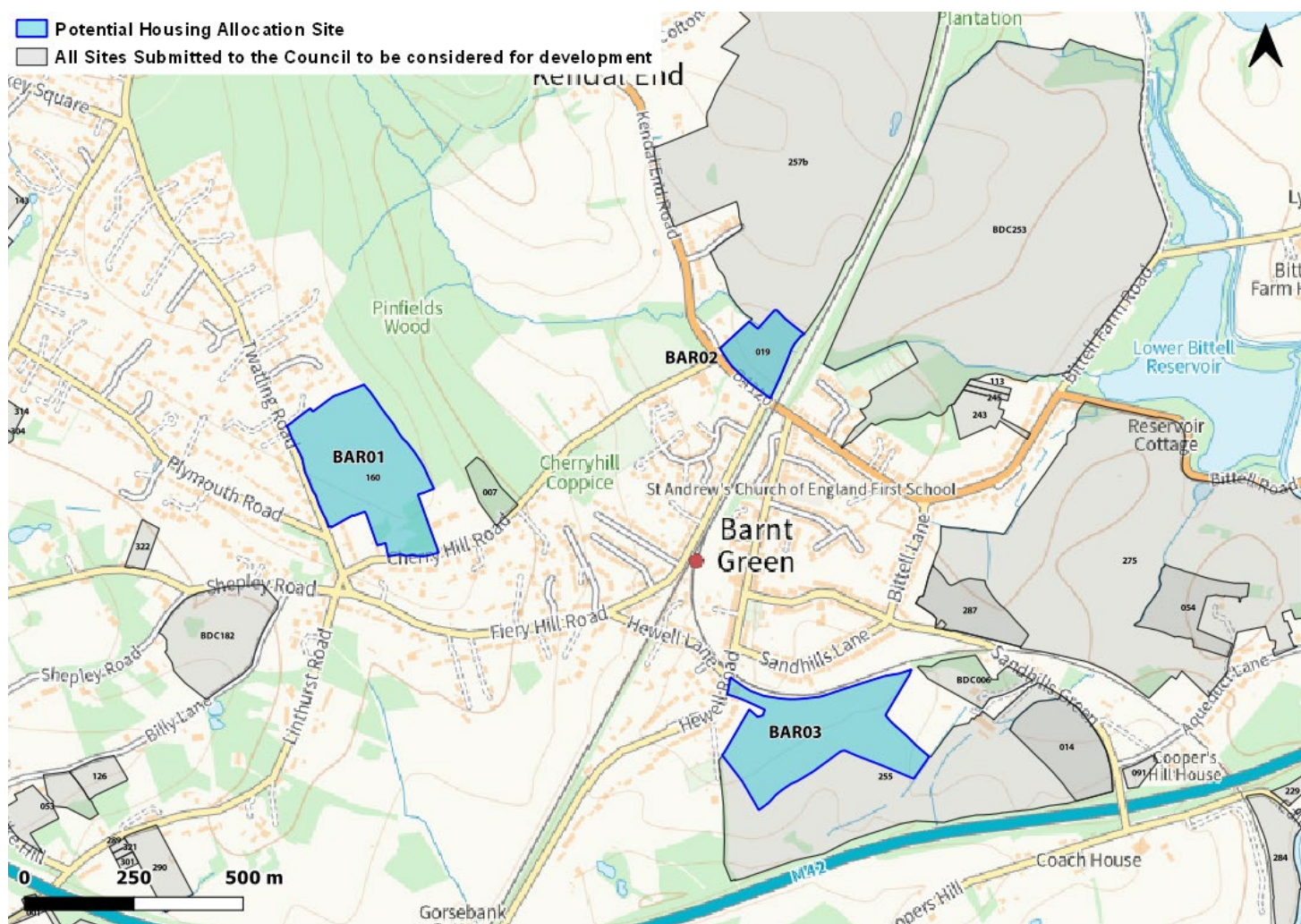


Settlement Summary: Barnt Green



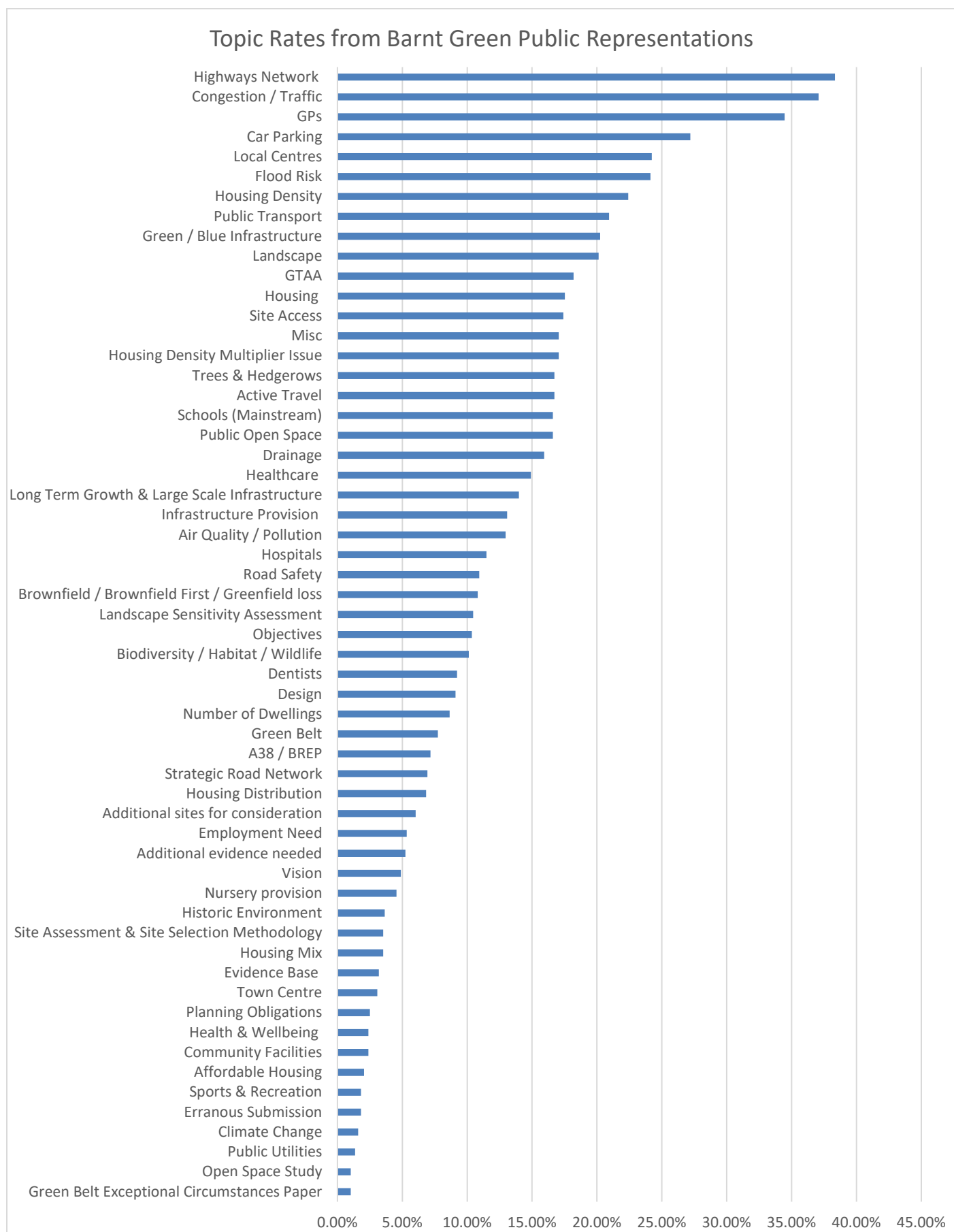
Introduction

This document summarises the responses received during the Draft Development Strategy consultation, which was undertaken between 30th June and 20th October 2025. This document covers responses on the potential site allocations (shown in blue on the above map) as well as topics raised about Barnt Green in general. For context, the map above also shows all other sites in proximity to the village which were submitted through the Call for Sites exercise (shown edged in black on the above map), which were assessed but not included for potential allocation. Comments received on these sites were used to help inform the settlement-wide summary section. This document represents a summary of all comments received. It does not present specific individual representations, or any analysis of the information received.

