Hagley Neighbourhood Sustainability Impact, Character, and Environment Site Assessment

The purpose of this summary document is to give the reader an overview of the impact of developing each Hagley Site as identified by BDC in its call for sites.

The reader will recognise that these sites will have its own characteristics, constraints and assessments. The following is a summary of the overarching impacts, and which are regarded as significant objections to the BDC's proposed housing allocation plan for Hagley. Detailed assessments will apply to multiple sites because of the site locations being adjacent to the highway's infrastructure, dependent on public service amenities, the remoteness of the sites and negative impacts on the environment.

Whilst HAGO1 and HAG02 have been put forward as BDC's preferred sites in its one option consultation, it is important to recognise that speculative planning applications are common. Therefore, setting out the constraints on ALL Hagley sites at this stage is an important step in the Local Plan process.

Cumulative sites

The proposed allocations in Hagley collectively conflict with multiple layers of national, regional, and local planning policy. These overarching conflicts apply across all sites and demonstrate why allocation in Hagley would be unsound, unjustified, and unsustainable. The consultation looks at individual sites; however, the following applies across ALL sites, as the Hagley sites identified are currently in Green Belt.

The reader is given the details to comment on individual sites based on its characteristics. However, the reader is encouraged to comment on all the Hagley sites as this is a parish wide impact. The selected sites are not deemed sustainable given the detailed site assessments undertaken.

1. Transport, Air Quality and Health

- Hagley sits on the A456/A491 corridor, already one of Worcestershire's most congested strategic transport routes and classified as a strategically significant transport corridor by WCC.
- Traffic surveys show congestion-related RTAs above the Worcestershire average for villages of Hagley's size.
- Additional development would materially exacerbate road safety. WCC confirms "capacity constraints at junctions in Hagley" and a "strategic corridor under significant stress."

Further development would:

- Increase rat-running through residential roads, already at unacceptable levels.
- Exacerbate poor air quality and carbon emissions, contrary to NPPF paras 104–113 (promoting sustainable transport).
- Conflict with Worcestershire's Local Transport Plan 4 and its commitments to sustainable travel.

2. Community Needs and Social Cohesion

- Hagley's Housing Needs Survey identifies demand for smaller homes, downsizing opportunities, and affordable provision for younger households, central to the village public services and amenities.
- The proposed sites would deliver large executive homes, leading to inward migration and unsustainable population growth and would fail to meet local need, contrary to NPPF para 60.

3. Green Belt Protection

All proposed sites sit within the West Midlands Green Belt. The NPPF (paras 140–147) gives Green Belt the highest level of protection, with release only permissible in exceptional circumstances. No such exceptional circumstances have been demonstrated. Sites contribute directly to Green Belt purposes:

- Preventing coalescence of Hagley with Halesowen, Stourbridge, (Dudley) Churchill, and Broome (Wyre Forest) and safeguarding the countryside from encroachment to preserving the setting of historic features and landscapes.
- Bromsgrove's own Green Belt Assessments (BDC/RCA) rate most Hagley sites "Red" (unsuitable).
- The Environment Agency flood mapping and Worcestershire Surface Water Flood Risk Assessments show several Hagley sites are on steep slopes or flow accumulation zones, contributing to downstream flood risk in Hagley centre and Blakedown.
- NPPF (para 159) requires development to be directed away from areas of flood risk, and para 167 prohibits schemes that increase flooding elsewhere. Hagley allocations would do both.
- Hagley lies in the Worcestershire Middle Severn Catchment. Development would exacerbate runoff and pollution downstream, contrary to Catchment Based Approach (CaBA) priorities and Environment Agency objectives.

Hagley supports priority habitats and species identified in Worcestershire's Biodiversity Action Plan, including bats, barn owls, badgers, and hedgerows.

- Sites form part of wildlife corridors linking the Clent Hills with Belbroughton Ridge and Blakedown Pools, vital for species migration and ecological resilience.
- NPPF (para 180) requires planning decisions to minimise harm to biodiversity and deliver net biodiversity gain. The proposed allocations would result in a net loss, with habitat fragmentation and loss of arable margins and hedgerows.
- Development would directly conflict with Worcestershire's Local Nature Recovery Strategy (LNRS).

4. Heritage and Landscape Setting

Hagley is uniquely rich in heritage assets:

- The Hagley Hall designed landscape, parkland, and Grade II listed Wychbury Obelisk and the Ancient Monument at Wychbury Ring and views from and to the Clent Hills (candidate AONB landscape), along with the emerging '8 Hills' National Park' initiative.
- NPPF (para 199) requires "great weight" to be given to heritage conservation, irrespective of the level of harm.
- Historic England guidance emphasises protection of designed landscapes and their settings — allocations at Wychbury Hill, Stakenbridge, and Hagley Grange would breach this.
- The Black Country UNESCO Global Geopark designation (2020) highlights the international significance of Wychbury Hill and adjacent landscapes. Development would undermine this status.

5. Food Security and Agricultural Land

- Grade 2 and 3a Best and Most Versatile (BMV) farmland.
- Government's 2022 Food Strategy emphasises the importance of retaining productive farmland to support domestic food security.
- Large-scale loss of BMV land in Hagley would directly contradict national policy objectives.

