need to increase the housing across the whole country and preparation plans are required.</p> <p>Are the 5,500 houses as stated in the conservative newsletter across the whole of the Wyre Forest Area and is that quoted for the Bewdley area the total in the plan up to 2034?</p> <p>If this is the case it equates to just over 4.5% of the total required.</p> <p>It is surely more sensible to have a plan that would not disrupt an area that already has a traffic problem particularly at holiday times.</p> <p>Areas that have better links to major roads and good public transport would be more sensible than those shown for the Bewdley area.</p>

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION GENERAL RESPONSES TO SECTIONS 30, 31, 32, 33 and 35

Company / Organisation	ID	Para / Policy	Type of Response	Summary of Response
				<p>If the 5,500 houses are as stated I presume this would increase the population of the area by approximately 22,000, would it not be more viable to create say a new town with new infrastructure that would then be viable rather than overloading existing?</p> <p>I do appreciate this would create the release of Green Belt land but it would be a one off strike to satisfy the target over the next 17 years.</p>
	LPPO4487	Policy 33	Comment	I have heard and read about the development on the Green Belt land off Dry Mill Lane down to Dowles Rd, I have not heard anything about the traffic problems which would occur in Welsh Gate and Dowles Rd and nothing about how would the Medical Centre and the schools cope?
	LPPO3270	Bewdley Site Allocations	Object	<p>I have been very surprised by the volume of traffic in Bewdley town centre and also along the bypass, the thought of the pollution caused by the constant traffic is a big concern. To top this off I'm extremely concerned by the proposed plans to consider building more roads and houses within this already gridlocked little town, almost with no consideration for the additional traffic and pollution this will cause.</p> <p>Over the next 5 years the Bewdley population will be getting younger. With young families moving into the area we need to ensure that there is ample green space for them to walk to without the use of transport, ensure the pollution is kept at a reasonable level and ensure that extra traffic does not become a danger to pedestrians.</p>
	LPPO4215	Policy 33	Comment	Option A still identifies Green Belt/green field sites (e.g. on Stourport Road/Habberley Road/Highclere etc) which as well as jeopardising scenic attraction also in many cases jeopardises the preservation of the gap between the three towns and consequently their individuality.
	LPPO4423	Policy 33	Support	We wish to support the development of Bewdley, as outlined in policy 33 and the core sites identified.
	LPPO2019	Policy 33	Object	<ul style="list-style-type: none"> West of the River is not feasible because of the road structures and because it is

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION GENERAL RESPONSES TO SECTIONS 30, 31, 32, 33 and 35

Company / Organisation	ID	Para / Policy	Type of Response	Summary of Response
				<p>impossible to widen roads in this area, not of course forgetting the bridge which is often congested due to large vehicles and increased number of cars.</p> <ul style="list-style-type: none"> • While I know 'The Gladman' land is not included in your development plan, my argument is largely the same – roads, traffic and congestion. • I think Wribbenhall will have to bear the development – they may assist with road costs i.e. Safari Park.
Campaign to Protect Rural England	LPO976	Policy 33	Comment	At Wribbenhall, the bypass provides a strong landscape barrier, and the Green Belt boundary could conveniently be moved out to it. Any development towards Kidderminster should be resisted unless there is substantial planning gain such as new link road between Habberley and Kidderminster Roads. If more sites are needed in Wribbenhall then land off Grey Green Lane may be least damaging. Land along bypass is very open and should be low priority option. Area between town and Forest is very sensitive.
	LPO47	Policy 33	Comment	There are several words or phrases which, when used, preclude rational argument. One example is to call something 'undemocratic'. Another is to describe something as 'uncompetitive'. In the current issue, there is a phrase whose use precludes rational argument. It is 'Green Belt'. Green Belts were, a good idea 60 or 70 years ago, but they have, in certain circumstances, become an obstacle to sensible planning. As a resident of Bewdley, I make frequent trips to Kidderminster for shopping, banking, concerts etc. Very many people who live in Bewdley travel to Kidderminster on a regular basis - rather more than those who come to Bewdley FROM Kidderminster. It would make sense, therefore to favour sites for future housing development which are as near as possible to Kidderminster to help minimize miles travelled. The Green Belt between Kidderminster and Bewdley contains a successful golf course, a safari park and a hotel with extensive grounds. They themselves provide a green space between the towns. It would therefore seem sensible to confine Bewdley's future housing development to sites east of the river until those sites are fully saturated. It would not be sensible to prefer the Highclere site over the other three sites merely because the latter are 'Green Belt. I contribute this in addition to the two points that Bewdley already has substantial traffic and air pollution problems due in substantial part to the amount of housing

