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To Residents

11th June 2013

Dear Resident,

Community Plan 2013

Following the consultation with you in January and April 2013, I am pleased to advise that this document was adopted by the Parish Council at their meeting held on 10th June 2013. I should like to thank you for your help in responding to the consultation process and enabling us to complete the task of finalising the plan, knowing that it reflects your views.

It will now be distributed to District and County Council Members and Officials, together with the Planning Inspectorate. Hopefully this will influence the decisions that still need to be made before the final adoption of the South Worcestershire Development Plan (SWDP). However there can be no certainty that the views expressed will be accepted by the appropriate authorities and the reasons for this are explained in the document.

The Community Plan deals principally with 'Housing and Infrastructure' and should be read in conjunction with our previous Parish Plans dated 2007 and 2010 which cover more general issues in the parish and still remain at the heart of the Parish Council's decision-making process.

Once again, I should like to thank you for your help and support in producing this document. It can of course be viewed on the Parish Council's Website, and copies are available free of charge from the Post Office and Shop.

Yours sincerely

Barbara Beard

Barbara Beard

Chairman of Lower Broadheath Parish Council



Lower Broadheath

Community Plan 2013

1.0 The Need for a Community Plan.

1.1 Introduction:

Malvern Hills District, Worcester City and Wychavon District Councils have been working together for some years to prepare their future 'Local Plans' to meet the considerable increase in population expected up to 2030. It has been feared since 2006 that the projected need to build up to 25,500 homes identified in the Regional Spatial Strategy (RSS) for South Worcestershire up to 2026 was bound to have a significant impact on the village and parish.

The then Labour government encouraged communities to get involved in the process by preparing 'Parish Plans' to represent the views of the Community and these were funded by Defra. Under the guidance of the Parish Council, Lower Broadheath produced its own plan in 2007 and when more information became available regarding the scale of development proposed for the parish, a further 'Plan Update' was produced in 2010.

The feedback received via questionnaires and work produced by a steering group enabled the Parish Council to argue that the proposal to build 3,500 homes in the parish to meet Worcester City's need, plus further homes to meet Malvern Hills' need, was totally unacceptable. These documents also helped District Councillors to argue for, and achieve, a reduction in numbers for the parish.

The 'Localism Act' introduced by the Coalition Government in 2011 encouraged communities to produce a 'Neighbourhood Plan' (NP). The intention was to influence future planning in their area. Further investigation revealed that a NP could only deal with land usage issues and could not be used to argue for a lower number of homes than identified in the South Worcestershire Development Plan (SWDP). Furthermore it could not deal with infrastructure issues considered so important to make the plan sustainable. Whilst an NP has legal powers, it has very limited scope. Because of this, the Parish Council elected to produce instead a Community Plan (CP). Although not having the same powers it allows us to address vital infrastructure issues as well as housing. Hence this document, which we hope will allow us to influence planning for the future.

The 'Localism Act' promoted the scrapping of the 'Regional Spatial Strategy' (albeit not enacted in the West Midlands until 20th May 2013) and again encouraged local authorities to work together to produce 'cross boundary' development plans. The three authorities having undertaken further public consultation, have now produced a 'Draft SWDP'. The current proposal up to 2030 is for some 23,200 new homes and approx. 280 ha of

employment land in South Worcestershire. This was adopted in final draft form in December 2012 by the three Authorities for submission to the Department of Communities and Local Government. It will be subjected to an Examination in Public (EiP) later this year and, if approved, it will become the formal 'Local Plan' in late 2013.

The 'schedule of changes' to the SWDP submitted to the three Authorities in July 2012 and approved in December 2012 indicates the following impact upon Lower Broadheath for the period up to 2030 :

1. Fifty two (52) new homes are scheduled to be built within the village.
2. It is proposed that nine hundred and seventy five (975) homes be built in this and the parish of Rushwick. These homes, together with a Gypsy and Travellers site, are scheduled to be located against the western boundary of Worcester City adjacent to Dines Green. The development is to be known as Temple Laugherne. A further c150 homes are already under construction at Earls Court Farm. An employment site of 11 hectares at Grove Farm has been designated for a Health Care Facility together with further accommodation for the University.
3. A phased delivery of five hectares (ha) of employment land will be provided on the Temple Laugherne site.

1.2 The Scope and Justification for the production of a Community Plan. (CP)

By means of a CP, we shall seek to influence the planning of new homes in the village for the benefit of the community, rather than have schemes forced upon us by developers who may be influenced by profit and a desire to use their standard urban designs. The cost of any new homes is also seen to be of considerable importance by the Community as evidenced by the Housing Need Survey (See Parish Plan Update 2010). The 975 homes and gypsy site planned as part of the Worcester City expansion (Temple Laugherne) have been considered as part of the CP and its likely impact on the village. The aim of the CP is to ensure a 'Sustainable Environment' as defined in the National Planning Policy Framework (NPPF) for all 'present and future generations'. An Infrastructure Needs Study, forms an important part of 'Sustainability' included in Section 3 and considers the following issues:

1. Highways and Transportation.
2. Flooding, Drainage and Climate Change.
3. Hospital and Health Care.
4. Education.
5. Employment.
6. Leisure facilities.
7. Environmental issues.
8. Broadband.
9. Measures to establish and preserve a 'significant gap' between the village and Worcester City.

Much of the evidence obtained in the 'Parish Plan Update 2010' is sufficiently current to enable its inclusion in this document, but some of that obtained in the 2007 plan has been reviewed in the 'Community Plan Questionnaire January 2013', and its findings, (see Appendix 1) have been considered in the CP.

The CP contains recommendations with respect to the types of homes, their design, layout and ecological issues considered desirable based on the evidence obtained in the questionnaire described above, from the 'Housing Need Survey' undertaken as part of the 'Parish Plan Update 2010' and from the 'Village Design Statement' published in April 2008.

Drawings showing the parish boundary, the area of the CP study and the suggested line of a possible future North-West Flood Relief Road (NWFRR) are included below. The location of all sites selected for development is also shown in Section 2.

1.3 The Community Plan Consultation:

The CP is administered by the Parish Council with support from the findings of the 'Community Plan Questionnaire January 2013', which was distributed to all households in the parish. This received a response of 30%. Further consultation then took place using the 'Draft Plan' (approved by the Parish Council in April 2013) before its final adoption by the Parish Council. This document was advertised on notice boards, in the village newsletter, made available for examination and comment on the Parish Council Web site and at various locations in the village. Responses received can be found in Appendix 3.

The following were also consulted:

- *Hall Management*
- *The Gardening Club*
- *Women's Institute.*
- *Church.*
- *Youth Club.*
- *Land owners,*
- *Shop and Post Office.*
- *Broadheath C of E Primary School,*
- *Chantry High School,*
- *Public Houses,*
- *Selection of Business Owners and Employers,*
- *Elgar's Birthplace Museum,*
- *Lord of the Manor (Broadheath Common),*
- *Save Elgar's Village Action Group.*
- *County, District and Parish Councillors.*
- *Neighbouring Parish Councils.*



1.4 Preparation of Plan.

The CP has been led by a 'Steering Group' of Parish Council members with Community support as described in 1.3 above.

1.5 Declaration of Interest:

Land owners were advised of their pecuniary interest when making comments and acknowledge that the CP is subservient to the forthcoming 'Local Plan'. They may reserve the right to object to any recommendations made through the normal process but should not use their objections to hinder the work of the CP.

1.6 The consideration of possible additional sites suitable for development:

Whilst the SWDP has identified some sites as being suitable for development, the Steering Group considered possible additional sites for development. However this was not supported by the results of the 'Community Plan Questionnaire January 2013' and no further work will be undertaken in this respect.

It should be noted, however, that there are some outstanding planning permissions still valid under the previous 'Local Plan' and isolated 'Windfall sites' that may come forward for development cannot be ruled out in the future, subject to meeting the necessary planning criteria and falling within possible settlement boundaries to be agreed with Malvern Hills District Council.

1.7 Community Infrastructure Levy (CIL):

Local Authorities receive contributions from Developers and Central Government for each new home that is built in their area to encourage 'sustainable development'. These monies, which come from CILs, New Homes Bonus, Council Tax benefits and Section 106 Planning Gain contributions (which may not be available in all cases) can be used to help fund a variety of activities such as affordable housing, highways, education etc. for the benefit of the Community. Bodies, such as Parish Councils may apply for some of this money to be used to improve communal facilities. The Parish Council will look at ways of applying for this money to make improvements in the village and these are discussed in more detail in Section 3.

1.8 Adoption:

The CP has been adopted by Lower Broadheath Parish Council. It is not a legally binding document but will be helpful to the Parish Council when being consulted over planning applications and in support of its representations to the 'Examination in Public' (EiP) of the SWDP. It is hoped it will also be helpful to Land Owners, Planning Officers, District Council Members and Developers in considering any proposals within the parish.

1.9 Time Table:

The draft Community Plan was approved by the Parish Council in April 2013 and following further consultation, was adopted with changes by the Parish Council on the 10th June 2013.

1.10 Cost of Developing the Plan.

The cost involved in developing the plan has been met from the Parish Council reserves. The cost was considerably less than for producing a Neighbourhood Plan and the benefits are believed to outweigh those of a NP at this stage for the reasons stated. However, such a document may be produced in the future if it is felt it would benefit the Community.

