

Lone Star Land Ltd,
Outline Planning Application
Bordesley Hall
Storage Lane
Alvechurch
Bromsgrove

Statement of Community Involvement

1. Introduction

- 1.1. The Statement of Community Involvement (SCI) will describe the steps undertaken by Lone Star Land to consult the community regarding our proposals.
- 1.2. The Bromsgrove adopted Local Plan April 2018 expects that developers proposing major developments will undertake to consult the community before a planning application is submitted. A number of methods are suggested, including meeting with Parish Councils and holding exhibitions. This is in-line with government policy in the National Planning Policy Framework (the Framework) at paragraph 189.
- 1.3. Lone Star Land were appointed to consider development options of this site due to the declining nature of the quality of employment facilities onsite.
- 1.4. As part of a planning application submission for the redevelopment of Bordesley Hall, Lone Star Land undertook community consultation. Due to the current pandemic the usual exhibition in Village Halls could not be undertaken; therefore, an online exhibition website was produced and details of how to access this delivered to residents.
- 1.5. Alvechurch Parish Council were contacted and the Ward Councillor, they decided to reserve comment until submission.

2. Pre-Application Community Consultation

- 2.1. Lone Star Land has undertaken a specific community consultation exercise in relation to this planning application. This involved an online consultation process which has allowed us to share our proposals to residents and receive feedback safely during the current pandemic.
- 2.2. A mail drop to the residents of Rowney Green ward delivered on Tuesday 23rd February 2021 with details on how to access the online consultation website.
- 2.3. The online exhibition went live on Tuesday 23rd February and consultation feedback forms available until Friday 5th March for residents to submit their comments.
- 2.4. LSL development team responded to the majority of the comments providing feedback where possible.
- 2.5. We received 23 completed feedback forms with regards to the proposals.

3. The Findings of the Community Consultation

- 3.1. The results are summarised in below. 4% of respondents supported the this development scheme, 31% neutral and 65% being against the proposed redevelopment.

- 3.2. In terms of the details, the main concern was the increase in traffic on the adjoining highways network with this matter identified in 16/23 comments.
- 3.3. When summarising all of the feedback, comments broadly all narrowed down to a few key concerns;
 - Increase in Traffic on the Highways Network
 - Pedestrian Safety
 - Preservation of Trees / Woodland Area
 - Water / Electricity Supply
 - Bordesley Hall Heritage Preservation
 - Increase Hard Surface Area and Flooding

4. Response to the Community Consultation

- 4.1. The Transport Statement to shows the comparisons between the current and proposed use of the site and how the scheme will actually result in a reduction in vehicle movements from the site, compared to full employment use.
- 4.2. There was support for an alternative access to the site to take vehicle traffic away from the Holloway / Storage Lane. This is not achievable though ownership nor a practical solution and LSL have been assured by the highways consultants that the proposals will reduce potential traffic generation at this junction.
- 4.3. We are looking into the comments regarding water supply to the village but no findings of this were made when conducting initial utilities assessments or through contacts from service providers, this will be investigated further to ensure that our proposals do not worsen this situation.
- 4.4. The proposals ensure the retention of the historic hall even though the building is not listed.

5. Conclusion

- 5.1. The community consultation process has identified the main concerns for the site which will be addressed within the Highways Report. The issues of concern revolve around vehicular and pedestrian access as well as village facility capacity such as the school and doctors. It is important to note that the site already benefits from permission to convert the offices into 54 residential apartments therefore trip generation from this site has already been considered and consented.
- 5.2. Once the application has been submitted LSL will offer a meeting with the Parish council to answer any additional questions that may have arisen, the type of meeting whether it be virtual or physical will depend on the government guidance at the time.