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION GENERAL RESPONSES TO SECTIONS 30, 31, 32, 33 and 35

Company / Organisation	ID	Para / Policy	Type of Response	Summary of Response
				east of the town centre, and also remind you of the lack of safe traffic access to an extension of the Highclere housing development, since the only means of access is via the Highclere/Park Lane junction, which leads traffic either down narrow steep Park Lane (no pedestrian footpath) or else, typically past St Anne's School on the way up to the bypass.
Gladman Developments Limited	LPPO1425	Policy 33	Object	<p>Gladman are of the view that the Market Town of Bewdley must take on a supportive role to Kidderminster in the provision of housing, to secure an approach that better responds to the nature of market towns as sustainable locations for growth. The Local Plan should be aiming to focus the development to support the district's wider needs alongside all sustainable towns with established centres and in doing so deliver its aim to make use of existing infrastructure and reduce the need to travel.</p> <p>Gladman therefore object to the limited scale of growth that is currently proposed from housing allocations in Bewdley (across both options) and consider it necessary to plan for further development in order to fully support the economic and housing needs of the area. The total of 251 dwellings would deliver a mere 75 homes in accordance with the 30% affordable homes requirement, which would be barely sufficient to meet affordable housing needs over the next 3 years, let alone the 213 homes identified as required over the next 10 years and 383 over the plan period.</p> <p>Plan only proposes 4.6% of dwellings in Bewdley. Core Strategy proposed 10%.</p>
	LPPO1833	Policy 33	Comment	<p>Regarding development proposals in Bewdley, I would strongly oppose development of Heathfield and also the muted Gladman sites. These sites would:</p> <ul style="list-style-type: none"> • Inevitably increase traffic down Wyre Hill, Park Lane and Welch Gate and then through Bewdley (which has numerous listed buildings). Welch Gate has very narrow pavements which put pedestrians at risk. • Increase air and noise pollution

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION GENERAL RESPONSES TO SECTIONS 30, 31, 32, 33 and 35

Company / Organisation	ID	Para / Policy	Type of Response	Summary of Response
				<p>Bewdley centre has lots of empty commercial buildings that should be changed into high quality living accommodation. The former Midland Bank is a good example. Also many shops here have empty space on top for residential use.</p> <p>If development of any green field land is considered essential, then the identified spaces on the Kidderminster side of Bewdley seem to be the least bad option.</p>
North Worcestershire Water Management	LPPO922	33.2	Comment	<p>My concern regarding the Habberley Road site (WA/BE/5) has been included, but I would propose the following rewording to hopefully better describe the scale of the issue.</p> <p>The relevant sentence reads:</p> <p>“The small site lying south of Habberley Road would need to be carefully designed to take into account the need for a channel to take surface water run-off through the site in times of heavy rainfall.”</p> <p>I propose:</p> <p>“The small site lying south of Habberley Road would need to be carefully designed to accommodate a substantial existing surface water flood flow route through the site so this route remains fully operational during times of heavy rainfall whilst not causing a flood risk for any new development.”</p>
	LPPO586	33.2	Object	<p>2007 serious rainfall in Bewdley. The Safari Park closed one of the sluice gates, which caused serious flood of water. The whole area is delicate with the little stream this does not need to be tampered with. How will with all the housing being built, not cause flooding to us and to them. Will the old wall Sandbourne drive be kept intact, or will this also be knocked down and lose more of Bewdley's character, which looks like is happening all around us, the whole of Wribbenhall will be a block of houses from Catchems End right down to The Great Western, and from Old Styles' Mill right up to the now Stourport Triangle. No greenery, no</p>

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION GENERAL RESPONSES TO SECTIONS 30, 31, 32, 33 and 35