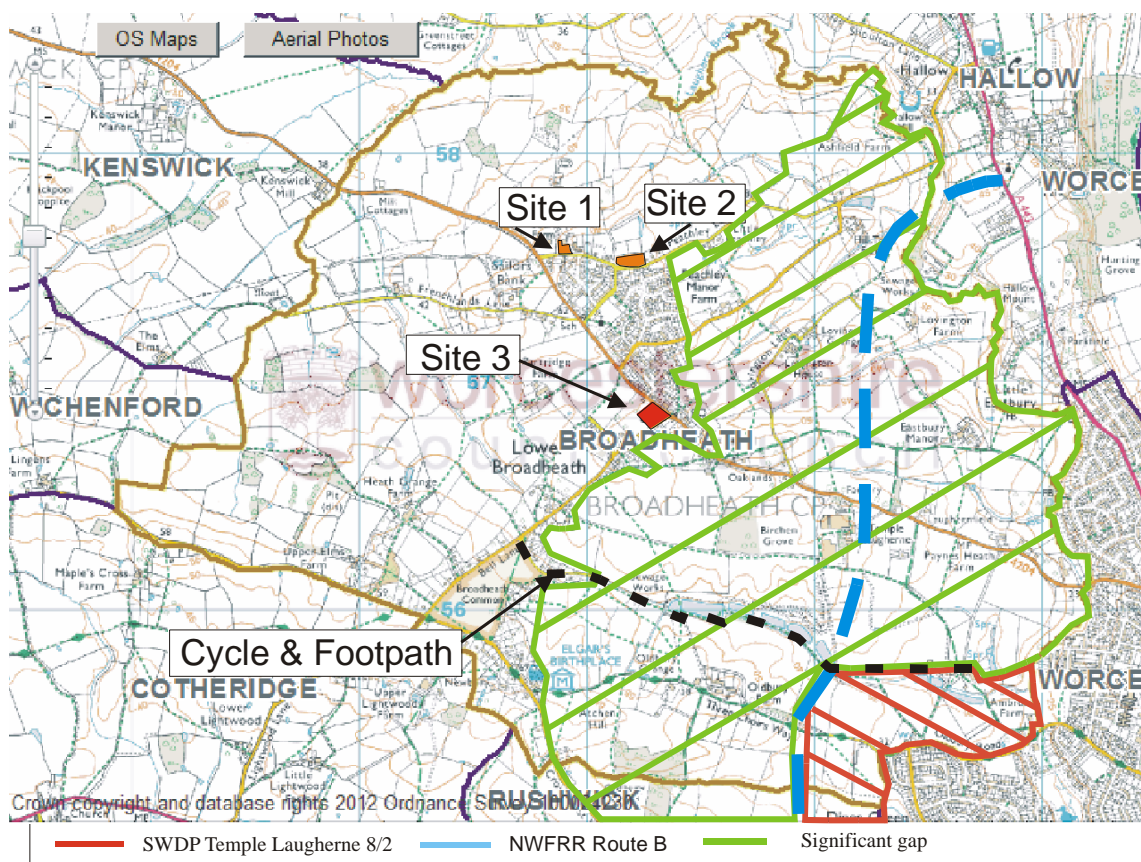
2.0 Housing

2.1 Introduction:

The number and type of housing required by the SWDP up to 2030 for the village is of most importance in preparing the Community Plan. The Plan is influenced by the S.W.D.P. This has identified certain sites and dwelling numbers as follows:

- Peachley Court Farm, Peachley Lane – 6 dwellings (site 1)
- Strand Cottages, Peachley Lane – 6 dwellings (site 2)
- Martley Road/Bell Lane junction – 40 dwellings (site 3)
- Total: 52 dwellings

Map, showing Parish boundary in Brown, with proposed development sites within SWDP, Significant Gap, suggested route of North West Flood Relief Road and proposed Cycle Way



- A further 975 homes up to 2030 together with a Travellers site has been identified in the SWDP to be built partly in this and the adjoining parish of Rushwick at Temple Laugherne as discussed below.

The SWDP indicates the range of housing types (i.e. size of dwelling) needed to serve the geographical area of South Worcestershire but this does not correspond with the evidence obtained for Lower Broadheath in the 'Housing Need Survey' undertaken as part of the Parish Plan Update 2010. The findings of this survey are as follows (evidence shown in Appendix 2) and these must be considered as being more reliable.

The SWDP indicates that 40% of homes on any development of 15 or more dwellings should be Affordable (i.e. rented or shared ownership), on sites of 10-14 dwellings 30%, and 20% on sites of 5 to 9 dwellings. 52 homes are considered acceptable in the village which equates to 34 open market and 18 Affordable homes in Lower Broadheath (based on the sites included in the SWDP).

No attempt has been made by the CP to investigate the need for, or the range of housing types required for the 975 homes to be built at Temple Laugherne, the majority of which are to serve the need of Worcester City. Furthermore no attempt has been made to justify the need for the Gypsy/Travellers site in the same location.

*The Housing Need Survey undertaken in 2010 as part of that Parish Plan indicated the following need within the village: (Dwellings marked * thus, below have simply been identified as small units to allow flexibility to developers)*

Category	Number of bedrooms	Percentage	Quantity
Rented Accommodation	3	50	5
Shared Ownership	2	50	9
Shared Ownership	3	50	4
		Total Affordable	18
Open market houses	3	60.66	21
Open Market houses	4	18.02	6
Open market bungalows / flats	3-4	9.84	3
* Open market houses / bungalows / flats	1 to 4 person	11.48	4
		Total open market	34

2.2 Site Sustainability and Viability:

The CP intention was to investigate the sustainability and viability of any additional sites that may be identified in the village in responses to the 'Questionnaire January 2013', together with sites that local knowledge may suggest are worthy of consideration. Sites rejected by the 'Strategic Land Availability Study' have not been revisited. In assessing the various sites the following factors need to be considered.

1. Is the site likely to receive support from the community?
2. Is the land owner prepared to allow development?
3. Are the land owners prepared to allow development?
4. Is the site a brownfield site?
5. Are there any issues with land contamination?
6. Is development economic?
7. Are mains electricity, gas, water, telephone and mobile phone reception available?
8. Is the site close to an adopted highway?
9. Are there any public footpaths crossing the site, or trees with preservation orders (TPO's)?
10. Is main foul drainage available?
11. Is storm drainage available?
12. Is the site within 1km of a shop, post office, pre-school, primary school, place of worship, health care facilities, meetings room, pub, play area/sports field, bus service?
13. Are there any local employment opportunities.

Additional development was rejected by the Community in response to the questionnaire. However, the above factors should be considered by developers, environmental assessors and utilities for all sites scheduled for development

2.3 'Economics-led', Housing Need:

As with the SWDP, the CP should be 'economics-led'. House prices should as far as possible reflect what people think they can afford and the indicative prices below result from the 'Housing Need Survey'. The current average local wage is also a consideration, but without significant deposits, home ownership is likely to be difficult to achieve for many. Hopefully the 'affordable' element will help those unable to achieve outright purchase.

Not all respondents indicated prices that they could afford, so the figures quoted below are averages and only give a guide based on 2010 values:

2 - bedroom bungalow/flat/house	Average. £182,000
3 - bedroom house	Average. £222,000
3 - bedroom bungalow	Average. £322,000
4 - bedroom house	Average. £317,000.

The survey does indicate that there is little demand within the village for houses in the £400-£600,000 price range often favoured by developers. Such homes are likely to be

purchased by people wishing to move into the village and there is already a good supply of these homes.

2.4 The suggested distribution of homes:

Based on the Housing Need Survey and the number of homes allocated for each site in the SWDP, homes have been distributed in the village as follows:-

Peachley Court Farm		
Category	Number of Bedrooms	Quantity
Open Market Houses	3	5
Affordable Bungalow or House	2	1
Strand Cottages, Peachley Lane		
Open Market Houses	3	5
Affordable Bungalow or House	2	1
Bell Lane / Martley Road		
Open Market Bungalow / Houses	2	4
Open Market Houses	3	11
Open Market Houses	4	6
Open market bungalows	3-4	3
Affordable Bungalows / houses	2	7
Affordable Houses	3	9
	Total	52

89.64% of those households that responded to the 'Community Plan Questionnaire January 2013' accepted this number of additional homes but were not prepared to support any further development. Therefore no other sites will be investigated at this stage.

2.5 Design:

The design of homes will vary from site to site depending on its location. The village does not have a strong vernacular style but in making recommendations consideration should



be given to aspect, materials, the protection of views, densities to reflect the site's



surroundings and consideration of the area's rural setting.

For example a site surrounded by agricultural barns may benefit from buildings of a similar scale rather than 'estate type' houses. Provision for car parking, cycle storage, refuse and recycling and general 'outside' storage should be allowed for in any design.

All homes should be designed to 'Lifetime Home Standards' and achieve as a minimum the thermal and ecological standards applicable at the time of construction. Reference should also been made to the 'Lower Broadheath Village Design Statement April 2008'.

The CP identified the following in its design consideration for each site.

- 1) The number of homes considered suitable for the site.
- 2) The suggested types, design, layout, tenures and sizes of homes.
- 3) The standard of car parking provision required bearing in mind the rural location.
- 4) Any special uses recommended for the site.

Peachley Court Farm.

It is suggested that a Courtyard style development of six linked dwellings should be considered, linked to reflect the agricultural heritage of the site with plain tile roofs and elevations of good quality stock facing brickwork. The affordable dwelling may be a single storey unit to create additional interest. Courtyard style parking with 3 spaces for each of the 3 bedroom dwellings and 2 spaces for the 2 bedroom unit should be provided. No dwelling should exceed two storeys in height. Garages may not be desirable, but each home should have a generous brick-built external store suitable for the storage of refuse and cycles.

One access to the parking area should be off Peachley Lane with a brick boundary wall alongside the road. A high level of landscaping should be provided with enclosed rear gardens to create separation between this and industrial development to the north.

Storm water run-off into Peachley Lane is often a problem in this area. A collection area should be incorporated together with water recycling for the dwellings to prevent the run-off becoming worse as a result of the development.

Strand Cottages, Peachley Lane.

Currently the site is occupied by a group of derelict cottages. Most homes in this part of the village are detached and this practice may be considered desirable here. The site is

designated for six dwellings and again no dwelling should exceed two storeys; it may be desirable for some to be single story. It is suggested that each home should have its own driveway off Peachley Lane and garages would be desirable with a level of parking similar to Peachley Court Farm. The garages should also provide facilities for the storage of refuse and cycles. Eco style homes with a contemporary design may be considered suitable, with their use of materials and energy saving features. Again the disposal of surface water is likely to be an issue and water recycling should be a feature of the design. The capacity of any existing highway drainage is believed to be limited and soakaways may prove to be problematical with the nature of soils likely to be encountered. There are existing problems with the pond which adjoins the site and already takes surface water run-off. A considerable amount of work to the pond and its discharge is required.

The retention of the roadside hedge is considered desirable. There are attractive views to the rear of the development overlooking farmland. Every effort should be made to retain this view. A high level of landscaping should be incorporated into the scheme.

Because of the location of both sites they may not be considered suitable for the less active members of the community.

Bell Lane/ Martley Road.

Whilst this is a large site the SWDP states that 40% of the site area should be retained as 'green space.' This is to provide play and amenity spaces together with a village green on the



corner of Bell Lane and Martley Road. Therefore the number of homes is restricted to forty dwellings. This is a very important site located in the centre of the village. Roads within the site will need to be to adoptable standard and many people in the village feel a traffic island should be constructed on the B4204 to allow access to and from this site and a new junction created with Bell Lane; hopefully this will reduce traffic speeds. This may be desirable but is likely to restrict parking outside the Post Office and Shop and would have a

detrimental effect on their business. The Steering Group therefore feels that this is not an option to pursue. Reluctantly the access is likely to be off Bell Lane (unless an access off Martley Road could be achieved) and there will be a need to create visibility splays resulting in the removal of significant lengths of the roadside hedge. This should be replanted on the new visibility splays to retain the rural nature of Bell Lane. During the consultation process considerable concern was expressed by residents about the impact and potential danger of additional traffic at the junction of Bell Lane and Martley Road, a junction which is already considered to be dangerous. The Parish Council has made numerous representations to the Highway Authority and Police about this issue and expect both the County and District Council give this serious consideration when determining planning applications for this development.

