

The Triangle Site | Kingswinford

The Black Country Plan

Delivery Document

October 2021

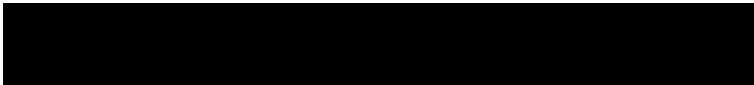


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1.1. Introduction

This Delivery Document is prepared on behalf of Barberry Summerhill Ltd. who are promoting land for development at Swindon Road, Wall Heath, Kingswinford (often referred to as The Triangle Site). The site extends to 26 hectares (64.24 acres) and as the name suggests is triangular in shape. It lies on the western built up edge of Kingswinford and is adjoined by existing residential and community buildings on two of its three sides. It is, therefore, well related to existing shops, services and facilities in Kingswinford town centre and is served by public transport.

The Black Country Authorities (BCA) of Dudley, Wolverhampton, Sandwell and Walsall are currently preparing the Black Country Plan (BCP) that will replace the adopted Black Country Core Strategy (2011). The BCP will identify the amount of land for housing and employment that is needed over the period 2020 to 2039, and confirms that 76,076 new homes and 565 hectares of employment land are needed over the Plan Period.

Notwithstanding that the housing requirement is for 76,086 homes over the Plan Period, the BCAs have identified capacity to accommodate only 47,837 of these houses within the 4 administrative areas of the Black Country. This leaves a shortfall of 28,239 dwellings that will need to be provided in adjoining authorities in the HMA.

In order to meet the housing requirement, the Council have identified a number of draft housing allocations. The Triangle Site is identified as a draft strategic allocation under policy DSA.2 to accommodate 530 dwellings. The identification of the site as a draft allocation indicates that the BCAs consider that the site is suitable for development for housing. Barberry fully agrees with the Councils' view and supports the Council's intention to allocate the site for residential development.

To date, Barberry have undertaken a number of baseline studies and assessments to inform their proposals for the site and to provide evidence that the site is deliverable. Furthermore, in light of the draft allocation in the BCP we have assessed how we are able to address the requirements for the site that are set out in draft policy. This has been done in order to demonstrate the site is deliverable and to provide certainty to the Council that the proposed allocation is sound and will come forward as expected.

1.2. Document Structure

The remainder of the document is structured as follows:

- **Section 2** - provides a description of the site and surroundings and highlights its accessibility to shops, services and facilities and public transport services to demonstrate that it is accessible and locationally sustainable.
- **Section 3** - assesses the evolving masterplan and proposals for the site against the draft policy requirement of DSA.2 showing how these can be delivered within the proposed development/master plan.
- **Section 4** - describes how the masterplan has been developed and includes the latest masterplan for the site
- **Section 5** - provides a summary and conclusion
- **Appendix** - Appendices are attached that describe the more detailed work that has been undertaken to inform the proposals.



2.1. Site Location

The site is positioned in a highly accessible location within the settlement of Kingswinford, a town in the Black Country, 8km west of Dudley.

The site is bound by the B4178 Swindon Road to the north, the A4101 Lodge Lane to the south and the A449 to the west.

Kingswinford lies on the western edge of the Black Country which borders onto the more semi-rural area of South Staffordshire. Kingswinford is predominantly a residential district where extensive post-war house building from the 1950's onwards, has resulted in the complete absorption of what was a former village, into the surrounding conurbation.

The commercial High Street lies 800m due east of the site. The historic village core which is subsumed by the urban conurbation, is approximately 1km east of the site and designated as The Village Conservation Area, Kingswinford.

Bus Stops

There are a number of bus services that serve Kingswinford, close to the site:

- National express 57 - Stourbridge - Wall Heath via Wordsley Bus Route : Nearest bus stop is on Meadfoot Drive, off Swindon Road 50m north of the site
- Diamond Bus 226 - Merry Hill - Dudley via Kingswinford Bus Route : Nearest bus stop is on Cot Lane 100m east of the site
- National express 17 - Stourbridge - Dudley via Kingswinford Bus Route : Nearest bus stop is on Summerhill 200m east of the site

Train Stations

The nearest train station to Kingswinford is Stourbridge Junction, which is about a 15min drive away from Kingswinford high street.

2.2. The Extent of Land in Barberry's Control

The full extent of the proposed draft allocation is in Barberry's control. The site relates well to the existing built up area of Kingswinford and is considered a logical location for additional development.

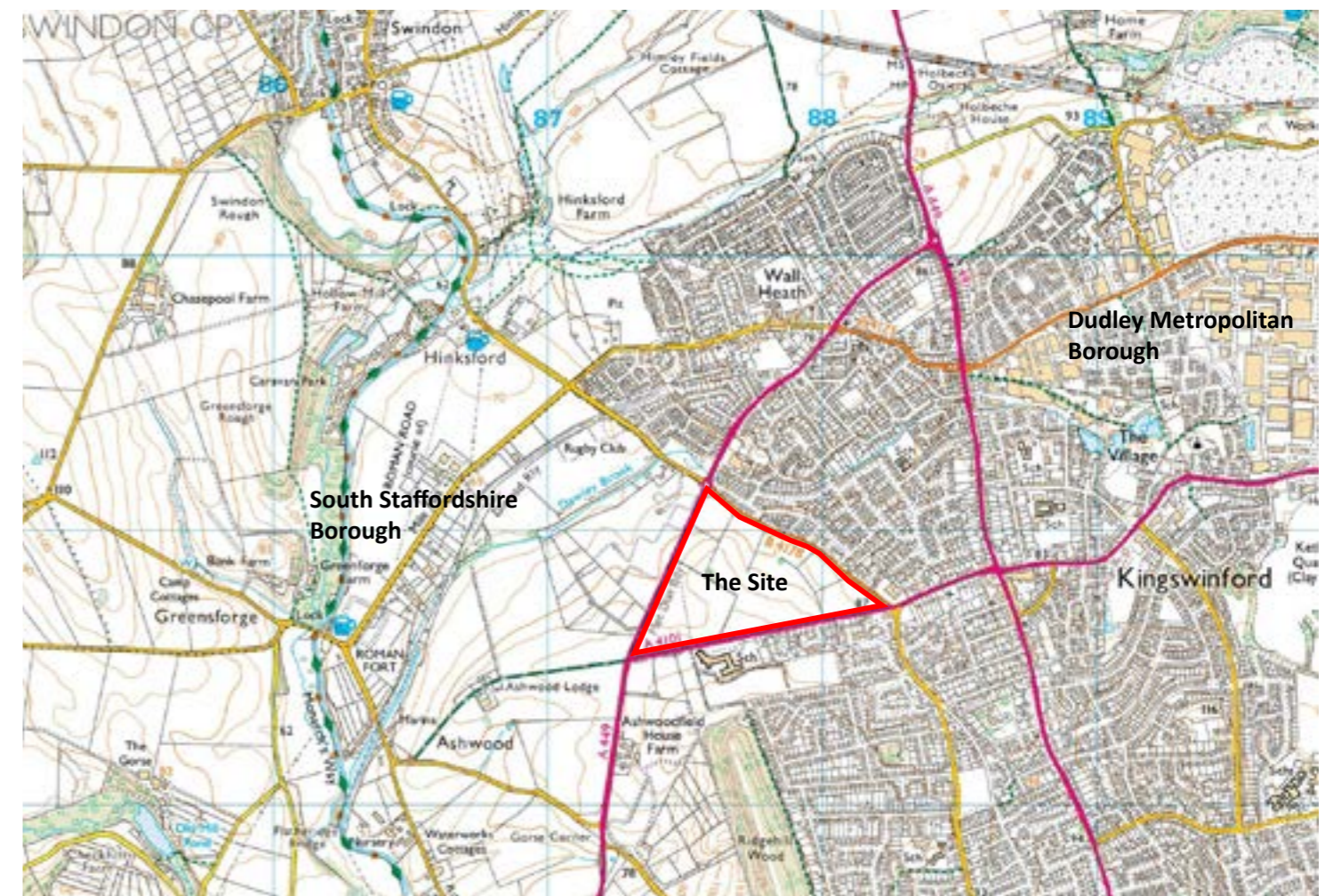


Figure 1: Site Location Plan



Figure 2: Aerial Context

2.3. Local Services and Facilities

The site is highly sustainable, situated within a walk-able and cycle-able neighbourhood that benefits from being close to a wide range of services and facilities in the local vicinity.

Within a 5 -10 minute walk (400-800m distance) there are the following Educational, community and Recreational facilities:

- Summerhill Secondary School,
- Dawley Brook Primary School,
- Doctor Surgeries
- Local shops, pubs, restaurants and cafés
- Churches / Mosques / Synagogues
- Hotels
- Public Open Spaces
- Kingswinford Golf Centre
- Kewford Eagles FC
- Dudley Kingswinford Rugby Football Club
- Hinksford Fitness Gym

Within a 10-15 minute walk (800-1200m) is Kingswinford High Street and Market Street with facilities that include:

- Banks, Supermarket, Restaurants/Pubs, High street shops, Post Office, Chemists
- Assisted Living/Residential Care Home
- Public Library
- Kingswinford Secondary School
- Pensnett Trading Estate

The Black Country forms a distinctive sub-region on the western side of the West Midlands conurbation, close to the City of Birmingham. Accordingly, it is well served by existing retail and service facilities, industrial and employment opportunities and administrative functions. It has a wide range of schools, medical facilities and hospitals along with social and leisure facilities.