All summaries have been set out under the following sub-headings: 'settlement-wide' or 'site specific'. They have also been separated by type of respondent, as follows:

- Members of the Public
- Statutory Consultees and Other Stakeholders
- Developers/Landowners

Members of the Public



Members of the Public: Settlement-wide – Topics

Housing general: proposed allocations disproportionate relative to the size of the existing village, Barnt Green has been allocated a large number of homes relative to other settlements in Bromsgrove district, a higher housing density will be out of character with the existing settlement and the proposed sites have a poor physical relationship to the village centre which will encourage driving to shops.

Highways network: Highways issues have been identified both in relation to specific sites and wider roads across the village were identified as being constrained e.g. Sandhills Green is a narrow road with limited pedestrian access. Concerns have been raised around highways 'pinch points' due to narrow roads. Road safety concerns have been identified at key junctions e.g. poor visibility. (Please see individual sites for issues raised).

Site access: Highway safety concerns cited for all site accesses (please see each respective site for details), especially site BAR03. Concerns relate to visibility and nearby junctions.

GPs: residents struggle to get an appointment at present- even before additional homes are built. Barnt Green Surgery has limited room for expansion.

Education: Lickey Hills School and St Andrews School are unable to cope with the additional pupil numbers the additional homes will generate, catchment areas will need to be amended so pupils outside of Barnt Green can no longer attend local schools.

Car parking: The village centre has insufficient parking spaces resulting in dangerous on-street/pavement parking, railway station has insufficient parking resulting in parking in nearby streets e.g. Hewell Lane, causing congestion for local residents. School parking issues around St Andrews.

Heritage: development should not have a detrimental impact on the Grade II listed Cofton Hall.

Flood risk: the railway bridge at Blackwell Road-Hewell Road has been known to flood making access to the village centre difficult, rainwater run off is significant along Twatling Road and Fiery Hill Road, history of rainwater runoff to the south of Blackwell Road (site BAR03), additional development will worsen flooding across the village.

Biodiversity: Potential detrimental impact on the Lickey Hills and Pinfield Woods through damage to wildlife corridors and light pollution.

Standout / unique insights raised

These are recurring, insights (often location specific) that go beyond general topic labels:

- Disproportionate growth: 340 additional homes is considered to be more than 40% population growth, which is considered disproportionate and unsustainable. This would result in major traffic deterioration. E.g. village centre congestion is already at breaking point.
- Rural identity: Development on this scale would undermine Barnt Green's rural identity and make Barnt Green feel more suburban.
- Lickey Hills: Development will result in major harm to the setting of the Lickey Hills.
- Narrow rural roads: Twatling Road, Cherry Hill Road, Fiery Hill, Hewell Lane, Blackwell Road.
- Drainage: High levels of water run off from the Lickey Hills due to the clay soil, which the ageing Victorian drains are unable to cope with.
- Active travel unrealistic: steep gradients to the station and high street with narrow or non-existent pavements.

Members of the Public:

BAR01 – Key Points

Housing general: Risk of coalescence with Cofton Hackett and Lickey, site has a poor physical relationship with Barnt Green village centre, gradient between the site and the village centre would dissuade future residents from walking to access services and proposed densities would be significantly higher than existing properties.

Highway safety concerns: Site would have an unsuitable site access and be dangerous to pedestrians, Twatling Road is unsuitable for additional traffic, Cherry Hill Road is narrow so has limited space for pedestrians and vehicles. Cherry Hill Road junction with Twatling Road junction, Fiery Hill and Blackwell Road junction and the Plymouth Road and Twatling Road junctions are considered dangerous.

Flooding and drainage: The development of the site would exacerbate existing flooding issues on Twatling Road, rainwater runoff is already a concern so additional development will leave rainwater with nowhere to go, site itself becomes waterlogged.

Biodiversity: Potential detrimental impact on Lickey Hills Park and Pinfields Wood, light pollution from new development would damage wildlife, removal of mature hedgerows, habitat loss for deer, loss of wildlife corridors linking to Lickey Hills Country Park.

High level of green belt harm: brownfield sites should be prioritised.

Members of the Public:

BAR02 – Key Points

Highway safety: Kendal End Road is a rat run from Birmingham to the M42, Fiery Hill Road has poor visibility to the right when turning onto Kendal End Road and at the Linthurst Road end- so an additional access would increase the risk of accidents.

Flooding and drainage: Site becomes waterlogged, flooding under the nearby railway bridge reduces vehicle capacity under the bridge, parts of the site fall into Flood Zone 3, the stream near the site is crucial for absorbing rainwater runoff.