No dwellings should exceed two storeys in height and some bungalows on this site would be desirable to meet the needs of the less active members of the community. There are many attractive views from this site towards distant hills and it is important that these views should be retained particularly from the 'green spaces' and as many homes as possible.

The design of the homes should be of a 'cottage style', perhaps with dormer windows to first floor openings. They should be detached, semi-detached and terrace form, with varying roof lines, using traditional materials with plain tile roofs, chimneys and good quality facing bricks to the elevations. Garages should be provided together with refuse and cycle store provision to as many homes as possible, with driveways and additional parking leading off adopted roads. The use of shared driveways should be avoided if possible.

The latest standards for thermal efficiency should be a minimum requirement. There are concerns over the disposal of surface water and there is a need for extensive improvements to water courses and the laying of adopted storm drainage to serve the site.

High levels of landscaping are essential and the use of enclosed front gardens with hedges is considered essential in order to retain the rural feel of the site. Some dwellings may face out onto Martley Road. In these cases parking and garages should be to the rear of the properties. Taken together with a village green formed on the corner opposite the Bell Public House it is hoped to create a 'village centre'.



Street lighting in the village is not considered desirable and any security lighting should be carefully placed on individual homes.

Temple Laugherne:

It is anticipated that 975 homes allocated to this site under the SWDP will be similar to those currently being built at Earls Court Farm and will be designed to a similar criteria. Bearing in mind the site's location in relation to open countryside, dwellings exceeding two storeys in height should be avoided. Issues that are likely to affect the village are: the provision of educational facilities, centres for worship, adequate social care, play areas, flooding, and the lack of employment opportunities and there is a need to provide a protected area within the site for a future 'North West Worcester Flood Relief Road' with a direct access off the current Crown East Island at the junction of the A4440 and A44 roads. Less parking may be acceptable subject to the extension of the existing city bus service.

To protect the interests of these home owners access to the proposed Gypsy and Traveller's site should be from existing roadways rather than from estate roads.

There should be defined boundaries to the perimeter of the site with heavy landscaping to protect the interests of adjoining land owners, and to create the eastern boundary of the Significant Gap between this development and Crown East and Lower Broadheath.

95.34% of respondents to the 'Community Plan Questionnaire January 2013' were not prepared to support any further development in this location.

2.6 Justification for limiting the numbers of new homes.

The Parish Council has made representations to the Inspector examining the SWDP and copies of these documents are included in the Appendix 4. The reason for the representation is because it is considered the 'infrastructure' is totally inadequate to cope even with the needs of the existing population without any further development adding to the problem. The Parish Council considers that without adequate infrastructure the whole plan is unsustainable.

In summary, the provision of any additional homes to the 52 dwellings allocated to the village and 975 at Temple Laugherne should not be permitted.

3.0 Infrastructure

3.1 Introduction

The infrastructure is an important part of the CP. The aim must be to achieve a sustainable environment for those already living in the parish, those moving to the area and for current and future generations so that their 'quality of life' is not diminished as a result of new development. Indeed the aim should be to enhance such 'quality'. The economic prosperity of the Parish is dependent upon employment, some estimated 80% of which is principally situated in Worcester and also further afield on the east side of the river Severn. This section deals with the homes planned for the village and also the needs of the 975 homes planned at Temple Laugherne together with the Gypsy and Travellers site also planned in this location.

Not all of the issues can be addressed by a Community Plan but their inclusion and study is important so that they may be addressed by the appropriate body and make the SWDP truly sustainable.

Whilst discussed in paragraph 2.6 above the inadequacy of the infrastructure is repeated here to stress its importance. 'The Parish Council has made representations to the Inspector examining the SWDP and copies of these documents are included in the Appendix 4. The reason for the representation is because it is considered the 'infrastructure' is totally inadequate to cope with the needs of the existing population without any further development.' **The Parish Council considers without adequate infrastructure the whole plan is unsustainable.**

3.2 Highways and Transportation:

- **Transport by Road**

With the extension of the A4440 reaching as far as Rushwick in 1996 Lower Broadheath's category C lanes have become a commuter route for motorists wishing to cross the river Severn at Holt Fleet. It is of little surprise to find that in the 'Community Plan Questionnaire January 2013' a very high percentage of respondents (78.76%) favoured the completion of the North West Flood Relief Road (NWFRR).

The impact of the Temple Laugherne development and the expansion of Malvern on the village is unknown but it will inevitably lead to an increase in traffic. This situation will need to be monitored very carefully.

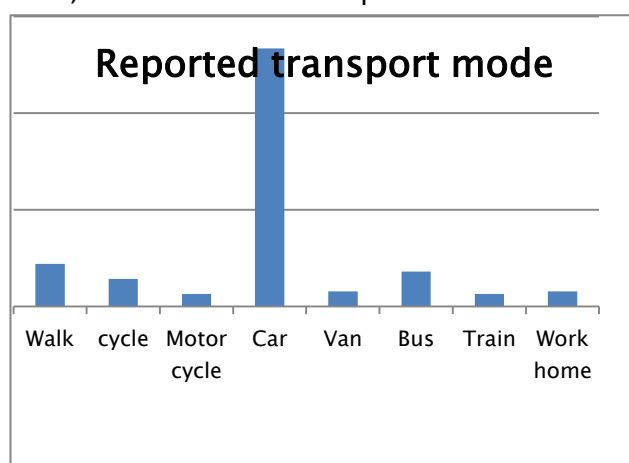
The reason for this lies outside of the Parish but is briefly set forth here for clarity.

The main traffic flow around Worcester is to and from the SW to the NE and return. Traffic analysis shows that greater than 60% of the vehicles arriving at the Powick roundabout arrive there merely to cross the river Severn. This will be made worse by the increase in population expected in South Worcestershire. Both the central Worcester City Bridge and the Carrington Bridge on the A4440 are already in gross overload causing very substantial traffic blocks during business hours and at many other times. The Government has recently awarded a grant of £14.2M to remodel the A4440/A38 Ketch roundabout, and to create a dual carriageway from the Ketch to Whittington. **This expenditure will do nothing to alleviate the bottleneck at the Carrington Bridge** (as no flyover is planned at the junction of the A4440 and A38), and its attendant tail back which chokes the roundabout at Powick.

Further, the SWDP plans for 2,450 additional homes at Norton. This development will cause yet further cross traffic at both the Ketch and Norton roundabouts again inhibiting the traffic flow.

Motorists will therefore continue to find it advantageous to take an extended journey via the category C lanes through Lower Broadheath to cross the river at Holt Fleet. This situation will be made worse by the SWDP plan for approximately 5,000 new homes and employment developments planned for Malvern, Temple Laugherne, Earls Court Farm, Clifton upon Teme, Martley and our own village, whilst the majority of employment opportunity is located east of the river Severn.

Even before the A4440 was extended to Rushwick, the Parish of Lower Broadheath had supported, and continues to support, the completion of the NWFRR to complete the fourth quarter of a Worcester ring road. It is considered that it is essential to bring this project forward to not later than 2020 and the responses to the **'Community Plan Questionnaire January 2013'** clearly demonstrates this is the desire of the community with a support rating of **78.76%**. Whilst always being a major issue in previous Parish Plans, demand for its completion has increased since the SWDP has been published.



Members of Parliament, District and County members and officials should use their best efforts to support the wishes of their electorate. The current stringent financial situation will pass. We therefore urge the Worcestershire County Council to prepare a 'costed outline plan' for the NWFRR. Failure to make this step leaves the district vulnerable to being passed over by Government as not being prepared

or ready when funding does become available.

We reiterate; providing a third road crossing of the river Severn to the North of the City of Worcester would release capacity for traffic using the A4440 and Carrington Bridge by creating an alternative route between SW to NE and vice-versa.

The lack of adequate road crossing points on the river Severn, causing the major traffic restrictions to the free flow of goods and people, continues to be a substantial barrier to potential employment on the west side of the river. This in turn exacerbates the chronic commuter traffic jams experienced daily **and 'life threatening' delays for emergency ambulances trying to reach the hospital, a situation that is totally unacceptable.**

The 'Community Plan Questionnaire January 2013' survey canvassed the travel to work modes of residents. The modes are shown in the Bar graph with percentages as follows: Walk 8.81%, Cycle 5.70%, Motor Cycle 2.69%, Car 53.37%, Van 3.11%, Bus 7.25%, Train 2.59% Home working 3.11%. We also asked for opinion on how necessary **a good road transport network was for the local area.**

90% of respondents rated this as very necessary and essential.

New employers will not be attracted to move to any employment sites west of the river Severn, which is a barrier to the free movement of goods and services. It remains unresolved.

- **Transport by Rail**

With access to the rail two stations in Worcester being located upon the East side of the river Severn and owing to the highly restricted nature of the car parking arrangements, less use than could be is made of this facility. There are no direct connections via the main line to destinations North and South of Worcester. The need for an interconnection increases journey times and thus acts as a further disincentive to adopt rail transport as a preferred inter-city option.

The establishment of a new station at Worcester Parkway at Norton, situated on the main rail network is a stated objective and the SWDP does make allowance for protecting this area of land for this purpose. However there is no guarantee that development will take place within the lifetime of this plan. The down side of Worcester Parkway is that it will create even more vehicular traffic trying to access this facility and would need significant highway enhancements to make it viable.

In the 'Community Plan Questionnaire January 2013' this received a support rating of 69.95%.

With the restrictions of road transport to and from the Parkway, from the west side of the river Severn there will be even more vehicular traffic trying to access this facility with the need to travel along the A4440 and over the black spot of the Carrington Bridge.

- **Public Transport**

There is a limited bus service for the village in common for many similar areas. Bus services extending beyond the major urban areas are mostly subsidised by local authorities. Such subsidies are reducing and this pattern is not expected to change even with additional development.

The Community survey showed a strong correlation between journeys for education and the use of the bus. The bus use may well be overstated due to the dedicated bus service to transport Lower Broadheath students to 'The Chantry' and the 'Free Bus' Pass Scheme. The economics of the bus service through Lower Broadheath is regarded as marginal.