Junction of Market Street, Kingswinford

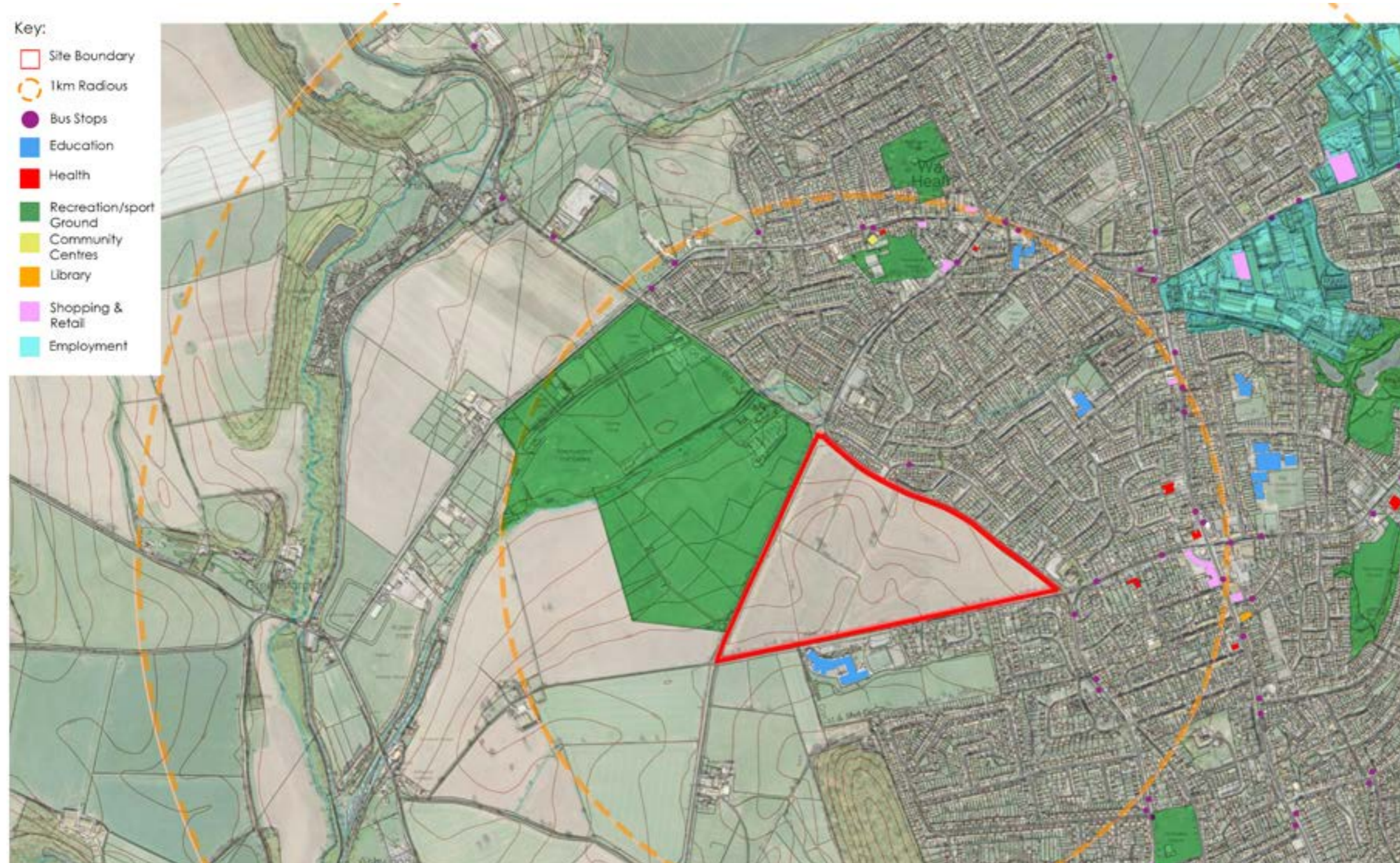


Figure 3: Local Facilities Plan

3.1. The Black Country Plan

BCA have published a draft of the Black Country Plan (BCP) for consultation, which follows earlier consultation on Issues and Options in 2018. The BCP will replace the Black Country Core Strategy and contains policies and allocations to support growth and regeneration of the Black Country over the period 2020 – 2039.

The BCP identifies the amount of land for housing and employment that are needed over the Plan Period as well as identifying a number of development management policies to guide future development. Table 2 of the draft Plan confirms that 76,076 new homes and 565 hectares of employment land are needed over the Plan Period.

Notwithstanding that the housing requirement is for 76,086 homes over the Plan Period, the BCA have identified capacity to accommodate only 47,837 of these houses within the 4 administrative areas of the BCA. This leaves a shortfall of 28,239 dwellings that will need to be provided in adjoining authorities in the HMA.

3.2. Sources of Supply of Housing

As part of the evidence base gathering to inform the preparation of the BCP, a ‘Call for Sites’ was undertaken to provide an opportunity for those who had land interests within the Black Country to submit details of their land to the BCA for consideration as to their development potential and suitability for development. In addition, the Council have reviewed its existing allocations and looked again at the potential of existing employment sites to be redeveloped for residential use. An exercise has also been undertaken to assess the potential additions to supply that could result if development were undertaken at a higher density. Notwithstanding the work that has been undertaken to assess capacity within the BCA sufficient capacity has not been identified to meet the housing needs in full.

In light of the above, and the fact that sufficient land for housing is not available on previously developed sites within the built up area, the BCA have also undertaken a review of the Green Belt within the BCA to determine whether any of this is potentially suitable to be released and allocated for development. The Councils consider that exceptional circumstances exist to release land from the Green Belt to meet its future housing needs. Barberry are in full agreement with this.

Having undertaken a review of the Green Belt and identified those sites that could be released from it and allocated for development, this would add a further 6,792 dwellings to the supply, albeit that the shortfall remains at just over 28,000 dwellings.

3.3. Land at Swindon Road, Wall Heath, Kingswinford (The Triangle Site) - Draft Allocation DSA.2

The Triangle Site is one of the sites that the BCA are proposing to remove from the Green Belt and to allocate for housing. The site is included in the Draft Plan as a strategic allocation under policy DSA.2, with a capacity of 530 dwellings on a gross site area of circa 26 hectares. The site is provisionally phased to deliver 280 dwellings in the period 2030 – 35 and a further 250 dwellings between 2035 and 2039.

The draft site allocation policy confirms that the site will not only be required to deliver new homes and for new associated infrastructure to be of the highest quality design and functionality, but it must also fully mitigate the release of the site from the Green Belt to deliver maximum benefits to the local environment and community. As the site is located in close proximity to two other draft strategic allocations it will be required to address the cumulative impacts of infrastructure provision/demand of these sites in terms of:

- School place impacts
- Highway impacts
- Delivery of Green Belt loss mitigation
- Delivery of biodiversity net gain
- Delivery of recreational open space improvement

In addition to the above, the proposed development will also need to consider issues relating to heritage, SUDS/surface water drainage, waste water treatment and design as well as other standard policy requirements of the BCP. We consider these further in Section 4.

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4.1. Introduction

This chapter sets out the Policy DSA2 requirements for the site's allocation in the Draft Black Country Plan.

At the end of the description of each headline requirement we have set out how the proposals meet the requirement. These are written in bold italic.

4.2. Policy DSA2 : Site Allocation in the Emerging Black Country Plan

The Site is identified in the Draft Black Country Plan, July 2021, as Strategic Allocation DUH211 under Policy DSA2 - Land at Swindon Road, Wall Heath, Kingswinford, (The Triangle Site).

The Site is currently in the Green Belt and the Black Country Authorities (BCA) are seeking its removal from the Green Belt and its allocation for residential development. It is proposed that the site be allocated to deliver approximately 530 homes at an average net density of 40 dph.

The estimated phasing of delivery is: 2030 - 2035 280 homes; 2035- 2039 250 homes.

Depending on time frame achieved for the adoption of the BCP and the release of the site from the green belt, we believe that the delivery of housing could be achieved much earlier in the Plan period. There is a high level of market demand in this location and we would anticipate annual completions and sales from the site of between 70 and 80 units.

Policy DSA2 stipulates a requirement that the development of the site delivers homes and infrastructure of the highest quality design and functionality, and to accommodate the required infrastructure provision to fully mitigate for the release of this site from the green belt and to deliver maximum benefits to the local environment and community.

The site is in one ownership and situated near strategic sites: Policy DSA1: South of Holbeache Lane / Wolverhampton Road Strategic Allocation and Policy DSA3: Ketley Quarry Strategic Allocation. The cumulative impact of these sites (and other housing / employment allocations) on local infrastructure provision will need to be considered, in terms of: school place impacts; highways impacts; delivery of green belt loss mitigation; delivery of biodiversity net gain, and; delivery of recreational open space improvement.

Being in single ownership there is no issue of delay being impeded by ownership constraints.

School Place Requirements

A81 : It is currently anticipated that both primary and secondary school place requirements arising from housing developments in the north west of Dudley over the Plan period will be capable of being met through

extensions to existing primary and secondary schools. Pedestrian and public transport improvements to increase accessibility to local primary and secondary schools may be required in accordance with Policy HOU2.

A82 : Should it be determined that some form of primary school provision is required as the BCP progresses towards adoption, this may need to be accommodated on the site and land will need to be allocated to accommodate a two-form entry primary school (approximately 2.4ha).

Should a 2FE primary school be required on site there is space to accommodate it.

Highway Requirements

A83 : Highway infrastructure is necessary in order for any development to function effectively and to minimise impacts on surrounding road junctions. It is considered there should be three points of vehicular access, including from Swindon Road to the north and Lodge Lane to the south. The number of access points required, and their precise location should be subject to further detailed transport assessment. Connections should be made through the site, so that pedestrians and vehicles can travel from Swindon Road, through to the A449 or Lodge Lane as they choose. A cycling and walking network which includes active travel routes around key sites should form a key part of the site layout providing connections to all nearby local amenities, including local primary schools and local centres. Details to be set out in the master plan.

Three points of access are proposed. Two are located off Swindon Road and the third off Lodge Lane, the details of which are set out in Appendix A2: Transport. The development has been designed to provide a clear street hierarchy and sequence of memorable markers that contribute to a 'remembered journey' through the neighbourhood.

The development has been designed as a 'Streets for All', pedestrian and cycle friendly neighbourhood. A well-connected network of public footpaths and cycle routes encourages sustainable travel and ensures active travel routes to all local amenities such as local schools, sports facilities and the local centre of Kingswinford. Many of these follow existing desire lines that run across and round the site.

Green Belt Loss Mitigation Requirements

A84 : Measures to provide sufficient mitigation for the loss of green belt cannot be confirmed yet; rather this will be set out in the pre-submission document.