Appendices

Appendix 1 - Consultation Website (<https://bordesley-hall.lonestarlandconsultation.co.uk>)

Appendix 2 - Consultation Feedback and Summary

Appendix 2 – Feedback Summary

Main Points of Concern

- Increase in Traffic
- Bordesley Hall Heritage Preservation
- Preservation of Trees / Woodland Area
- Water / Electricity Supply
- Increase Hard surface area and flooding
- Surrounding Lanes dangerous for pedestrians

Highways – 16/23

Water Supply Issues – 3/23

Local Facilities – 3/23

Trees – 2/23

Against - 15

Neutral - 7

Supportive - 1

1	Against – Traffic Increase on Narrow Lanes No adequate footpaths Poor Water / Electricity Supply
2	Against – Abuse of Countryside Green Belt
3	Neutral – Positives in the proposals Highways trips, would like clearer justification
4	Against – Highways Impacts on quiet country lanes
5	Supportive – Correct Mix of housing should be provided Should have no street lighting Inclusion of nature trail for community Zero Carbon Housing, solar panels wind turbines ect
6	Against – Highways trips will increase Strain on local amenities Doctors, schools dentists ect.
7	Against – Increase in Traffic Strain on Water Supply
8	Against – Increase Traffic on the Holloway Will support if traffic is diverted away from Holloway entrance.
9	Against – Landscape impact

	Increased number of cars Capacity of local amenities Increase flooding through water runoff
10	Against – Ruin small hamlet feel Disruption to wildlife and woodland area Is the woodland being retained
11	Against – Highway's safety Highway's accident data
12	Neutral – Would this affect house prices Like to see adequate fencing around perimeter
13	Against – Highways, country lanes not suitable Interest in TPO
14	Neutral – Would like to see the site redeveloped as a retirement village Consider Alvevechurch NDP
15	Neutral – Would like to see an uninterrupted view from the steps of Bordesley hall to preserve heritage
16	Against – Increased traffic
17	Against – Unsuitable lanes for both cars and pedestrians
18	Natural – Understands the need for housing Narrow county lanes
19	Against – Capacity of the Holloway
20	Against – Traffic issues on The Holloway / Storage Lane Affect on flora and fauna, wildlife and greenbelt
21	Against – No capacity at local facilities schools shops
22	Neutral – Development must have own access Houses not become the slums of tomorrow Support sheltered accommodation
23	Neutral – Increase in traffic Highways improvements such as give way (traffic calming)

1	This proposal makes no mention of the infrastructure. A development of some 49 dwellings will undoubtedly increase the amount of traffic using The Holloway, Storage Lane and
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	<p>Rowney Green Lane. All three roads are narrow and have very few footpaths. Storage Lane in particular is a single lane for the majority of its length. The Holloway also is a single carriageway lane from the entrance at Redditch Road up to the bridge over the Alvechurch by-pass. Rowney Green Lane is already a short cut for vehicles avoiding Alvechurch and has few footpaths to accommodate the large amount of foot traffic we have now. The junction of The Holloway, Storage Lane, Rowney Green Lane and the entrance to Bordesley Hall is a particularly dangerous one with limited vision in all directions. All three Roads are well used by both walking and cycling clubs because of the rural nature of the area and the proposal will affect these activities. The water supplied to Rowney Green is pumped by electricity to the village, I assume the same would apply to the proposed dwellings. Severn Trent cannot cope at the moment so an increase in demand will no doubt impact on us all. If a water pipe fails, we lose water, if the electricity fails we lose water so we do not want an increase in demand that will exacerbate the already poor water supply to our village. I am against this proposal for the above reasons.</p>
2	<p>I think that your land grab is an utterly foul and disgusting abuse of countryside land. It is very clear that you have zero interest in protecting the area as the previous land has not been maintained or repaired. The justification for making it bigger when the existing area has not been maintained is pathetic and hollow. This is all about making money. I am sure someone will be paid off in planning to get this abuse through. I can't even get a simple extension to my existing residential property and you feel you can roll in and crash through the green belt with this proposal. I am pleased that the person who delivered this flyer through my front door did a runner before I got to speak to them. Feedback is utterly futile as you'll ignore it and crash on - you will not get any support from this household.</p>
3	<p>There appear to be a number of potential positives in the proposal but limited detail against many of the statements of fact. Where there is detail, some of it appears questionable. For example the traffic assessment makes assumptions about peak hour potential journeys from the present usage. The argument appears to lean on an assumption around potential journeys if the office space was fully occupied. However the whole premise of the development is that the use of the office space is no longer fully occupied and has no potential for full occupation. The assumption does not appear to provide a valid baseline therefore and actual measurement of traffic generated today would be a more valid baseline. Is this available? Then the prediction of future traffic in the peak hour seems unexpectedly low - around 1 trip for every 3 dwellings. Is this really credible - what is the basis of this assumption in terms of employment within the households or is this based on benchmarking? I note that in Rowney Green, it is not uncommon for villagers to have to make half a dozen short journeys per day because of the lack of local amenities. It would perhaps be more relevant to survey the number of trips caused by residential use of RG village and scale this to the size of development. Peak hour vehicle movements in and out of RG far exceed the predicted peak hour flow from the development despite there being two main routes out of the village. By contrast the development has approximately half as many dwellings as the core of RG village yet only has a single main route to the main road network. Without facts to understand the traffic assessment it would appear that the assessment has been manipulated to suit the promoter and this therefore obviously leads me to be sceptical about other statements made which have even less substance. Having worked in the promotion of major infrastructure projects, I am used to providing the public with much more credible evidence from subject matter experts to underpin consultations. If this information was available for scrutiny though, this development could be very supportable but without it, local neighbours will be very sceptical.</p>
4	<p>We live locally to the proposed development, and regularly walk our dog around the surrounding footpaths across the fields around Alvechurch & Rowney Green, including the (currently) quiet surrounding country lanes. Whilst I can see that the proposal is to keep within the current footprint of Bordesley Hall, the increased volume of traffic (both during construction and afterwards) that this development would attract, would totally spoil this lovely rural area. The roads surrounding the proposed development are totally unsuitable; Rowney Green Lane, Storage lane, Icknield Street are all narrow country lanes (single track in many areas). I would strongly object to this development, as I am sure would the local residents of Rowney Green, Bordesley & Alvechurch all of which have strong local</p>