Whilst the Parish Council has always pressed for improved bus services, and will continue to do so, it remains to be seen if even this limited bus service would survive if the 'Free Bus' Pass scheme were to be withdrawn.

A limited bus service Monday to Saturday into and out of Worcester is operated by Aston coaches, supported by a subsidy from Worcestershire County Council. Such services mainly leave from the Post Office and the Bell Inn. Two of these services traverse many parts of the village. A further bus connection is available by walking out of the village to Martley turn at the junction of the Martley and Hallow Roads.

The last bus service from Worcester to the village leaves the city at 1745 hrs.

It is therefore easy to see why the private car remains the method of choice for both employment and social needs.

- **Transport by Bicycle.**

Two road routes into Worcester are currently available for cyclists, namely the Martley Road B4204 and one via Crown East and a section of the A44 which has a partial cycle lane. Both of these routes expose cyclists to heavy traffic from large goods vehicles.

During the consultation process for Local Transport Policy 3 (LTP3) Lower Broadheath proposed a route using Bell Lane, with Sling Lane coupled to a joint footpath and cycle path proposal to Oldbury Road and a dedicated crossing to the cycle way along the banks of the Severn. Such a route would remove the parental objection to young people using their bicycles to attend the later years and sixth form schools in the city. If extended it could also serve as a link to Elgar's Birthplace and Museum.

In the 'Community Plan Questionnaire January 2013' this received a support rating of 64.25%.

The Parish Council will continue to work with Worcestershire County Council in an effort to improve all modes of transport in order that both the forthcoming Local Plan and the Community Plan can be made truly sustainable.

3.3 Flooding, Drainage and Climate Change:

Localised flooding already occurs in the village at times. In recent years has become worse possibly as a result of climate change. Inadequate storm drainage and poorly maintained water courses and ditches are factors.

Most storm water from existing properties in the village discharge into soakaways. These are inadequate in an area with predominately heavy clay sub soils. Others discharge into highway drainage systems and yet more have been diverted into foul drainage systems that were never intended to carry storm water. This results in the surcharging of these sewers in

times of very heavy rain, and in consequence forms a danger to health. The Environment Agency and Severn Trent should seek to ensure that new developments have properly designed storm water drainage systems. At present riparian land owners have a responsibility for the maintenance of many water courses crossing their land. It is totally unacceptable to expect this situation to cope with a significant increase in 'run off' as a result of new developments. We learn that developers consider surface drainage on the basis of a '100 year storm plus 30%' to predict the affects climate change. However, with the temperature of the Atlantic predicted to rise, such storms may occur with increased frequency.

The Parish Council will monitor any new development carefully by offering our local knowledge.

It is assumed that the 975 homes planned for Temple Laugherne will have properly designed foul and storm drainage and will not be built on the Laugherne Brook flood plain.

Guidance from Severn Trent Water will be required to ensure that the foul sewers in the village are adequate to cope with the new developments planned, and they must pay particular attention to the unauthorised discharge of storm water from existing properties.

3.4 Hospital and Health Care:

In response to the **Parish Plan Update 2010 90% of respondents** considered the existing facilities inadequate to cope with any additional development. There are plans to provide new health care facilities at Grove Farm and these will hopefully deal with some of the less serious cases from the Temple Laugherne development and Gypsy and Travellers site. Existing residents in the village currently use doctors' surgeries in Worcester, St Johns, Great Witley and Knightwick, which all involve the need to travel with in some cases potential parking problems. The Parish Council does offer volunteer transport for those unable to reach these facilities but it is a service little used. Dentists are also available in Worcester and St Johns. The Parish Council will continue to investigate the possibility of health care specialists setting up surgeries within the village or sharing with adjoining villages for those with transport difficulties and reduce the need to travel for all. This would of course also benefit new residents.

The most serious concern however is the 'Acute Hospital' provision and owing to budgetary constraints this service appears to be 'contracting' rather than expanding.

The Parish Council will urge County and District Councillors and the Member of Parliament to raise this issue with the NHS and unless assurances are received that it has the facilities to provide adequate care for the considerable growth anticipated in South Worcestershire then the sustainability of the whole development plan must be in doubt.

3.5 Education:

The Parish Plan Update 2010 indicated strong support for the current local schools with only just under 6% saying they would send their children to different schools. It is likely that both Broadheath Primary School and the Chantry School at Martley will be able to cope with the additional children from the village but not those from Temple Laugherne. There would be strong resistance to any attempt being made to transfer children from the village to schools

in Worcester. Both schools, however, would benefit from either Section 106 or Community Infrastructure Levy (CIL) contributions to help fund ever changing educational demands.

17.62% of respondents to the 'Community Plan Questionnaire January 2013' considered that the village would benefit from a replacement primary school.

It is anticipated that children living at Temple Laugherne would attend schools in Worcester. Subject to checking that local schools are able to cope with the likely increased intakes and that they would benefit in monetary terms there is little other action required unless attempts were made to change catchment areas.

3.6 Employment:

There is no provision in the SWDP for additional employment opportunities within the village, although the '**Community Plan Questionnaire January 2013**' showed a **70% approval for light manufacturing**. A similar situation is likely to exist for new developments at Clifton upon Teme, Martley and Hallow, most of which will create additional traffic flows through this village with people commuting to work outside the area.

As part of the Parish Council SWDP consultation of soundness the spatial location of employment was investigated. This indicated that 80% of the employment opportunities were on the east side of the river Severn.

Should there be a demand, some of the sites suggested for housing development may be suitable for 'live/ work' units. There may be some employment opportunities at current commercial sites within the village. These are:

- Food factories on Martley Road.
- Peachley Court Farm Business and Caravan Park.
- Various Equestrian Centres.
- Public Houses and Restaurants.

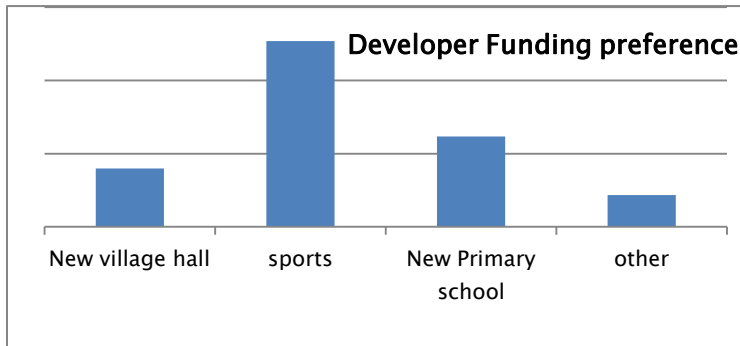
It is likely that most people living in the village will either work in Worcester or commute outside the area again creating additional traffic on an already congested highway network around Worcester. 11 hectares (ha) of employment land at Grove Farm is for the University and a Health Care Facility and the 5ha of employment land allocated at Temple Laugherne will only offer limited employment opportunities.

60.62% of respondents to the 'Community Plan Questionnaire January 2013' considered there was a need for more local employment opportunities with the majority favouring light manufacturing as mentioned above. The Parish Council will discuss this need with Malvern Hills District Council and investigate the following:

- The need to provide additional employment land to give opportunities for those new residents in the village and at Temple Laugherne.
- Transportation issues if additional employment land is allocated.

- Problems created by commuting from this geographical location.
- Demand for live/work units and encouraging people to work from home.

3.7 Leisure Facilities:



The results obtained in the Parish Plan 2007 were not conclusive and have been revisited in the Questionnaire 2013. The 'Community Plan Questionnaire January 2013' indicated that if funding was available the following would be desirable:

- Additional sports facilities. 36.27% (various suggestions made including tennis courts, hard sports open and covered areas).
- New larger village hall. 11.40%
- Other unspecified items. 6.22%

It is anticipated that the needs of those people moving into the village will be similar. Children's play areas are likely to be provided as part of the design concept on larger housing schemes. Considerable efforts have been made in the last two years to establish more activities in the church and village hall. These have met with considerable success and more could be achieved with CIL support. The Parish Council will also look at shared provision of sports facilities with adjoining parishes and will support any initiatives that may be available. There is a need to advertise existing facilities that are available.

Additional homes in the village should also benefit local pubs and restaurants.

It is anticipated that those people living at Temple Laugherne and at the Gypsy/ Travellers site will benefit from on-site leisure facilities and will also look towards Worcester for other facilities.

3.8 Environmental Issues:

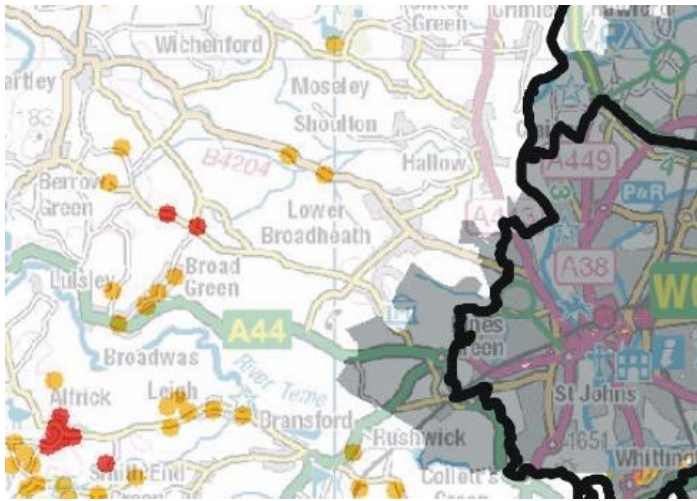
The following issues have been studied:

- The retention of the village Shop and Post Office was seen as the most important single issue in the Parish Plan 2007 with a 95% support rating and this still remains very important. The importance of this facility will only increase with the additional homes planned for the village. There are, however, concerns over the danger of parking near this facility which is likely to become worse with increased traffic. The Parish Council working with the Police and Highways will continue to monitor this situation.