A85 : There will be a requirement for all green belt loss mitigation works and any necessary transfer of land ownership to be completed before substantial completion of development. Being a green belt site, the retention and provision of high-quality landscaping should be a significant first stage in the design process. Aside from the aforementioned considerations regarding open space, mature trees along the periphery and within the site should be retained, as well as hedgerows within the site where possible.

A86 : The green belt boundary has been redrawn around the development site. In most cases there is an existing landscaped buffer or road that provides a defensible new green belt boundary. A significant level of well-landscaped open space should be retained, providing a landscaped open space buffer along the western side of the site where the impact on views is highest and there are clear constraints to development (notably the north-westernmost and south-westernmost fields, due to their topography and the potential impact of development on visual amenity in this location).

Development will be concentrated in the easternmost portion of the site, where impacts on views and the surrounding area would be lowest. It is likely that higher densities could be accommodated here than in locations to the west. Developments should be designed to minimise potential harm to the integrity of remaining green belt areas and landscape character, as identified in the Black Country Green Belt Study and Black Country Landscape Sensitivity Assessment.

The proposed masterplan has been landscape-led and informed by a Landscape and Visual Appraisal which is set out in Appendix A1. It also incorporates ecological mitigation, compensation and enhancement which is anticipated to deliver significant Biodiversity Net Gain. This is set out in the Ecology Assessment Appendix A3.

The western section of the site has been dedicated as a high quality, biodiverse public open space to enhance the character and qualities of the more rural South Staffordshire landscape and provide a definitive green buffer to the green belt, west of the site. The existing trees and hedgerows are valuable assets to the site and establish immediate maturity and sense of place. The majority of trees and hedgerows are to be retained and bolstered with additional tree and hedgerow planting to infill gaps and provide a strong, leafy boundary to the site and ensure a new high quality settlement edge. Where some internal hedgerow has been lost to accommodate the required quantum of development, new lengths of hedgerow will be planted to deliver a net enhancement.

Development has been concentrated to the eastern section of the site, and works sensitively with the site's topography to create a well-designed development that integrates the built form sensitively into the site. Please refer to Figure 6 the illustrative masterplan, and Figures 7-9 Parameter plans that illustrate densities across the site; the green infrastructure framework, and; movement network.

Densities are highest to the eastern end of the site with medium density development to the centre and adjacent to Lodge Lane and Swindon Road, where there is an existing relationship to the built form of Swindon. Low density development is located along the western boundary edge, which, augmented with the existing tree copse and new tree and woodland planting to the ridge line, provides a high quality, leafy, settlement edge.



Figure 4: Strategic Site Allocation Plan : DSA2

The landscape framework is multi functional and integrates areas of landscape, visual, fluvial or ecological sensitivity and incorporates new footpaths/cycleways, new public open space, surface water sustainable drainage systems (SuDS) and biodiverse wildlife areas

Nature Conservation and Net Biodiversity Gain Requirements

A87 :The site sits on the fringe of the urban area, with links to wider green space and open countryside. The site is surrounded by hedgerows that are of high ecological value due to the species that they support. Both the internal and boundary hedgerows contain mature trees, which should be retained as part of the site's features. These current hedgerow lines are growing along pre- existing / old boundaries. The site assists in the movement and migration of species as well as providing important feeding areas for local and migratory wildlife populations. There is potential for bat roosting sites in the mature hedgerow trees. Bat and bird boxes could be installed on some of the mature trees to provide nesting and roosting opportunities. A mixed semi-natural woodland occurs in the form of a small wooded copse, situated in the west of the site. Opportunities for enhancement and planting around this part of the site should be explored in line with Policy ENV4 - Trees, Woodland and Hedgerows. A management plan for the long- term maintenance of the woodland is required.

A88 : It is anticipated that net biodiversity gain requirements for the developments will be met through delivery of the green belt loss mitigation requirements set out above. **A89** : Policy ENV3 - will apply to this site.

The masterplan has been developed with ecological input, (please refer to Ecological Assessment in Appendix A3) to deliver a range of ecological mitigation, compensation and enhancements, which are anticipated would deliver Biodiversity Net Gain. These include the retention and buffering of the ridgeline copse which has the highest bat roost potential; species-rich grassland to enhance the botanical value of the site; maintaining the hedgerow network on site as far as feasible, together with new native tree and shrub planting and hedgerow to enhance on site habitat connectivity, habitat diversity and deliver a net enhancement of hedgerow length and quality within the site; installation of bat and bird boxes; creation of hedgehog gaps in fence panel bases to facilitate movement; an ecologically sensitive Sustainable Drainage System (SuDS) to maximise the biodiversity of the site and offer new habitat for amphibians, reptiles, birds and invertebrates and wetland planting and creation of log piles and installation of bug hotels for the benefit of a range of invertebrate species.

A Landscape and Ecological Management Plan (LEMP) will support the development proposals to ensure the long-term management and maintenance of all 'green' assets.

Historic Environment Requirements

A90 : Located adjacent, on its south-eastern edge is the Grade II listed Summerhill Hotel (List Entry Number 1228678). The impact of any development proposals on the setting and significance of this designated heritage

asset will be a material planning consideration. Applicants will therefore be required to support their proposals with a Statement of Heritage Significance (prepared in accordance with Historic England's latest guidance) illustrating that proposals have been formulated with a full appreciation of the requirements of Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 and with the policies relating to designated heritage assets laid out in the NPPF and local plan.

A91 : Within this allocation there is one site recorded on the Council's Historic Environment Record HER record 12113, which relates to a medieval book fitting. In view of this and in view of the fact that the allocation still retains the majority of its original field boundaries (as marked on the first edition OS) applicants will be required to support their proposals with a historic environment desk-based assessment, undertaken in accordance with guidance provided by the Chartered Institute for Archaeologist (CIfA).

A supporting Heritage Statement will be prepared and submitted in support of a future planning application to assess the impact of the proposed development on the above and below ground heritage assets. The masterplan has considered the visual amenity and setting of the Grade II Listed Building Summerhill Hotel, now The Harvester Pub, the views from which are significantly screened by the existing perimeter treed hedgerows.

Recreational Open Space Requirements

A92 : Subject to satisfactory delivery of mitigation for the loss of green belt, it is considered that the local area will have good access to existing recreational open space, allotment, play and sports facilities that have the capacity to meet the varied needs of new residents, in line with adopted open space standards. Therefore, no new on-site open space will be required, beyond that necessary to protect existing nature conservation value and provide sufficient natural, sustainable drainage systems. However, it will be necessary to provide quality walking and cycle routes within the developments that provide easy, quick and safe access to nearby open spaces and the countryside.

The proposed masterplan has been designed in accordance with best practice and incorporates tree lined street trees, a sustainable drainage system comprising an integrated system of highway edges, linear swales, rain gardens and attenuation areas within a well-considered green infrastructure framework. It also ensures a well-connected and permeable network of walking and cycling routes. The western section of the site is dedicated as a bio-diverse area of public open space that provides healthy green space for informal recreation, dog walking, natural play and a place to relax and enjoy nature.

Sustainable Drainage Requirements

A93 : Naturalised sustainable drainage systems that are sufficient to retain greenfield runoff rates should be provided for the site, in accordance with Policy CC6. An allowance for the space necessary to accommodate

these systems has been made when defining the indicative net develop-able area. This allowance may be adjusted when the masterplan is prepared.

An on site SuDS scheme has been fully integrated into the green infrastructure and road infrastructure of the development. Attenuation basins within the GI have been designed to be wild and naturalistic; Highway Edges and Swales to assimilate into the road infrastructure bringing bio-diversity into the neighbourhood and Rain Gardens integrated into small, neighbourhood parks.

Local Wastewater Treatment Capacity

A94 : This site is served by Roundhill WWTW and it is not anticipated that there are any issues with the site handling additional flow during the Plan period.

Design principles

A95 : Due to the tree-lined periphery of the site and its topography, it is considered that development would be best located at the edge of the site, fronting directly onto Swindon Road and Lodge Lane. The chosen layout must be highly permeable and well connected, prioritising pedestrian and cycle users, maximising the feeling of enclosure and responding to human scales. Proposals should avoid the use of private drives and cul-de-sacs, as these hinder good on-foot / cycle connectivity. As such it is likely that proposals brought forward will differ to much of the existing morphology (cul-de-sac) in the surrounding area. As the site will create a new community / neighbourhood on green belt land, proposals must have distinguishable merit in their design and form. Only high-quality design that is bespoke, unique and specific to the site will be acceptable.

A96 : Existing desire lines are well-used by local residents for leisure and walking to / from Summerhill School in the south. These should be retained and routes for school commuters diverted as little as possible.

The proposed masterplan is bespoke and site specific and designed in accordance with best practice. It responds to the site's setting, character and topography to ensure the proposed development follows the natural grain of the topography and retains and protects the majority of the trees and hedgerows.

It is centred upon place making and establishing a community neighbourhood. A place that responds to the local landscape; a place that has a distinct character and identity; a walk-able and safe neighbourhood; a place that supports active and healthy lifestyles; a place that promotes an integrates sustainable approach to living, and; a place that brings wildlife right into the neighbourhood.

The layout is such that the main entrance into the site off Swindon Road runs alongside a dedicated green space where three large oak trees form a memorable gateway feature. This tree lined primary street provides a loop into the site with a second primary entrance point off Swindon Road and a third off Lodge

Lane. Secondary and tertiary streets provide a clear street hierarchy and permeable neighbourhood making it easy to navigate and easy to move around, but with a focus upon pedestrian friendly streets that have been designed to ensure slow traffic movement. A network of footpaths and cycle ways respond to existing desire lines to provide Safe Routes to School, connecting school children from the residential area off Swindon Road and the Bus Stop on the A449, directly with Summerhill School on Lodge Lane.

A series of small green spaces and swales are integrated into the development together with tree lined streets which provide a high quality, leafy neighbourhood.

All streets, open spaces and public footpaths and cycleways are positively overlooked to ensure natural surveillance and to ensure a lively and well-supervised neighbourhood. The development positively fronts onto Swindon Road and Lodge Lane and overlooks a cycle way and footpath that follows the perimeter of the site and links into the existing cycleway at the junction with Summerhill and Cot Lane.

