

Harvey Plant (Planning)

[REDACTED]

Hi

Can this email from Cllr Sahota be added to the DLP submissions

Regards,

Vicki [REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]



**NEED TO REQUEST IT,
REPORT IT OR PAY IT?**
AVAILABLE ONLINE, ANYTIME

Having had a review of the DLP and undertaken additional cross referencing with the existing DMBC Borough Strategy and the Black Country Core Strategy / BLP. I wish to express deep concern on the amendments to the **Regeneration Corridor 13** that was integral part of the regeneration corridor that ran from Jewellery Line - Rowley Regis / Halesowen border to Lye and then Stourbridge. I note the Eastern Section (as outlined in page 109 of the DMBC Borough Strategy 2017 – attached photo) has been totally taken out.

Importantly **Regeneration Corridor 14** – also covering Halesowen , Coombswood to Halesowen (page 115 of the DMBC Borough Strategy 2017 -attached photo) has been totally omitted from the new DLP. Yet other Regeneration Corridors within the borough have been carrying forward from the Borough Strategy and the BCCS documents into the draft DLP, thus extremely disappointed the downscaling / omission of these two corridors that previously were in place to support regeneration plans for Halesowen.

In the previous Black Country Plan, the **Regeneration Corridor 13** - Jewellery Line- Rowley Regis to Stourbridge Junction was an integral part of the regeneration corridor that ran through the Sandwell and Dudley area. The rail line in parts forms the boundary of Halesowen. The rail line although termed Rowley Regis also straddles the border of areas of Northern Halesowen.

As Rowley Regis Station is literally yards from the Halesowen Town boundary. The Regeneration Corridor and the strategic rail has been instrumental in helping secure investment of new two hundred plus homes and large investment of business units in this northern part of Halesowen, off Cakemore Rd and Nimmings Rd and attract funding from WMCA to support aspects of the regeneration. There is further potential to deliver regeneration along Nimmings Rd to help transform low value units into new investments and open up council owned land for better utilisation. I have a site visit arranged with Mark Clarke and Paul Mountford to discuss this further

Regeneration Corridor 14 – Coombswood to Halesowen - Omitted in DLP

Halesowen plays a **key economic role** as it is home to **one of only three strategic high quality employment areas in the boroughs economic map.** This large area includes manufacturing businesses and is sandwiched between Coombs Rd and Mucklow Hill. Rowley Regis Train Station that sits right on the border of Halesowen Town links the town via trains to London and beyond.

Halesowen also strategically is two miles from of both junction 2 and 3 of M5 and shares a border with the second City Birmingham, which acts as a Gateway for visitors from the second city in our borough .

Yet the revised Regeneration Corridor exercise undertaken by DMBC officers totally excludes the strategic location of Halesowen as an integral part of the revised Regeneration Corridors that was in existence as it was when it was in the Black Country Core Strategy Plan, see attached map. I hope This oversight can be revisited as Halesowen Town should be benefiting from regeneration corridor status to secure funding streams to further unlock its potential as a key economic town of the borough.

Other Positive Attributes for the Halesowen regeneration corridors status to be Included in Final Draft Version

The town has just secured Levelling Up Funding. The funding will help to unlock the towns centre to help attract investment and visitors. The LU Fund will help open the centre of the town and enhance its retail and leisure offer and establish a new college facility in the centre.

The town's manufacturing / business sector continues to play a significant economic role in the boroughs prosperity by being home to **one of 3 the strategic economic employment sites in the borough.**

The much talked about Halesowen Leasowes Gateway Project will also help compliment the regeneration plans by showcasing the attractions of historical English Heritage Grade 1 Leasows Park, The Canal Basin , Coombs wood Green Space and Halesowen Golf Club

In addition, there is also DMBC officer working group looking at how to finally address the neglect of Shell Corner Local Centre that has had two commissioned reports completed by DMBC highlighting the need to enhance the centre and yet nothing has yet come from these two commissioned studies??

The centre is along proposed regeneration corridor from the train station to Mucklow Hill. Mucklow Hill is seen as a key gateway to the industrial heart of Halesowen and the town centre. A number of low value sites along Nimmings Rd could be CPO owed and brought forward for regeneration and help unlock large area of council land that could be to put to better use as a residential village for senior citizens.

Thus, the omission of Halesowen from the existing Regeneration Corridor needs to be revisited and addressed so it continues to be an integral part of this strategic regeneration corridors and help lever in investment and funding to strengthen its retail, economic and leisure destination roles as a Gateway to the Dudley Borough from J 2 and 3 of M5 and the second city of Birmingham.

Best wishes and wishing you all a well-deserved Christmas Break and happy and healthy 2024

Best Wishes

