This evidence framework is intended to bring forward much of the critical evidence found from studies, surveys and consultations. The framework will be used to inform a suit of infographics to aid consultations and public engagement.

Workstream	Base data	Impact assessment	Issues
Base information			
Current Population c7500	Base growth population growth cxxx p.a.	Population growth from option c1,400 (2.6 average occupancy for new development (Hagley average 2.4)	Increase in population approaching 10,000 by 2040. • Provision of services, amenities and infrastructure is regarded as being unsustainable without significant investment. • Developer investment via development and government funds for Healthcare, education and highways is unlikely.
Current Dwellings c3150		Dwellings growth from option 530	16% increase or 31% increase in Hagley South.
Current Doctor's patient list 9,200	Base annual growth c1,000	Growth from option (as population)	Hagley Surgery is approaching capacity with little or no option for expansion on their current site. • Growing by c1,000 annually, mainly from Stourbridge. • As services become stretched patients are increasingly asked to travel to Kidderminster of elsewhere across Wyre Forest. As a result, some are moving to the Glebe in Belbroughton. • The risk to the surgery is that additional housing would result in more residents joining other surgeries and so whilst Hagley takes the houses it doesn't receive the infrastructure investment.
Primary School	To be updated		
Haybridge High school. ***Please note further meetings to be held with HHS on return from summer break.***	Base students 1,300	Growth from option to be determined.	This is a 6th Form and academy and has c1,250 students and is not governed by the education authority and so is able to receive students from a wider than the usual catchment. • At the last count c250 students come by coach and more by train, in addition to coming in by vehicle. The site is constrained and boarders the greenbelt. Any development of the playing fields would prove unpopular as child obesity and lack of activity is a current national health and social issue. Sports England are against the loss of sports fields. • Anecdotal evidence suggests that class sizes are above the maximum and as a result resources are shared. The food hall and eating spaces are over

			• **capacity causing lunch breaks to be staggered beyond the normal 12:00 noon – 2pm lunch break. It has been reported that some students spend their entire lunch break queuing for food, in some cases not reaching the end of the queue before the resumption of lessons. This is anecdotal and as such needs to be confirmed, but there is a risk that additional students will cause the quality of education to slip.** • **Only a small number of members of staff live in Hagley. The school is accessed via Station Road and the 1850 AD railway bridge. The bridge is a tight single access road in and out and an equally single narrow pavement.** • **Safety is a major issue especially as the two schools' large numbers of students are bused in each day and the duty of care requires the students to be dropped off on the school premises.** • **Staff and some students travel by car and regularly park off site in residential areas.**
Roman Catholic School			**It should also be noted that the Hagley Roman Catholic 6th form and academy attracts 98% of its students from outside of Hagley and require to be transported into and out of Hagley each day. It is assumed that 100% of its staff live outside of Hagley.** • **In total it contributes to the daily am and pm traffic and travel congestion. It currently has an overall capacity of c1,200.** • **The school is accessed via Station Road and the 1850 AD railway bridge. The bridge is a tight single road in and out and an equally single narrow pavement. Safety is a major issue especially as the two schools' bus large numbers of students each day and the duty of care requires the students to be dropped off on the school premises.** • **Staff and some students travel in by car and regularly park off site in residential areas.**
WCC Traffic survey Data Nove 2022			
Average traffic flows Station Road combined Western and Eastern flow 25,926 (7day week 4TH Nov 22)	**7-Day 85th %ile Speed combined 28.8mph**	**AM and PM Peak hours 630 vehicles.**	**WCC stated in writing (pre-Pandemic) that, based on a broad assessment of available data, "the volume of traffic on this corridor appears to have stabilised at between 28,000 and 30,000 ADDT since 2011. This may suggest that the route is now at capacity."** **The A456 and A491** • **"Nationally significant transport corridors" and proposed for inclusion in the Government's proposed 'Major Roads Network'. (ref WCC)** • **Continued development at Hagley's fringe seen as unviable.**
Average traffic flows A456 between Middlefield Lane and Mazda Garage	**7-Day 85th %ile Speed combined 39.3mph**	**AM and PM Peak hours 2,867.**	