Overall Conclusion

Taken together, the Hagley sites and quantum of houses:

- Contradicts NPPF polices on sustainability and deliverability.
- Exacerbate Hagley's infrastructure, congestion, and service capacity crisis.
- Add a further 530 houses to recent c440 new houses, bring the total to almost 1,000 new houses, far and above any other village in Bromsgrove.
- Contradict multiple NPPF policies on Green Belt, heritage, flood risk, biodiversity, transport, and housing need.
- Undermine Environment Agency water management objectives and Worcestershire's climate adaptation plans.
- Destroy priority habitats, agricultural land, and internationally significant landscapes.
- Sites across Bromsgrove, that are described as being "good opportunities for development with little or no constraints" and would bring positive investment to tier 3 and 4 settlements have not been considered.

The proposed allocations in Hagley are therefore unsound, unsustainable, and unjustified, and should be removed from the Local Plan. HPC is proposing to move forward with the Hagley Neighbourhood Plan consultation to deliver an informed local context in terms of site selections and housing quantum and characteristics.

It is recommended that the following sites are responded to using this document, HPC response and other evidence provided on the HPC website.

Potential housing sites across Bromsgrove including HAG01 and HAG02 Bromsgrove Local Plan | Commonplace

All considered sites including all Hagley sites and other potential sites across the district Bromsgrove Local Plan | Commonplace

Comments. Highlights summary. See other infrastructure evidenced objections.

- **Site 207 Part of HAG01 North of Western Road**
- Traffic surveys conducted and highlighted ‘rat-runs’ and extensive pm queuing at the junction between Newfield Road and A456. Multiple RTAs recorded annually at A491 junction, including collisions with illegal right-turning vehicle manoeuvres from Western Rd.
- Significant safe site access issues with critical access points very close to the already dangerous Western Road and A491 junction. Semi-rural road narrow, with no footpaths or lighting. Cumulative traffic movements from existing estates adjoining Western Road would total more than 660 dwellings and associated 1,250 vehicles (estimated minimum 1,000 vehicles from HAG01 and HAG02). The distance between all housing estate access junctions to the sites would be less than 200 metres.
- The population at this remote corner would increase to over 1,600 people, an estimated additional 1,350 requiring GP places, a minimum of 125 primary school places; and a minimum 65 secondary school pupils; plus, adding pressure on village car parking, public open space, the community centre and community space.
- Very high mitigation and investment would be required for roads, schools, health, community and environment. The lack of a detailed investment plan casts doubts on the site’s viability and unsustainable risks over deliverability. Developer funding and Public sector funding is very limited and risks catastrophic adverse effect on Hagley community and Public Service provision and amenity.
- Development is on the ‘other’ side of the village amenities and need to traverse the busy A456. Unsustainable location – Remote from village services such as schools, doctors, shops, and the railway station. Walking and cycling routes are impractical, resulting in near total car dependence. Road and pedestrian Safety compromised and would need significant investment to encourage the increase in the number of people to walk safely to the village amenities.
- WCC describes Hagley’s main road junctions as being at capacity and the A456 and A491 as significantly important transport corridors. See WCC traffic and speed surveys and Neighbourhood Plan traffic surveys between Webbs and the A491 junction.
- Does not reflect Hagley Housing Needs Survey and does not complement wide ranges of age and demographic cohorts. Favours upwardly mobile demographics, inward migration seeking entry into schools and doctor’s etc. unsustainable population growth. Leads to greater than average car ownership, larger than average school age family units. Damaging to community cohesion.
- Contrary to Hagley’s needs for smaller, 1-2 bed dwellings, prioritising downsizing and starter homes, central to the village public services and amenities, and supporting Hagley’s identified needs.
- Agricultural/landscape harm – Loss of high-value arable land; unjustified extension of Cala; significant landscape impact. Public Right of Way, wildlife corridor, semi-natural habitats, disruption to species and biodiversity networks, popular country walks, clear evidence of roosting and foraging bats, nesting larks, lake and water courses, historical hedgerows and community amenities.
- Environmental harm, Flood risk and drainage – Clent runoff catchment; Flood Zone 3; worsens Hagley downstream flooding. Added light and noise pollution degrading rural character. Detailed Environmental Impact Assessment currently being undertaken.

Site 179 Part of HAG01 Junction of Western Road and A491

- Traffic surveys conducted and highlighted ‘rat-runs’ and extensive pm queuing at the junction between Newfield Road and A456. Multiple RTAs recorded annually at A491 junction, including collisions with illegal right-turning vehicle manoeuvres from Western Rd.
- Significant safe site access issues with critical access points very close to the already dangerous Western Road and A491 junction. Semi-rural road narrow, with no footpaths or lighting. Cumulative traffic movements from existing estates adjoining Western Road would total more than 660 dwellings and associated 1,250 vehicles (estimated minimum 1,000 vehicles from HAG01 and HAG02). The distance between all housing estate access junctions to the sites would be less than 200 metres.
- The population at this remote corner would increase to over 1,600 people, an estimated additional 1,350 requiring GP places, a minimum of 125 primary school places; and a minimum 65 secondary school pupils; plus, adding pressure on village car parking, public open space, the community centre and community space.
- Very high mitigation and investment would be required for roads, schools, health, community and environment. The lack of a detailed investment plan casts doubts on the site’s viability and unsustainable risks over deliverability. Developer funding and Public sector funding is very limited and risks catastrophic adverse effect on Hagley community and Public Service provision and amenity.
- Development is on the ‘other side of the village amenities and need to cross the busy A456. Unsustainable location – Remote from village services such as schools, doctors, shops, and the railway station. Walking and cycling routes are impractical, resulting in near total car dependence. Road and pedestrian Safety compromised and would need significant investment to encourage the increase in the number of people to walk safely to the village amenities.
- WCC describes Hagley’s main road junctions as being at capacity and the A456 and A491 as significantly important transport corridors. See WCC traffic and speed surveys and Neighbourhood Plan traffic surveys between Webbs and the A491 junction.
- Does not reflect Hagley Housing Needs Survey and does not complement wide ranges of age and demographic cohorts. Favours upwardly mobile demographics, inward migration seeking entry into schools and doctor’s etc. unsustainable population growth. Leads to greater than average car ownership, larger than average school age family units. Damaging to community cohesion.
- Contrary to Hagley’s needs for smaller, 1-2 bed dwellings, prioritising downsizing and starter homes, central to the village public services and amenities, and supporting Hagley’s identified needs.
- Agricultural/landscape harm – Loss of high-value arable land; unjustified extension of Cala; significant landscape impact. Public Right of Way, wildlife corridor, semi-natural habitats, disruption to species and biodiversity networks, popular country walks, clear evidence of roosting and foraging bats, nesting larks, lake and water courses, historical hedgerows and community amenities.
- Environmental harm, Flood risk and drainage – Clent runoff catchment; Flood Zone 3; worsens Hagley downstream flooding. Added light and noise pollution degrading rural character. Detailed Environmental Impact Assessment currently being undertaken.