Higher density development is focussed to the eastern end of the site, medium density to the centre and low density to the western edge, which, augmented with tree and woodland planting, provides a high quality new settlement edge.

The western edge of the development is highly permeable and provides footpath links into the large area of public open space and wildlife habitat to the western side of the site. Bound by the existing hedgerow to Kidderminster Road, a species-rich grassland habitat with additional species-rich hedgerows, woodland and trees is proposed here to provide a beautiful space for informal recreation, greatly enhanced wildlife habitats and sustainable drainage features. A place for dog walking, informal play, relaxing and enjoying contact with nature.

5.1. Introduction

The developing masterplan has been informed by a number of baseline studies and assessments that provide evidence that the site is deliverable. These are appended to this Delivery Document and include Landscape and Visual matters; Transport and Highways; Ecology; Flood, Drainage and Services and Infrastructure. The summary of considerations and opportunities are set out in 5.2 and 5.3 and shown graphically on Figure 5.

5.2. Considerations

Topography

Topographically the site is undulating with a flattish upper plateau which falls west and east from a central low ridge line - from 92m at Lodge Lane, northwards down to the northern tip of the site to the low point of the site at 71m.

Many of the site boundaries are on raised 2m+ banks, with the site sat lower than the surrounding roads that bind it. These support mature treed hedgerows which need to be retained and the level differences dealt with sensitively in terms of access and the design of the boundary.

Landscape Character + Site Visibility

The site exhibits few of the NCA 66: Mid Severn Sandstone Plateau Landscape Characteristics. It is a gently rolling, relatively featureless, intensive arable farmed landscape with intact treed hedgerows to its boundaries and the occasional internal hedgerow tree.

The ridge line marks a change in site character - the western section supports a small tree copse on the skyline and is intensively arable farmed. Views are possible from the ridge westward to the more rural South Staffordshire countryside, whereas the eastern side of the site whilst also intensively farmed open land, is enclosed by the residential settlement of Kingswinford.

Site visibility is limited and localised, due to the intervening boundary vegetation and local topography. The ridge line forms a low green skyline when viewed from the west and it is important to maintain this green skyline and naturalised, green interface with the more visually sensitive and rural landscape qualities and urban fringe sporting facilities that lie within the Green Belt west of the site.

Vegetation, Ecology + Trees protected by TPO

Boundary treed hedgerows provide good screening and important linear wildlife habitats. Some internal hedgerows are thin and defunct but individual trees and a small mixed woodland copse are important landscape features and habitats. The hedgerows both to the perimeter and within the site are recorded as a Site of Local Importance for Nature Conservation. These were assessed using the HEGS methodology dated 1993, which pre-dates the Hedgerow Regulations of 1997. We would recommend that all hedgerows are assessed in accordance with the current Hedgerow Regs Assessment Criteria.

A significant number of trees within the boundary hedgerow, a small woodland group, and one internal treed hedgerow are protected by Tree Preservation Order (TPO). The hedgerows currently provide a habitat for a range of urban and farmland birds. The western extent of hedgerow to the southern site boundary provides foraging habitat for common pipistrelle bat. No significantly light-sensitive species of bat were recorded, such as brown long-eared bats, nor were any rare species of bat identified. The mature trees on site were considered potentially suitable for supporting roosting bats. No active badger setts were recorded.

The hedgerows and trees should be retained, bolstered and protected within designated areas of green /public open space to enhance their amenity and wildlife value. The western side of the site has the opportunity to provide a greatly enhanced biodiverse habitat and new area of public open space.

Drainage

A live sewer and abandoned sewer run along the north eastern boundary, within the site, adjacent to Swindon Road. Severn Trent have yet to confirm the accuracy of the live sewer alignment and its easement. The rising main which runs through the northern corner of the site is a constraint to the basin extents and geometry, as we will not be able to build over this or its easement/ stand-off. A new water main has been installed along the western boundary within the site, adjacent to Kidderminster Road A449.

Access / Public Footpaths

There is no public access through the site but there is a real need, evidenced by the informal footpaths tracked inside the perimeter of the site and crossing it, used by local school children and dog walkers. The design needs to ensure excellent permeability north-south and west east, incorporating dedicated public footpaths and cycleways.

Heritage Setting

The only heritage asset within the vicinity of the site is the Grade II listed Summerhill Hotel (Harvester Pub) and historic field boundaries.

Settlement

Much of the surrounding built form comprise expansive residential housing estates dating from the 1950's onwards that have many cul-de-sacs, and resultant poor connectivity, and do not reflect the local vernacular.

Summerhill School, Lodge Lane

Congestion and ad hoc parking on the verge at drop off and pick up times, with no formalised crossing points on this busy road is a problem and safety issue.



Low Point of the site at the roundabout junction of Swindon Rd and A449. Many boundary trees protected by TPO and all perimeter and internal hedgerows designated a SLINC.



Many cut through footpaths into the site



Permissive footpath used by Summerhill School pupils leading to Swindon Rd



Local housing on Maidendale Rd (off Swindon Road) with views of the site



Ad hoc parking on verge and no formal crossing points are safety issue



Copse is skyline feature and Woodland TPO.



Housing on Lodge Lane with filtered views of the site in winter.

5.3. Opportunities

Settlement + Design

Whilst the proposed development should respond to the local materiality (notably red brick and sandstone) there is the opportunity to create a new neighbourhood that is of a very high-quality design, follows best urban design practice, has a real sense of place unique to the site and setting and promotes sustainable, healthy living. Highest density development to be focused in the eastern section of the site with medium density to the centre and low density adjacent to the green ridgeline to provide a new, high quality townscape settlement edge.

Landscape Character + Topography

Dedicate the western section of the site as biodiverse public open space - to enhance the character and qualities of the more rural South Staffordshire landscape character qualities and green belt west of the site. Protect the tree copse to the ridge line and provide additional tree planting to ensure a well-treed 'green ridge line' and high quality new edge of town settlement boundary.

The development should work with the grain of the undulating landform to create an organic, well-designed development that minimises the use of retaining structures and integrates the built form sensitively into the site.

Vegetation, Ecology, Street Trees and Sustainable Urban Drainage

Retain the site boundary and internal hedgerows and trees, acknowledging that there will need to be limited removal for access points into and through the site. These provide an important green framework and linear wildlife habitat to the site. Gaps in hedgerows to be substantially bolstered to improve their visual screening benefit and for wildlife connectivity.

All mature trees, including those that are protected by TPO, to be integrated into a well-considered green infrastructure and green open space framework to protect their Root Protection Areas and longevity, and to enhance their visual amenity benefits to the development.

Green Infrastructure to be multi-functional for enhanced habitats/ biodiversity, sustainable drainage (SuDS), existing and new footpath and cycle routes and open space, play and recreational provision. Provide beautiful tree lined streets to the development and a soft green edge to the perimeter.

A surface water attenuation basin to be provided at the lowest point of the site within the dedicated green space area in the north western corner of the site. Established as a species-rich wetland habitat this will provide enhanced wildlife and amenity benefits.

Access and Permeability

The development to be served by access points from Lodge Lane and Swindon Road and provide good permeability through the site. Any access points on Lodge Lane would assist with slower vehicle speeds and



provide positive safety benefits, particularly in the vicinity of Summerhill School. Providing additional route choice for drivers could result in positive benefits in terms of congestion at the signalised junction where Swindon Road meets Lodge Lane.

Public Footpaths and cycleways

Create linked up, accessible and permeable new green routes through the development. Enhance access to natural green space, natural play and informal recreation for new and existing neighbouring residents. Provide new green footpath/cycle routes from Swindon Road residential area through the site to Summerhill School on Lodge Lane and along the southern and northern boundaries of the site towards the town centre.

Bus Route

There is the potential to design the site so that existing bus services could route through the development.

Dedicated School Drop Off

There is the potential to accommodate a dedicated school drop off area and alleviate current congestion and safety issues outside the school.

Heritage setting + Views

Maintain the well treed boundaries in front of the Grade II listed Summerhill House to protect its setting.



Figure 5: Constraints and Opportunities Plan

5.4. Place making -what makes a great place to live?

Place is all about difference – the unique qualities in the site’s landscape, architecture and community - the ‘liveable neighbourhood’. The place you love and want to call home. Drawing on national and international research there are key characteristics that contribute to the success of a new sustainable neighbourhood and what makes it a great place to live.

A place that responds to the surrounding landscape

Draws influence from its surrounding setting with the provision of connected green spaces throughout the development. Reflects and enhances the local landscape character.

The natural topography, views and landscape are important in terms of how the built form sits within the setting and maximising the visual connections made with the surrounding countryside.

Provides a green framework with good physical and visual connections to the surrounding countryside.

Multi-functional GI incorporating: attenuation; existing natural assets; additional planting, habitats and biodiversity; Public rights of way, new footpaths and cycleways and a range of play opportunities - all well-connected and permeable.

Establishes a defined development edge.



A lifetime community with a social heart to the place

A focal point or series of features for the community - such as a village green, wildlife haven, allotments, orchard or outdoor recreation area - as a social gathering point.

A sense of community to bring people together in a setting that actively encourages a healthy lifestyle.

Ease of connectivity to community areas from wider cycle and footpath network to ensure they are accessible for all to use and enjoy.

Social green spaces accessible to all - providing a place for dog walking, running, cycling, playing, sport, relaxation, social events and food growing.



A walkable + safe neighbourhood

A walkable, cycle friendly neighbourhood, that embeds the principles of Active Design.

‘Secure-by Design’ - Where the streets, lanes, footpaths and green spaces are overlooked for good natural surveillance and contribute to a well-connected, safe place.

Shared use of streets by people and cars encourages much slower vehicle speeds.

A clear street hierarchy and sequence of memorable markers contributes to a ‘remembered journey’ through the neighbourhood.



Distinct character + identity

Exceptional quality of design that responds to the local vernacular with a co-ordinated palette of building materials helps to create a unique sense of place.

Variations in building types, scale and density to establish interest and identity and defined character areas.