- In the same plan 94% of respondents liked living in the village and in the **'Community Plan Questionnaire January 2013'** 56.99% of respondents indicated if they decided to move house they would prefer to stay in the village.
- 'Radon gas is known to occur in the village and potential developers should be made aware of this issue and deal with it in the design and construction of new homes.
- Waste disposal. The existing weekly service is excellent and nothing should be done to reduce this level of service. From May 2013 the weekly collection of residual waste via the 'black bag' system will continue as a weekly collection and 'wheelie bins' will be provided for the collection of recyclable waste including glass on a fortnightly collection basis. Complaints about the unsightly appearance of these bins are made countrywide and whilst developers should make provision for the storage of these it is hoped that existing residents will take care in placing these so that they do not become a 'blot on the landscape'.
- Protection of natural habitats. Any development must ensure these are protected.
- Farming. The village is surrounded by good quality and productive arable farming land. No development should be undertaken that will have a significant impact on this sector of the economy. Much of this land will be protected by the 'Significant Gap' discussed below but the fact remains land will be lost to the Temple Laugherne development and this loss will be repeated across the nation. Every effort should be made to develop 'brownfield sites' before using 'greenfield sites so favoured by developers.
- Public rights of way. The parish enjoys significant numbers of public footpaths and bridle-ways for the benefit of all. In the Parish Plan 2007 residents felt that these should be better maintained. Improvements have been made and the study has found that more work is needed. The Parish Council will continue to monitor this situation in spite of a considerable amount of work having been undertaken since the 2007 plan.
- The Common. This is a very important part of the Community and a facility enjoyed by walkers and horse riders. Flooding caused by water flowing off the Common has been an issue. The works recently undertaken have helped to reduce the problem. The Parish Council will continue to monitor this issue and see if any further action is required. Efforts are also being made to prevent vehicles parking on the edge of the common and causing damage. Adjoining residents can help by ensuring their visitors do not park on the Common, Wastes or Verges in Sling Lane, Bell Lane, Crown East Lane and Laylocks Lane.
- Tree preservation Orders. (TPOs). There are numerous trees in the parish which are worthy of retention, and which are not covered by tree preservation orders. The Steering Group will encourage the local authority to undertake a comprehensive survey to ensure their protection together with old established woodland and hedge rows.
- Allotments. The Parish Council maintains an area of land for this purpose to the rear of the Post Office. These are well used and very popular with allotment holders. The area

is divided into approximately 50 plots. Additional land is available if there was an increased need

3.9 Broadband:



WCC recently published a map of the slow broadband sites within the county. Lower Broadheath connection is unmarked but remains very slow.

The returns from the Community Survey established that the average broadband speed was 3.37Mbps. The survey also indicated that properties located furthest from the Hallow and Cotheridge exchanges reported the slowest speeds.

The map is far from complete in terms of detail.

In Bell Lane, even after BT introduced a recent upgrade, speeds of above 2Mbps remain unavailable.

Very slow electronic communication speed severely restricts home working. Small businesses which depend upon the free transmission of large quantities of data such as Architects, Media designers, Solicitors etc. all of whom could enhance the rural employment, remain trapped in urban areas. The additional commuter traffic to urban areas, together with the tendency for rural persons to work in urban areas, will continue until the bottleneck of slow communication is removed.

The Parish Council will investigate how this essential element of infrastructure can be improved working in conjunction with Worcestershire County Council and BT

3.10 Measures to establish a 'Significant Gap' between the Village and Worcester City:

89.12 % of respondents to the questionnaire considered that a 'Significant Gap' should be established.

As previously stated the village is very proud of its 'rural feel' and is anxious not to become another suburb of Worcester. The SWDP has gone a considerable way to improve and protect this important area of land, most of which is of agricultural importance and the proposed area is shown on the map in item 2.1. There is a worry that over a period of time there could be 'creeping expansion' of the Worcester City boundary and there are several issues that both the District and County Council should consider:

- 'Green Belt' designation.
- Agree a specific route and line for the NWFR. This should be included in the Local Plan.
- Completion of the North West Flood Relief Road (NWFR) as soon as possible.

- Ensure that access to the NWFRR is directly from the Crown East roundabout and land is preserved for this purpose within the Temple Laugherne development.
- Other physical barriers such as designated woodland areas.

4.0 Conclusions

4.1 Community Action Plans.

Item 1.2 'Sustainability' is the key to the production of the plan.

ACTION: Representation to the Planning Inspectorate and the Department of Communities and Local Government has been made as described in Appendix 4, together with continual pressure on Members and Officials of County and District Council and on the Member of Parliament to ensure that the plan is truly sustainable and meets the criteria for complying with the requirements of the National Planning Policy Framework (NPPF)

Item 1.6 'Consideration of Additional Sites for Development', something clearly rejected by the Community in Community Plan Questionnaire January 2013.

ACTION: The Parish Council will resist development in excess of that included in the SWDP and hopes to receive the support of Members and Officials together with the Planning Inspectorate during the examination of the plan.

Items 2.1 and 2.3 'Affordable Housing'. It is acknowledged that the parish must support this sector of the housing market.

ACTION: Investigate all possibilities with Developers and Partners to make the schemes financially attractive to meet local need. This shall include discounted purchase, market and economic rental and shared ownership. It is important that 'Affordability' does not result in open market housing being sold at a cost above normal market values.

Item 2.2 'Site Sustainability and Viability'.

ACTION: The Parish Council will work in conjunction with Developers, County and District Councils together with Utility Companies to ensure the quality of life for all residents now and in the future is not jeopardised by new development.

Item 2.5 'Design'.

ACTION: The CP can only make recommendations in this matter but it is hoped that Developers, Land Owners and the District Council will respect the views of the Community.

Item 2.6 'Justification for limiting the number of new homes'.

ACTION: Because of the already over stretched infrastructure any additional development will result in 'unsustainability' and a reduction in the quality of life, as previously stated, additional development over and above the SWDP numbers will be resisted.

Item 3.0 Infrastructure, clearly of major concern and the main reason for the SWDP proposals being 'unsustainable'.

ACTION: In considering any application for development the Parish Council must give this 'key consideration' all of these issues are beyond the control of the Parish Council particularly in respect of highways and transportation, flooding, drainage and climate

change, hospitals and health care, education, employment, waste, protection of habitats, farming and tree preservation orders, but it is the duty of the Parish Council to pursue these issues with the appropriate body to make sure local voices and concerns are expressed and are dealt with properly.

Item 3.7 Leisure, 'The Community Plan Questionnaire January 2013' identified some need for additional facilities.

ACTION: The Parish Council will monitor the specific requirements of both existing and new residents and assist groups or organisations in any way possible with grant support either locally or by means of CIL or Section 106 contributions for items described in item 3.7. Also there is a need to advertise existing facilities available via the newsletter.

Item 3.8 There are some 'Environmental Issues' over which the Parish Council may exercise some control, these are as follows:

Public Rights of Way (PRoW) the Parish Council has a PRoW warden who works in conjunction with Worcestershire County Council to manage these assets.

ACTION: The Parish Council will continue to monitor the condition of these rights of way to ensure they are usable and are not obstructed by new development.

Allotments. New developments may increase the demand for additional allotments.

ACTION: The Parish Council will monitor the need and allocate additional plots if required.

Broadband in the parish is generally very slow.

ACTION: The Parish Council will work with both Worcestershire County Council and BT to improve the quality of service but residents must also be more proactive themselves in this respect to demand a better service.

Item 3.10 'Significant Gap' between Worcester City and the Village is considered essential.

ACTION: The Parish Council will work with both County and District Councils and the Department of Communities and Local Government to ensure Developers do not try to creep into these areas and settlement boundaries by strict planning control. Perimeters of boundaries must be clearly defined rather than relying on some unidentified line on a plan.

4.2 Summary.

The over-riding element of the NPPF is 'Sustainability' and the SWDP fails to acknowledge this or to put in place sufficiently robust plans for the west and south of Worcester City and Malvern. These areas have inadequate infrastructure (often supplied by others such as Worcestershire County Council, NHS and other agencies, but nevertheless it is critical to the viability of the SWDP). **If any development is going to happen and clearly the government intends that it will then it must make funds available to ensure that it honestly meets the NPPF requirements for 'Sustainability'. This message is repeated many times in this document, and the CP makes no apology for this and it is essential that the necessary infrastructure is provided concurrently with development.**

District Councils may well be faced by demands for even more development by hungry developers arguing for even more homes, but with no interest in the harm that may be

created for current and future generations. They simply want to develop attractive and economic greenfield sites, whilst leaving brownfield and contaminated abandoned industrial sites undeveloped. We were promised this situation would not happen. The Planning Inspectorate, together District and County Council members must act to protect the interests of the Community they serve.

Lower Broadheath Community Plan 2013

5.0 Schedule of Appendices

- Appendix 1. Responses to Community Plan Questionnaire January 2013. Page 26

- Appendix 2. Analysis of the 'Housing Need'; taken from the Parish Plan 2010 Housing Need Survey. Page 27

- Appendix 3 Summary of responses received from residents following Draft Community consultation and action taken. Page 28

- Appendix 4. Parish Council Representations on the South Worcestershire Development Plan to be taken to the forthcoming Examination in Public of the South Worcestershire Council's submission to the Governmental Inspector. SWDP's. 1 (Overarching Sustainability Principles Appendix D), 4 (Moving Around South Worcestershire) and 7 (Infrastructure). Page 30

Appendix 1

LOWER BROADHEATH COMMUNITY PLAN QUESTIONNAIRE JANUARY 2013

The percentage response has been given in red beside each question.