Noise pollution: Noise from adjacent railway line would affect the amenity of future residents.

Ecology: Loss of farmland, hedgerows and loss of mature trees.

Housing mix: preference for a lower density of housing on the site.

Utilities: existing utilities are over-stretched. For example, a manhole cover on Fiery Hill Road has been lifting and the village suffers from low water pressure.

Members of the Public:

BAR03 – Key Points

Access: the proposed site access is insufficient, with poor visibility when exiting onto Hewell Road, the access is too close to the railway bridge and the junction with Hewell Lane so vehicles will struggle to enter and exit without causing congestion.

Barnt Green social club: uncertainty around the status of the social club, the social club is a community asset which would struggle to relocate, the social club members overwhelmingly oppose moving and consider that they haven't been engaged on the matter.

The alternative potential access off Blackwell Road (through demolition of a dwelling) is highly constrained as it is too narrow.

Housing general: 150 homes is disproportionately large relative to the size of Barnt Green, the site was an 'amber' site (in relation to the site assessment) so should not be chosen ahead of 'green' sites.

Highway safety: Nearby junction with Hewell Lane dangerous, nearby railway bridge on Hewell Road is single file traffic and has a narrow pavement (limiting peoples ability to access Barnt Green local centre on foot), junction of Hewell Lane and Blackwell Road has limited visibility and is close to the railway bridge which makes it difficult to get out, Hewell Lane has a dangerous blind bend with restricted visibility and Hewell Lane railway bridges are both 'pinch points'.

Landscape impact: high landscape sensitivity, elevated site creates potential for overlooking and loss of privacy of nearby properties.

Noise pollution: noise pollution concerns for future residents given the presence of both the railway line and motorway, unacceptable level of noise in the site assessment (at around 60 decibels)- which may increase as motorway traffic increases.

Green belt harm: green belt should not be developed until brownfield land has been developed, high/very high Green Belt harm rating.

Drainage and flooding: site has a history of being water-logged, Barnt Green Sout Hut has an underwater flooding tank but is sometimes overwhelmed by rainwater runoff from site BAR03.

Biodiversity: Within SSSI consultation zone, adjacent to ancient woodland.

Examples of suggested specific infrastructure requirements

Parking

- Additional off-street parking provision for: Barnt Green village centre, railway station and St Andrew's First School.
- Highways: Upgraded junctions, traffic calming and new speed limits in Hewell Road, Twatling Road, Fiery Hill Road and Blackwell Road.
- New active travel routes to link sites to the village centre, which would necessitate the installation of new footpaths in certain places.

Health

- Additional GP surgery capacity either through expansion or merging with other practice.

Education

- Extensions to Lickey Hill and St Andrews schools.

Flood risk

- Flood mitigation for proposed sites and at Twatling Road, Cherry Hill Road, Fiery Hill Road and under railway bridge.
- Sewerage capacity upgrades and replacement of Victorian drainage systems.

Biodiversity

- Protection for existing wildlife corridors and create new ones where appropriate.

Statutory Consultees and Other Stakeholders

Statutory Consultees and Other Stakeholders:

Settlement-wide – Key Points

Parish Councils

Comments from other local community groups and parish councils are reflected in the public comments above. Parish Council comments have now been separated out for clarity.

Barnt Green Parish Council

- BGPC objects to the Draft Development Strategy overall, citing disproportionate housing growth in Barnt Green (40% increase), an unsuitable reliance on existing infrastructure which is already under strain. The strategy is considered flawed and unsound, particularly due to its Green Belt assessment approach.

Housing Growth

- 340 homes in Barnt Green (40% increase) is excessive and disproportionate compared to district average (15%).
- Growth should be redistributed more evenly across the district

Infrastructure

- Over-reliance on existing infrastructure in rural areas
- Infrastructure condition and capacity not properly assessed
- Assumption that infrastructure is “available” which is justification for growth
- Infrastructure costs may make development unviable on smaller sites.
- Infrastructure must be delivered before development is occupied

Infrastructure Capacity Issues

- Healthcare
 - GP surgery already over capacity (~7,000 patients)
 - No space to expand
- Education
 - Schools close to capacity
 - Limited ability to expand
- Parking
 - Severe shortage in village centre with illegal parking