combined Northbound and Southbound flow combined 239,083 (7day week 1st Nov 22)			• **WCC has formally recognised that the A456 and A491 suffers significant peak time Congestion.** • **WCC data as Nov 22 recognised return to pre-covid traffic movements with recent traffic estimates only slightly below pre-pandemic levels.** • **National Traffic statistics for 2024 suggest, on current trends, that pre pandemic numbers will be exceeded in 2025.** **Development in Kidderminster has caused increases along A456 and through Churchill and Stakenbridge lane and Pinewoods Ave.** • **Wyre Forest plans for 1,400 houses on Kidderminster East.** • **Minimum of 1.23 cars per household (national average) results in over 1,722 extra cars on local routes.** • **About 75% commute to work; we assume the majority via Hagley infrastructure.** **Some 3,000 residents commute out of the village daily, by car, and a further 300 by train.** **The 2021 National Census indicated that 70.6% of first adult responders in each household, and 48.9% of second adult responders in the same household, travelled to work by car, and that only 6.0% and 4.6%, respectively, travelled by train.** **The 2021 National Census showed that Hagley has considerably more car ownership than the National Average.** • **1.73 cars per household in Hagley, compared with 1.24 nationally. If we use the Hagley number, this suggests 922 more cars on Hagley's roads from the proposed development** • **Car ownership on new build housing estates tends to be higher with 2 cars per household being the norm.** **Working from home has reduced with a preference to a hybrid work pattern. This has seen certain days of the week being most popular to work from home with Thursday evening or Friday lunchtime becoming the new start of the weekend.** **Underlying National Traffic projections suggest a 20% increase in traffic density between 2025 and 2060.** **Traffic flows and volumes are impacted on by transient traffic, school traffic from outside of Hagley, and an inward commute to work.** **The lack of a Traffic Investment Plan, informed by a functioning and validated traffic and transport model is a critical failing of the consultation leaving too many uncertainties.**
Average traffic flows A456 Birmingham Rd combined Eastern Western combined flow 188,796 (7day week 2nd Nov 22)	**7-Day 85th %ile Speed 45.8mph**	**AM and PM Peak hours 2,593.**	
Average traffic flows A456 Webbs Garden centre combined Northbound and Southbound combined flow 89,068 (7day week 2nd Nov 22)	**7-Day 85th %ile Speed 38.6mph**	**AM and PM Peak hours 1,132.**	
Average traffic flows B4186 St Saviours Court, Northbound and Southbound combined flow 52,446 (7day week 2nd Nov 22)	**7-Day 85th %ile Speed 29.9mph**	**AM and PM Peak hour 1,080.**	
Average traffic flows A491, Northbound and Southbound combined flow 200,231 (7day week 3rd Nov 22)	**7-Day 85th %ile Speed 29.9mph**	**AM and PM Peak 2,700**	
A456 with B4187/ Western Road/ Summervale Road Junction (28/3/2018)		**AM and PM Peak 2,491**	

			• **Without these strategic investment plans any public consultation will be regarded as lacking in rigour and question the validity of the consultation.**
Headlines from Hagley Census			
Current car ownership between 5,500 – 6,300 (based on 1.75 and 2 cars per Household)	**Car ownership from option growth c1,000**	**New car ownership between 6,500 – 7,300 post option.**	
70% of people in commute out of Hagley and travelling to MUAs and beyond	**Assumed 4,900 vehicles**	**Assumed 5,500 vehicles post option**	

Hagley Needs survey

It is understood that Hagley requires additional housing as evidenced by the Housing Needs survey and the Hagley Census.

