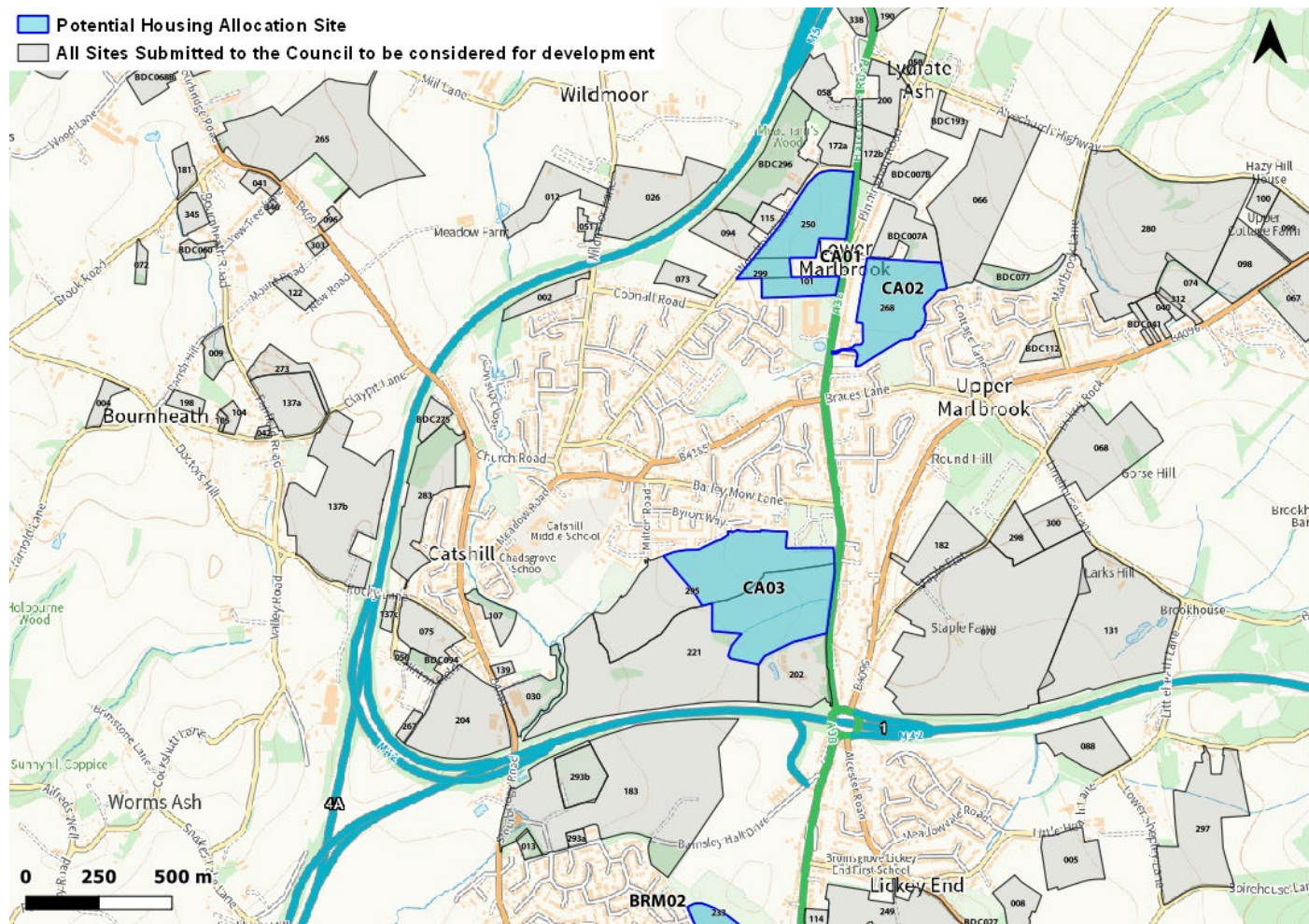


Settlement Summary: Catshill



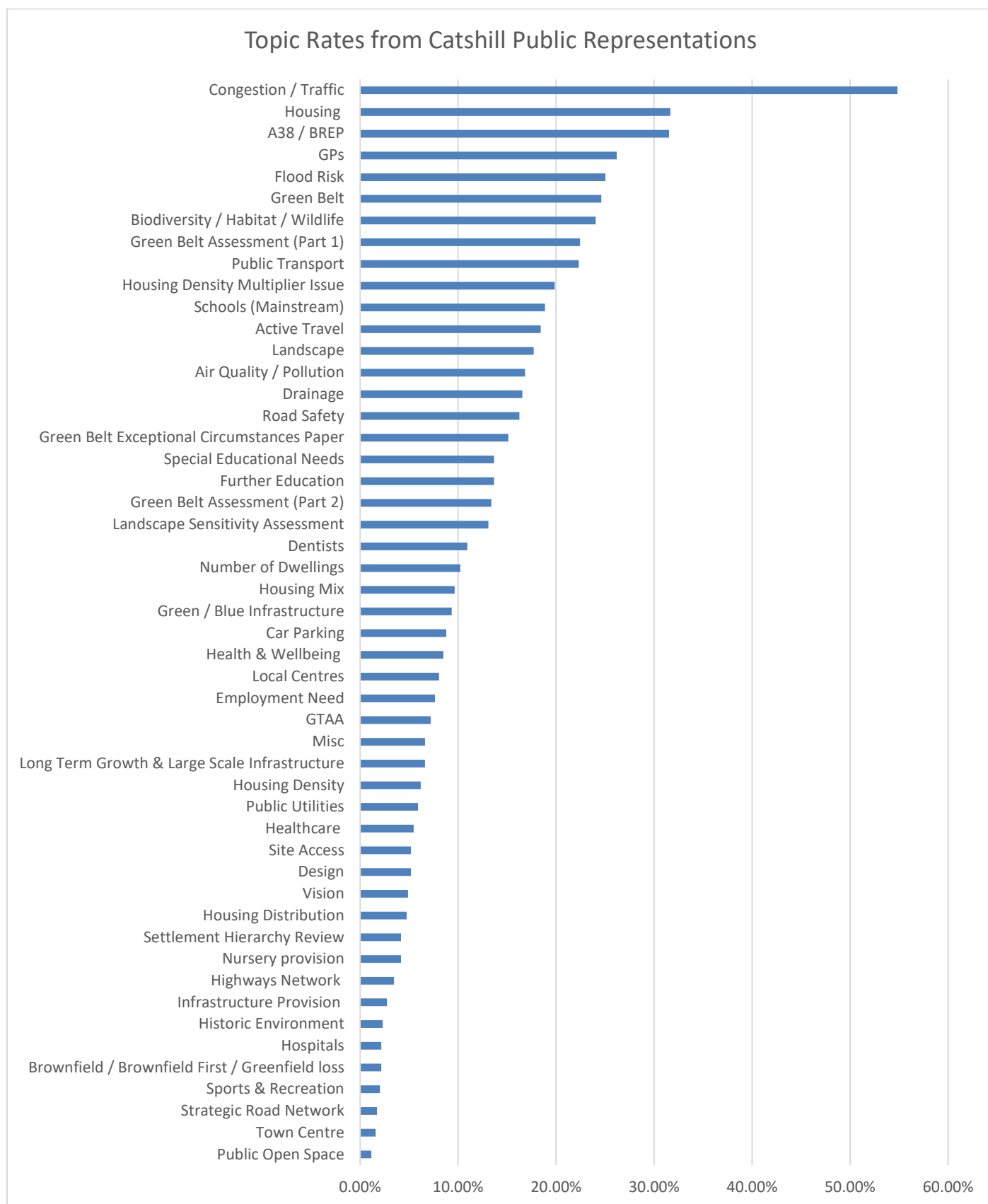
Introduction

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 Catshill 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

Highways Network: Peak-hour saturation on local streets and the A38 spine, with tailbacks feeding into Catshill centre. Motorway diversion effects (M5 J4 / M42 J1 incidents) push extra traffic through Catshill, compounding delays. Fear that even “mitigations” will shift queues rather than remove them; residents want firm caps tied to junction upgrades.

Brownfield: Concerns about scale vs. settlement capacity; repeated pushback on greenfield/Green Belt take and cumulative change since recent schemes (e.g., Perryfields/Whitford in Bromsgrove). Calls for brownfield-first emphasis and proof that “exceptional circumstances” exist for Green Belt release.

GPs: Appointment scarcity today; strong feeling that new rooms / satellite capacity must be in place before occupations. Several respondents also mention dental access being constrained.

Green/Blue Infrastructure: Anxiety is concentrated around surface-water run-off and Marlbrook: people want proof of no increase downstream (esp. Green Lane / Golden Cross Lane). Better design needed; basins/ponds, ditch management, green/blue corridors, and construction drainage management.

Greenbelt: Loss of openness/separation and perceived precedent effect. Respondents cite the evidence base directly; several ask that alternative options are fully exhausted before release.

Biodiversity / Habitat / Wildlife: Recurrent references to badger setts, skylarks/linnet, hedgerows and wet corridors. Expectation of on-site buffers, timed works, and measurable net gain.