Development would add significant demand without realistic solutions

- Key deficiencies:
 - Roads, congestion and parking
 - Healthcare (GP + NHS dentists)
 - Schools (near capacity)
 - Public transport (rail frequency, connectivity)
 - Walking/cycling provision

Additional needs:

- New Community facilities (e.g. village hall/community hub)
- Safer footpaths between villages and proper cycle infrastructure (not just painted lanes)

Transport & Accessibility

- Strong scepticism about assumptions of modal shift to walking/cycling
- Most new residents likely to use cars
- Existing road network already congested
- Parking shortages in village centre

Rail

- Limited services (e.g. 1 train/hour to Bromsgrove)
- Poor southbound connections

Green Belt Concerns

- Loss of Green Belt and village character
- Green Belt assessment based on outdated methodology. Needs reassessment using new “grey belt” approach

Environmental Concerns

- Known local flooding issues not fully considered
- Loss of wildlife habitats and biodiversity
- Surface water runoff likely to worsen flooding with development

Alternative Strategy

- BGPC proposes a broader distribution of housing across the district with greater use of other settlements and conurbation-edge locations
- Requests reconsideration of several alternative sites (including Fairfield, Belbroughton, and edge-of-conurbation sites)

Employment Land

- Supports allocation of employment land, but should be located where people can realistically walk/cycle, preferably along major corridors (e.g. A38)
- Avoid “peppering” small villages without infrastructure

NHS – Herefordshire and Worcestershire Integrated Care System

Core message: New housing in Bromsgrove District will significantly increase demand on healthcare services. Without developer-funded mitigation, health services will be unable to cope, making development unsustainable.

No Barnt Green-specific comments received.

WCC Education

Barnt Green: Based on consultation for 340 dwellings in Barnt Green

- Relevant schools: St. Andrews CE First, Alvechurch Middle (Private Finance Initiative) (PFI), North or South Bromsgrove High (PFI)
- Pupil requirements generated by proposed development: Early Years = 23 Full Time Equivalent, First = 11 Per Year Group (PYG), Middle = 36 PYG (combined with requirements from other relevant settlements), High = 28 PYG (combined with requirements from other relevant settlements)
- New provision required (combined with requirements from other relevant settlements): First = 0.4 Form Entry (FE) (1), Middle = 1.2 FE, would require at least 0.5FE expansion - Not viable to expand PFI, High = requirements considered in relation to Bromsgrove town and all its feeder schools, not extrapolated to individual village settlements

Statutory Consultees and Other Stakeholders:

BAR01 – Key Points

Parish Councils

Comments from other local community groups and parish councils are reflected in the public comments above. Parish Council comments have now been separated out for clarity.

Barnt Green Parish Council

- Opposed
- Key concerns:
 - Traffic congestion and parking
 - Distance from village centre increases car dependency
 - Road safety (narrow, steep lanes)

Lickey & Blackwell Parish Council

Strongly objects to the proposed development of 140 homes at Twatling Road (Site BAR01):

Infrastructure Concerns

- Healthcare: Local GP (Barnt Green Surgery) already at capacity; development could add 950 residents.
- Education: Nearby schools are oversubscribed with no provision for expansion.
- Transport & safety:
 - Rural roads (narrow, winding, no pavements)
 - Increased traffic would worsen congestion and safety risks
- Drainage/utilities:
 - No evidence infrastructure can cope
 - Risk of flooding and service disruption

Sustainability & Environmental Issues

- Car dependency: Poor public transport and limited local jobs will increase car use.
- Landscape and biodiversity:
 - Site forms part of a valued green corridor near Lickey Hills
 - Identified as high sensitivity in CPRE Landscape report
- Climate impact:
 - No clear sustainable design or energy strategy
 - Undermines net zero objectives

Conflict with Neighbourhood Plan

The proposal contradicts the following key NP policies:

- H1 – Housing location: Only supports small-scale infill; this is large greenfield development.
- E1 – Landscape: Risks urban sprawl and merging settlements (Barnt Green & Blackwell).
- T1 – Sustainable travel: Site lacks public transport and active travel options.
- D1 – Flood risk: Doubts over effective drainage and capacity.

CPRE

Requires a green buffer to protect Pinfields Wood, a sensitive ecological feature adjoining the site.