- **There is a clear need for affordable housing to meet local needs**
- **The outputs from the independent surveys pointed to the overwhelming need for small, 1-2 bed dwellings, located close to the village centre amenities such as the doctor's, shops, schools and amenities, and being able to live independently for longer.**
- **Having an alternate to the motor vehicle was important in later life, but having access to the train station and bus routes was recognised as being important to avoid being isolated and becoming vulnerable.**
- **Respondents said that they have lived in Hagley all their lives and wanted to stay close to family and friends but needed to downsize.**
- **First homes discounts would help ensure target groups into affordable homes.**
- **Respondents highlighted the need for younger families to have a good start close to schools, doctors, family, friends and jobs.**
- **The historic housing mix has been developer led, based on demand for larger 3, 4 and 5 bed executive houses from people wanting to take advantage of Hagley's amenities. Overtime these benefits have become unsustainable leading to a housing mix that does not support the neediest family cohorts.**
- **The quantum of housing need is assumed to be between 80-100 dwellings**

Hagley Traffic surveys

Hagley Neighbourhood Plan Group Traffic survey undertaken pre pandemic highlighted that the maximum time taken for a journey of approximately 1.6 miles, from Webbs to the "Cala Roundabout', was 28 minutes.

- **Annual surveys indicates that the travel time is returning to pre-pandemic levels**
- **Lobbying to revert the A456 junction B4187 to pre-Cala and the introduction of the feeder lane from the A456 onto the A491 was resident led.**
- **There are 7 sets of traffic lights between the Cross Keys petrol station and Cattle market with Cala Roundabout in-between causing a major hinderance to free-flowing traffic and increasing the existence of poor air quality and dangerous particulate matter pollutants.**

Newfield Road/A456 junction.

- **The objective was to record observed information at peak time traffic travelling down Newfield Road to access its junction with the A456.**

- **Residents of Newfield Rd, Western Road, South Road and roads off, travel in the direction of Kidderminster or, if turning right onto the A456, into the central area of Hagley or onwards in the direction of Stourbridge, the Black Country or Birmingham.**
- **Through-traffic leaving the A491 at its junction with Western Road and continuing to Newfield Road and on towards Kidderminster represents most of the traffic.**
- **Evening queues and traffic flows were, on average, more than twice as busy as the mornings, with 2.4 times as many cars joining the A456.**
- **It was observed that the morning queues were minimal with only two out of (both Wednesday) a total of 45 (10-minute) slots did the car at the end of the queue take as long as 3 minutes to join the A456.**
- **It was observed that the evening peak queues were at anything up to 13.5 minutes (with 63 cars in the queue).**
- **The length of queues ranged from 120 yards to 560 yards. The distance between the Western Road/Newfield Rd Junction and the A456/Newfield Rd Junction is 960 yards, representing, at its worst, 60% of Newfield Road was taken up by a stationary queue.**
- **It was reported by residents that, prior to the Pandemic, when working from home was less common, the queue could begin before the Western Road/Newfield Road Junction, meaning that it was at least 960 yards in length.**
- **The average number of cars over the week, in the morning and evening sessions, was 157 and 375 respectively, representing 105 and 250 per hour.**
- **In the mornings, the total number of cars ranged from 139 to 195, with 8.10am to 8.50am being the busiest period.**
- **In the evenings, the daily figures ranged from 328 to 466, being busy throughout the whole 90-minute period. Over 95% of cars in the evening turned left in the direction of Kidderminster and could therefore be deemed to be 'through-traffic'**
- **The contrast between the morning and evening levels of traffic could be explained by the road network and junction designs.**
- **The Cala roundabout is traffic light controlled and is renowned for congestion on the approaches to the roundabout and on the roundabout itself. Therefore, drivers will always look for the quickest routes to their destinations.**
- **The total number of HGVs was 10, equating to one every one-and-a-half hours, a minimal number and much lower than the proportion traveling on the A456. There were few pedestrians at any time.**
- **It was observed that in the mornings, 14% of cars (Ave 22 cars) turned right onto the A456 compared to 4% on the evening.**
- **The presumption is that those turning right in the morning were predominantly local people going into Hagley for reasons such as the school run (avoiding the Cala roundabout).**
- **Entry onto the A456 tended to be quicker when the main road was busy and there were gaps in the traffic flow.**
- **It is reasonable to conclude that the traffic flows in the current survey would increase significantly if the amount of homeworking reduced.**
- **A491 Junction with Western Road has seen a series of serious RTAs. This junction remains a significant risk to roads user safety.**
- **Potential housing developments adjacent to Western Road and Newfield Road as identified in BDC's 'One Option' would, inevitably, increase current traffic volumes on Newfield Road. The extent of the increase in traffic flows are to be determined, but when is unknown.**

A456 Webbs to A491 Stourbridge Road Junction.