Green front gardens with convenient and efficient parking that allow for a use-able front garden which contributes to an attractive street scene and encourages neighbour to chat.

High quality plot frontages to provide a sense of unity to the streetscape.

Street trees - well considered design typology of street trees that reflect the different character areas and add value.



Environmental + Social sustainability

Actively promotes an integrated, sustainable approach to infrastructure, energy use, movement, transport, water, wildlife and living.

Energy efficient, high quality homes offering sustainable living and meet the needs of the community with a well-balanced mix of tenures.

Enhanced biodiversity with particular regard to strengthening the ecological network (woodlands and hedgerows).

Co-ordinated SuDS drainage strategy - capitalising on the natural low points to provide multi-functional source and site control SuDS features such as permeable paving, storm planters, rain gardens, swales and naturalised attenuation basins - to reduce runoff /flood risk and provide biodiversity, amenity, water quality and cost benefits.

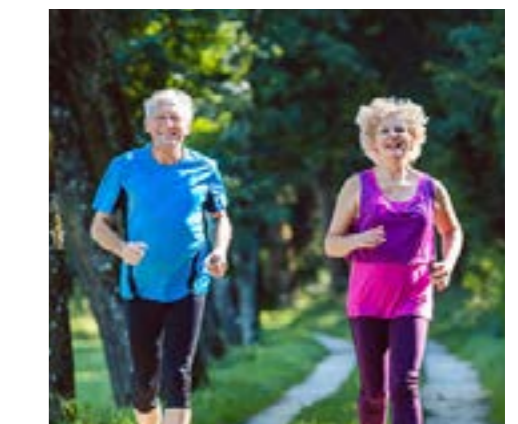


Supports active and healthy lifestyles

‘Nature Nearby’ - providing access to everyday nature on the doorstep.

Encourage physical activity in everyday life by providing opportunities and aspirations for sustainable travel choices and non-motorised travel preference.

Enhanced wildlife habitats where people benefit from the daily enjoyment of nature within and adjacent to homes, schools and workplaces.



5.5. Design Best Practice + Design Framework

Design Best Practice

- The NPPF + National Design Guide 2019
- Building for a Healthy Life 2020 (Homes England, NHS England and NHS Improvement).
- Manual for Streets Guidance 2010
- The Urban Design Compendium (EP + Housing Corporation)
- Healthy Placemaking (Design Council)
- Making it Home: The Power of Landscape to Create Good Housing (Landscape Institute)
- Homes for People and Wildlife - (Wildlife Trusts 2018)

Design Framework

This comprises a set of structuring and spatial principles for the development:

- **Landscape, Views + Drainage**
- **Movement + Connections**
- **Streetscape + Character**

Landscape, Views + Drainage

- **Visual links to the countryside and key landmarks**
- **Responds to site's unique sense of place principally informed by its topography, habitats, hedgerows, tree cover and views**
- **Defines and reinforces key character areas**
- **Multi-functional, connected green spaces and green infrastructure**
- **Generous nature-rich wildlife areas**
- **Integrated and creative surface water management**

Movement + Connections

- **Use of memorable features to provide a remembered journey for pedestrians /cyclists and car / bus users**
- **Clear hierarchy and design of streets - Primary, Secondary, Tertiary/shared surfaces**
- **Streets for All - A walk-able safe neighbourhood with a well-connected network of footpath and cycleways**
- **Safe, permeable connections to Kingswinford, local footpaths and surrounding facilities and sports areas**

Streetscape + Character

- **Create a place that is memorable and distinctive**
- **Active frontages - all houses front onto streets and open spaces to create a lively and well-supervised neighbourhood**
- **Distinctive character areas with variation in density and scale**
- **Consistent, well-designed streetscape and plot frontages - contribute to a pedestrian friendly and neighbourly place**

5.6. Design Approach

Our design approach has been landscape and place-making led from the outset, underpinned by an analysis of the site's constraints and opportunities.

The production of the LVA has informed an early understanding of the landscape character and visual amenity of both the site and its context and has been an important working tool in guiding the design of the development.

By viewing the site in landscape and place-making terms it becomes possible to gain a much wider understanding of its considerations, its special character and the opportunities it offers. It also ensures that mitigation is embedded in an iterative way, influencing the approach to siting and design to minimise possible landscape, drainage and flooding, ecological and visual effects early on in the design process.

After considering the primary constraints and opportunities affecting the site, a concept masterplan has been prepared that indicates how the site could be laid out and ultimately brought forward for development.

5.7. Design Principles

- Creation of a new neighbourhood with a distinct sense of place, character and identity
- New high quality settlement edge adjacent to a well-treed greatly enhanced green skyline
- Retention of most of the existing trees and hedgerows, which are real assets to the site and establish an immediate sense of maturity and sense of place. Additional tree and hedgerow planting to infill gaps and provide a strong, leafy boundary to the site and a new high quality settlement edge
- Development concentrated to the eastern section of the site
- Multi functional landscape framework that integrates areas of landscape, visual, fluvial or ecological sensitivity and incorporates new footpaths/cycleways, new public open space, surface water sustainable drainage systems (SuDS) and biodiverse wildlife areas
- Creation of a new public open space to the western section of the site, greatly enhanced with native tree and shrub planting, species-rich grassland and wetland to enhance the botanical value of the site and provide a sensitive green interface with the more rural landscape west of the site
- An ecologically sensitive Sustainable Drainage System (SuDS) to maximise the biodiversity of the site and offer new habitat for amphibians, reptiles, birds and invertebrates
- Dedicated footpath and cycleways that respond to existing desire lines, many set within wildlife-rich green spaces, and provide safe, well-connected routes through the site and to local facilities
- Highest density development is located to the eastern corner, medium density to the central area of the site and lowest density located to the western edge
- Well-designed, safe environment with a clear definition between public and private spaces, where streets and green spaces are overlooked with good natural surveillance
- New drop off car parking within the site with dedicated crossing point at Lodge Lane to help improve congestion and safety by Summerhill School