Natural England

Natural England are happy with the allocation and that it does not have an impact on any protected sites/landscapes nearby

North Worcestershire Water Management

Flood risk & water environment

- Located in Flood Zone 1 (low fluvial flood risk).

Statutory Consultees and Other Stakeholders:

BAR01 – Key Points

- No modelled surface water flood risk within the boundary.
- No recorded flood incidents, but local flood reports exist nearby.
- Further fluvial modelling required.

SuDS & Drainage

- Must follow 2025 Defra National SuDS Standards, including:
 - Rainwater harvesting
 - Above-ground SuDS
 - Water quality treatment
- If phased, an overall SuDS plan is required.
- Soil type: slowly permeable, seasonally wet loamy and clayey soils, infiltration likely not viable.

Ecology & BNG

- Support for **on-site BNG**.
- No site-specific watercourse constraints are identified

WCC Planning and Transport Planning

Ecology:

Adjacent to significant ancient woodland forming part of Lickey Hills LWS; Development requires a substantive buffer consisting of a mosaic of habitats or woodland along the site's eastern boundary and retention of southern habitat mosaic.

Woodland Trust

- BAR01 lies near ancient woodland. These woodlands are ecologically sensitive, with undisturbed soils and mature species that cannot be replicated. Development in such close proximity risks cumulative degradation from edge effects, increased footfall, lighting, domestic pets, and potential pollution impacts.
- Recommend removal of BAR01, or appropriately buffer it, due to unacceptable proximity to ancient woodland.

Worcestershire Regulatory Services

Contaminated Land:

No contaminated land sites shown and not within any buffer for landfill or unknown filled ground. Site is comprised of a number of agricultural field. Southern field appears to be area of scrubland. **Nuisance/Noise:**

No nuisance comments

Air Quality:

No adverse comments

Worcestershire Wildlife Trust

- BAR01 borders Ancient Semi-Natural Woodland (a Local Wildlife Site).
- Ecological buffering essential.
- Likely reduces the developable area.

Statutory Consultees and Other Stakeholders:

BAR02 – Key Points

Parish Councils

Comments from other local community groups and parish councils are reflected in the public comments above. Parish Council comments have now been separated out for clarity.

Barnt Green Parish Council

- Relatively supported as close to village centre making it more walkable
- Must ensure:
 - Adequate parking provision
 - Careful junction design
 - Possibly suitable for slightly higher density (60 homes)

Cofton Hackett Parish Council

- CHPC recognises the need for more housing nationally and accepts the Green Belt assessment that development impact is “moderate. However, it raises concerns about the potential merging of Barnt Green and Cofton Hackett, which is viewed as undesirable.
- Suggests retirement housing as a suitable option for the site to:
 - support downsizing for older residents
 - free up larger homes for families
 - benefit from proximity to shops and rail links

Pressure on local services

- Existing healthcare, education, and social infrastructure already under strain
- Development would increase population demands
- Strong call for new infrastructure to accompany housing

Policing and security

- Area reportedly served by very limited police resources (around two officers)
- More housing could lead to:
 - higher footfall and visitor numbers
 - increased nuisance and risk of crime
- Requires proper planning and resourcing before development

Traffic and road safety

- Kendal End Road traffic has increased significantly and will worsen
- Needs a reduced speed limit of 30 mph along the full road
- Need to introduce safe pedestrian crossing points, currently lacking

Public transport

- Bus services have declined in the past year and are now inadequate

Drainage and flooding

- A brook runs through the site, posing flood risk
- Kendal End Road has flooded multiple times in recent years
- Development must include robust flood risk assessment and mitigation measures

CPRE

Site BAR02 appears to straddle a brook (the infant river Arrow). Development should be limited to the southwestern side of this brook, so that the river Arrow becomes the new Green Belt boundary.

Environment Agency

BAR02 is identified as having an unmodelled watercourse within the site boundary and unknown flood risk.

Natural England

Statutory Consultees and Other Stakeholders:

BAR02 – Key Points

Natural England are happy with the allocation and that it does not have an impact on any protected sites/landscapes nearby.

North Worcestershire Water Management

Flood risk & water environment

- In Flood Zone 1, but:
 - The Lickey Brook (tributary of River Arrow) flows through the site.
 - The watercourse appears culverted.
 - Extensive modelled surface water flow paths present.
 - Further fluvial modelling and flood alleviation work required.
- Flood records are not held for the site, but flooding has occurred nearby.