- **Pre Pandemic, the 2.4km journey on the A456 from Webbs Garden Centre to the A456/A491 junction opposite Market Way was regularly 30 minutes.**
- **Post Pandemic working from home and junction improvements reduced this to around 10 minutes in 2022 and 2023.**
- **The September 2024 study saw journey times being recorded as 21 minutes, and indicates an upward trajectory.**

Station Road/B4187/Park Road junction.

- **Whilst peak congestion was noted at school times this could be improved by minor changes to the road layout. It was also noted that there are major safety issues at this junction, which requires urgent action.**

A491, Stourbridge Road following resident complaints.

- **Congestion is continuous slow-moving traffic during the day. The road can be impacted upon by roadworks over the boundary within Dudley MBC.**
- **Residents experience daily difficulties crossing the traffic flows and crossing the dual carriageway, both in a vehicle and on foot.**

Pinewoods Avenue

- **A traffic flow survey reported peak time traffic at 500/600 vehicles per hour compared with around 20 per hour at other times. This can be regarded as Through Traffic and regarded as a 'Rat-Run'**
- **This is due to traffic trying to avoid congestion on the A456 and the increased traffic from Kidderminster, via Churchill.**

Brake Lane

- **The single access road is constrained by the narrow single carriageway access and regress and single narrow pavement.**
- **There are two High Schools and academies, catering for almost 2,000 students and staff, with associated vehicle movements each day. There are c300 dwellings along Brake Lane and Sweetpool Lane and roads off.**
- **Evidence shows that traffic queues extend back as far as just before the school entrances to the traffic lights at Station Road resulting in a 30-minute travel over 400 – 500 metre distance.**

Parking, travel and transport

- **Parking provision in the village centre remains inadequate.**
- **The train station car park is underutilised since the introduction of pay-to-park.**
- **This results in all day parking on the shoppers' carpark and estate roads outside residential houses.**
- **Alternative transport options are underused because of infrastructure, convenience and flexibility of using private vehicles etc.**
- **The challenges of train travel are a major barrier to a sustainable transport network. Lack of connectivity, cost, regularity and capacity issues on the trains, make train travel unattractive.**

Environment

The Hagley Neighbourhood Plan Environmental Working Group has approached the workstream by 'Identifying, Protecting and Enhancing' the Environment. Studies, consultations and research has gone into identifying and measuring what we have with a view to protecting it from further overdevelopment and environmental loss and then seeking to introduce a range of activities and policies that will enhance the natural environment in which we live.

Hagley's natural environment has historically been underinvested in, with no regard to safeguarding the parishes flora, forna or wildlife. The quality of the natural environment has been allowed to degrade with no investment in tree planting, hedgerow planting, water quality in the environment or supporting the wildlife corridors. Development has taken priority with protecting the environment being ignored. We are now seeing the resulting effect of overdevelopment and underinvestment not only with the roads, schools and doctors but also the natural environment.

- **During Covid the public were encouraged to take walks and spend time in the open air and take regular exercise. This mandated people spend time in the countryside. This opened newly experienced health and being benefits, especially for mental health and physical exercise for many, who experienced the benefits of getting away from the maddening crowd and taking time to relax and take a break from everyday pressures.**