Public Transport: Service frequency/reliability flagged, plus the impact of withdrawn/changed services (e.g., the 144) and school-time mis-matches (X20). Requests for better stops/shelters and direct links to Bromsgrove & Northfield.

Standout / unique insights raised -out / unique insights raised

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

- Unpredictable delays from accidents on the motorway can cause traffic in and around Catshill as a result.
- Named sightings and habitat corridors. Badger & Skylark/Linnet
- Schools referenced: North Bromsgrove High and Waseley Hills cited as already pressured.

Members of the Public:

CA01 – Key Points

Highways Network: A38 Woodrow Lane junction (design & safety). Strong calls for a junction upgrade. Options repeatedly suggested included signals, a small roundabout, or turn-management (e.g., left-turn-only from Woodrow Lane to remove risky right turns). Safety on side-road egress.

Access & Transport: A38 pedestrian safety near Woodrow Lane (and links to centre/schools). Pavements are perceived as tight in places. Requests for a controlled crossing on/near the Woodrow Lane arm and protected walking/cycling links to Catshill centre, schools and bus stops.

Construction traffic near schools. Keep construction HGVs off sensitive frontages and avoid school start/finish periods on Woodrow Lane.

Members of the Public:

CA01 – Key Points

Highway Network: NCN Route 5 is safely integrated at the A38 crossing/approach.

Reports of Cottage Lane being used as a cut-through to avoid A38 delays, with anxiety about additional site traffic intensifying it.

Congestion/Traffic: Golden Cross Lane – school/centre parking pressure. On-street/verge parking near the local centre/schools affects visibility and pedestrian safety; fears it will worsen with CA01 traffic.

Flood Risk: Flood & drainage (local ditches; downstream sensitivity). A smaller subset link CA01 run-off to downstream receptors. Desire to retain/upgrade ditches, add attenuation and control discharge.

Public transport & stops: Calls for better bus reliability/frequency and improved stops (shelters/RTPI) on the Woodrow Lane/A38 corridor; a couple of very specific references to school-time bus timing.

Members of the Public:

CA02 – Key Points

Congestion/Traffic: A38 Marlbrook signals / Birmingham Road. Extra turning movements from CA02 could worsen queues at the lights; crossing on foot is already difficult.

Braces Lane is a stress point; Cottage Lane used as a rat-run to avoid the A38.

A38 pedestrian safety near Marlbrook lights. Risky crossing experience; want safer, more obvious facilities.

Access & Transport: Four Oaks Drive Access Physical constraints and proximity to the signals make egress tricky.

Car Parking: Golden Cross Lane/school and centre parking with on-street/verge parking already causes conflict; fear of worsening.

Flood risk: Flood risk & water environment (Marlbrook focus). Marlbrook pathway/Green Lane / Golden Cross Lane. Strong fear of downstream worsening if CA02 hardstanding increases run-off.

Members of the Public:

CA03 – Key Points

Neighbourhood Plan: Catshill and North Marlbrook Neighbourhood Plan (2021) rated this land Red (least suitable for development). It is considered that the Neighbourhood Plan has not been correctly taken into consideration.

Coalescence: Site is vital green belt land preventing coalescence between Bromsgrove and Catshill. No credible “exceptional circumstances” cited to justify Green Belt release. Overall, the size of the site is disproportionate relative to the existing village.

Congestion/Traffic: Barley Mow Lane, Golden Cross Lane, Milton Road and the A38 are already congested. The proposed sites potential site access would exacerbate existing traffic congestion issues along the Birmingham Road- residents along the Birmingham Road already struggle to get out of their drives at times.

Public access: Unlike CA01, CA03 is used daily by local residents for recreational purposes. For example, dog walking, children’s play and walking for health and wellbeing. The site also features a community orchard project.

Members of the Public:

CA03 – Key Points

Biodiversity: Significant presence of wildlife including skylarks, bats, deer, multiple priority bird species. Development will damage wildlife corridors.

Flood risk: sites elevated position increases risk of rainwater runoff e.g. towards the garden centre. Existing flooding along Green Lane and Golden Cross Lane.

Education: North Bromsgrove High oversubscribed and Catshill First and Middle schools are already under pressure.