	communities. The attraction for many living in Rowney Green is how quiet & somewhat isolated it is, this development would totally change that.
5	If done correctly this development could be very successful. I am broadly supportive but its short on details. Correct mix of housing must be included, i.e. starter homes, low cost social housing. Actions to honour principle of biodiversity net gain must be planned and taken. Current plan is very light on details. Rowney Green does not have street lighting – so neither should this village or it will destroy the wooded character of this area at night, and have very serious impact on wildlife. Could have a nature trail around the perimeter, open to public. Hall is going to be hemmed in by gardens/rear of properties - that needs very careful landscaping. Hall is going to be hemmed in by gardens/rear of properties - that needs very careful landscaping. Most important - Connection with A441 and Rowney Green Village needs addressing - minimum is a cycleway and footpath) considering how narrow and tortuous both lanes are so that new inhabitants can safely reach Rowney Green village hall (where social events are held) and A441 where bus stop is. This will also benefit the inhabitants of Rowney Green and the Holloway. As a new small village needs a clear centre, a green, a place of focus. If new builds must have zero-carbon approach - ground source or geothermal central heating (repurpose an existing unit?), solar panels, a wind turbine (quite high site). Can you make it car restricted - like some of the Alpine villages. I hope intent is not to have it as a gated development.
6	After studying the suggested proposal it is my opinion that there will be more regular traffic using The Holloway from 49 residential properties as opposed to an almost derelict, disused site as it currently is therefore raising concerns about safety on a very narrow and unlit lane. Also there is no mention of the strain on the local amenities i.e Doctors, Dentist and local catchment area school.
7	We have concerns that the new housing will increase traffic for the area as the survey results are speculative, concern is what provisions will be made to control traffic flow through Rowney Green to the Radford Road. The other concern we have is the current water supply to be included in the plans as the current supply is strained now e.g. just meets minimum flow pressure requirements, is there to be an evaluation of the pumping station and review of the pipe supply. If not then there needs to be as the extra housing will only add more strain to the fragile supply and would lead to more breakdowns if not improved as part of the overall development plan for the area.
8	We do not want this to proceed due to the increased amount of cars on the Holloway. We will only support if traffic is diverted away from the Holloway as an entrance and exit. We have children and animals and it will endanger them. We will be seeking legal advice.
9	I am concerned about the number of dwellings planned due to the impact on the landscape of the area - as it seems to extend further than the current building footprints, would all the surrounding fields be a housing estate? I am also concerned about the increased number of cars needing to use the narrow Holloway. Are the local amenities i.e. GP surgery, Pharmacy, schools, shops able to safely manage with the number of people expected in all of the proposed flats and houses? If not, this needs to be considered. It may impact the country feel of the little village, which people choose to live in rather than a housing estate. Would a significant increase in tarmac impact the water run-off in a village with less than usual surface water drainage - increasing risk of flooding?
10	I am concerned about this developments planned size and scale. The introduction of 46 new residential dwelling seems like a very large number that in my opinion will most certainly damage the feeling of the area. Rowney Green is a small hamlet with a very rural feeling, the roadways are narrow lanes and I am concerned that a development of this scale will not be in keeping with the area. I am also concerned about the onset of services to Rowney Green. One small seven trent water station supplies the entirety of the village and a development of this size may well put strain on that system. The holloway itself is a narrow lane and the necessary construction vehicles up and down here are bound to cause significant disruption. "In the AM Peak (08.00 – 09.00) modelling predicts that the existing use would generate 87 trips and in the PM Peak 17.00 – 18.00) it would generate 90 trips. In contrast

