

Mon 5<sup>th</sup> December 2022,

[REDACTED]  
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Ref: Further information in representations to local plan:

Dear Sir/ Madam,

Following the approval of the local plan on 8<sup>th</sup> November here are my comments and objections to sections appertaining to Wombourn – where I live.

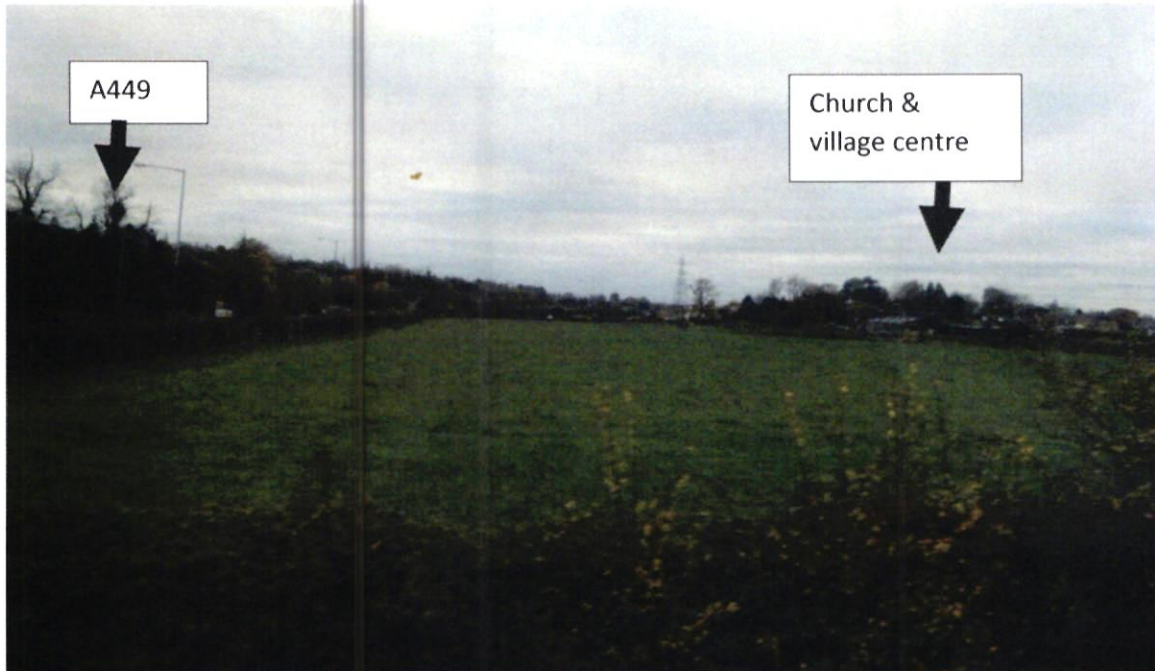
Area 284 and 463 Gilbert Lane & Billy Buns Lane (page 210 of your document).

I quote firstly from page 3 of my 16-page document which I sent to you 12 months ago:

*“How this area has been allocated into the plan beggars’ belief in the first place – this is on green belt land and the idea of having this green buffer between my village and Wolverhampton destroyed is unacceptable. I thought green belt was there to keep gaps between different settlements to prevent a continuous sprawl of buildings; if this is built on, we will only have one field by Withymere Lane - a distance of 440 yards (only a ¼ mile) - between Wombourn and the West Midlands conurbation, no green spaces Northwards till you get to the M54 (Coven Heath) over 7 ½ miles away!”*

I repeat is not the idea of green belt to stop urban areas whether they be villages or towns joining up to create one big sprawl? Looking at your Perton plan (site 239) – page 203 on your document you are building WEST of Perton into open land where the next nearest place is Pattingham some 2 miles away which will hardly be infringed upon, the next biggest town probably being either Bridgnorth or Albrighton / Telford depending which way you draw a line on a map as the crow flies – these over 9, 4 or 10 miles away respectively. You are NOT building on the land to the East between Perton estate and Yew tree Lane / Mill Lane because you wish to keep the green belt gap between Perton and Wolverhampton so WHY do you wish to destroy and the gap between Wombourn and Lloyd Hill and thus into Wolverhampton?

Currently Wombourn is not that noticeable from the A449 – I refer to two pictures taken from our bus looking South as it has just turned into Billy Buns Lane from the Wodehouse island – taken Sat 20/11/2021.



Look at the open vista (which does so much to lift your spirits as you make your way home) and Wombourn - with its "housing spawl" is out of sight the other side of them hills, your plan has homes destroying all this green field vista and as previously mentioned closing the gap to Penn / Wolverhampton – contradicting what green belt is for – therefore this area for building is so contentious.



I quote from your document on page 210 "Provide vehicle and pedestrian access....., including extensions of existing footways." Yet a key requirement is "The tree and hedgerow boundaries that border the site should be retained as possible". Is this an easy option to allow the new estate to be built on the fields in a sort of self-contained unit no doubt with many cul-de-sacs yet do nothing to improve the existing highway infrastructure, look at the picture below taken on Sunday 21st November 2021 at 8amish (it being safer to cycle) of School Road looking North from Smallbrook Lane junction which will be inside site 463:



Check out the poor highway infrastructure – I bet the developer of the housing won't pay to have all this improved as the new estate will be "self-contained" behind the hedges! Hardly an incentive to walk along here and with the road now even busier with let's say half of the 223 dwellings in total that could be an extra 223 vehicles (2 car families). Normal peak times in the week and traffic is queued back along this road and along Billy Buns Lane trying to get out onto the A449 at the Wodehouse island – this will be exacerbated more with extra housing; will the developer thus be paying to get rid of this roundabout and provide a traffic light junction with the A449/ A463. Will all the extra cash generated in Council tax be spent in Wombourn – answers on a Post card! When Wombourn expanded rapidly in the 1950's / 60's new facilities were opened like new schools, doctors, separate new fire and ambulance stations, new police station and courts as well as the main SRDC offices. Now in this century we don't even keep what we had but LOSE services.