Examples of suggested specific infrastructure requirements

- Fund and deliver additional First/Middle places and confirm High School expansion capacity.
- New GP consulting/treatment rooms (or a satellite facility) sized for the growth.
- Targeted junction improvements, signals/roundabout/turn-management, and signal optimisation where relevant.
- Continuous, lit walk/cycle links to Catshill centre, schools and bus stops, with priority or controlled crossings of/near the A38. Look at extending this and linking with Bromsgrove & beyond.
- Support frequency/reliability (esp. school-time), and upgrade stops with shelters/RTPI.
- On-site attenuation and controlled discharge to local ditches/brooks with no net increase downstream.
- Landscape/earth bunds and façade acoustic design near A38/M42 edges; local AQ checks.
- Package to reduce verge/footway parking and improve crossings near schools/local centre.
- Defined HGV routes, time-of-day embargoes (school peaks), wheel-wash, and temporary drainage controls.

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.

Catshill and North Marlbrook Parish Council

While recognising the need to contribute to housing delivery, the Parish Council argues the current proposals are unbalanced, unsustainable, and conflict with the adopted Neighbourhood Plan (2021).

Strategic Concerns

- Disproportionate growth: Parish expected to accommodate a high share of development (part of 3,675 homes concentrated around Bromsgrove area).
- Transport pressure: Heavy reliance on the A38 corridor, which is already congested and unlikely to cope without major upgrades.
- Sustainability issues:
 - Limited local employment
 - No railway station
 - Increased commuting likely leading to more traffic

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 Catshill-specific comments received.

Sport England

Sport England note the education infrastructure expansion of Catshill First and Middle Schools; such works should not result in the loss of playing field land capable of accommodating a playing pitch or reduce its flexibility to accommodate a range of pitches. This is on the basis of the Playing Pitch Strategy identifying the site is well used and there being playing pitch shortfalls. This comment should apply to all school expansion sites stated within the consultation document.

WCC Education

Catshill: Based on consultation for 605 dwellings in Catshill

- Relevant schools: Catshill First, Catshill Middle, North Bromsgrove High (Private Finance Initiative) (PFI)
- Pupil requirements generated by proposed development: Early Years (included in Bromsgrove settlement requirements), First = 24 Per Year Group (PYG), Middle = 24 PYG, High (combined with requirements from other relevant settlements and detailed in the Bromsgrove settlement requirements)
- New provision required: First = 0.8 Form Entry (FE) (1), Middle = 0.8 FE (potential expansion), High = requirements considered in relation to Bromsgrove town and all its feeder schools, not extrapolated to individual village settlements

Statutory Consultees and Other Stakeholders:

CA01 – 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.

Catshill and North Marlbrook Parish Council

Supported in principle

- Offers potential for:
 - Highway improvements (Woodrow Lane and A38 junction)
 - Better connectivity to M5/M42
- Could accommodate higher density development than proposed.

Environment Agency

Contamination/Landfill

- CA01 is partially mapped over an authorised landfill site, meaning further investigation is required to establish whether development is feasible within acceptable pollutant limits or whether remediation is required.
- Implication:
 - Potential contamination constraints.
 - May require intrusive investigation (e.g., gas monitoring, soil tests).
 - o Could impact viability.

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).
- A minor surface water flow path crosses the site.
- A ditch exists along Woodrow Lane.

SuDS & Drainage

- Must follow 2025 Defra National SuDS Standards, including:
 - o Rainwater harvesting
 - o Above-ground SuDS
 - o Water quality treatment
- Site soils are freely draining, so infiltration SuDS likely feasible, subject to investigations.
- Roadside ditches must be retained with appropriate buffers.
- Any new/altered access across a ditch requires NWWM consent.

Ecology & BNG

- BNG required on-site.
- BNG units associated with the Woodrow Lane ditch must be delivered on-site.
- Redundant culverts in the ditch network must be removed.

WCC Planning and Transport Planning

Landscape:

- CA01 (together with CA02) forms part of a northern urban extension to Catshill. Existing landscape features are degraded but structurally intact.

- Restoration of these features is important for integrating development.

Ecology:

- Development must deliver a substantive contribution to LNRS objectives.
- Site should include significant contiguous areas of species-rich neutral grassland (PM29) within GI.

Worcestershire Regulatory Services

Contaminated Land:

Northeastern portion of site located within 250m of (Special And Industrial) L The Knoll (Landfill). Approximately 170m away to the east. No sites of contaminated land concern shown within site boundary. Number of unknown structures shown in the southern area of the site that may be associated with possible made ground. Mapping indicates parcel largely made up from a number of agricultural fields.

Nuisance/Noise:

Site directly adjacent to A38 and M5 220m to west. Hotel to south. Noise assessment for both commercial and road noise required but should not prevent development.