Site 174 Part of HAG02 South of Western Road

- Traffic surveys conducted and highlighted 'rat-runs' and extensive pm queuing at the junction between Newfield Road and A456. Multiple RTAs recorded annually at A491 junction, including collisions with illegal right-turning vehicle manoeuvres from Western Rd.
- Significant safe site access issues with critical access points very close to the already dangerous Western Road and A491 junction. Semi-rural road narrow, with no footpaths or lighting. Cumulative traffic movements from existing estates adjoining Western Road would total more than 660 dwellings and associated 1,250 vehicles (estimated minimum 1,000 vehicles from HAG01 and HAG02). The distance between all housing estate access junctions to the sites would be less than 200 metres.
- The population at this remote corner would increase to over 1,600 people, an estimated additional 1,350 requiring GP places, a minimum of 125 primary school places; and a minimum 65 secondary school pupils; plus, adding pressure on village car parking, public open space, the community centre and community space.
- Very high mitigation and investment would be required for roads, schools, health, community and environment. The lack of a detailed investment plan casts doubts on the site's viability and unsustainable risks over deliverability. Developer funding and Public sector funding is very limited and risks catastrophic adverse effect on Hagley community and Public Service provision and amenity.
- Development is on the 'other side of the village amenities and need to cross the busy A456. Unsustainable location – Remote from village services such as schools, doctors, shops, and the railway station. Walking and cycling routes are impractical, resulting in near total car dependence. Road and pedestrian Safety compromised and would need significant investment to encourage the increase in the number of people to walk safely to the village amenities.
- WCC describes Hagley's main road junctions as being at capacity and the A456 and A491 as significantly important transport corridors. See WCC traffic and speed surveys and Neighbourhood Plan traffic surveys between Webbs and the A491 junction.
- Does not reflect Hagley Housing Needs Survey and does not complement wide ranges of age and demographic cohorts. Favours upwardly mobile demographics, inward migration seeking entry into schools and doctor's etc. unsustainable population growth. Leads to greater than average car ownership, larger than average school age family units. Damaging to community cohesion.
- Contrary to Hagley's needs for smaller, 1-2 bed dwellings, prioritising downsizing and starter homes, central to the village public services and amenities, and supporting Hagley's identified needs.
- Agricultural/landscape harm – Loss of high-value arable land; unjustified extension of Cala; significant landscape impact. Public Right of Way, wildlife corridor, semi-natural habitats, disruption to species and biodiversity networks, popular country walks, clear evidence of roosting and foraging bats, nesting larks, lake and water courses, historical hedgerows and community amenities.
- Environmental harm, Flood risk and drainage – Clent runoff catchment; Flood Zone 3; worsens Hagley downstream flooding. Added light and noise pollution degrading rural character. Detailed Environmental Impact Assessment currently being undertaken.

