

From: [REDACTED]
Sent: 17 February 2022 16:54
To: Plans, Policy - WDC
Subject: Broadway Neighbourhood Plan: Second Regulation 16 Consultation

[REDACTED]
Dear Sir / Madam,

My wife and I are residents in Broadway having moved into the village in 2021. [REDACTED]

We have recently been made aware of the Broadway Neighbourhood Plan 2006 - 2030 Submission Version, and have read it with interest.

We have been given this email address as the correct way of submitting our comments.

[REDACTED] Policy HD.3 within the Plan which proposes the potential development of the Kennel Lane Site (KLS) is both a surprise and a concern to us.

We would like to submit the following comments which we understand will be passed to an independent examiner who will review the Submission Version before a finalised version of the BNP is put to a referendum of residents.

We hope that our comments will be taken into account since we feel that the potential development of the KLS is contrary to many other aspects of the Broadway Neighbourhood Plan and, indeed, to the Broadway Conservation Area Review of 2006.

1. "Brownfield" Site

The BNP refers to the KLS as "Brownfield". Based on what we have been able to ascertain, this site is not on the Wychavon brownfield register and, therefore, it is incorrect and misleading to refer to it as a brownfield site in the BNP. We believe that a statutory consultation is required before any land can be formally designated as brownfield, and that the points that we raise below would be some of the aspects that would have to be taken into account before brownfield status could potentially be formally considered for this site.

Most importantly, however, in the context of the BNP, presumption in favour of the development of KLS through its misleading categorisation as brownfield needs to be corrected.

2. Over-development of Broadway Village

The BNP makes reference to Broadway as "one of the loveliest villages in the country".

But it also says "Today the village has a population of some 3,500, making it one of the largest in the District. This population size inevitably puts pressure on infrastructure and resources".

So it is unclear to us why, when Broadway Parish has already met its housing growth targets by further expanding its residential boundary (the Station Road Site), there is consideration to put a further large (up to 30 residential properties) right in the heart of the Broadway village which will have a significant further impact on infrastructure and facilities, as well as exacerbating congestion.

3. KLS Commercial Properties, Car Parking and Green Space

To the best of our understanding, KLS is made up of retail properties, car parking, green space and the Hunt premises.

If this site were to be developed for residential properties, the village would lose a number of existing, important shops as well as general retail space which is required to support both its growing population and tourism. "Identifying facilities and services needed for the community" is one of the stated BNP objectives, but the impact of developing the KLS on this aspect does not appear to be adequately considered.

Whilst any residential development would have to provide sufficient parking for the houses that are built, the fact remains that the current significant parking space within KLS will be lost to the village and its retail staff. This will put further stress on the existing car parking facilities which are already overloaded for large parts of the year, causing congestion in the neighbouring roads and up the High Street.

The green space that makes up part of KLS does not appear to be considered in the site development proposal. There is very little green space left now at the end of Church Close adjoining the KLS, and its removal would cause a further degradation in the visual appearance of this key part of historic Broadway, causing a merger into one large expanse of buildings. In our opinion, it would be more consistent with your stated BNP objectives of "protecting green spaces" and "ensuring that our natural environment is conserved and protected" to enhance and develop this green space, rather than removing it. The BNP refers to

the use of green spaces to offset the impact of increased traffic, and to protect and enhance biodiversity and the natural environment. The KLS proposal appears to achieve exactly the opposite impact.

4. KLS Access and Traffic

We note that the BNP dismisses the access problems into KLS off the High Street by stating that an alternative access from Church Close is available.

However, we can see no assessment of the impact of this proposed alternative access route.

Of course it will cut straight through the green space which we have referenced in point 3. above.

However, even more importantly, it will create more congestion up Church Close which already often backs up into Church Street during busy times of the year. The Close is a bottleneck, and as soon as the Church Close car park is full it starts to back up causing congestion and safety issues both to traffic and pedestrians. Diverting even more traffic into the Close will have a further detrimental impact on this situation.

In line with the Community Project on traffic, it seems far more sensible to find ways of keeping traffic out of the historic core of the village, rather than encouraging even more traffic into it.

Traffic congestion back into Church Street could also have an impact on access to a number of heritage assets (listed buildings) and the valued landscape LGS7 referenced in the BNP.

With best regards.

Mike and Debbie Barrington