	<p>49 dwellings would generate 16 trips in the AM Peak and 21 trips in the PM Peak." I cannot agree in any way with this statement - from my observation of the area i cannot believe there is as many as 90 vehicles going in and out of the site per hour at peak times, and how has 16 trips been deduced from 49 dwellings. That would mean that the majority of dwellings have no occupants leaving their properties to go to work? Perhaps thats correct within this pandemic but i cannot believe this is an accurate account in normal times. What will the disruption be to the local wildlife and woodland area ? The proposed site plan shown includes large areas of woodland and agricultural land. I would be strongly against any felling of this woodland area to create space for extra housing and therefore hope that this area is planned to be left untouched by any development ?</p>
11	<p>Over the years there has been a number of accidents in The Holloway, some quite serious and on one occasion a vehicle was on it's roof! Also incidents involving horses and horse riders. There have also been accidents and incidents with vehicles turning off the Redditch Road onto The Holloway, particularly across oncoming traffic, due to the busy nature of this junction. Vehicle speeding has been an ongoing problem in The Holloway and despite attempts to alter speed limits the problem still persists. All in all adding more and more traffic to an already busy country lane is not going to help the situation and indeed exacerbate it, risking more accidents and lives. In addition, horse riders, cyclists and walkers already make considerable use of the lane, so will be put at even more risk with increasing the flow and volume of traffic. It is inevitable in this day and age that house residents have and use more than one vehicle, so for every house built, realistically the number of vehicles in use per house is more likely to be 2,3 or more! The Police records of all the accidents and incidents in The Holloway and surrounding roads to Bordesley Hall, since being put to use, need to be studied and taken into account. Inevitably the shortest route from the major roads is The Holloway so is more than likely to see the increase in traffic, brought about by more residents living at Bordesley Hall with all the associated tradespeople, services and visitors. This also adds to extra noise and pollution to what is actually classed as an area of outstanding natural beauty. The process of building of new houses will create a lot of extra traffic, noise, pollution and vibration to surrounding existing properties, that can be difficult to measure. Again, the shortest route from the major roads is The Holloway, so will become the chosen default route for construction traffic. Perhaps Bordesley Hall should have it's own access road off the roundabout on the A441!!!! You must include the accidents and incidents in The Holloway and surrounding access roads to Bordesley Hall and also as a matter of urgency look at an access road off the roundabout off the A441, in your proposals. Thank you.</p>
12	<p>Would like to see adequate fencing around the perimeter to ensure it is unscalable and my adjoining property cannot be accessed. I would like to know what proportion of social housing will be on the estate. The average house price in Rowney Green currently is £555k. Would this cause a detrimental effect on the area if social housing is incorporated? It's rumoured that lots of trees have been cut down already although they have a Tree Protection Order but this was overruled by the Forestry Commission which is unfortunate.</p>
13	<p>I am concerned, despite the reassurances, that these country lanes are not suitable for this increase in traffic. Even now The Holloway and Storage Lane struggle with increased traffic, and Rowney Green Lane has more than enough . I also wonder what the situation is regarding tree preservation orders. I was under the impression that Bardesley Hall trees had such an order placed on them some years ago. I appreciate that more homes are needed, but I feel this is far too many to be placed on this site.</p>
14	<p>Thank you for this opportunity to comment on your proposal to apply for outline planning permission to redevelop Bordesley Hall for residential accommodation. When BCIRA was sold, the new owner suggested to our late District Councillor that the site could be redeveloped as a Retirement Village. Your present outline plan disregards the full potential value of the site relating to Topic 2 (Heritage, Design and the Natural Environment) of the Alvechurch Neighbourhood Plan, the writing of which I was responsible. I believe that a retirement village, or similar, would enable you to do this and would actually enhance the amenity for nearby residents, rather than building market housing. I have mentioned the possibility to just a few Rowney Green residents and without exception, they have replied with enthusiasm , saying they could then "downsize" without leaving their friends. The two</p>