SuDS & Drainage

- Must comply with 2025 SuDS Standards with:
 - Rainwater harvesting
 - Above-ground SuDS features
 - A comprehensive, phased drainage strategy
- Soil type: loamy and clayey soils with slightly impeded drainage, infiltration likely not viable.

Watercourses

- Lickey Brook / tributary must be:
 - Retained with a buffer
 - Subject to a river condition assessment
 - Surveyed including the 10m riparian zone
 - Kept free from development encroachment

Ecology & BNG

- BNG required for the watercourse, delivered on-site.
- Include blue/green infrastructure, not green corridors alone.

WCC Planning and Transport Planning

Ecology:

- Recommend a mosaic of habitats including neutral grassland along the western edge of the site.

Landscape:

- Woodland connectivity is key; HAG02 must be designed to link woodland features across Hagley.

Worcestershire Regulatory Services

Contaminated Land:

No sites of contamination concern identified within site boundary. Parcel shown to be undeveloped land according to available historical maps. Large pond located approximately 15m from western corner of site looks to have been infilled by the 1970s as part of changes to the B4120. **Nuisance/Noise:**

Railway line runs along the eastern boundary of site which will require an acoustic assessment of impact and mitigation but unlikely to affect development.

Air Quality:

Statutory Consultees and Other Stakeholders:

BAR02 – Key Points

No adverse comments

Worcestershire Wildlife Trust

- No ecological assessment provided due to insufficient information.
- No site-specific issues identified yet, but further surveys required.

Statutory Consultees and Other Stakeholders:

BAR03 – Key Points

Parish Councils

Comments from other local community groups and parish councils are reflected in the public comments above. Parish Council comments have now been separated out for clarity.

Barnt Green Parish Council

- Strongly opposed
- Key issues:
 - Traffic and congestion
 - Loss of community facilities (Social Club)
 - Visual and landscape harm
 - Promotes car use (peripheral location)

Barnt Green Social Club

BGSC advised that it has had no contact whatsoever with the developer and access to the site has not even been discussed, let alone secured.

CPRE

- Loss of a defensible Green Belt boundary
- Risk of settlement coalescence (Barnt Green/ Alvechurch)
- Landscape harm due to absence of natural barriers

Natural England

Natural England are happy with the allocation and that it does not have an impact on any protected sites/landscapes nearby

North Worcestershire Water Management

Flood risk & water environment

- In Flood Zone 1.
- Surface water flow path across the site linked to a culverted ditch network.
- Recorded flood incidents exist at/near Barnt Green Social Club, aligning with the surface water modelling.
- Further fluvial modelling required.

SuDS & drainage

- Must comply with 2025 SuDS Standards, including:
 - Rainwater harvesting
 - Above-ground, multifunctional SuDS

Statutory Consultees and Other Stakeholders:

BAR03 – Key Points

- Water quality treatment
- Soil type: loamy and clayey soils with impeded drainage, infiltration may not be viable.

Watercourse & biodiversity

- Any watercourse/ditch must:
 - Be retained with a buffer
 - Undergo river condition assessment including riparian zone
 - Avoid encroachment
- BNG must be delivered on-site, specifically for the watercourse.
- Support for the proposed natural infrastructure strategy.

WCC Planning and Transport Planning

Ecology:

- Green space should be focused in the southwestern area of the site, with a strong focus on large contiguous areas of species-rich neutral grassland.

Worcestershire Regulatory Services

Contaminated Land:

The site comprises agricultural land comprising a number of fields. The site is undeveloped apart from the area of the Barnt Green Social Club. No sites of contamination concern have been identified within the site boundary.

Nuisance/Noise:

Site north of M42 with predicted high road traffic noise. A full acoustic assessment of these impacts will be required along with good acoustic design to enable suitable development of the edges of this site.

Air Quality:

No adverse comments

Worcestershire Wildlife Trust

- Contains grassland that may be priority habitat (unimproved).
- Developable area may be limited depending on survey findings.