1. The new development planned at Temple Laugherne will see the edge of Worcester City creep closer to the villages of Lower Broadheath and Crown East. Your Parish Council wishes to prevent any further development on the remaining farmland.
Do you agree with this? **YES, NO. [89.12% in favour/8.29% against.]**
2. Do you consider *more* new homes over the 52 described in the current plan should be built in the village up to the year 2030? **YES, NO.**
If **YES**, please state number, and where? **[7.25% in favour/89.64% against. Suggested sites include: Hallow Lane, Boulton's Nursery, Peachley Lane.]**
3. Do you consider *more* new homes over the 975 described in the current plan should be built at Temple Laugherne up to the year 2030? **YES, NO. [3.1% in favour/ 95.34% against.]**
If **YES**, please state number?..**No specific numbers offered**.....
4. Is your home privately owned?.....**[94.82%]**.....rented?..... **[1.04%]**housing association?..... **[0.52%]**
5. How many persons live in your home?. **Average = 2.47**.....How many bedrooms?.. **Average = 3.35**
Average occupancy persons per bedroom = 0.74
6. How many cars and/or vans are there in your household? **1, 2, 3, 4, 5, 6. Average car number per household = 1.88**
7. In your household please number " Retired". **[34.40%]** "In Employment" **[35.70%]** "In Education" **[12.30%]** " As Volunteer" **[1.10%]**.....
8. Is your employment / education mainly EAST **[32.4%]** or WEST **[26.94%]**of the river Severn?
Education, which is predominantly situated on the west side of the Severn, influenced this result (See question 12 for employment)
9. Please estimate your journey time to and from your employment/education.. **[31mins average]**
10. How essential is a good local road network to you and your family? Not very... **[8.81%]**Very... **[46.11%]**
Essential... **[30.57%]**
11. If you and/or others in your household work or are in education, how do you travel? **Walk [8.81%], Cycle [5.70%], Motor Bike [2.59%], Car [53.37%], Van [3.11%], Bus [7.25%], Train [2.59%], Work from home [3.11%].**
(You may indicate more than one option)
12. Your location of Work/Education? **Of the respondents who stated where they worked, 26.5% were west of the Severn and 73.5% were on the east side.**.....
Route taken? **Various**.....
Bridge used (if applicable)? **Various**.....
13. Do you support the plan to construct a cycle track from Sling Lane to Dines Green? **YES, NO. [64.25% in favour/ 32.12% against]**
14. Do you support the construction of a Parkway rail station at Norton for long distance E.W.N.S rail travel? **YES, NO. [69.95% in favour/ 19.69% against]**
15. Do you consider the North West Flood Relief Road (including a new river crossing) around Worcester should be completed? **YES, NO. [78.76% in favour/ 15.54% against]**
16. Would you like to see more local employment opportunities? **YES, NO. [60.62% in favour/25.39% against]**
If **YES**, what type? Please list **Light manufacturing appears most popular**.....
17. Do you need higher Broadband Speeds for (a) **Work?** (b) **Other Activities?** **YES [54.04%], NO [24.35%].**
18. What is your current broadband speed?..**Various**
19. Are there any features you would like to see on new developments? For example: Style of Architecture, Open Spaces, Parking arrangements, Play areas, etc. Please list...**Architecture 15.54% Open Space 31.09% Parking 26.42%**
20. Are there any new leisure, play or sports facilities you would like to see in the village? (please list)...**See responses in plan**
21. If Developer funding (Community Infrastructure Levy) was to become available, what would you prefer; **New larger village hall? 11.4% Additional sports Area? 36.27% Replacement Primary School? 17.62% Other? 6.22%**
22. If you decided to move home would you prefer to stay in the village? **YES [56.99%], NO [19.69 %]**
23. Please add any other comments you wish to make. **Comments were mainly to express concern of not losing the character of LBH as a village. Residents do not wish to live in a suburb of Worcester**
24. Please indicate the age group of the person completing the questionnaire. **18-30 [2.07%]. 31-40 [4.66%]. 41-50 [14.51%]. 51-65 [32.64%]. Over 65 [44.56%].**
25. Please quote your postcode. **.Not applicable in responses.**.....
26. Your name and address would be helpful, but this is optional: **Not applicable in responses.**

Thank you for completing this Questionnaire, the answers will be analysed with those responses received in the Parish Plan 2007 and the Parish Plan Update 2010 and used to prepare a new Community Plan 2013.

Appendix 2

Analysis of Housing Need

Details extracted from Lower Broadheath Parish Plan Update 2010.

Rental only	1-2 Bedroom Flat
	1-3 Bedroom House

Rental/Shared Ownership	3-2 Bedroom Flat
	3-3 Bedroom House

Therefore, need for rental / shared ownership = 50% 2 bed flats/bungalows/houses and 50% 3 bedroom houses

Properties to Purchase

1 x 2-Bedroom Flats	1.64%
1 x 2-Bedroom Flats	1.64%
5 x 2-Bedroom Houses	8.20%
37 x 3-Bedroom Houses	60.66%
11 x 4-Bedroom Houses	18.02%
4 x 3-Bedroom Houses	6.56%
1 x 4-Bedroom Bungalow	1.64%
1 x 3-Bedroom Flat	1.64%
-----	-----
61 Total*	100.00%
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*** Note whilst in responses to the questionnaire in the Parish Plan Update 2010, 61 respondents indicated a desire for these types of properties. However the same respondents wanted to see less than 50 homes in the village. These results have therefore only been used to determine the percentages for the types of dwellings needed.**

APPENDIX 3

Summary of responses received from residents following the Draft Community Plan consultation and action taken.

- Are issues discussed in the previous Parish plans still relevant – YES
- The Allotments are not mentioned in the draft Community Plan – THE DOCUMENT HAS NOW BEEN AMENDED TO CORRECT THIS OMISSION.
- Typographical and Grammar errors –ERRORS ARE BELIEVED TO HAVE BEEN CORRECTED.
- Considerable concern expressed regarding traffic likely to be generated from new development at the junction of Martley Road and Bell Lane.- THE PARISH COUNCIL HAVE DISCUSSED THIS WITH THE DEVELOPER AND WILL MAKE FURTHER REPRESENTATIONS WHEN A PLANNING APPLICATION IS SUBMITTED.
- A more robust response to the Health Care issue is required. - THE DOCUMENT HAS BEEN AMENDED TO REFLECT THIS REQUEST.
- The Church pointed out that the leisure facilities mentioned in item 3.7 are non-denominational and all are welcome. No charge is made for activities in the 'Hub' but financial support in the form of a CIL or a Parish Council grant would help to support this popular activity. –ITEM AMENDED ACCORDINGLY.
- What happens with outstanding planning approvals or possible 'windfall sites'- THE DOCUMENT HAS BEEN AMENDED TO COVER THESE ISSUES.
- Definition of NPPF - ADDED IN 1.2
- Request to extend area of 'Significant Gap' closer to dwellings in Bell lane and Sling Lane and protect further areas of agricultural land. – PLAN IN 2.1.HAS BEEN REVISED TO FOLLOW PHYSICAL BOUNDARIES.
- Why has the CP not decided the type of houses required at Temple Laugherne? C.P. CHANGE MADE
- Problem with traffic build up on Carrington Bridge is caused by roundabout at the Ketch. THE NEW ROUNDABOUT WILL ONLY HAVE LIMITED BENEFIT AS NO FLYOVER IS INTENDED AT THE JUNCTION OF THE A4440 AND A38.
- What are Common Wastes? THE AREAS AROUND THE PERIMETER GENERALLY ON THE FAR SIDE OF BELL LANE.
- The Planned route of the NWFRR should be given a higher priority. CHANGES TO THE WORDING MADE.
- Concern over developer's desire to build large houses with the consequences of more traffic and driving young families away from the village. PLAN ALREADY INDICATES HIGH PERCENTAGE OF 3 BEDROOM HOMES AS OPPOSED TO LARGER HOMES.
- Need to encourage more use of buses. NOTED IN SECTION 3 OF DOCUMENT.
- The plan does not say in what time period development will take place. NOTE ADDED IN SECTIONS 1 AND 2.
- Concern over time taken for emergency journeys to hospital. NOTE ADDED.
- Train connection unclear. NOTE ADDED THAT WORCESTER IS NOT ON MAIN LINE.
- Footpath could be extended to Elgar's birthplace. NOT CONSIDERED PRACTICAL.
- Need to identify employment sites. ALREADY DISCUSSED IN ITEM 3.6.
- Need to advertise leisure facilities. NOTE ADDED AND INCLUDED IN ACTION PLANS.
- The RSS only went up to 2026 not 2030 as does the SWDP. INTRODUCTION ALTERED TO CORRECT ERROR.
- Need to relocate shop. UNLIKELY TO BE POSSIBLE IN CURRENT ECONOMIC CLIMATE.
- Need to ensure adequacy of Utility Services Infrastructure. NOTE ADDED IN SECTION 2.2.

- Dwellings on Lower Broadheath side of Temple Laugherne to be single storey. LIKELY TO BE TOO PRESCRIPTIVE AND THEREFORE NO CHANGES MADE TO DOCUMENT.
- What about any organisations that may have been missed out in consultation. THE DRAFT PLAN HAS BEEN WELL ADVERTISED AND THERE HAS BEEN ADEQUATE OPPORTUNITY FOR ALL TO RESPOND.
- Various individual suggestions about dwelling styles, materials and layout. TO INCLUDE ALL VARIATIONS WOULD NOT BE PRACTICAL AND THERE MUST BE SOME FLEXIBILITY.
- Need to maximise retention of farming land. COVERED IN ITEM 3.8.
- Restrict number of building mounted lights. ALMOST IMPOSSIBLE TO CONTROL AND THEREFORE NO CHANGE MADE TO DOCUMENT.
- What action will be taken about site contamination and any possibility of Radon Gas? SEE ITEM 2.2 ENVIRONMENTAL ASSESSMENT WILL BE REQUIRED.
- Is the Community Plan a Statutory Document? NO, IT IS ONLY ADVISORY BUT REFLECTS THE VIEWS OF THE COMMUNIITY AND IT IS HOPED THAT IT WILL BE GIVEN CAREFUL CONSIDERATION BY ALL INVOLVED IN THE SWDP PROCESS.

APPENDIX 4

**South Worcestershire Development Plan
Proposed Submission Document
SWDP 1
Representation Form**

Please return by **5.00pm** on the **22nd February 2013** to:
South Worcestershire Development Plan Team,
Orchard House,
Farrier Street,
Worcester
WR1 3BB

or

contact@swdevelopmentplan.org

Ref:

(For official use only)

Please complete a separate form for each representation you wish to make

This form has two parts:

Part A: Personal Details

Part B: Your representations.

- Please complete Part B of this form for each representation you wish to make. You do not need to complete Part A more than once, *but please ensure you state your name or organisation as applicable at the top of each Part B form you submit.*
- Please refer to the attached guidance notes on making representations so that they address issues of legal compliance and/or soundness.

Please note that when representations are submitted only Part B of the form will be published. Contact details on Part A will not be published.

PART A

How we will use your details

The personal information you provide on this form will be processed in accordance with the requirements of the Data Protection Act 1998. It will be used only for the preparation of local development documents or any subsequent statutory replacement. However, your name and representations will be made publicly available when displaying and reporting the outcome of the consultation stage, and cannot be treated as confidential. Other details including your address and signature will be treated as confidential.

In agreeing to the holding of your information you are giving permission for your details, held on the database, to be shared between the three local authorities. If you have any concerns or queries relating to this process, please contact 01905 722233.

I agree that the contact details and any related responses can be held by the planning service departments of the three South Worcestershire local authorities. I understand that they will only be used in relation to the plan making process as required by the Planning and Compulsory Purchase Act 2004 and other planning-related legislation.

Part A

1. Personal Details*

*If an agent is appointed please complete only the Title, Name and Organisation boxes below but complete the full contact details of the agent in 2.

2. Agent's Details (if applicable)

Title	Mr	
First Name	Michael	
Last Name	Davis	
Job Title (if applicable)	Clerk to Lower Broadheath Parish Council	
Organisation (if applicable)	Lower Broadheath PC and Save Elgar's Village 'SaEV'	
Address Line 1	35 Oakfield Road	
Address Line 2	Malvern	
Address Line 3	Worcestershire	
Address Line 4		
Postcode	WR14 1DS	
Telephone Number	01684 569864	
E-mail address	mikedavis@worldonline.co.uk	

Part B – Please use a separate sheet for each representation

Name or Organisation

3. To which part of the SWDP does this representation relate?
Paragraph Policy Proposals Map

If your comment does not relate to a specific part of the document, or it relates to a different document, for example the Sustainability Appraisal, please make this clear in your response.