	<p>large reception rooms in the hall would be a valuable feature rather than changed into flats. Also, traffic would be even less at rush hour times on the busy junction of the lanes. The plan on your website SFG-Promap-site plan, pdf NOT correct. You label the lane as "The Holloway". At this point it is Storage Lane. Your heading gives the location as "south of Storage Lane/Holloway Head." It would be better to be " south of Storage Lane/off The Holloway". This is accurate and explicit. Holloway Head has never been used before and gives the impression that it is an urban rather rural area. The Rowney Green Association has a large illustrated collection of local history documents relating to Rowney Green, Bordesley Hall and the surrounding area. I am happy. to give you more information about the hall and its history and our local social and natural environment.</p>
15	<p>Further to my earlier comments, there still exists an uninterrupted rural view from the front steps of Bordesley Hall across the whole of the medieval Bordesley Park into the far distance. It would be a shame for this to be blocked by new housing development.</p>
16	<p>I am very concerned about increased traffic flow and consequently safety for other road users on all roads approaching bordesley hall. The narrowness and accessibility is limited on all approaching roads and yet the proposed development would clearly result in a huge rise in traffic.</p>
17	<p>The roads approaching this development are totally unsuitable for the current traffic levels let alone having a large housing development situated there. The Holloway in particular has partial single track access and can be very dangerous not only to car users but also pedestrians. This is definitely not a place to increase traffic flow, I am sure there are much more safer and more accessible areas for property development.</p>
18	<p>Whilst understanding the need for housing provision, either the new or fall back options will significantly increase the population of Rowney Green Village, which does not have the infrastructure to support such an expansion. Access to the site from all sides is via narrow country lanes, used heavily by walkers, horse riders etc. There will necessarily be an increase in road usage which will be to the detriment of existing residents and the natural environment. I understand a number of trees have already been felled which seems to run contrary to your website promoting the wooden environs.</p>
19	<p>I doubt the projected traffic assumptions and the capability of the Holloway to deal with it.</p>
20	<p>Against this development due to the volume of additional traffic that will undoubtedly use The Holloway, Storage Lane and Rowney Green Lane impacting as congestion on a very narrow country lane, fumes causing environmental pollution, a detrimental affect on flora and fauna, wildlife and the surrounding green belt area.</p>
21	<p>We are not happy for this to go ahead at all! There is not enough schools, nurserys, shops etc to facilitate this many new residents! This is a quiet, peaceful, tranquil village in which people move to to retire, enjoy the quiet and the nature. This development would ruin the area, there is plenty other opportunities in other areas for new residential developments. We suggest that you make better use of this area for the environment and the local residents.</p>
22	<p>1. Development must have its own access road. 2. The houses of today must not become the slums of tomorrow. 3. The idea of sheltered accommodation is a good idea, Please would you kindly answer these questions</p>
23	<p>Has there been any consideration to the likely increase in traffic this development would undoubtedly result in? I feel that the Holloway in particular would require some consideration regarding a possible 'Give Way' or such like as the narrow section at the bottom of the Holloway (just over the bridge travelling down the Holloway) is a particular issue currently and will be under increased pressure from this development. Having to travel up and down the Holloway on a daily basis I am very aware of the lack of consideration and awareness of how to negotiate this narrow stretch currently from most who use it.</p>