

# Hagley Neighbourhood Plan



## Initial Public Consultation Sessions - October 2018

There were a total of 84 persons present at the four sessions

### Questions and Comments

#### Questions raised from the four sessions

- Do we have a Neighbourhood plan already?
- What kind of evidence are you looking for? Example: anecdotal or statical?
- Of the existing 371 planning permissions, are any infill or outside?
- Do you have an end vision for the plan and do you need support from us? OR will you make the plan and hand it over to us?
- Is it the intention to let Worcester road remain the main road? Or maybe make it a pedestrian only zone with no through traffic?
- What does the 40 compare with? (regarding the air quality slide)
- Have Neighbourhood plans been done in other villages/towns? Do you have contact and access to those plans?
- Is it possible to stick to the 5yr time frame or is the rolling plan in danger of being carried away?
- Do the BDC have to approve our proposal?
- What will happen if the residents vote NO?
- What about the schools? Will they expand to take in more children?
- What's happening about the Community Centre?
- Process- at the early stages, are you in discussions with other neighbouring planning groups?
- How can we help promote the HNP?
- Is there extra money for parking?
- Is any green belt subject to ADR or is all ADR used up?
- Should BDC know where all brownfield sites are?

## **Housing**

- Housing west side of sweet pool lane, there are lots of houses squeezed in together, are you considering more housing? And free up areas in the future?
- Possible housing for the elderly, do you mean next to Cala?
- Will the HNP help prevent building on the green belt land parcels?
- Are we already going to hit the 2030 predicted population?
- If we need more houses once the HNP is approved, what then?
- What about B'ham etc. requiring green belt?

## **Vehicles and movement**

- Looking at alternative transport options, is the bypass possible and is it a possible solution?
- Is the addition of another junction on the M5 a solution?
- Can the delivery time to shops be staggered to ease traffic problems in Worcester Road?
- Would building a bypass cause more traffic problems for residents, and new roads make more traffic?
- Can the A456 be reduced to a single track ?
- Can we improve bus services?
- How will road proposals effect things like the western orbital plans?
- Is there any interest in speeding?

## **Comments**

- Are young people being asked what they want?
- The main problem is the traffic at certain times of the day. We feel like prisoners in our own home.
- Too much traffic on the A450.
- Could additional access to Milestone Drive be opened during road works in Church Street?

- A survey was requested re cars half parked on driveways/pavements on Cala and B&K estates
- Conservation areas don't have any teeth. That doesn't allow you to do anything to the conservation area if its on your land, its an issue.
- Social Interaction: You mentioned Schools, Doctors, Community Facilities etc. but not Churches - there are 3 churches in Hagley and they do provide social facilities for many groups, worshippers, weddings and funerals etc. They play an important part in social interaction and, hopefully, with an increasing population, will continue to do so. Please include in your planning.
- Statement that excessive noise is associated with high speed light traffic on A456
- Schools have hundreds of children being bussed in from other areas, making the area around station road a real problem with buses trying to turn.
- Policing - Fall of police and changes to policing is an issue and safety should be considered as a main topic.
- Adequate street lighting - poor lighting in to Hagley is causing safety and accessibility issues. Please consider including street lighting in your planning - the lighting from Hall Lane through to School Lane (particularly down to the Scout Hut) is inadequate.
- The population ageing is disproportionate. No more old age homes.
- Development of Hagley park and village park will cause another major effect on transport.
- Housing is a self-fulfilling prophecy, the future of Hagley depends n schools and intern reflected on the age of the population.
- Housing next to Cala for the elderly - they wouldn't like that as there is no access to amenities, services, local structures and causes isolation. Get elderly people out and about.
- South of Cala is much better to develop than Hagley itself. A major development can go, anything between Blakedown and Hagley or Clent and Hagley.
- The meetings have been very poorly attended. People who live here take advantage and do not participate.