Figure 6: Illustrative Masterplan

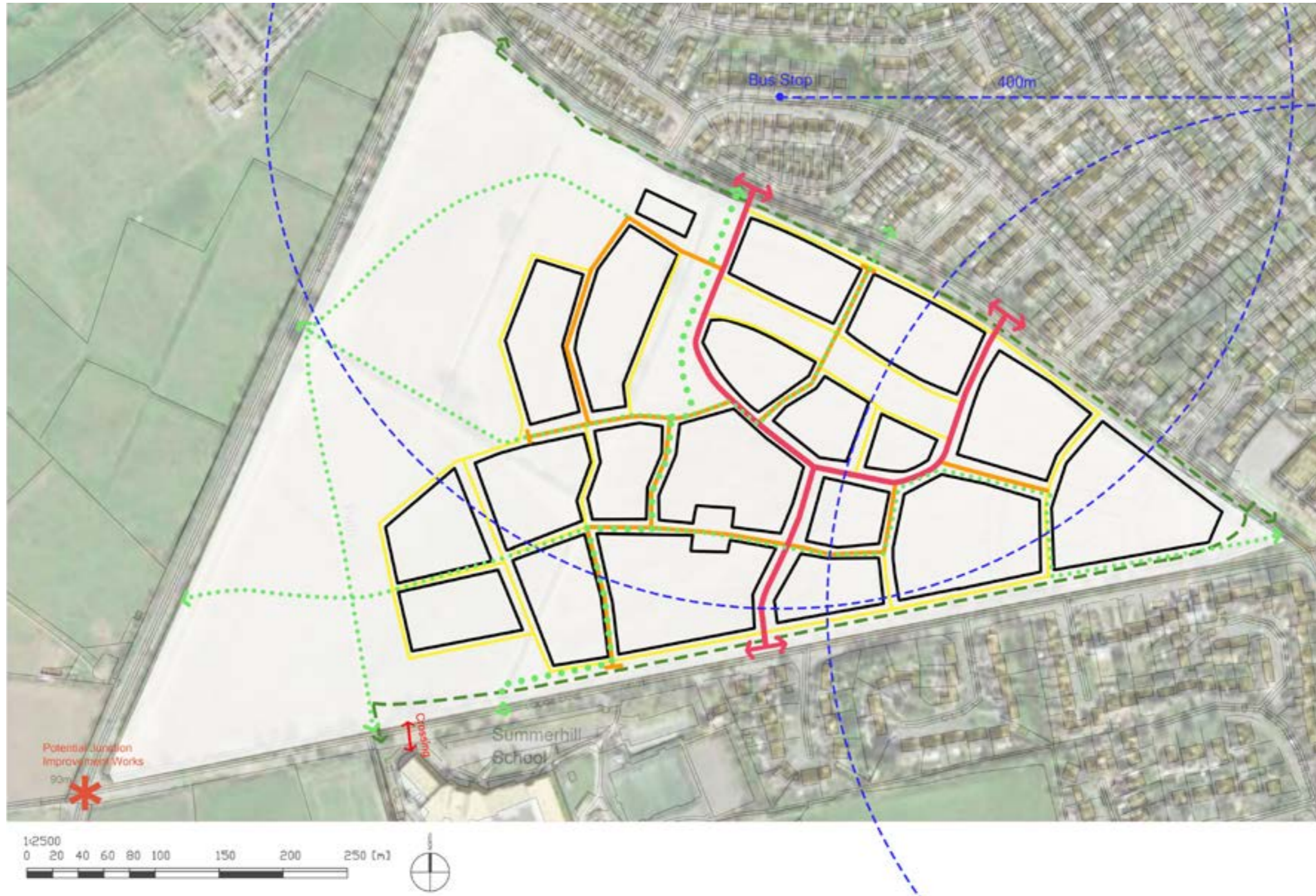


Figure 7: Road Hierarchy and Sustainable Movement Routes



Figure 8: Green Infrastructure and SuDS

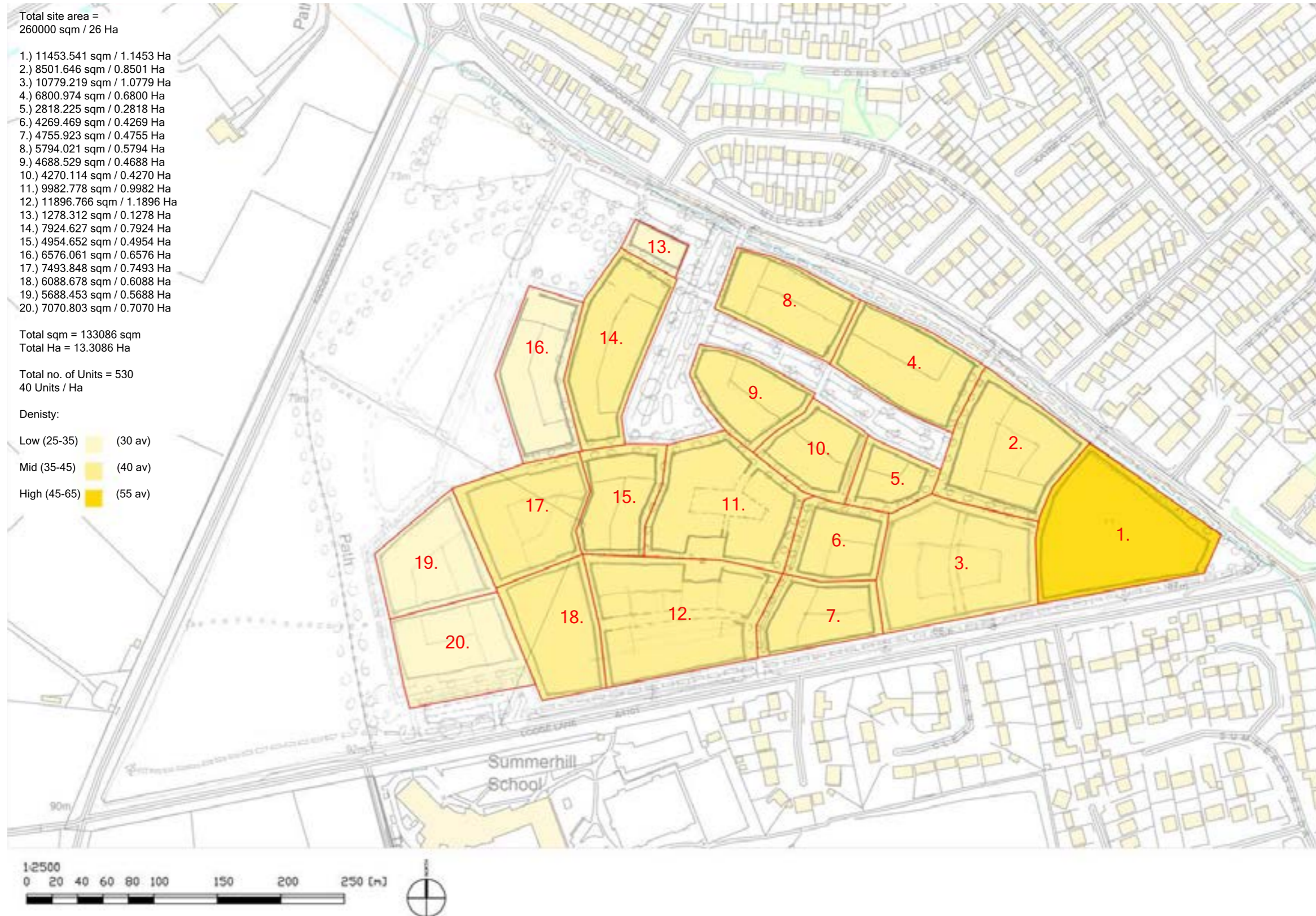


Figure 9: Densities



Key:



Site Area	= 26 ha
Developable Area (including Roads)	= 13.31 ha = 530 units at 40 dph = 48.5%
Green Infrastructure SUDS & Biodiverse Open Space	= 14.13 ha = 51.5%

Figure 10: Land Budget

6. Summary

6.1. Conclusion

This Delivery Document has been prepared to support the promotion of land at The Triangle site, Kingswinford for residential development through the preparation of the Black Country Plan.

The BCA have identified a requirement for 76,076 dwellings to be delivered over the period 2020 – 2039, of which 47,837 are to be delivered within the four administrative areas of the Black Country, with the balance to be accommodated in adjoining authorities.

In order to deliver these dwellings the BCA have concluded that exceptional circumstances exist to release land from the Green Belt to help meet the development needs of the Black Country over the Plan Period.

The land at Kingswinford is one of the sites that has been proposed for removal from the Green Belt and to be allocated for residential development. Policy DSA.2 identifies the site as having the capacity to deliver 530 dwellings.

This Delivery Document has been produced to assist the Councils by demonstrating that the site is free for technical, physical and environmental constraints and that a deliverable masterplan is capable of coming forward to guide future development.

The masterplan indicates that 534 dwellings can be accommodated on site along with new public open space, new pedestrian and cycle links, new accesses, areas of ecological mitigation and biodiversity net gain, contributing to the creation of a sustainable new community for Kingswinford.

Furthermore, our supporting technical work has been used to demonstrate that the requirements of DSA.2 are capable of being accommodated by the development.

As such, Barberry commend and support the draft allocation of The Triangle site and look forward to working with the Councils through future stages of preparation of the Plan towards its examination and formal adoption.



Appendix

1.1. Landscape and Visual Appraisal

Lavigne Lonsdale is providing landscape, visual and masterplanning advice and has prepared a Landscape and Visual Appraisal (LVA) for the proposed site. This has been undertaken in accordance with GLVIA3 published guidance. It has identified key constraints and opportunities afforded to the site and puts forward recommendations for landscape-led/place-making design principles to enable the successful and sensitive master planning of the site.

It assesses the landscape baseline and visual baseline separately to determine where key potential landscape and visual effects may be experienced, the key mitigation measures required and potential effects of the development. The extent of the study area covers the site itself and its wider context within which the proposed development may influence it. This has been determined by the 'zone of visual influence' and the existing physical characteristics of the landscape.

The appraisal comprised a desk-top study of baseline information, combined with a series of site surveys to assess both the landscape features and components that contribute to the character of the site and also its visual context to understand the main views in and out of the site, the general extent of its visual envelope and the predominantly urban context of Kingswinford with the more rural landscape lying in South Staffordshire to the west of the site.

The local topography was assessed identifying key skyline features, ridge lines and low points and existing trees/woodland and hedgerows were assessed with regards to the quality and amenity value as valued green infrastructure, a design feature, or as a visual constraint to screen or define space.

1.2. Landscape Baseline

The components that make up the landscape baseline comprise:

- The landscape character of the site and surroundings
- The landscape components i.e. topography, land use, vegetation, settlement patterns and the individual elements and aesthetic and perceptual aspects of the landscape that contribute to the character
- The value placed upon the landscape - factors that help in the understanding of this include: existing landscape designations; presence of conservation, historical or cultural interest; scenic quality and: recreational value
- The condition or the physical state of the landscape - including the condition of elements or features such as buildings, hedgerows or woodland and any evidence of current pressures causing change.

1.3. Data Sources

Information has been obtained from a number of sources:

- Draft Black Country Plan, July 2021
- Natural England's database of National Landscape Character Areas in England
- Black Country Historic Landscape Characterisation (2009 - updated 2010)
- South Staffordshire Landscape Character Assessment
- Black Country Landscape Sensitivity Assessment: 2019 + South Staffordshire Landscape Sensitivity Assessment: 2019
- Black Country Green Belt Study, 2019 + South Staffordshire Green Belt Study, 2019
- Adopted Dudley Borough Development Strategy Policies Map: version 7.18, February 2017
- MAGIC (DEFRA) interactive GIS dataset
- Historic England (various sources)

1.4. National Landscape Character

At a national level the site lies just within the National Character Area NCA Profile 66: Mid Severn Sandstone Plateau.

The site exhibits only a few characteristics of this National Character Area, namely the large, open arable fields with a weak hedgerow pattern surrounded by settlement on two of its three boundaries. The critical factors that currently limit landscape quality are that many of the characteristic features have been lost and those features that remain are in a relatively poor condition. This can be seen in the weak or lost internal hedgerows and isolated tree copse, that, whilst an important skyline feature, is in poor condition. The treed hedgerows lining the site boundary are important both to the site and setting and contain some fine mature trees, all of which should be retained.

The block of mixed woodland at Ridgehill Wood, south of the site, provides a strong wooded skyline feature.

Existing traditional buildings and boundary walls to the some of the roads are constructed in brick and local sandstone and provide local distinctiveness.

There is clear development pressure for land on the urban fringe and commuter villages in the core of this NCA. This has occurred on 63% of the site's boundary and presents challenges for habitat conservation and sustainable recreation, given the proximity of this area to urban populations.



Figure 11: Typical View of NCA 66: Mid Severn Sandstone Plateau National Character Area

1.5. Local Landscape Character

At a local scale the site lies within the Dudley Borough Historic Character Area - Profile DY07: Kingswinford.

This is a residential district (more than two thirds of its area is accounted for by housing) at the edge of the conurbation and includes the small commercial centre of Kingswinford. In the south of the area are a number of important industrial units which together comprise the Stourbridge glass quarter. The northern and western limits of the Character Area are formed by the shared boundary with rural Staffordshire, at its southern edge is the valley of the river Stour, while in the east are more industrial areas of Pensnett and Brierley Hill.

This area generally lies over sandstone and mudstone and is some of the lowest lying land in the Black Country.

While much of the area comprises modern, post-war residential suburbs, these are built around a more historic 'spine' of the north-south A491 - a long standing road route between the towns of Wolverhampton and Stourbridge. The commercial centre of Kingswinford lies on this route. The area largely comprises streets lined with semis and detached housing built in the second half of the 20th century on former agricultural land.

1.6. Site Landscape Character

The triangular shaped site has two distinct character areas - the western section and eastern section. They are delineated by a localised low ridge that runs from the mid-southern boundary northwards at 92m AOD to a mid point on the site at 90m AOD. Topographically the ground is quite undulating with shallow valleys to the west and east either side of the ridge. These shallow valleys broadly follow the western and eastern boundaries. The lowest part of the site lies in the northern apex of the site, at the road junction between the A499 and B4178, at a level of approximately 71m AOD.