Site 174 HAG02 South of Western Road

- Traffic surveys conducted and highlighted ‘rat-runs’ and extensive pm queuing at the junction between Newfield Road and A456. Multiple RTAs recorded annually at A491 junction, including collisions with illegal right-turning vehicle manoeuvres from Western Rd.
- Significant safe site access issues with critical access points very close to the already dangerous Western Road and A491 junction. Semi-rural road narrow, with no footpaths or lighting. Cumulative traffic movements from existing estates adjoining Western Road would total more than 660 dwellings and associated 1,250 vehicles (estimated minimum 1,000 vehicles from HAG01 and HAG02). The distance between all housing estate access junctions to the sites would be less than 200 metres.
- The population at this remote corner would increase to over 1,600 people, an estimated additional 1,350 requiring GP places, a minimum of 125 primary school places; and a minimum 65 secondary school pupils; plus, adding pressure on village car parking, public open space, the community centre and community space.
- Very high mitigation and investment would be required for roads, schools, health, community and environment. The lack of a detailed investment plan casts doubts on the site’s viability and unsustainable risks over deliverability. Developer funding and Public sector funding is very limited and risks catastrophic adverse effect on Hagley community and Public Service provision and amenity.
- Development is on the ‘other side of the village amenities and need to cross the busy A456. Unsustainable location – Remote from village services such as schools, doctors, shops, and the railway station. Walking and cycling routes are impractical, resulting in near total car dependence. Road and pedestrian Safety compromised and would need significant investment to encourage the increase in the number of people to walk safely to the village amenities.
- WCC describes Hagley’s main road junctions as being at capacity and the A456 and A491 as significantly important transport corridors. See WCC traffic and speed surveys which shows that there are 239,000 vehicles on average per week on the A456 and Neighbourhood Plan traffic surveys between Webbs and the A491 junction.
- Does not reflect Hagley Housing Needs Survey and does not complement wide ranges of age and demographic cohorts. Favours upwardly mobile demographics, inward migration seeking entry into schools and doctor’s etc. unsustainable population growth. Leads to greater than average car ownership, larger than average school age family units. Damaging to community cohesion.
- Contrary to Hagley’s needs for smaller, 1-2 bed dwellings, prioritising downsizing and starter homes, central to the village public services and amenities, and supporting Hagley’s identified needs.
- Agricultural/landscape harm – Loss of high-value arable land; unjustified extension of Cala; significant landscape impact. Public Right of Way, wildlife corridor, semi-natural habitats, disruption to species and biodiversity networks, popular country walks, clear evidence of roosting and foraging bats, nesting larks, lake and water courses, historical hedgerows and community amenities. No physical boundary contrary to NPPF.
- Environmental harm, Flood risk and drainage – Clent runoff catchment; Flood Zone 3; worsens Hagley downstream flooding. Added light and noise pollution degrading rural character. Detailed Environmental Impact Assessment currently being undertaken.

Site 159 South of Newfield Road, north of Thicknall Lane, (Note BDC location statement is incorrect)

- This is the largest single site of all Hagley sites. All impact assessment detailed above for HAG01 and HAG02 would be exacerbated beyond comprehension. It would change the character, sustainability and cause unprecedented damage to Hagley.

- For this reason, this site must be struck off any future site selection and be identified as a strategically import site. Harm to the environment, history culture, and character of sustainability of Hagley would far outweigh any development need.

- BDC's site assessment map should be marked as RED for these reasons.

Site 092 A450/Thicknall Lane and Worcester Rd crossroads

- This is a busy crossroads and has a history of RTAs involving both vehicles and pedestrians. Crossroads require crossing fast oncoming vehicles compromising safe access and regress from the site. WCC describes this junction as being high-risk, recently being affected by the changes to the A456 junction with Stakenbridge Lane and Thicknall Lane. Traffic at this point accesses the A450 and importantly the A456 which is described by WCC as strategically important transport corridors where main road junctions are at capacity. Any increase in traffic at this site would exacerbate already constrained junctions. See the traffic surveys between Webbs and the A491 Stourbridge Road junction.

- Concern over site safety access and regress with critical points of access too close to the already dangerous A450 junction. Semi-rural roads require widening, footpaths and lighting. Traffic from this site would be unsustainable adding to the cumulative traffic movements from Thicknall Lane and Worcester Rd onto the A450 and A456. Thicknall Lane is becoming a 'rat-run' and is experiencing an increasing number of vehicles looking for alternative commuter routes.

- Separated from the village centre amenities, this site is isolated and would fail to add to the value of community cohesion. Thicknall Lane and junction with A450 would require improvements in safety access; distance to schools, doctor's village and trains requires almost total use of motor vehicles. Safe access and regress would require reengineering the junction, access to the site and pavements and lighting improvements. Development is on the 'other' side of village amenities and need to cross the busy A456. Walking and cycling routes are impractical, resulting in near total car dependence and would need significant investment to encourage the increase in the number of people to walk safely to the village amenities.

- Any population growth adds further pressure on the already stretched infrastructure. The Hagley GP Surgery, schools and roads are already at capacity with no opportunity to expand to absorb growth. Hagley GP surgery has a growing patient list, particularly from 'out of area' at a rate of c1,000 per annum. It is constrained by its current location and unable to expand significantly.

- Hagley Primary school is already the largest in Worcestershire and any significant increase in demand for primary school places would be unsustainable and unviable. Haybridge High School and the Hagley Roman Catholic schools are also constrained by their locations and at their capacities. Being located on the west side of a narrow semi-rural road and constrained road network would not support further needs for additional secondary school places. In all cases significant developer and Public Sector investment would be required, making the viability of the development of this site unsustainable, unviable and undeliverable.

- Development of this site would be contrary to the Hagley Housing Needs Survey which identified a strong need for 1-2 bed dwellings, prioritising downsizing and starter homes, central to the village public services and amenities, and supporting Hagley's identified needs. Instead, it would favour upwardly mobile demographics, inward migration seeking entry into schools and doctor's etc, resulting in unsustainable population growth. This would lead to greater than average car ownership, larger than average school age family units.

- Agricultural/landscape harm – Loss of high-value arable land and significant landscape impact. Major wildlife corridor, semi-natural habitats, disruption to species and biodiversity networks, historic hedgerows and treelines and supports the maintenance of the strategic gap between Wyre Forest and Bromsgrove.

- Environmental harm, Flood risk and drainage – important local rainwater catchment; Flood Zone 3; worsens downstream flooding. Added light and noise pollution degrading rural character.

- Heritage (HER) – Area contains historic routeways and may have buried archaeology; development risks disturbing features of local heritage importance.

Site 159 Land between Kidderminster Road, Worcester Road and Thicknall Lane. (Known as the Wedge).