Air Quality:

No adverse comments

Worcestershire Wildlife Trust

- Green & Blue Infrastructure essential across all Catshill sites.
- Battlefield Brook corridor is of particular ecological importance. Development must buffer the brook from:
 - o Noise
 - o Light
 - o Recreational pressure
 - o Polluted runoff
- More ecological assessment is required, especially for:
 - o Designated assets
 - o Protected species
 - o Priority habitats
- Contains a parcel of grassland that may be unimproved. If habitat proves to be priority habitat, this will directly affect the developable area. Further survey work is required before allocation.

Statutory Consultees and Other Stakeholders:

CA02 – 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.

Catshill and North Marlbrook Parish Council

Objects to potential allocation:

- Access constraints: Narrow, substandard access likely requiring demolition to improve.
- Highway safety risks: Close to congested junction causing unsafe traffic movements.
- Landscape impact: Visually intrusive and urbanising effect.
- Flood risk: Sloping site may increase runoff into Marlbrook stream.
- Considered only potentially suitable longer-term with different access arrangements.

Conflict with the Neighbourhood Plan

- Considered inconsistent with the adopted Neighbourhood Plan (supported by 87.9% of residents).

- Key issues:
 - Loss of Green Belt protection
 - Harm to landscape character and key views
 - Increased traffic and highway safety concerns

Environment Agency

Flood Risk (Boundary watercourse)

- CA02 appears to have an unmodelled ordinary watercourse on the site boundary, which may affect deliverability and the sequential test.
- Implication:
 - May restrict developable area.
 - May require onsite mitigation or flood modelling.

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, but Marl Brook (south boundary) lacks EA fluvial modelling therefore real risk may be higher.
- A clear surface water flow path exists in the southern part (risk is low, depth <0.2m).

SuDS & Drainage

- Must follow 2025 Defra National SuDS Standards, including:
 - Rainwater harvesting
 - Above-ground SuDS
 - Water quality treatment
- Site soils are freely draining, so infiltration SuDS likely feasible, subject to investigations.

Ecology & BNG

- The Marl Brook is high distinctiveness → requires river condition assessment.
- Riparian zone (10m) must be included in surveys.
- Recommend including the Marl Brook corridor as part of green infrastructure.
- Suggest improving water vole habitat
- Manage Himalayan Balsam.

Sport England

Sport England note that site CA02 - Land to rear of Four Oaks Drive is adjacent a playing field site which has been marked out for playing pitches. Sport England would recommend that a design requirement for the site allocation is that the development shall integrate effectively with the adjacent Braces Lane playground site. Where the operation of the existing playground site could have a significant adverse effect on new development in its vicinity, the applicant (or 'agent of change') is required to provide suitable mitigation before the development has been completed.

WCC Planning and Transport Planning

Landscape:

- CA02 (together with CA01) forms part of a northern urban extension to Catshill. Existing landscape features are degraded but structurally intact.
- Restoration of these features is important for integrating development.

Ecology:

- Development must deliver a substantive contribution to LNRS objectives.
- Recommended habitats for GI include:
 - Habitat mosaic (PM23)
 - Riparian habitat (PM02)
 - Acid grassland (PM30)
 - Species-rich neutral grassland (PM29)

Worcestershire Regulatory Services**Contaminated Land:**

A former Sawmills and Timber Yard reference 14/00030/PLG is highlighted within the WRS records located adjacent to the southwestern boundary. The northern half of the site falls within a landfill buffer for the Knoll Landfill Site (Special and Industrial) reference BD/75. Otherwise, the parcel appears to be undeveloped farmland.

Nuisance/Noise:

Site is to the East of A38 but has a row of existing housing and therefore unlikely to require mitigation for road noise.

Air Quality:

Close proximity to Lickey End AQMA. Full air quality assessment would need to be undertaken. Possible compounding impact from multiple developments in the area

Worcestershire Wildlife Trust

- Green & Blue Infrastructure essential across all Catshill sites.
- Battlefield Brook corridor is of particular ecological importance. Development must buffer the brook from:
 - Noise
 - Light
 - Recreational pressure
 - Polluted runoff
- More ecological assessment is required, especially for:
 - Designated assets
 - Protected species
 - Priority habitats
- Site is contiguous with small streams.
- Requires careful water management to prevent pollution.
- SUDS design will be critical and may reduce developable land.

Statutory Consultees and Other Stakeholders:**CA03 – 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.

Catshill and North Marlbrook Parish Council**Strongly opposed**

- Green Belt harm: Undermines key purposes (preventing sprawl and settlement coalescence).
- Coalescence risk: Would effectively merge Catshill and Bromsgrove.
- Landscape impact: Highly visible site with high sensitivity to change.