The three sides of the site's boundary are bound by mature trees/hedgerows with occasional gaps. Internally there are four fields bound by thin defunct hedgerows with occasional mature trees.

The residential areas of Kingswinford lie adjacent to the northeastern and southern sides of the site with the large Summerhill Secondary School located on Lodge Lane, immediately south of the site.

The Western Section

The western section of the site is approximately a third of the site area with a relatively flat plateau to the upper southern area adjacent to Lodge Lane, falling gently from the central low ridge down to 80-85m where it meets the A449.

A hedgerow with a small copse supporting young deciduous trees and three mature pines sit mid-point on

the low ridge and provide some containment to this section of the site. The tree copse is a distinctive skyline feature.

The western section comprises two fields divided by a thin hedgerow, both of which are laid to arable crops. Whilst visually contained by mature trees and hedgerows to the site boundaries, traffic noise and glimpses of heavy traffic from the A449 are intrusive.

A strong desire line and informal path runs from Summerhill School, Lodge Lane, directly across this section of the site down to the bus stop on the A449.

There are elevated views westward of the immediate urban fringe landscape that comprises pony grazing fields and a proliferation of flood lights, sports buildings, football and rugby pitches and a golf club. 132kV power lines and towers stride north to south across the landscape and are significant visual detractors. There is an overriding urban influence to this section of the site with clear views northwards of the expansive residential area of Kingswinford off Swindon Road that continues and merges with Wall Heath. Further westward there are long-distance views to the more rural, rolling landscape of South Staffordshire.

The Eastern Section

The eastern section makes up approximately two thirds of the site area which is also laid to arable. There is a relatively flat plateau adjacent to Lodge Lane which falls gently from 90m AOD from the central low ridge down to 87m in the eastern corner at the busy crossroads junction of Lodge Lane, Cot Hill, Summerhill and Swindon Road. The land also falls in gentle undulations in a south to north direction down to a localised shallow valley that runs parallel with the eastern boundary. A thin, defunct hedgerow supporting three fine mature oak trees follows a partial field boundary that rises up to the centre of the site. These mature trees are important and distinctive landscape features.

The eastern section is relatively well-screened by the site boundary hedgerows that support significant mature tree cover. Many of the boundaries are on raised 2m banks so the site is set lower than the surrounding road in many places. Partial views into the site are possible, particularly where the hedgerow is thin (elm die back) or where there are gaps.

A strong desire line and informal path runs across the site. This runs along the central field boundary from the housing area off Swindon Road up to Summerhill School on Lodge Lane. Further informal paths follow the perimeter of the site boundary and there are many cut throughs from the adjacent residential areas.

Views are well contained, to the site and the immediate residential areas of Kingswinford. The wooded ridgeline of Ridgehill Wood behind Summerhill School provides a wooded backdrop and curtails views south. There are partial views only to the west as these are curtailed by the low ridge running through the site.



Figure 12: Typical summer and winter views of the Sites Local Landscape Character.

1.7. Planning Designations

There are limited planning policy constraints on the site. Whilst the site currently lies within Green Belt the Black Country Authorities (BCA) are seeking its removal from the Green Belt and its allocation for residential development.

In terms of the vegetation the boundary hedgerow to the perimeter of the site is designated as a Site of Local Importance for Nature Conservation (SLINC) and a significant number of the hedgerow trees are protected by Tree Preservation Order.

Other than this, the site is not subject to any other landscape planning, nature conservation or heritage constraints.

Site of Interest for Nature Conservation

A Site of Local Importance for Nature Conservation (SLINC) is a local, non-statutory designation.

The SLINC, known as Ashwood Hayes Fields, includes hedgerows to the site perimeter and some within it.

Recommendations: *The hedgerows are an asset to the site. They provide important linear wildlife habitats, visual amenity and screening benefit to much of the site boundary. It is proposed that all boundary hedgerows are retained and protected, subject to the localised removal of limited hedgerow to enable safe access onto the site.*

A hedgerow survey that assesses the hedgerows under the ecological criteria of the Hedgerow Regulations 1997 will be required.

The hedgerows are exhibiting elm die back and there are some significant breaks and gaps that require new bolster planting and management to improve their condition, longevity and ecological value.

Tree Preservation Orders

A Tree Preservation Order (TPO) is an order made by a Local Planning Authority, which in general makes it an offence to cut down, lop, top, uproot, wilfully damage or wilfully destroy a tree without first getting permission from the Local Planning Authority. Tree Preservation Orders are usually made to protect trees which make a significant contribution to the amenity of an area.

A significant number of mature hedgerow trees are protected by TPO both to the boundary of the site and an internal hedgerow. These are covered by three separate TPO's.

Brierly Hill Urban District Council (UDC - dated 1950.

This covers trees over a wide area, mainly beyond the site to the east. However there are three trees that fall within the site on the north eastern boundary, Swindon Road, notably T37, T38 and T39. There is no detail on the tree species however these appear to also be covered by the later TPO issued under DMBC in 1978 and align with T1, T2 and T3 (Limes).

Dudley Metropolitan Borough Council (DMBC) - dated 1978.

- 42no. individual trees: T1-T42 (comprising Lime, Plane, Norway Maple, Birch, Sycamore, Oak and Ash)
- 2no. Groups of trees: G1 (4no. oaks) and G2 (4no. Lime)
- 1no. Woodland: W1 (Mixed Woodland) - notably the copse on the ridgeline.

Borough of Dudley (Swindon Road, Wall Heath No.2) - dated 1992.

- 2no. individual trees : T1 (Oak) and T2 (Oak)
- 1 Group of trees: (2 Oaks)

Recommendations: *These trees are a major asset to the site. They provide visual amenity, mature screening benefit to the site boundary and individual trees within the site are key visual features with significant amenity and wildlife value. It is proposed that all boundary vegetation, including those trees protected by TPO, are retained and protected, subject to the potential localised removal of limited trees to enable safe access onto the site.*

These trees are shown on Figure 5: Cons and Opps plan, Section 35.

Whilst a detailed Tree Survey has not been carried out yet the following will be required to support the development of the site and ensure these trees are adequately protected - British Standards 5837:2012 Tree Survey; Arboricultural Impact Assessment; Arboricultural Method Statement, and; Tree Protection Plan.

Public Rights of Way

There are no public rights of way within the site. Public Right of Way (PRoW) Kinver 70, a bridleway, lies west of the site off the A449. PRoW Kinver 0.82 lies approximately 0.3km south of the site through Ridgehill Wood. Monarchs Way long-distance footpath lies approximately 1.2km west of the site following the course of Smestow Brook.

There is a noticeable lack of publicly accessible green evidenced, despite the site being private land, by the site and across it, used by local school children and during periods where the fields are planted with crops with the Landowner consent.

Recommendations: *There is the opportunity to provide pedestrian and cycle connections between the large on Lodge Lane and also provide accessible, natural*

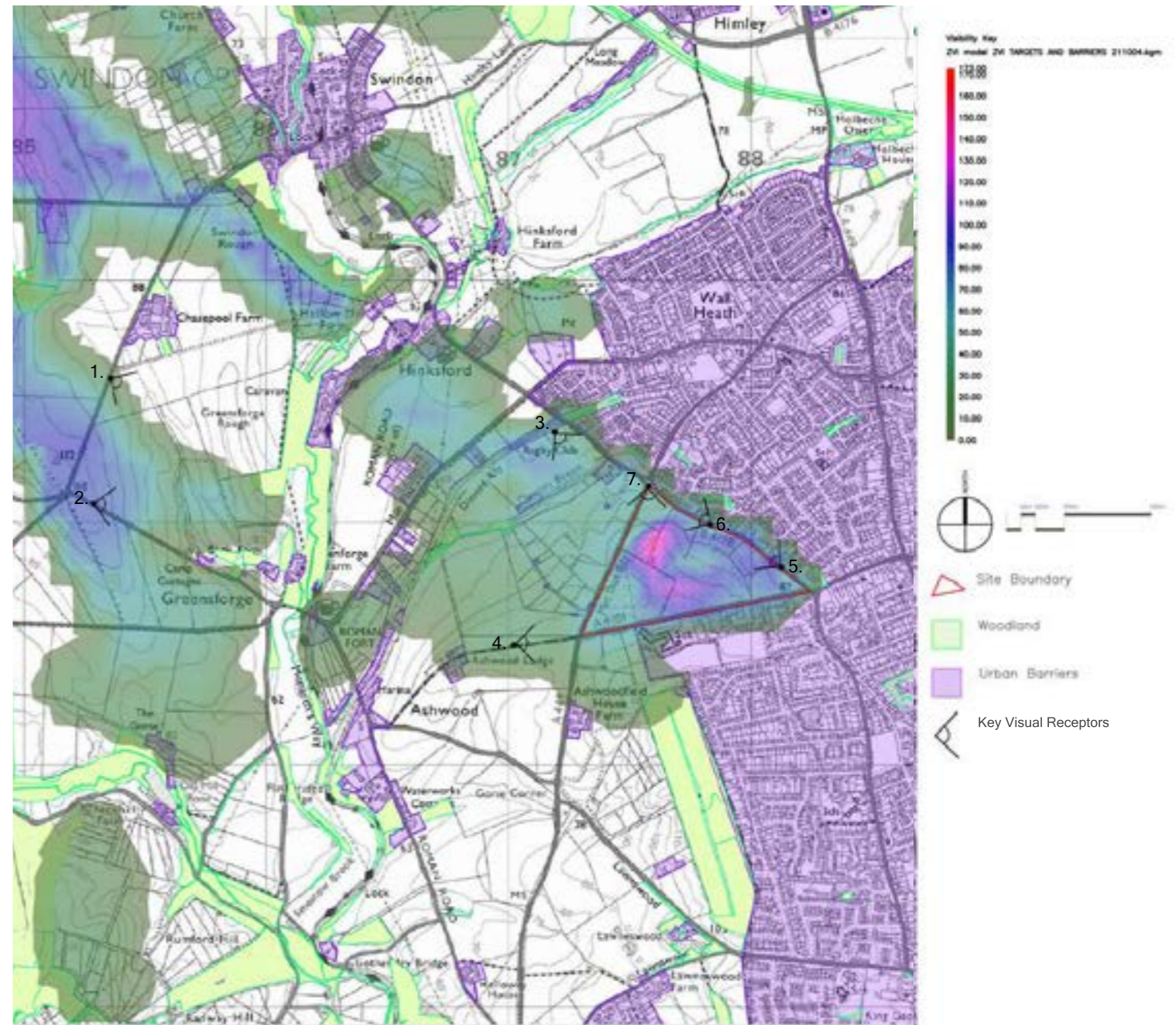
1.8. Visual Baseline and Assessment

A Zone of Theoretical Visibility was mapped to act as a Zone of Visual Influence (ZVI), or the areas from which public viewpoints were identified around the site along public rights of way, representational views from the heritage asset Grade II listed building - Summerhill

1.9. Site Visibility

The ZVI shows that the visual envelope and areas of development site is likely to be seen from is very limited. The mature tree and hedgerow site boundary of land with the greatest visual sensitivity and the line and western section of the site.