- Parking is dreadful everywhere.
- Consider making Hagley more environmentally friendly transport wise. It would be brilliant to have cycle lanes and would be worthwhile investment making people healthier and hopefully tasing traffic congestion.
- Protecting what green belt we have left after all the recent building. No more building of houses should be allowed at all until the local services have adjusted and proved to be still viable with the massive influx of people living here since the cala home development.
- Cala home roundabout is dangerous. It needs to be addressed
- Worcester road is being used as a racing road, going in and out at 40-50MPH
- It is obvious from comments made at the meeting that this is the most important aspect of the planning process. Could you please note that residents in School Lane and Hall Lane are increasingly subject to commuters using the lanes to get from the A456 through to the A491 and vice versa. This also applies to workers using Hagley Hall Mews Offices and visitors to HH. Could consideration be given to stopping vehicles turning right onto the A456 from School Lane as this is very dangerous.
- Making roads and pathways are safer to walk. Any distance more than 15mins away, people prefer to drive.
- Width of the pavements in some areas are a problem as are the overgrown hedges.
- There are record number of people moving through Hagley, would the bypass cause more problems for residents and new roads make more traffic? Not just North and South, but East and West. Example; new field road is not being used and Cala are causing a big mess.
- The east- west bypass tunnels will just help Kidderminster, and Wyre Forest but not help elevate traffic for us. Traffic congestion is a gridlock situation everywhere.
- Wrap around from the A456 etc., School Lane especially is full of parked cars around the school presents safety issues.
- Traffic levels and speed on the a456 / Kidderminster road. It doesn't always feel very safe even walking alone the pavement and the lack

of anywhere to cross safely away from the village center is a real safety concern.

### **Longer and generalized comments**

- Increasing levels of litter. I litter pick on school run every Wednesday and get 1-2 bags full walking between the school and pinewoods. Could we set up a volunteer litter picking group and encourage all to stop dropping it.
- Parking in the village can be quite an issue.. if roads are nicer to walk on and it was safe to ride a bike perhaps less would drive ? could the station pub be persuaded to open their car park up for day time public use?
- Keep the library open and get some public loos at the park... I really can't understand why this has not been included in the football pavilion building which Hagley money has gone into. So far building very little as far as I can tell!
- I believe any Neighbourhood plan needs to take a more holistic view of future development than has been apparent in the immediate past. What particularly strikes me returning here to live after nearly 65 years is that there is a huge imbalance between infrastructure and expansion. Clearly it is a much more affluent village than when I lived here as a child in the immediate post war period. However the consequent level of congestion and pressures on physical infrastructure arising from high levels of car ownership and demands for educational and health facilities cannot surely continue as they have been allowed to over the past 6 decades. Enjoying as it does good road and rail connections with the rest of the West Midlands, combined with a very pleasant living environment on the edge of the green belt, there was always going to be a tension between the movement of people and conserving and enhancing what makes it an attractive place to live.
- However, in Hagley's case it has meant that it is the opposite of a sustainable community where people enjoy a reasonable supply of affordable housing, live in proximity to their work, leisure and educational opportunities and have good access to health care facilities. There needs to be much circumspection about decisions allowing peripheral growth and recognition that it simply cannot be

sustained when there are such limitations on resources for infrastructure investment. To reiterate: there needs to be recognition that sensitive redevelopment should be part of a far more balanced approach to sustainability than has been evident in the past.

- One point of detail. The conservation area consultation took place a couple of years and contained much very good work. I urge the group to use that work in its own efforts in the next couple of years. I mentioned what is an Article 4(2) direction. Much development that would otherwise require a planning application is automatically permitted under the GPDO. An article 4(2) direction disapplies that automatic permission. A conservation area without such a direction is toothless against some inappropriate permitted developments. The problems in this conservation area are a) pressures from traffic, leading to yellow lines (rightly) but then putting pressure on frontages for parking and b) the general concern about the risk of inappropriate/ badly designed permitted development to doors windows and frontages.