- **Having open space and access to green, pleasant land and quiet reflection significantly contributes to people's health and wellbeing. Had we not had the open countryside and natural environment on our doorstep the Pandemic would have been even more unbearable. Many people have continued to access the countryside, and the loss of the preferred option sites is shortsighted, especially when there are other sites elsewhere in Bromsgrove that would benefit from investment with much less damage people's health and wellbeing.**
- **The Environment study has taken full regard to the National Planning Policy Framework 2024 (NPPF) and the Environment Act 2021.**
- **It focuses on ways to protect the natural environment and enhance the natural environment, improve community well-being, and contribute to a sustainable future.**
- **Hagley's Greenbelt is predominately high grade arable and agriculture land contributing significantly to the national and local food and livestock chains. The benefits of the greenbelt and countryside are clear and crystalised during the epidemic.**
- **In the BDC call for sites over 13 greenfield sites have been put forward by landowners and developers in Hagley. With the suggested sites being put forward as the "preferred" sites by BDC as part of the consultation.**
- **It could therefore be regarded that landowners, developers and custodians are far less concerned about the sustainability of Hagley that the public.**
- **There is a very limited number of brownfield, or unused or underused sites. The new 'Grey Belt' does not to appear to be relevant in Hagley so, the pressure on Greenbelt is clear.**
- **Independent Environmental Impacts have been undertaken widely across Hagley including the preferred sites put forward by BDC in the one option consultation and will be made available during the consultation period.**
- **The Environment, Culture and History workstream has identified several critical features that are adversely affecting Hagley. These include the Environment Agency's reclassification of Hagley as a Flood Zone 3. This is the most sever classification and it can be interpreted as being the highest risk of flooding and risk to life and property.**
- **The incidents of heavy rain fall have increased over recent years resulting in surface water flooding, exacerbated by pre-1960 combined sewers and outdated sewer systems.**
- **Climate Change has increased heavy rainfalls, warmer winters, drier summers and increased extreme weather events.**
- **There has been a marked loss in wildlife, wildlife habitats and common species such as songbirds, butterflies and pollinators in the urbanised built up areas and corrective action is required as a matter of urgency.**
- **Hagley has its own micro-climate. Hagley has between x% and x% less tree canopy than the national average, and 1 degree Celsius higher than the national average. Air pollution is a further critical features, especially as dangerous particulate matters are now a greater risk than NOX.**
- **Hagley has a significant lack of open space, parks and recreation spaces.**
- **Steep topography causes rapid rainwater runoff from Clent Hills, making its way to Hagley and beyond to Blakedown and Kidderminster via streams, brooks, a river and underground aquifers. Heavy rainfall has been mapped showing how continued development on greenbelt, agriculture and arable land is contributing to the increasing incidents of flooding. Continued loss of the greenbelt removes the natural flood barriers and results in more flooding events.**
- **The proposed '8 Hills' initiative, though not yet agreed, is recognised for its potential benefits to greenbelt and biodiversity. However, this has not been accounted for in the preferred site assessments.**

These policies and actions will take the form of the Hagley Environment report and will be available for viewing later this year.

BDC and Independent Site assessments

The critical findings on the loss of valuable greenbelt land and impacts of urbanisation from overdevelopment will be included in the evidence to support the

responses to the consultation. These site assessments will be made available separately to this evidence framework document.

- **A review of the built-up areas of Hagley and the Parish boundaries will demonstrate that there is very little strategic gap.**
- **The notion that Hagley can continue to develop outwards from its current built environment is regarded as unsustainable.**
- **It is unlikely that the responsibility of a developer to mitigate impacts of proposed development, through Section 106 and Section 278, will negate some of the issues that a new development will create.**
- **Accessibility is regarded as being low. This is interpreted as being difficult to access public services.**
- **The issues that Hagley faces today, as highlighted in this evidence document, will not be met by any developer alone as they fall outside their responsibility.**
- **Such legacy, historical issues need significant infrastructure investment from the Government and strategic authorities such as WCC Highways, Education, and Health Authorities.**
- **There are major infrastructure constraints which will need to be overcome before larger developments are possible.**
- **The consultation process encourages responses to include putting sites forward from within the 400 sites assessed**
- **Trawling through 400 sites is an onerous task. It is questionable why the consultation should pass this responsibility on to the public.**
- **The consultation is focused on continuing to develop the 6 large settlements, and the town across the district (including Hagley). No regard has been taken to spreading the housing across the whole of the district including the smaller settlements, of Belbroughton, Stoke Prior, Blackwell, Cofton Hackett, Fairfield, Romsley and Clent.**
- **Investment through development is seen to bring much needed investment into areas with little or no development and support village schools, doctor's and infrastructure investment.**
- **It is a concern that developers wishing to develop sites not contained within the preferred option will challenge BDC through the courts as to why their sites haven't been included, especially where seen that Hagley has very major constraints and other sites are described as being good opportunities for development without constraints.**