- This site is surrounded by the busy A456, A450 and Thicknall Lane. There is no obvious access on or off the site and would require a significant amount of highways reengineering. It sits along the main routes into and out of Hagley and safe access would be in question. When not congested, these road suffer from speeding traffic where there are no speed checks. Vehicle movements on and off the site would add to the already constrained road junctions.

- Concern over site safety access and regress with critical points of access too close to the already dangerous A450 junction. Semi-rural roads require widening, footpaths and lighting. Traffic from this site would be unsustainable adding to the cumulative traffic movements from Thicknall Lane and Worcester Rd onto the A450 and A456. Thicknall Lane becoming a 'rat-run' and is experiencing an increasing number of vehicles looking for alternative commuter routes.

- Separated from the village centre amenities, this site is isolated and would fail to add to the value of community cohesion. The distance and accessibility of this site and distance to schools, doctors, the village amenities and trains requires almost total use of motor vehicles. Safe access and regress, pavement and lightning improvements. Development is on the 'other' side of village amenities and need to cross the busy A456. Walking and cycling routes are impractical, resulting in near total car dependence and would need significant investment to encourage the increase in the number of people to walk safely to the village amenities.

- Any population growth adds further pressure on the already stretched infrastructure. The Hagley GP Surgery, schools and roads are already at capacity with no opportunity to expand to absorb growth. Hagley GP surgery has a growing patient list, particularly from 'out of area' at a rate of c1,000 per annum. It is constrained by its current location and unable to expand significantly.

- Hagley Primary school is already the largest in Worcestershire and any significant increase in demand for primary school places would be unsustainable and unviable. Haybridge High School and the Hagley Roman Catholic schools are also constrained by their locations and at their capacities. Being located on the west side of a narrow semi-rural road and constrained road network would not support further needs for additional secondary school places. In all cases significant developer and Public Sector investment would be required, making the viability of the development of this site unsustainable, unviable and undeliverable.

- Development of this site would be contrary to the Hagley Housing Needs Survey which identified a strong need for 1-2 bed dwellings, prioritising downsizing and starter homes, central to the village public services and amenities, and supporting Hagley's identified needs. Instead, it would favour upwardly mobile demographics, inward migration seeking entry into schools and doctor's etc, resulting in unsustainable population growth. This would lead to greater than average car ownership, larger than average school age family units.

Site 180. South of Thicknall Lane

- The access to this site is uncertain. The site itself is adjacent to the busy A456. At a point that has a history of RTAs. Access would compromise road traffic and pedestrian safety. Access requires crossing fast oncoming vehicles compromising safe access and regress from the site. WCC describes the junction at Broom Lane and Stakenbridge/Thicknall Lane as being high-risk, recently being affected by the changes to the A456 junction. The A456 and A450 is described by WCC as strategically important transport corridors where main road junctions are at capacity. Any increase in traffic at this site would exacerbate already constrained junctions. See the traffic surveys between Webbs and the A491 Stourbridge Road junction.

- The site is also bounded by semi-rural roads which will require widening, the inclusion of footpaths and street lighting. Traffic from this site would be unsustainable adding to the cumulative traffic movements from across the area which includes Stakenbridge Lane, Pinewoods Ave, Thicknall Lane and Worcester Rd. Stakenbridge Lane is already critically affected by traffic coming from Kidderminster and beyond. Pinewoods Ave has become a 'rat-run' and is experiencing an increasing number of vehicles looking for alternative commuter routes.

- Separated from the village centre amenities, this site is isolated and would fail to add to the value of community cohesion. The distance to schools, doctors, village amenities and trains would require total use of motor vehicles. Walking and cycling routes are impractical, resulting in near total car dependence and would need significant investment to encourage the increase in the number of people to walk safely to the village amenities.

- Any population growth adds further pressure on the already stretched infrastructure. The Hagley GP Surgery, schools and roads are already at capacity with no opportunity to expand to absorb growth. Hagley GP surgery has a growing patient list, particularly from 'out of area' at a rate of c1,000 per annum. It is constrained by its current location and unable to expand significantly.

- Hagley Primary school is already the largest in Worcestershire and any significant increase in demand for primary school places would be unsustainable and unviable. Haybridge High School and the Hagley Roman Catholic schools are also constrained by their locations and at their capacities. Being located on the west side of a narrow semi-rural road and constrained road network would not support further needs for additional secondary school places. In all cases significant developer and Public Sector investment would be required, making the viability of the development of this site unsustainable, unviable and undeliverable.

- Development of this site would be contrary to the Hagley Housing Needs Survey which identified a strong need for 1-2 bed dwellings, prioritising downsizing and starter homes, central to the village public services and amenities, and supporting Hagley's identified needs. Instead, it would favour

upwardly mobile demographics, inward migration seeking entry into schools and doctor's etc, resulting in unsustainable population growth. This would lead to greater than average car ownership, larger than average school age family units.

- Agricultural/landscape harm – Loss of high-value arable land and significant landscape, and visual harm. Major wildlife corridor, semi-natural habitats, disruption to species and biodiversity networks, historic hedgerows and treelines and supports the maintenance of the strategic gap between Wyre Forest and Bromsgrove.

- Environmental harm, Flood risk and drainage – important local rainwater catchment; Flood Zone 3; worsens downstream flooding. Added light and noise pollution degrading rural character.