- Traffic impacts: New junctions on A38 would worsen congestion and disrupt flows.
- Conflict with Neighbourhood Plan policies (H1, ENV6).

Conflict with the Neighbourhood Plan

- Considered inconsistent with the adopted Neighbourhood Plan (supported by 87.9% of residents).
- Key issues:
 - Loss of Green Belt protection
 - Harm to landscape character and key views
 - Increased traffic and highway safety concerns

CPRE

- CA03 is protected by the Catshill and North Marlbrook Neighbourhood Plan.
- CPRE opposes allocation and states it should remain Green Belt.
- Key reasons:
 - Maintains separation between Catshill and Bromsgrove (prevents coalescence).
 - o Releasing CA03 would undermine strategic green space and local neighbourhood plan policy.

Environment Agency

- CA03 has an unmodelled ordinary watercourse within the site boundary, meaning its flood risk level is currently unknown and needs further investigation.
- Implication:
 - A site-specific flood risk assessment will be required.
 - o Could constrain developable area or layout.

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.
- National modelling shows multiple surface water flow routes east–west with local depths up to 1.2m.
- Flow routes are associated with field ditches.

SuDS & drainage

- Must follow 2025 Defra National SuDS Standards, including:
 - o Rainwater harvesting
 - o Above-ground SuDS
 - o Water quality treatment
- Soils are mostly freely draining, but:
 - o The western part likely has a high-water table therefore infiltration SuDS may not be suitable there.
 - o SuDS features may need to be located outside this impeded area.

Watercourse & biodiversity

- Watercourses/ditches are high distinctiveness → needs river condition assessment.
- Riparian zone (10m) must be included in surveys.
- Redundant culverts should be removed.
- Suggest enhancement of water vole habitat, and invasive species management (especially Himalayan Balsam).
- Suggest including the Battlefield Brook and Barley Brook corridors.

WCC Planning and Transport Planning

Minerals & Waste:

- CA03 is an amalgamation of former sites 221 & 295, both rated Category 1 for mineral safeguarding.
- WCC would object to allocation unless a Minerals Resource Assessment is completed first.
- WCC insists mitigation must be identified before allocation.

Landscape:

- Existing landscape features appear to be degraded, although they are structurally intact. The restoration of those features will be an important part of integrating development into the existing landscape envelope.

Ecology:

- A significant ditch system crosses the southern half.
- Must be retained and integrated into SuDS with riparian habitat creation (PM02).

Worcestershire Regulatory Services

Contaminated Land:

Site shown to be undeveloped agricultural land. Potential contaminated land feature towards southern boundary relating to former pond (reference BD/S561100168661) that is no longer shown on mapping dated c.1971/79.

Another PCL feature adjacent to southwestern corner referred to as Unknown Filled Ground (ref BD/S561100169916) which appears to be a pond on earlier historical mapping and a marsh on the latest map available. Not clear if feature has been infilled as occupied by copse of trees on modern satellite images.

Nuisance/Noise:

Site is to the West of A38 and North of M42 therefore will have noise impact. Also, small industrial estate in SE corner. Noise assessment will be required to protect edges of development from noise.

Air Quality:

Close proximity to Lickey End AQMA. Full air quality assessment would need to be undertaken. Possible compounding impact from multiple developments in the area.

Worcestershire Wildlife Trust

- Green & Blue Infrastructure essential across all Catshill sites.
- Battlefield Brook corridor is of particular ecological importance. Development must buffer the brook from:
 - Noise
 - Light
 - Recreational pressure
 - Polluted runoff
- More ecological assessment is required, especially for:
 - Designated assets
 - Protected species
 - Priority habitats
- Site is contiguous with small streams.
- Requires careful water management to prevent pollution.
- SUDS design will be critical and may reduce developable land.

Developers/Landowners

Developers/Landowners:

CA01 Site Promoters – Key Points

Chave Planning obo Nurton Developments (Catshill) Ltd

- Agree with DDS as meets Local Housing Need via the Standard Method and focuses growth at sustainable settlements with public transport and existing community facilities.
- The Sustainability Appraisal shows this strategy performs best of all options for Housing provision, Economy and Education provision.
- CA01 is a sustainable location within walking distance of a range of local services and good public transport (bus) options.
- S106 contributions can be made to support CA01 to mitigate any impacts on schools, GP facilities and other local services.
- Detailed studies on highways & access, noise, flood risk & drainage, ecology & trees, landscape, heritage, and Green Belt exist for the proposed development of the site for 165 dwellings. Green Infrastructure provision of 3.81ha proposed and 10% onsite BNG anticipated.
- Nearby heritage asset (Lydiat Ash Cottage) to be retained as well as legibility of historic field pattern. Minerals safeguarding poses no practical constraint as extraction highly unlikely in this area.
- Considered that the site would constitute Grey Belt once BDC evidence base updated.