4. Do you consider the SWDP is legally compliant?
YES NO

Please give details of why you consider the SWDP is not legally compliant. Please be as precise as possible.

A typographical error exists in the list of category 3 settlements. ‘Upper Broadheath’ should not be included in this list.

5. Please set out what change/s you consider necessary to make the SWDP legally compliant, having regard to the issue/s you have identified above. You will need to say why this change will make the SWDP legally compliant. It will be helpful if you are able to put forward your suggested revised working of any policy or text. Please be as precise as possible.

Remove the listing of ‘Upper Broadheath’ from page 235 as it is not a separate settlement

6. Do you consider the SWDP to be sound?
YES NO

If you consider the DPD is unsound is this because it is **not**:

- | | |
|------------------------------------|-------------------------------------|
| 1. Justified | <input type="text"/> |
| 2. Effective | <input type="text"/> |
| 3. Consistent with national policy | <input type="text"/> |
| 4. Positively prepared | <input checked="" type="checkbox"/> |

7. Please give details of why you consider the DPD is unsound. Please be as precise as possible. If you wish to support the soundness of the DPD, please also use this box to set out your comments.

Confusion over the naming of the village of 'Lower Broadheath' has existed for some time and came to our notice during the RSS submission. The populous of the village were consulted by a questionnaire circulated, by Malvern Hills District Council. An overwhelming vote in favour of 'Lower Broadheath' was received.
We confirm an order changing the name of the village to Lower Broadheath was signed by MHDC on 15th August 2012.

8. Please set out what change/s you consider necessary to make the DPD sound, having regard to the test you have identified at 6 above, where this relates to soundness. You will need to say why this change will make the DPD sound. It will be helpful if you are able to put forward your suggested revised working of any policy or text. Please be as precise as possible.

Correct the typographical error by removing 'Upper Broadheath' from the Category 3 settlements on page 235

Please note your representation should cover succinctly all the information, evidence and supporting information necessary to support / justify the representation on legal compliance and / or soundness and the suggested change(s) necessary to make the plan sound, as there will not normally be a subsequent opportunity to make further representations based on the original representation at publication stage.

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9. If your representation is seeking change, do you consider it necessary to participate at the oral part of the examination?

NO I do not wish to participate at the oral examination

YES I wish to participate at the oral examination

10. If you wish to participate at the examination, please outline why you consider this to be necessary

Please note the Inspector will determine the most appropriate procedure to adopt to hear those who have indicated that they wish to participate in the oral part of the examination

Signature

Mike Davis

Date

14th Feb 2013

South Worcestershire Development Plan Proposed Submission Document

Representation Form (SWDP 4)

Please return by **5.00pm** on the **22nd February 2013** to:
South Worcestershire Development Plan Team,
Orchard House,
Farrier Street,
Worcester
WR1 3BB

or

contact@swdevelopmentplan.org

Ref:

(For official use only)

Please complete a separate form for each representation you wish to make

This form has two parts:

Part A: Personal Details

Part B: Your representations.

- Please complete Part B of this form for each representation you wish to make. You do not need to complete Part A more than once, *but please ensure you state your name or organisation as applicable at the top of each Part B form you submit.*
- Please refer to the attached guidance notes on making representations so that they address issues of legal compliance and/or soundness.

Please note that when representations are submitted only Part B of the form will be published. Contact details on Part A will not be published.

PART A

How we will use your details

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I agree that the contact details and any related responses can be held by the planning service departments of the three South Worcestershire local authorities. I understand that they will only be used in relation to the plan making process as required by the Planning and Compulsory Purchase Act 2004 and other planning-related legislation.

Part A

1. Personal Details*

*If an agent is appointed please complete only the Title, Name and Organisation boxes below but complete the full contact details of the agent in 2.

2. Agent's Details (if applicable)

Title	Mr	
First Name	Michael	
Last Name	Davis	
Job Title (if applicable)	Clerk to Lower Broadheath Parish Council	
Organisation (if applicable)	Lower Broadheath P.C & 'Save Elgar's Village' SaEV	
Address Line 1	35 Oakfield Road	
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Address Line 3	Worcestershire	
Address Line 4		
Postcode	WR14 1DS	
Telephone Number	01684 569864	
E-mail address	mikedavis@worldonline.co.uk	

Part B – Please use a separate sheet for each representation

Name or Organisation

Lower Broadheath Parish Council / Save Elgars Village 'SaEV'

3. To which part of the SWDP does this representation relate?

Paragraph

Page 47

Policy

SWDP 4

Proposals Map

If your comment does not relate to a specific part of the document, or it relates to a different document, for example the Sustainability Appraisal, please make this clear in your response.

4. Do you consider the SWDP is legally compliant?

YES

NO

X

Please give details of why you consider the SWDP is not legally compliant. Please be as precise as possible.

In addition to the City bridge in Worcester the Carrington bridge was opened in 1985 to form the southern link road. From 1984 - 2011 the population of South Worcestershire grew by 48000 mostly in Worcester and Wychavon. As a result both bridges are now substantially overloaded.

This overloading of the road crossings for the river Severn acts as a substantial barrier to the free movement of people and goods from east to west and vice-versa. The SWDP fails to address the vital need for this to be rectified, including the requirement for a third road river crossing within the infrastructure provision. In consequence, the plan to locate some 12000 extra persons, out of the 35000 required in the SWDP, on the wrong side of this barrier, renders the plan unsustainable and wilfully adds to environmental degradation, reducing the quality of life of both those currently resident and of the incoming families.

In addition the SWDP fails to preserve from development the land required for the continuation of the NWRR despite including it being an objective.

See pages 2-32 of the NPPF – 'Achieving sustainable development'.

5. Please set out what change/s you consider necessary to make the SWDP legally compliant, having regard to the issue/s you have identified above. You will need to say why this change will make the SWDP legally compliant. It will be helpful if you are able to put forward your suggested revised working of any policy or text. Please be as precise as possible.

New developments on the West side of the river Severn both for Malvern Hills and the west Worcester Urban extension should not be permitted until the provision of a third road river crossing is secured together with dual carriageway from the Powick roundabout to the M5 at junction 7.

The land providing for the continuation of the Worcester ring road known as the North West Flood Relief road should be preserved from development.

6. Do you consider the SWDP to be sound?

YES

NO

If you consider the DPD is unsound is this because it is **not**:

- | | |
|------------------------------------|-------------------------------------|
| 1. Justified | <input type="checkbox"/> |
| 2. Effective | <input checked="" type="checkbox"/> |
| 3. Consistent with national policy | <input checked="" type="checkbox"/> |
| 4. Positively prepared | <input checked="" type="checkbox"/> |

7. Please give details of why you consider the DPD is unsound. Please be as precise as possible. If you wish to support the soundness of the DPD, please also use this box to set out your comments.

As a consequence of the seriously congested bridges, congestion which continues throughout the day and evening on most days of the week, residents currently living on the west side of the river Severn experience inhibited access to 80% of SW employment (see attached report and map). This applies to the M5 motorway, Higher education, Hospital, major retail and leisure facilities as well as to the regional centres of religion, local government administration and Bee Hive library.

By planning to locate some 12000 persons on the wrong side of this barrier, without adequately addressing the need for a third road river crossing within the infrastructure provision, the SWDP is rendered contrary to the sustainability, economic and social objectives of the NPPF.

This continuing bottleneck is likely to inhibit new employment coming to the west side still more than is already the case.

The rapid population growth of Worcester between 1988 and 2000 without additional employment land provision has radically increased "out of city" commuting.

Traffic surveys suggest that more than 60% of the road traffic crossing the Carrington bridge, do so just to cross the river and have little requirement to interact with the business or social life of Worcester City. The traffic flow is mainly from SW to NE and return. The proposed NWFRR would relieve much of the traffic currently using the Carrington bridge.

8. Please set out what change/s you consider necessary to make the DPD sound, having regard to the test you have identified at 6 above, where this relates to soundness. You will need to say why this change will make the DPD sound. It will be helpful if you are able to put forward your suggested revised working of any policy or text. Please be as precise as possible.

- Partial redistribution of the number of homes planned to the south and west of Worcester, including Malvern, to balance numbers with affordable infrastructure improvements.
- Dual the Carrington Bridge and causeway from the Powick roundabout to the Ketch, with associated junction improvements.
- Preserve the land from development for the provision of the North West Flood Relief road.
- Alternatively bring forward the completion of the North West Worcester flood relief road together with an additional bridge crossing by not later than 2020, with a firm governmental promise of funding. This would make employment opportunities more attractive to investors to the west of Worcester which currently fails to attract employment because of poor and overloaded road communications.

Please note your representation should cover succinctly all the information, evidence and supporting information necessary to support / justify the representation on legal compliance and / or soundness and the suggested change(s) necessary to make the plan sound, as there will not normally be a subsequent opportunity to make further representations based on the original representation at publication stage.

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9. If your representation is seeking change, do you consider it necessary to participate at the oral part of the examination?

NO I do not wish to participate at the oral examination **YES** I wish to participate at the oral examination

10. If you wish to participate at the examination, please outline why you consider this to be necessary

The SWDP still fails to address the importance of vital river bridge infrastructure and the negative influence such omissions will have upon future inward investment for employment. The Examination in Public an important opportunity for the Village to place its concerns in front of a person of influence.

Our concerns have been addressed to both the RSS and SWDP over a number of years supported by two Parish Plans and three SaEV submissions.

Housing is planned to 2030, and will result in adding approximately 35000 persons to South Worcestershire. The absence of any infrastructure provision to alleviate an already serious situation will lead to a severe danger of gridlock, affecting not just the daily lives of the local population, and seriously hampering any growth in Tourism, but also the ability of the Emergency Services to perform their vital role. We would remind you that during the 2000 flooding both the Worcester City and Upton upon Severn bridges were impassable.

Ignoring the barrier that the river Severn currently presents, is contrary to NPPF aims for new development.