Site 246. Adjacent to Cranford Thicknall Lane

Specific site not assessed by HNP; very small; est. houses 1

- Scale – Very small site (estimated 1 dwelling).
- Impact – Negligible in housing terms.
- Heritage/environment – Site sits in open countryside with local landscape and biodiversity value.
- Site falls within BDC policy infill.

No further action required

Site 180. North of Kidderminster Road, North and South of Stakenbridge Lane

- The access to this site is limited to the narrow rural Stakenbridge Lane and is situated at the rear of Pinewoods Ave and to the railway line. This creates a landlocked estate having very limited safe and sustainable access to and from the site for both vehicles and pedestrians. Access to the site via Stakenbridge Lane is via the busy A456 at which is a point that has a history of RTAs.

- The site is also bounded by semi-rural roads which will require widening, the inclusion of footpaths and street lighting. Traffic from this site would be unsustainable adding to the cumulative traffic movements from across the area which includes Stakenbridge Lane, Pinewoods Ave, Thicknall Lane and Worcester Rd. Stakenbridge Lane is already critically affected by traffic coming from Kidderminster and beyond. Pinewoods Ave has become a 'rat-run' and is experiencing an increasing number of vehicles looking for alternative commuter routes. Resident survey traffic count showed between 500-600 vehicles during the morning peak hour accessing Pinewood Ave to 'jump' the que on the A456.

- WCC describes the junction at Broom Lane and Stakenbridge/Thicknall Lane as being high-risk, recently being affected by the changes to the A456 junction. The A456 and A450 is described by WCC as strategically important transport corridors where main road junctions are at capacity and that 2022 traffic surveys show 89,000 vehicles use the section of road by Webbs on average each week. Any increase in traffic at this site would exacerbate already constrained junctions. See the traffic surveys between Webbs and the A491 Stourbridge Road junction.

- Separated from the village centre amenities, this site is isolated and would fail to add to the value of community cohesion. The distance to schools, doctors, village amenities and trains would require total use of motor vehicles. Walking and cycling routes are impractical, resulting in near total car dependence and would need significant investment to encourage the increase in the number of people to walk safely to the village amenities.

- Any population growth adds further pressure on the already stretched infrastructure. The Hagley GP Surgery, schools and roads are already at capacity with no opportunity to expand to absorb growth. Hagley GP surgery has a growing patient list, particularly from 'out of area' at a rate of c1,000 per annum. It is constrained by its current location and unable to expand significantly.

- Hagley Primary school is already the largest in Worcestershire and any significant increase in demand for primary school places would be unsustainable and unviable. Haybridge High School and the Hagley Roman Catholic schools are also constrained by their locations and at their capacities. Being located on the west side of a narrow semi-rural road and constrained road network would not support further needs for additional secondary school places. In all cases significant developer and Public Sector investment would be required, making the viability of the development of this site unsustainable, unviable and undeliverable.

- Development of this site would be contrary to the Hagley Housing Needs Survey which identified a strong need for 1-2 bed dwellings, prioritising downsizing and starter homes, central to the village public services and amenities, and supporting Hagley's identified needs. Instead, it would favour upwardly mobile demographics, inward migration seeking entry into schools and doctor's etc, resulting in unsustainable population growth. This would lead to greater than average car ownership, larger than average school age family units.

- Agricultural/landscape harm – Loss of high-value arable land and significant landscape, and visual harm. Major wildlife corridor, semi-natural habitats, disruption to species and biodiversity networks, historic hedgerows and treelines and supports the maintenance of the strategic gap between Wyre Forest and Bromsgrove, encroaches towards Churchill, eroding settlement separation.

- Environmental harm, Flood risk and drainage – important local rainwater catchment; Flood Zone 3; worsens downstream flooding. Added light and noise pollution degrading rural character. The site lies within a key blue infrastructure corridor; runoff flows into Blakedown and Hurcott Pools, increasing downstream flood risk.

- Wildlife and biodiversity – Loss of hedgerows and wildlife corridors linking Hagley with Blakedown. HER confirms ecological significance with foraging bats, owls, and farmland birds.

- Heritage (HER) – Potential archaeological remains linked to historic field systems and medieval farming. Landscape contributes to separation of Hagley and Churchill.

Site 246 South of Brake Lane, West of Woodlands Avenue

- This site does not have safe road infrastructure capacity to make its development viable, deliverable or sustainable. WCC traffic counts (2022) show on average 26,000 vehicles use Station Road/Brake Lane per week.

- There is only one vehicular access to and from this site via a narrow mid-19th century road bridge over the railway. There is a narrow public footpath on one side only, the other pedestrian access is via the railway footbridge crossing at the bottom of Sweetpool Lane which leads away from village amenities. This pedestrian access is not DDA compliant and is not suitable for elderly or pedestrians with mobility issues. Pedestrian access to the train station is limited at school times to manage safety concerns on the platform causing dangerous overcrowding of the single path.

- Traffic queues are a daily issue, particularly at the start and end of the school day and on evenings and weekends when the two High Schools are used for community events. Queues commonly stretch as far back as the junction with Sweetpool Lane to the Station Road traffic lights and similarly from Station Road past the schools, The congestion is exacerbated by coaches bring students to school as well as community traffic.

- Brake lane is accessed via Station Road and the traffic signal-controlled junction with Park Road and the B4187 Worcester Rd. Hagley Primary school is the largest primary school in Worcestershire and is 250 meters from this junction. The overall combined students, parents, staff and commuters makes this junction an already severe bottleneck. There is a mix of pedestrians, cars, HGVs and coaches. The junction is at its capacity and a safety risk without alternatives. There is a history of RTAs and a catalogue of near misses.