Company / Organisation	ID	Para / Policy	Type of Response	Summary of Response
				fields, no hedges, no trees, just houses.
	LPO375	Policy 35 - Far Forest	Comment	A local development plan for Far Forest, addressing the aging population needs, and by addressing this may then free up a lot of under occupied other property, would better address development in Far Forest than by including 6 acres of general housing development.
Worcestershire Wildlife Trust	LPO1084	Policy 35 Villages and Rural Areas Allocation	Object	<p>Proposed allocation BR/RO/4/6 – Although we note the comments set out in paragraph 35.2 of the reasoned justification we wish to object to the allocation of this site. We do not think it likely that the proposed development would be capable of maintaining the orchard (and any unimproved grassland present) to any meaningful degree given the level of housing proposed and we do not agree with the SA conclusion that the site would have a neutral effect on biodiversity (which we assume has been reached because the evaluation only considered designated sites). Traditional orchards are included under Section 41 of the NERC Act 2006 (and often contain S41 species including the noble chafer, which is known from nearby sites) and we cannot find any justification for the losses that would be likely set out in the evidence base for the Plan. As a result we object to this allocation on current evidence and would strongly recommend that further work be done to determine the impacts prior to any final allocation being accepted. It is important to note that any significant reduction in developable area arising from biodiversity constraints may render the site unviable.</p> <p>Proposed allocation BR/RO/7 – This site is also partly traditional orchard and whilst some level of development may possible the issues set out above still pertain and again we wish to object to its allocation until further evidence is available to demonstrate that development here is sustainable.</p> <p>The majority of other sites proposed under this policy also have likely biodiversity implications and so we reiterate the need to determine any ecological constraints that may exist on any of the sites listed under this policy using up to date survey information. We cannot see that this has been done and so far as we can ascertain constraints other than SSSIs and LWSs have not been fully considered in the evidence base or SA for the plan. This may have the effect of rendering the plan unsound. We therefore strongly recommend that the evidence base for</p>

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION GENERAL RESPONSES TO SECTIONS 30, 31, 32, 33 and 35

Company / Organisation	ID	Para / Policy	Type of Response	Summary of Response
				sites listed in the two allocations tables is updated and that the quantum of development proposed is made acceptable in light of any overriding biodiversity constraints before the plan is finalised.
	LPPO3844	Policy 35	Comment	The plan does not provide sufficiently for windfall housing sites in areas in the west of Kidderminster, beyond Bewdley. It has a narrow focus on 2 sites in Far Forest, introducing 40 new houses of unknown mix/type/purpose, without safeguards in respect of future housing needs for +65, who are going to be significantly in the majority in local housing. The plan should review all the local settlement boundaries to establish the extent to which small additional sites might contribute to the significant housing problem
	LPPO3238	Policy 35	Object	<p>This site has become overgrown and dormant for many years however it has a host of wildlife, flora and fauna.</p> <p>Egress from Plough Lane onto Cleobury Road (A4117) is dangerous and at a steep incline with limited views in either direction. Would WFDC ensure that new road layouts are installed to accommodate additional traffic to and from the site?</p> <p>At certain times of the day New Road becomes impassable due to the number of vehicles dropping off and collecting children from the primary school. Further traffic to and from the proposed site adds to this major problem. School places at Far Forest Primary School is a smaller than average school with 136 pupils on roll. Is there a proposal to expand the capacity at the school?</p> <p>The night sky here is also considered to be one of the rare sites in which to observe the night sky as there is no light pollution.</p>
	LPPO1695	Policy 35	Object	I am concerned at lorries' speed and their manoeuvring causing traffic problems.
	LPPO1694	Policy 35	Comment	Build affordable housing in Clows Top for people to be close to family and support local

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION GENERAL RESPONSES TO SECTIONS 30, 31, 32, 33 and 35

Company / Organisation	ID	Para / Policy	Type of Response	Summary of Response
				businesses/schools e.g. Bayton where a play area would be nice. Concerns: <ul style="list-style-type: none"> • living on a busy fast road that there will be more traffic accidents • Possible problems with sewerage.
	LPP01697	Policy 35	Object	Objection to Policy 8f Page 64: <ul style="list-style-type: none"> • Very poor access from the A456 • The unstable land is not suitable for storage of heavy vehicles or caravans due to poor drainage possibly subsidence • With correct infrastructure provided, village land should be used only for the village,
Horton Estates Ltd	LPP0867	Policy 35	Comment	We wish to highlight that PDL within the Green Belt at Cursley Distribution Park could be made available through site rationalisation which could be allocated for residential development. This site lies within Parcel SE4 of the Strategic Green Belt Review (Strategic Analysis, September 2016) which was assessed as making a “limited contribution” to four of the five Green Belt purposes (NPPF para. 80). As described in more detail above, two areas of PDL (1.5ha and 1.9ha) could be released, each of which could accommodate in the order of 40 dwellings, as indicated on the enclosed Illustrative Masterplan. This would require the land to be released from the Green Belt and allocated under Policy 35.
	LPP0319	Policy 35	Support	Supports inclusion of BR/RO/7 as a core site. However, wishes development to be for local needs as defined through an up to date Parish Survey. Also wishes that the development be at a scale and density appropriate for the setting, possibly controlled through a ‘Master Plan’ approach
	LPP01696	Policy 35	Support	I would like new houses built in Clows Top for young people and to support local


LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION GENERAL RESPONSES TO SECTIONS 30, 31, 32, 33 and 35

Company / Organisation	ID	Para / Policy	Type of Response	Summary of Response
				shop/schools.
Rock Parish Council	LPP01162	Policy 35	Comment	<p>Council wished to draw your attention to the following points raised at our meeting by concerned residents of Far Forest namely;</p> <ul style="list-style-type: none"> • Potential loss of wildlife and harm to the landscape • Various protected species are located on the proposed development land • Harm to the Landscape Protection & Hedgerows • The Primary School at Far Forest cannot accommodate additional pupils • Concern at the increase of traffic in New Road especially after the last schools review • Road Safety in and round Cleobury Road & New Road • No Car Park for Far Forest Church causes problems • Plough Lane used as Bus Stop for school children in morning • Sewerage System in Far Forest is still a major ongoing issue as the upgraded system cannot cope with the current dwellings
Gladman Developments Limited	LPP01426	Policy 35	Comment	<p>Careful consideration needs to be given to the role of rural settlements within the context of the spatial distribution of development. All sustainable settlements should be allowed to play their part in meeting their own housing and employment needs as well as contributing to the wider district's requirements. A flexible approach to delivering the development needs of the district will ensure the plan's ultimate deliverability and success.</p> <p>PPG advises that all settlements can play a role in delivering sustainable development in rural areas. Blanket policies restricting development should be avoided unless supported by robust evidence. It is also vital that sufficient development in rural settlements is enabled to support the District's housing market in providing a choice of accommodation that responds well to local needs and create a better balanced population structure</p>
	LPP0256	35.2	Comment	See my comments on the Far Forest allocations under Policy 35, with some objections and some support.
	LPP0257	35.5	Support	I support the redevelopment of Alton Nurseries. Consider a mixed use site with a residential

LOCAL PLAN REVIEW – PREFERRED OPTION CONSULTATION GENERAL RESPONSES TO SECTIONS 30, 31, 32, 33 and 35

Company / Organisation	ID	Para / Policy	Type of Response	Summary of Response
				element. There are already 3 x residential properties on this site and next to it, and supported by a bus stop, additional residential properties would aid the development of a community at this location, rather than a group of isolated houses.
	LPP028	35.2	Object	<ul style="list-style-type: none"> • Building on field adjacent school in Far Forest would spoil the landscape/cause further traffic congestion. • Building houses on Plough Lane behind Tolland Bungalow would increase traffic and impact on wildlife • New estates are not needed.
	LPP0365	35.3	Support	Local employment ideas are to be commended. However, WFDC must be careful not to negate agricultural/rural opportunities by removing arable/other agricultural land.

Appendix 4 - Summary of Consultation Responses to the Local Plan Review
Preferred Options (Reg 18) Consultation (June 2017)

 WYRE FOREST DISTRICT COUNCIL	Wyre Forest District Council Local Plan Review	FOR OFFICIAL USE ONLY
	Preferred Options Document Consultation June 2017	Response Number: <input type="text"/>
		Date Received: <input type="text"/>
		Date Acknowledged: <input type="text"/>

DETAILED RESPONSE FORM

This response form accompanies the Wyre Forest District Local Plan Review Preferred Options document consultation. The Council welcomes your comments on the document. Please note that any comments made will not be treated as confidential and may be made publicly available.

Please use additional sheets if required, clearly marking the part of the document to which the comments relate e.g. option / paragraph / page number.

Comments must be received by 5pm on Monday 14th August 2017. Comments can be submitted in the following ways:

- online via the consultation portal <http://wyreforestdc-consult.limehouse.co.uk/portal/>
- by email to LPR@wyreforestdc.gov.uk
- via post to Planning Policy, Wyre Forest District Council, Wyre Forest House, Finepoint Way, Kidderminster, DY11 7WF