Developers/Landowners:

CA02 Site Promoters – Key Points

RPS obo Gleeson Land Ltd (Site 268)

- Broadly support the Council's strategic approach but the Council Vision is too vague and lacks planning detail therefore not reflecting the real issues affecting Bromsgrove such as housing affordability. A more locally specific vision is required.
- The overall housing requirement being planned for should be higher to account for a 20% buffer required based on BDC's HDT score, true affordable housing need being higher (172 dpa) and historic affordable housing delivery being low, and to contribute to the unmet needs of the GBBCHMA.
- Support Option A of development being located on Bromsgrove main settlements and the edge of the West Midlands conurbation.
- However, concerns around too many large sites with slow lead-in times leading to uncertain delivery making up the bulk of the proposed allocations.
- Existing supply figures should also be made more transparent to evidence their delivery. The DDS is also missing a housing trajectory.
- Site 268 (CA02) qualifies as Grey Belt, and development would still maintain strong and defensible boundaries that would not harm the strategic purpose of the Green Belt overall. The Green Belt evidence base needs updating.
- Argued that the SA is incomplete as it fails to assess different reasonable growth scales, including unmet housing need options and affordable housing-driven growth scenarios, and site-specific alternatives.
- CA02 is in a sustainable location with access to A38 and local services in Catshill centre. Technical constraints are capable of mitigation, and the site is suitable for early delivery within the first 5 years of the plan.

Developers/Landowners:

CA03 Site Promoters – Key Points

Marrons obo Rainier Developments (Site 221)

- The local plan must contain a plan-specific vision and strategic priorities focusing on the district's housing crisis and long-standing housing land supply issues. Should also be based on positively prepared evidence-led planning.
- The overall housing requirement to meet LHN assumes 3,000 commitments but evidence shows a figure of 2,152 dwellings in supply. Unmet housing need from the GBBCHMA should also be addressed in the local plan.
- Support for Option B within DDS and SA – development at Bromsgrove settlements only, as the most sustainable spatial pattern.
- Proposed allocation at FRA01 lacks adequate evidence on delivery, infrastructure, phasing and lead-in time – it therefore may not contribute significantly to the plan period's deliverable supply. FRA01 is also more likely to serve Birmingham's unmet needs rather than Bromsgrove District's.
- Support the allocation of CA03 in the DDS but argue the allocation boundary must be extended west and south to include the full extent of sites 221 and 295, enabling greater benefits and an increased housing yield. This could allow an increase to 500 dwellings and also enable delivery of a coherent masterplan to include land for a new first and middle school, a cemetery extension and over 50% green infrastructure provision.
- AQMA at Lickey End/M42 J1 to be revoked and noise constraint which BDC have used to discount parcels of land can be mitigated through design and layout, as shown in technical evidence submitted. Comparable schemes nearby on edge of Bromsgrove demonstrate this is feasible. Minerals constraint also unlikely to be viable to extract, therefore assessment should change from red to amber overall.

Rachel Egan obo Bromsgrove District Council Regeneration and Property Directorate (Site 295)

- Bromsgrove District Council owns part of this site. While recognising the requirement to find additional housing land in the district, there is also a need to ensure that sufficient burial space is available for the local community.
- The Council will be considering a new Burial Strategy in November 2025 that will set out what the future requirements are for burial space. Following the agreement of this strategy the Council will consider its position in relation to this site and how it can best be used to support local priorities.
- While Rainier Developments have included an indicative masterplan in their submission to the Local Plan consultation, it should be noted that this does not have the endorsement of the Council as property owner.

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 Catshill Site Promoters) – Key Points

Lichfields obo Landra Developments Ltd (Sites 058, 172a, 172b, 200)

Developers/Landowners:

Settlement-wide (other Catshill Site Promoters) – Key Points

- Specific local plan vision should be developed that commits to meeting Bromsgrove's own housing needs and helping unmet needs across the GBBCHMA. The NPPF requires local plans to be positively prepared addressing local and cross boundary needs.
- Support the DDS focusing growth on main settlements including Catshill and agree that Option A is the most sustainable scenario.
- However a more robust evidence base is required, including SA, updating of the HEDNA and updating of Green Belt evidence to include consideration of Grey Belt classification.
- Agree with BDC housing need in the local plan arising from standard method but the DDS fails to address unmet HMA need, including likely shortfall from Redditch, therefore further sites should be allocated.