- The site is situated in a remote rural location. Brake Lane is a narrow rural lane, leading to high grade arable and agriculture land and Public Right of Ways leading to the Worcestershire open Countryside. It is a popular and valuable community amenity.

- The site is separated from easy access to the village centre amenities and is isolated, leading to the loss of community cohesion. The distance to schools, doctors, village amenities and trains is not an easy walk, especially for young families, the elderly or people with mobility issues, or just people leading busy lives, leading to the total use of motor vehicles.

- Any population growth adds further pressure on the already stretched infrastructure. The Hagley GP Surgery, schools and roads are already at capacity with no opportunity to expand to absorb growth. Hagley GP surgery has a growing patient list, particularly from ‘out of area’ at a rate of c1,000 per annum. It is constrained by its current location and unable to expand.

- Hagley Primary school is already the largest in Worcestershire and any significant increase in demand for primary school places would be unsustainable and unviable. Haybridge High School and the Hagley Roman Catholic schools are also constrained by their locations and at their capacities and location on the west side of a narrow rural road and constrained road network. Significant developer and Public Sector investment would be required, making the viability of the development of this site unsustainable, unviable and undeliverable.

- Development of this site would be contrary to the Hagley Housing Needs Survey which identified a strong need for 1-2 bed dwellings, prioritising downsizing and starter homes, central to the village public services and amenities, and supporting Hagley’s identified needs. Instead, it would favour upwardly mobile demographics, inward migration seeking entry into schools and doctor’s etc, resulting in unsustainable population growth. This would lead to greater than average car ownership, larger than average school age family units.

- Agricultural/landscape harm – Loss of high-value arable land and significant landscape, and visual harm. Major wildlife corridor, semi-natural habitats, disruption to species and biodiversity networks, historic hedgerows and treelines and supports the maintenance of the strategic gap between Wyre Forest and Bromsgrove, encroaches towards Churchill, eroding settlement separation.

- Environmental harm, Flood risk and drainage – important local rainwater catchment; Flood Zone 3; worsens downstream flooding. Added light and noise pollution degrading rural character, noise, light, and traffic pollution and would erode rural tranquillity and character. The impact from the site lies within a key blue infrastructure corridor; runoff flows into Brake Mill, then onto Blakedown and Hurcott Pools, increasing downstream flood risk.

- Wildlife and biodiversity – Loss of hedgerows and wildlife corridors linking Hagley with Blakedown. HER confirms ecological significance with foraging bats, owls, and farmland birds.

Site 239 and 323. At and rear of 57 Middlefield Lane

- This site is located at the rear of Middlefield Lane via a single access. The land on which the site is located is an important strategic gap between Bromsgrove District and Dudley and any erosion of the gap is detrimental to the Green belts strategic purpose. The NPPF is clear that such strategic gaps play an important part in stopping settlements from coalescing. As such the site is contrary to NPPF policies.

- There single site access via Middlefield Lane would add significant traffic movements to a narrow road at a point that has poor visibility. There is a narrow public footpath on one side of Middlefield Lane only, and in places lacks pavement altogether, thus compromising both road user and pedestrian safety.

- Middlefield Lane is accessed by Worcester Rd and the A491. Access via the A491 is limited to one way (Birmingham bound) therefore traffic coming from Birmingham and Stourbridge direction would be required to take alternative routes. Middlefield Lane has seen an increase in ‘rat-running’ and the increase in vehicle movements would exacerbate the problem.

- The site is separated from easy access to the village centre amenities and is isolated, leading to the loss of community cohesion. The distance to schools, doctors, village amenities and trains is not an easy walk, especially for young families, the elderly or people with mobility issues, or just people leading busy lives, leading to the total use of motor vehicles.

- Any population growth adds further pressure on the already stretched infrastructure. The Hagley GP Surgery, schools and roads are already at capacity with no opportunity to expand to absorb growth. Hagley GP surgery has a growing patient list, particularly from ‘out of area’ at a rate of c1,000 per annum and has little capacity to expand without significant capital investment.

- Hagley Primary school is already the largest in Worcestershire and any significant increase in demand for primary school places would be unsustainable and unviable. Haybridge High School and the Hagley Roman Catholic schools are also constrained by their locations and at their capacities and location on the west side of a narrow rural road and constrained road network. Significant developer and Public Sector investment would be required, making the viability of the development of this site unsustainable, unviable and undeliverable.

- Development of this site would be contrary to the Hagley Housing Needs Survey which identified a strong need for 1-2 bed dwellings, prioritising downsizing and starter homes, central to the village public services and amenities, and supporting Hagley’s identified needs. Instead, it would favour upwardly mobile demographics, inward migration seeking entry into schools and doctor’s etc, resulting in unsustainable population growth. This would lead to greater than average car ownership, larger than average school age family units.

- Agricultural/landscape harm – Loss of high-value arable land and significant landscape, and visual harm. Major wildlife corridor, semi-natural habitats, disruption to species and biodiversity networks, historic hedgerows and treelines and supports the maintenance of the strategic gap between Hagley and Stourbridge. Site of important Heritage (HER) including the potential archaeological potential from medieval agricultural use of surrounding land.

- Environmental harm, Flood risk and drainage – important rainwater catchment; Flood Zone 3; worsens downstream flooding. Added light and noise pollution degrading rural character, noise, light, and traffic pollution and would erode rural tranquillity and character.