Please note the Inspector will determine the most appropriate procedure to adopt to hear those who have indicated that they wish to participate in the oral part of the examination

Signature

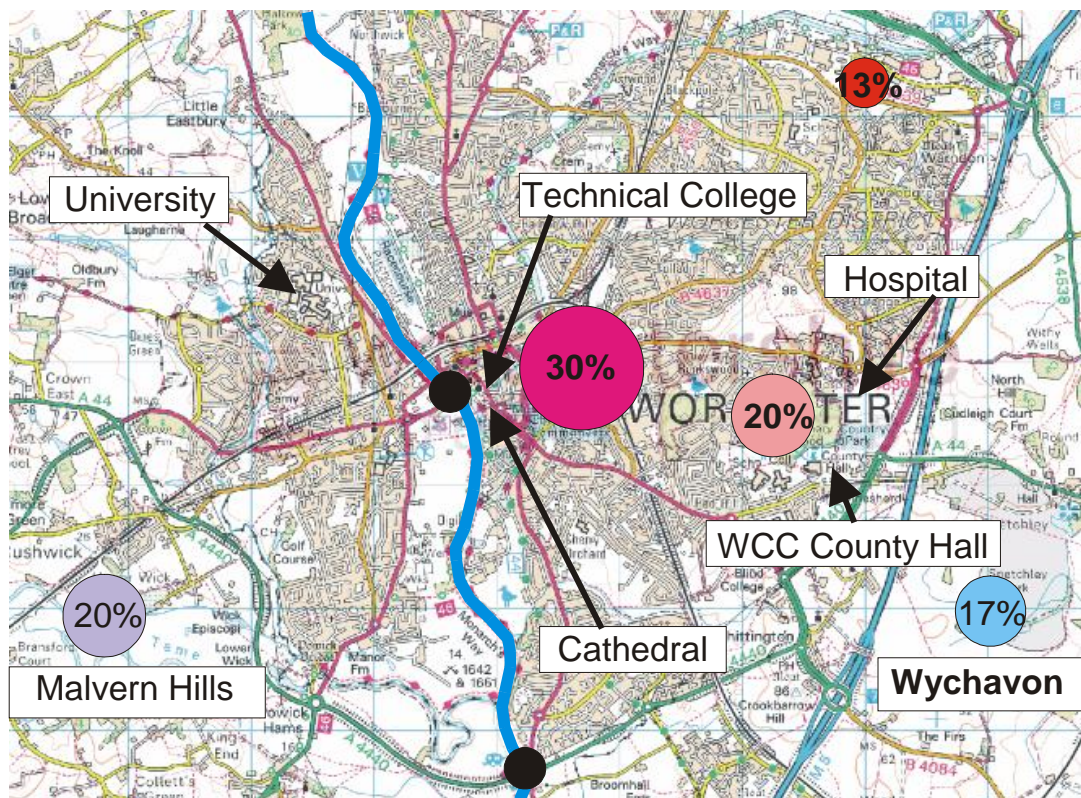
Mike Davis

Date

7th Feb 2013

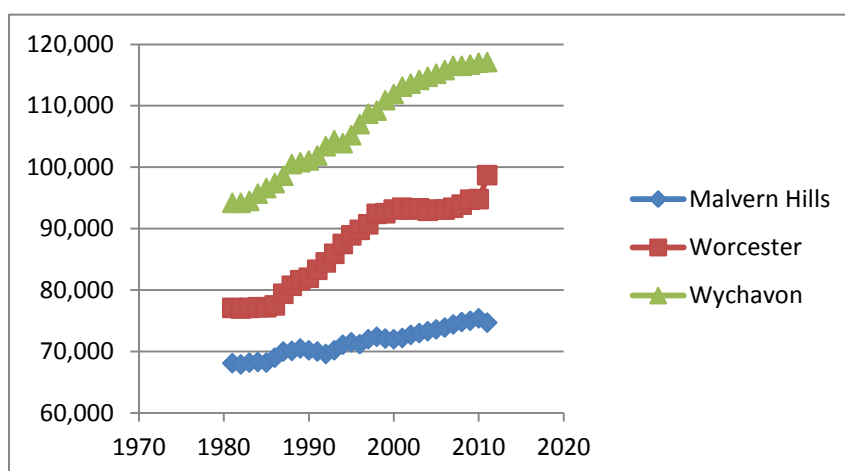
South Worcestershire Employment Locations

The employment spatial information indicated in this figure has been based upon data provided by Worcestershire County Council Statistics.



Worcester City constitutes the largest employment area at 62% (Economic Assessment).

The employment dispositions within the City are illustrative of the major centres. We also indicate some other key facilities together with the traffic black spots.



South Worcestershire Population growth 1981 - 2011

South Worcestershire Development Plan Proposed Submission Document

Representation Form (SWDP7)

Please return by **5.00pm** on the **22nd February 2013** to:
South Worcestershire Development Plan Team,
Orchard House,
Farrier Street,
Worcester
WR1 3BB

or

contact@swdevelopmentplan.org

Ref:

(For official use only)

Please complete a separate form for each representation you wish to make

This form has two parts:

Part A: Personal Details

Part B: Your representations.

- Please complete Part B of this form for each representation you wish to make. You do not need to complete Part A more than once, *but please ensure you state your name or organisation as applicable at the top of each Part B form you submit.*
- Please refer to the attached guidance notes on making representations so that they address issues of legal compliance and/or soundness.

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PART A

How we will use your details

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Part A

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First Name	Michael	
Last Name	Davis	
Job Title (if applicable)	Clerk to Lower Broadheath Parish Council	
Organisation (if applicable)	Lower Broadheath P.C & 'Save Elgars Village' SaEV	
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Postcode	WR14 1DS	
Telephone Number	01684 569864	
E-mail address	mikedavis@worldonline.co.uk	

Part B – Please use a separate sheet for each representation

Name or Organisation

3. To which part of the SWDP does this representation relate?

Paragraph Policy Proposals Map

If your comment does not relate to a specific part of the document, or it relates to a different document, for example the Sustainability Appraisal, please make this clear in your response.

4. Do you consider the SWDP is legally compliant?

YES

NO

Please give details of why you consider the SWDP is not legally compliant. Please be as precise as possible.

It fails to meet the National Planning Policy Framework policy requirements for 'sustainability' in respect of the need to provide adequate infrastructure to serve some 23,200 new homes and employment opportunities in South Worcestershire.

See pages 2-32 of the NPPF – 'Achieving sustainable development'.

5. Please set out what change/s you consider necessary to make the SWDP legally compliant, having regard to the issue/s you have identified above. You will need to say why this change will make the SWDP legally compliant. It will be helpful if you are able to put forward your suggested revised working of any policy or text. Please be as precise as possible.

Provide evidence that all elements of infrastructure needed to support the development described in Paragraph 4 above will be in place before development commences.

Evidence is provided to show that it is affordable and adequate in respect of transportation, health care (primary and acute), flood and waste management, social care (including emergency services) needed to make the plan 'sustainable'.

6. Do you consider the SWDP to be sound?

YES

NO

If you consider the DPD is unsound is this because it is **not**:

- | | |
|------------------------------------|---|
| 1. Justified | <input type="text"/> |
| 2. Effective | <input checked="" type="text" value="X"/> |
| 3. Consistent with national policy | <input checked="" type="text" value="X"/> |
| 4. Positively prepared | <input checked="" type="text" value="X"/> |

7. Please give details of why you consider the DPD is unsound. Please be as precise as possible. If you wish to support the soundness of the DPD, please also use this box to set out your comments.

Past evidence indicates that a significant number of people occupying the 5,000 new homes planned to the south and west of Worcester and Malvern will commute to the east side of the river or North and South of the area as currently occurs to find employment.

The majority of these will use their own cars (as a result of many homes being located in areas not served by public transport) and will need to negotiate the very restricted river Severn crossing (Carrington Bridge) on the A4440 at Powick, a notorious bottleneck at all times of the working day, with approach roads liable to flooding. The very limited improvements indicated in annex 1 of the plan are inadequate to cope with existing traffic and no improvements are planned for the bridge itself constructed circa.1985. With an increase in population of 20% for South Worcestershire since that time, the bridge is already operating at 180% of design loading. The Worcester City bridge is only suitable for direct access to the town centre because of poor 'out of town links'. (See attached Plan)

The bottleneck and consequential gridlock on Carrington bridge is likely to deter new employment the area.

The Acute Hospital Facilities are already working to capacity and yet, rather than cater for expansion, the Health Trust is planning to entrench. In fact the facility at Worcester serves the whole county and not just South Worcestershire. Primary Care facilities are little better and in the 2010 Parish Plan 97% of residents considered that they could not cope with any additional development.

Water courses and rivers are inadequate to deal with increased accelerated 'run offs' and will result in more flooding of homes and road closures.

8. Please set out what change/s you consider necessary to make the DPD sound, having regard to the test you have identified at 6 above, where this relates to soundness. You will need to say why this change will make the DPD sound. It will be helpful if you are able to put forward your suggested revised working of any policy or text. Please be as precise as possible.

- Partial redistribution of the number of homes planned to the south and west of Worcester, including Malvern, to balance numbers with affordable infrastructure improvements.
- Alternatively bring forward the completion of the North West Worcester flood relief road together with an additional bridge crossing by not later than 2020, with a firm governmental promise of funding. This would make employment opportunities more attractive to investors to the west of Worcester an area that currently fails to attract employment because of poor and overloaded road communications.
- In addition, dual carriageway the entire A4440 complete with additional river crossing and flyovers at road junctions.
- Ensure expansion of health care facilities.
- Have a planned programme of water course improvements and further adoptions.

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9. If your representation is seeking change, do you consider it necessary to participate at the oral part of the examination?

NO I do not wish to participate at the oral examination **YES** I wish to participate at the oral examination

10. If you wish to participate at the examination, please outline why you consider this to be necessary

The SWDP still fails to address the importance of infrastructure. Its Authors know that the essential elements are unaffordable but the plan ignores this fact. They simply recommend the inclusion of only those items that may be affordable. This approach is insincere and unsustainable. It will considerably inhibit the lifestyle of current and future generations. This is contrary to NPPF aims.

This applies particularly to developments planned to the west and south of Worcester including Malvern. Relocation of homes to the east of the M5 motorway with its better infrastructure provision would offer some improvement.

Our concerns have been addressed to both the RSS and SWDP over a number of years supported by two parish plans and a further community plan currently being prepared but have been largely ignored during the consultation process . We have also explored the possibility of producing a 'Neighbourhood Plan' but understand that this can only deal with land usage issues and not those such as infrastructure which are again chosen to be ignored.

Failure to act on this important issue will result in the economic decline of South Worcestershire resulting in it becoming a 'congested backwater' with people travelling out of the area to find work, shop and socialise, achieving the opposite result to that intended. Is this the desire of our local and nationally elected members and paid officials?

Please note the Inspector will determine the most appropriate procedure to adopt to hear those who have indicated that they wish to participate in the oral part of the examination

Signature

Mike Davis

Date

7th Feb 2013