Cerda Planning obo Lone Star Land Ltd (Site 182)

- Support for DDS Option A as the most sustainable scenario as performs best for housing, economy and education in published SA.
- Urgency for small and medium sites to come forward that are deliverable quickly due to the Council's housing land supply position.
- The overall housing requirement in the DDS should be higher due to further year required in plan period and also to cater for GBBCHMA unmet needs.
- Object strongly to the proposed allocation of FRA01 if used for BDC needs as poorly located, lacking sustainability and connectivity. Large sites such as this also have slow delivery trajectories.
- Evidence base for DDS should be updated including a revised Green/Grey Belt assessment.

Daniel Vickers obo Landowner (Site BDC007a)

- Site being promoted is a logical addition to the existing draft allocation (CA02), enabling a fully integrated, well-designed, and low-harm extension to Catshill and ensuring a coherent, defensible northern edge to Catshill.

Lichfields obo UKLD (Brierley) Ltd (Site 283)

- Specific local plan vision should be developed that commits to meeting Bromsgrove's own housing needs and helping unmet needs across the GBBCHMA. The NPPF requires local plans to be positively prepared addressing local and cross boundary needs.
- Support the DDS focusing growth on main settlements including Catshill and agree that Option A is the most sustainable scenario.
- A more robust evidence base is required, including SA, updating of the HEDNA and updating of Green Belt evidence to include consideration of Grey Belt classification. Further evidence on viability and justification of development strategy distribution also required.
- Agree with BDC housing need in the local plan arising from standard method but the DDS has no flexibility or headroom in supply and a buffer should be planned for to accommodate delivery delays and unmet need from the GBBCHMA. Based on functional relationships (migration and commuting), BDC should take approximately 9% of the HMA unmet need. The DDS fails to address the legally required duty to cooperate.

Barratt Redrow (Site 204)

- Support the DDS overall acknowledging that exceptional circumstances exist for Green Belt release - high LHN under the standard method, limited brownfield capacity, and requirement to meet unmet needs from GBBCHMA.
- Proposed housing requirement in DDS is too low as only meets LHN without any flexibility. A minimum 10% buffer should be added for headroom, arguably up to 20%. Unmet need may be most pressing from Black Country authorities. A likely unmet need from Redditch is also unknown at this stage.
- Using Lichfields' functional relationship model, BDC should plan for an additional c.4,445 dwellings.

Developers/Landowners:

Settlement-wide (other Catshill Site Promoters) – Key Points

- Further updating of evidence base is required, including HEDNA, Green/Grey Belt assessment and viability assessment.
- Support the identification of Catshill as a sustainable location for growth due to strong transport links and a robust service and local infrastructure base.

RCA Regeneration obo Reirse Ryan Ltd (new CFS submissions)

- Given the length of time the review of the BDC local plan has been underway, the DDS is seriously lacking detail and risks repeating previous failures by failing to plan adequately for housing needs, including unmet needs from the GBBCHMA.
- The local plan only plans for the standard method's LHN and does not take account of wider unmet need which will have serious social and economic consequences for young people and those in housing need.
- There is an over reliance on a small number of large allocations which take many years to deliver, require substantial infrastructure investment and will not resolve the severe short-term, housing land supply issue. A more balanced mix of large, medium and small sites would be a better approach.
- An updated Green/Grey Belt assessment is required and consulting without this is a fundamental flaw in the process. Other evidence base documents such as HEDNA, SSM, STA, Settlement Hierarchy Review and SA are out of date or inadequate.
- Catshill and surrounding settlements should receive more, smaller allocations especially on Grey Belt land. The three proposed allocations at Catshill are large, peripheral and insufficient.

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- Given the length of time the review of the BDC local plan has been underway, the DDS is seriously lacking detail and risks repeating previous failures by failing to plan adequately for housing needs, including unmet needs from the GBBCHMA.
- The local plan only plans for the standard method's LHN and does not take account of wider unmet need which will have serious social and economic consequences for young people and those in housing need.
- There is an over reliance on a small number of large allocations which take many years to deliver, require substantial infrastructure investment and will not resolve the severe short-term, housing land supply issue. A more balanced mix of large, medium and small sites would be a better approach.
- An updated Green/Grey Belt assessment is required and consulting without this is a fundamental flaw in the process. Other evidence base documents such as HEDNA, SSM, STA, Settlement Hierarchy Review and SA are out of date or inadequate.
- Major transport issues, especially congestion and motorway junction performance, need addressing within the Plan Period, not deferred beyond 2043. Infrastructure must be planned in coordination with neighbouring authorities.

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.