Site 208. Hagley Grange/Land adjacent to B4187

- This site is located on the edge of Hagley and within the strategic gap between Hagley and Stourbridge and has the same NPPF protection as the site, Rear of 57 Middlefield Lane above.

- The access to this site would be on the corner of the built area of Hagley just before Hagley Grange housing development. This is a busy corner and likely to fail road safety audits. This site is considered undeliverable. WCC traffic counts (2022) showed that on average per week there are 52,500 vehicles that use the B4187.

- The site is separated from easy access to the village centre amenities, leading to the loss of community cohesion. The distance to schools, doctors, village amenities and trains is not an easy walk, especially for young families, the elderly or people with mobility issues, or just people leading busy lives, leading to the total use of motor vehicles.

- Any population growth adds further pressure on the already stretched infrastructure. The Hagley GP Surgery, schools and roads are already at capacity with no opportunity to expand to absorb growth. Hagley GP surgery has a growing patient list, particularly from ‘out of area’ at a rate of c1,000 per annum. It is largely constrained by its location.

- Development of this site would be contrary to the Hagley Housing Needs Survey which identified a strong need for 1-2 bed dwellings, prioritising downsizing and starter homes, central to the village public services and amenities, and supporting Hagley’s identified needs. Instead, it would favour upwardly mobile demographics, inward migration seeking entry into schools and doctor’s etc, resulting in unsustainable population growth. This would lead to greater than average car ownership, larger than average school age family units.

- Agricultural/landscape harm – Loss of high-value arable land and significant landscape, and visual harm. Major wildlife corridor, semi-natural habitats, disruption to species and biodiversity networks, historic hedgerows, treelines and visual harm. This would erode the rural setting of Hagley Grange and harm Hagley’s landscape character.

- Flood risk and drainage Site lies on elevated ground contributing to flow accumulation pathways downslope into Hagley village.

- Heritage (HER). Within the setting of Hagley Hall Registered Park and Garden (Grade I). Hagley Grange itself is a locally significant heritage asset, with development likely to harm its setting. Archaeological potential from medieval and post-medieval agricultural use.

Site 093. Wychbury Hill East of 65, Hagley Hill

Following further environmental and historical site assessment the RAG rating has been changed to RED.

- Environmental and Landscape Harm. Wychbury Hill is a prominent, valued landscape forming part of the setting of the Clent Hills and Hagley Hall Estate. Development would erode Hagley's rural character and its separation from Halesowen.

- Historic and Heritage Impact. Part of the historic designed landscape of Hagley Hall, including the Grade II listed Wychbury Obelisk. Development would harm the setting of heritage assets of regional importance. Historic England guidance requires great weight to be given to protecting these assets.

- UNESCO Global Geopark & Heritage Setting. Dudley side of Wychbury Hill is within the Black Country UNESCO Global Geopark (2020). Contains the Wychbury Ring (Iron Age hillfort), a Scheduled Ancient Monument. The Bromsgrove slope shares the same hillside and views – development would damage the setting. Would undermine the landscape integrity and heritage value of a UNESCO-recognised area. Conflicts with national and international heritage policy. Conflict with Planning Policy Conflicts with the Local Plan strategy, Green Belt purposes, and NPPF policies.

- Environmental harm, Flood risk and drainage – important rainwater catchment; Flood Zone 3; worsens downstream flooding. Flood Risk and Surface Water Concerns. Sloping site identified in flow accumulation mapping. Development would increase runoff and raise flood risk along the A456 and Hagley centre. Conflicts with NPPF policy to avoid increasing flood risk elsewhere. Public records of significant flooding events Added light and noise pollution degrading rural character, noise, light, and traffic pollution and would erode rural tranquillity and character.

- Agricultural/landscape harm – Loss of high-value arable land and significant landscape, and visual harm. Major wildlife corridor, semi-natural habitats, disruption to species and biodiversity networks, historic hedgerows and treelines and supports the maintenance of the strategic gap between Hagley and Stourbridge. Site of important Heritage (HER) including the potential archaeological potential from medieval agricultural use of surrounding land.

- This site is located adjacent to accessed via the A456. See WCC traffic and speed surveys which show the Birmingham Road carries 189,000 vehicles on average per week (2022). Significant transient traffic to Birmingham, motorways and train stations. The road network and direction of traffic limits easy access to the site and would require diversions to be on the north bound carriage way

- The site is remote and isolated from the village centre amenities leading to almost exclusive need for a motor vehicle leading to the loss of community cohesion and isolation.

- Development of this site would be contrary to the Hagley Housing Needs Survey which identified a strong need for 1-2 bed dwellings, prioritising downsizing and starter homes, central to the village public services and amenities, and supporting Hagley's identified needs. Instead, it would favour upwardly mobile demographics, inward migration seeking entry into schools and doctor's etc, resulting in unsustainable population growth. This would lead to greater than average car ownership, larger than average school age family units.

Site BDC046. Hagley Road, Hayley Green

- This site is directly on the boarder of Halesowen on the A456. This has no connection to Hagley and is isolated from Hagley Village amenities.
- The site is accessed from the A456. Development of this site would be contrary to the Hagley Housing Needs Survey which identified a strong need for 1-2 bed dwellings, prioritising downsizing and starter homes, central to the village public services and amenities, and supporting Hagley's identified needs. Instead, it would favour upwardly mobile demographics, inward migration seeking entry into schools and doctor's etc, resulting in unsustainable population growth. This would lead to greater than average car ownership, larger than average school age family units.