Smallbrook Lane is to be in the middle of site 463, what is to become of this "country lane" it being single carriageway with squeeze past passing places? Your development sounds nice in keeping the existing hedgerows, but this will leave this narrow route at the mercy of increased traffic and a danger to ALL highway users especially more vulnerable people on foot/ cycle with the increased demands on it. It would be better to rip everything out and widen the road with proper footpaths so it is safe for all to use when you have clogged it up with traffic but then that would not look very good on the policy document would it? How can you keep "country narrow lanes" and expect them to carry "town size" traffic? You just end up with conflict and accidents.

I assume the farm along this road is to be lost, so nice to have this farm close to the village centre to give even more rural character to my village and it is so nice to still see tractors towing bales of hay past my house even if it annoys the speeders down Ounsdale Road. Another of our rural aspects lost not even mentioning the people that live/ farm there who will lose out even more.



Continuing the theme of poor infrastructure your document for sites 285/ 459/ 562/ 415 (pages 207 to 209) states and I quote "...pedestrian links to the village centre along Ounsdale Road".

Have you seen the state of this route? Once again, a picture from what I sent you in 2021 showing Ounsdale Road looking West up the hill from the canal:



That footpath on the left barely two people wide is the ONLY link from all those wonderful new housing sites along Ounsdale Road into the village centre if people will walk that far. You NEVER provided footpaths when the Ferro was built on with houses as you maximised as much as you could cram on; Pool House Road also does not have a footpath on both sides, you must weave through Pool House Estate if you wish to walk from Ounsdale Road to the Bridgnorth Road – do the people who write this stuff walk anywhere? This will be the main walking route to Westfield and Ounsdale Schools assuming they can take any more pupils. What ever happened to "safe routes to school?" What ever happened to creating cycle friendly routes? Never applied here!

The brow of the hill with Giggetty Lane / Clapgate lane is on a blind brow with bends both ways.

Two more pictures from 2021:



How are you expected to cross safely here? Hardly an incentive to walk or even cycle on the narrow road with steep hill - more like more and more people will use the car – so much for green credentials and even more clogged up roads and village centre, never mind trying to drop your "kids



off at school” which resembles a scrap yard with vehicles dumped all over footpaths and verges at present along Ounsdale Road at school times.

Consider this picture taken this year on Fri 25/11/2022 at 10.30amish – not even rush hour:



Traffic queued trying to get into the petrol station / CO-OP / Post office – no one would budge, queued down Windmill Bank, horns blaring – so much for a quality village centre. Making your way on foot into the CO-OP to try and actually do some shopping or go to the Post office you take your life into your hands as it's like whacky races and dodgems combined in front of the store – we had a perfect petrol station in Brickbridge Lane which should have been kept and the CO-OP in the CENTRE of the village for normal shopping – of course we lost the other petrol station to housing creating this all in one disaster in the village centre – who passed this? How is this going to cope with all the extra houses or are you turning Wombourn into one of them “doss house towns” where people just flop down at night and drive through to escape in the daytime?

Why another supermarket off Bridgnorth Rd (how many outsiders is that going to bring using Wombourn as a short cut?) when we have a perfectly good Sainsburys which you can even get to reasonably from the number 15 bus stop in Brickbridge Lane (assuming you are on that route), no such luxury for the new supermarket just a flooded dip on the Bridgnorth Road to negotiate if you want to walk that far with shopping – so thus more cars; more cars down Pool House Road / Ounsdale Road; more cars in the village centre (not shopping – just rat running); more horns blaring – great planning! Do you get a bigger income from a retail park as you could have put some of the houses here?

Thank you for wanting to destroy this:



Village view from old main road November 2021.

From  
this



to this



Quality! I hope you sleep easy.



**Other notes:**

1, Being present at the meeting at Codsall Council office's on 8<sup>th</sup> November when this plan was passed through, I was shocked that the person (apologies as forgot his name) who was recommending this plan that when Wombourn Councillors had said their objections he said that he only knew 6 weeks before hand about how contentious it was to build in the Billy Buns Lane area (284 / 463) but was conveniently too late now to do anything. I not only find this galling but also an insult that he was pushing this through and saying he did not know when on the 21<sup>st</sup> November 2021 – almost a year ago I (and no doubt many others) had already mentioned why this was wrong. Has this person read any of the points people have made? Very poor of the District Council and about sums it up why my village is in the state it is or is sending ANYTHING in whether it be constructive or not a TOTAL WASTE OF TIME?

And one not appertaining to the plan but must be noted.

2, On arrival at the Council Offices I was quite shocked and intimidated in some ways to see the police there already beefed-up eyeing everyone up as if we were criminals before the meeting had even started, what did you expect? Would it not have been better for them to be out of site unless needed – some tea and biscuits would have been a nice touch since we are paying for all this – a pity we did not have such a swanky building when it was SRDC in charge and based then in and what is still the largest village – oh that's Wombourn! Even our police station is gone. Poor public relations stuffed in anti-rooms – something we can never forget.

Funny how on our journey back to Wombourn we were overtaken by blue flashing lights – were the police going back to their small no public desk police office in Wombourn because you had pinched our coppers as well? But then there were loads of criminals at the Council Offices that night, us for daring to stand up to protect our villages.

Yours Faithfully,

Mr. Martin Beddall BEng(Hons) MIET