1. Personal Details		2. Agent Details (if applicable)	
Title	<input type="text"/>	Title	<input type="text"/>
First Name	<input type="text"/>	First Name	<input type="text"/>
Last Name	<input type="text"/>	Last Name	<input type="text"/>
Job Title (where relevant)	<input type="text"/>	Job Title (where relevant)	<input type="text"/>
Organisation (where relevant)	<input type="text"/>	Organisation (where relevant)	<input type="text"/>
Address Line 1	<input type="text"/>	Address Line 1	<input type="text"/>
Line 2	<input type="text"/>	Line 2	<input type="text"/>
Line 3	<input type="text"/>	Line 3	<input type="text"/>
Line 4	<input type="text"/>	Line 4	<input type="text"/>
Post Code	<input type="text"/>	Post Code	<input type="text"/>
Telephone Number	<input type="text"/>	Telephone Number	<input type="text"/>
E-mail address	<input type="text"/>	E-mail address	<input type="text"/>

Please tick if you are happy to receive future correspondence by email. ☐

Appendix 4 - Summary of Consultation Responses to the Local Plan Review
Preferred Options (Reg 18) Consultation (June 2017)

3. Please indicate which part of the document you would like to comment on (e.g. paragraph, policy, map, table or figure reference)

4. Do you want to support/object/comment on this part of the document?

Support ☐

Comment ☐

Object ☐

5. Please set out your comments below clearly stating which part of the Local Plan Preferred Options document each comment relates to (e.g. question / option / paragraph / page number).

Signature:

Date:

Data Protection and Freedom of Information

All personal information that you provide will be used solely for the purpose of the Local Plan consultation. Please note that each comment and the name of the person who made the comment may be featured on the Wyre Forest District Council website, comments will not be confidential. Full comments, including addresses, may also be available to view on request. **By submitting this form you are agreeing to these conditions.**

Appendix 4 - Summary of Consultation Responses to the Local Plan Review Preferred Options (Reg 18) Consultation (June 2017)

APPENDIX 5 – LIST OF STATUTORY CONSULTEES

Statutory Consultees:

British Telecom
Centro- WMPTA
Civil Aviation Authority
Directorate of Adult Services and Health (DASH)
EE
Environment Agency
Greater Birmingham and Solihull Local Enterprise Partnership
Hereford & Worcester Ambulance Service
Hereford & Worcester Fire & Rescue Service
Highways England
Historic England
Homes & Communities Agency
National Grid
Natural England
Network Rail
NHS Commissioning Board
NHS Property Services
North Worcestershire Housing & Water Management
North Worcestershire Water Management
Office of Rail Regulation
Oil and Pipelines Agency (The)
Place Partnership Ltd
Severn Trent Water Ltd
South Staffordshire Water Plc
Staffordshire Police and Crime Commissioner
The Coal Authority
The Planning Inspectorate
Three
Vodafone and O2
West Mercia Police
Western Power Distribution
Worcestershire Local Enterprise Partnership
Worcestershire Local Nature Partnership
Worcestershire Partnership
Wyre Forest Clinical Commissioning Group

Wyre Forest Parish and Town Councils:

Bewdley Town Council
Broome Parish Council
Chaddesley Corbett Parish Council
Churchill and Blakedown Parish Council
Kidderminster Foreign Parish Council
Kidderminster Town Council
Rock Parish Council
Rushock Parish Council
Stone Parish Council

Appendix 4 - Summary of Consultation Responses to the Local Plan Review Preferred Options (Reg 18) Consultation (June 2017)

APPENDIX 5 – LIST OF STATUTORY CONSULTEES

Stourport on Severn Town Council
Upper Arley Parish Council
Wolverley & Cookley Parish Council

Neighbouring Authorities:

Birmingham City Council
Bromsgrove & Redditch DC
Dudley Metropolitan Borough Council
Malvern Hills District Council
Sandwell Council
Shropshire Council
Solihull Council
South Staffordshire District Council
South Worcestershire Development Plan
Staffordshire County Council
Walsall Council
Wolverhampton City Council
Worcester City Council
Worcestershire County Council
Worcestershire Regulatory Services
Wychavon District Council
Staffordshire County Council

Neighbouring Authority Parish Councils:

Abberley Parish Council
Alveley and Romsley Parish Council
Astley & Dunley Parish Council
Bayton Parish Council
Belbroughton and Fairfield Parish Council
Clent Parish Council
Cleobury Mortimer Parish Council
Dodford with Grafton Parish Council
Elmbridge Parish Council
Elmley Lovett Parish Council
Hagley Parish Council
Hartlebury Parish Council
Highley Parish Council
Kinlet Parish Council
Kinver Parish Council
Lindridge Parish Council
Mamble Parish Council
Pensax Parish Council
Upton Warren Parish Council