Developers/Landowners

Developers/Landowners:

BAR01 Site Promoters – Key Points

Star Planning obo Richborough (Site 160)

- Local plan should have a dedicated Vision explicitly supporting access to homes, jobs and services. The local plan period should also be until 2044/45 to give full 15 year coverage.
- The standard method for housing need is only a starting point; given evidence of market pressure provided by local indicators such as high house prices and worsening affordability, strong rationale for a need to plan for 20% above the starting point, i.e. c.14,600 homes. This would also provide flexibility in supply.
- It is also unclear whether BDC have factored in unmet need from neighbouring local authorities.
- Broad support for focusing growth at sustainable settlements, but concerns raised over other (BRM01, BRM05, BRM06, ALV01, CA03, HAG02, STP01 and FRA01) proposed allocations in the DDS.
- Support the main settlement focused strategy for growth but disagree with Green Belt release that relies on uncertain proposals such as a new M5 junction, M42 J1 improvements, or a rail station in the Stoke Prior area.
- BAR01 in a highly sustainable location with walkable access to rail station, bus stops and local facilities.
- BAR01 has no ecological constraints as adjacent ancient woodland can be protected with suitable buffer. Landscape sensitivity is only medium and contained by physical boundaries and site performs poorly against Green Belt purposes, consistent with Grey Belt classification.
- Vehicular access available from Twatling Road and we support a segregated walking/cycling route to the rail station and village centre if deemed deliverable.

Framptons obo Ms D Cutler (Site 160)

- Support the proposed allocation of BAR01 and recognises the sustainability credentials of Barnt Green for access to day-to-day services and choice of travel to higher order settlements.
- BAR01 qualifies for classification as Grey Belt based on NPPF and planning guidance.
- The impact of built form on this site would be confined within the site due to existing enclosed nature of the site and its release from Green Belt would not undermine the wider function of the Green Belt.
- BDC's 5YHLS indicates a critical shortage of housing land and an absence of sufficient land in existing urban area.

Developers/Landowners:

BAR02 Site Promoters – Key Points

No response received from BAR02 site promoter.

Developers/Landowners:

BAR03 Site Promoters – Key Points

RCA Regeneration obo GNM Developments Ltd (Site 255)

- The Reg 18 Local Plan fails to identify land to meet unmet need arising from the GBBCHMA and is therefore failing to plan adequately as the last (current) local plan did.
- BDC's current 5YLS figure shows persistent under-delivery of housing. The reliance on allocations solely to meet the standard method fails to accommodate unmet regional need and could worsen local and regional housing shortages as well as undermine the delivery of affordable housing.
- Proposed allocation of BAR03 is supported but the site is capable of delivering up to 472 homes, which as a Grey Belt site, could mean 236 affordable homes.
- Site constraints on BAR03 are manageable or readily mitigatable, such as perimeter block design and acoustic barriers to mitigate noise impact from M42 or drainage strategies to mitigate SSSI impact risk zones.
- Can not support the DDS in its entirety as does not plan for sufficient housing need, uses outdated and incomplete evidence, and does not include an Infrastructure Delivery Plan.

The summaries below are from site promoters who represent sites submitted for consideration that were not presented as preferable for allocation in the consultation document. Comments tend to challenge the housing number or raise concerns regarding the delivery of the potential site allocations in order that additional/alternative sites (their sites) be included for allocation as the plan progresses.

Developers/Landowners:

Settlement-wide (other Barnt Green Site Promoters) – Key Points

Delta Planning obo Bloor Homes Western (Site 287)

Support the DDS however a wider range of site sizes, including smaller sites, should be allocated to improve 5YLS and provide delivery flexibility, particularly where larger sites may have uncertain or more costly infrastructure requirements. Overall housing requirement may need to increase to meet unmet needs from neighbouring authorities.

Harris Lamb obo Spitfire Homes (Site 243)

There is an overriding need for more housing to meet both Bromsgrove's needs and wider HMA unmet needs.

Conclusion

This document summarises the consultation responses in relation to the settlement and the potential sites for allocation (edged in blue on the above map) only. It highlights areas of concern associated with potential development allocations in and around this settlement, that have been voiced through the consultation process. Comments made relating to other submitted sites (edged in black on the above map) have been used to inform the wider settlement issues.

Further work still needs to be undertaken, which includes but not limited to:

- Continued analysis of all representations received,
- Additional evidence collection,
- Further Consideration of alternative sites for potential allocation.
- Follow up and clarification of required infrastructure provision to support future development options.