Views are predominantly limited to residential property boundary (A4101 Lodge Lane) and road users of the along Swindon Road are limited since many of the hedging and predominantly orientated gable end to elevated ridge line 2.5km from the site in South Street Swindon 0.79; drivers on a small section of Ca lane at Greensforge. These views are hugely panoramic. The western part of the site is visible from these

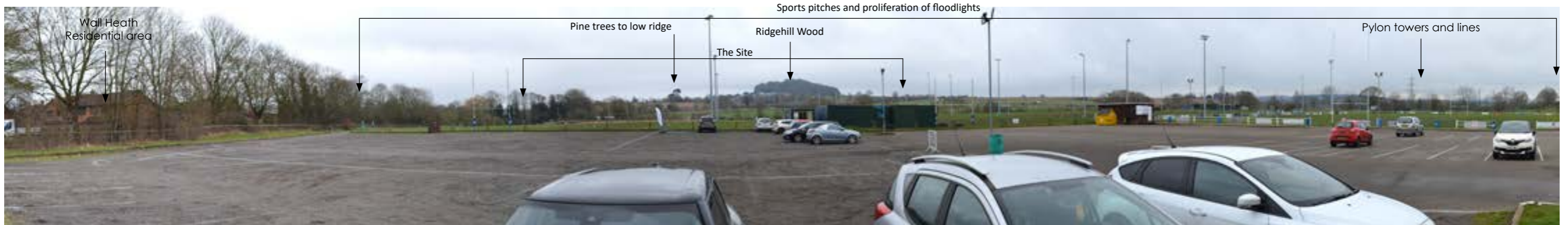




KVR	1	<p>Description of Existing View: Representative of glimpsed views from PRow Swindon 0.79 and Chasepool Road west of the site which runs along a local ridge line and is afforded hugely expansive, panoramic views from South Staffordshire across to the Black Country conurbation. There is a marked lack of intervening hedgerow cover - much has been lost to agricultural intensification and as such the view is very open and exposed. Woodland plantations are key features, including Ridgehill Wood which is prominent on the skyline. Kingswinford, Sedgley and Dudley and the reflective warehouses of Pesnett Trading Estate are highly visible. The western section of the site is partially visible and a small proportion of the eastern corner - but this forms a small part of the expansive and complex view. The site sits below the skyline with the well treed urban area of Kingswinford forming the skyline behind at a height of 134m AOD.</p>	<p>Distance to site: 2.2km OS Datum: 92m AOD Location : 523013 / 21307 Bearing: East</p>
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KVR	2	<p>Description of Existing View: Representative of road users on an elevated section of road (Camp Hill Road) leading from the rural South Staffordshire countryside eastwards towards Kingswinford and the Black Country. This glimpsed panoramic view takes in the Himley/Baggeridge Hills with the urban conurbation of Sedgley/Dudley following the same ridgeline. Some of the residential areas of Kingswinford are visible but Pesnett Trading Estate in Kingswinford is the most prominent - with its highly reflective warehouses. At 185 acres this is one of the largest industrial estates in Europe. The western section of the site is partly visible but sits below the skyline of Kingswinford, where the land rises up to 134m AOD.</p>	<p>Distance to site: 2.22km OS Datum: 107mm AOD Location : 522958 / 21306 Bearing: East</p>
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KVR 3	<p>Description of Existing View: Representative of sports users and visitors from the car park at Dudley Kingswinford Rugby Football Club. An open expansive view across the many sports pitches and club buildings (out of the view). The tall floodlights are dominant vertical elements in the foreground view with the main focus of view on the sports fields and matches being played. The general view is very much that of the urban fringe with many built vertical elements including the pylon towers and lines striding across the landscape. There is a scarcity of intervening hedgerows / tree cover and the quality of the landscape is assessed as poor. The western section of the site is partially visible in the mid-distance, however the northern section is significantly screened and filtered by intervening tree cover. Ridgehill Wood and Summerhill School are prominent on the skyline.</p>	<p>Distance to site: 0.5km OS Datum: 69m AOD Location : 523008 / 21123 Bearing: South East</p>
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KVR 4	<p>Description of Existing View: Representative view of users of bridleway PRoW Kinver 70. This is a well-surfaced path and appears well-used by local walkers. Evidence of fly tipping by the A449. An open and extensive view looking towards the Black Country conurbation with significant urban fringe elements nearby, notably sports pitches, floodlights, associated buildings and pony paddocks. 132kV power lines and towers are significant visual detractors and a visual reminder of the urban conurbation. There are direct views to the busy A449 Kidderminster Road. Summerhill School and Ridgehill Wood are key skyline features. There is a limited filtered view of the western section of the site. The pines/ tree copse atop the low ridge are a noticeable skyline feature.</p>	<p>Distance to site: 0.28km OS Datum: 86m AOD Location : 522939/21131 Bearing: East</p>
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Views from the West : Mitigation

Existing boundary vegetation to be retained, protected and bolstered. No development to the western section - retain as public open space and significantly enhance its rural characteristics and biodiversity. The thin, partially defunct hedgerow to the low ridge to be significantly bolstered in line with the landscape character guidelines.



<p>KVR 5</p>	<p>Description of Existing View: Representative view along the southern section of Swindon Road adjacent to the site. A well treed boundary with some gaps in the hedgerow allowing views into the site, which is sat 2m below the road along much of its stretch. Most of the houses off Swindon Road back onto or sit gable end to the road with tall brick walls and hedging to their boundary. There are some views of the site from properties off side streets off Swindon Road. There are filtered views across the site to residential properties lining Lodge Lane with Ridgehill Wood forming a treed backdrop behind.</p>	<p>Distance to site: 13m OS Datum: 87m AOD Location : 522950 / 21037 Bearing: North West</p>
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<p>KVR 6</p>	<p>Description of Existing View: Representative view along the northern section of Swindon Road adjacent to the site. There are stretches of heavily treed hedgerow to the boundary with some wide gaps that allow clear views into sections the site. Level differences between the road and the site start to level out closer to the northern corner of the site at the A449/Swindon Rd roundabout. There are some elevated views of the site from properties on Maidendale Rd off Swindon Road. The internal oak tree is a key skyline feature and there are glimpsed views of the copse to the ridge line. A permissive path follows the ridgeline connecting residents from Swindon Road to Lodge Lane.</p>	<p>Distance to site: 13m OS Datum: 73m AOD Location : 522956 / 21053 Bearing: North West</p>
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<p>KVR 7</p>	<p>Description of Existing View: Representative view of drivers on the A449 travelling south just after the Swindon Rd roundabout and users of the footway. A gap in the boundary allows direct views into the western section of the site up to the large mass of Summerhill School with the treed backdrop of Ridgehill Wood behind. The low ridgeline through the site and undulating topography is very apparent.</p>	<p>Distance to site: 10m OS Datum: 69m AOD Location :522995 / 21103 Bearing: South</p>
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Views from the close to the site : Mitigation

Existing boundary vegetation to be retained, protected and the hedgerows substantially bolstered, particularly where lost to elm die back. The partially defunct hedgerow to the low ridge to be significantly bolstered in line with the landscape character guidelines. Provide a central area of green space around the mature oak - to protect it and enhance it as a design feature. Fully consider the undulating topography to ensure the development works with the contours and the grain of the site. To be designed as an exemplar best-practice with positive frontages to all streets and green spaces; green leafy tree lined streets; SuDS, excellent provision of new public open space, footpaths/ cycleways, and greatly enhanced biodiversity.

1.10. Visual Sensitivity and Mitigation

The western section of the site is more visually sensitive and it is proposed that this is dedicated as a public open green space planted with species-rich grassland and native tree and shrub planting to reinforce the green skyline and green interface to the urban fringe and more rural landscape west of the site. Development is proposed to be concentrated in the eastern section of the site, where impacts on views and the surrounding area would be lowest. It is likely that higher densities could be accommodated here with lower densities that provide a positive townscape edge bordering the western section of the site.

A number of photographic viewpoints are shown overleaf illustrating long distance views of the site from the west and near distance views representative of road users and residents adjacent to the site together with design recommendations.

The LVA identifies key constraints and opportunities afforded to the site which are set out in Chapter 3. This sets out recommendations on the strategic landscape and visual mitigation measures that should be embedded into the design principles to inform the successful and sensitive master planning of the site.

1.11. Summary of Landscape and Visual baseline

The findings of the landscape and visual appraisal have been separately summarised into the landscape baseline and visual baseline.

The extent of the study area covers the site itself and its wider context within which the proposed development may influence it. This has been determined by the 'zone of visual influence' and the existing physical characteristics of the landscape.

The high-level LVA at this stage identifies landscape and visual considerations and opportunities that have contributed to development of the concept master plan.

1.12. Landscape

The site, currently lies within the Green Belt and it is proposed by the local authority to remove it from Green Belt and allocate the site for residential development. A significant number of hedgerow trees are protected by Tree Preservation Order, and the hedgerows to the perimeter and within the site have been designated as a local, non-statutory SLINC. The site has no other statutory landscape planning, heritage or nature conservation designations attached to it.

Topographically, a low ridge from the mid-southern boundary at 92m AOD, runs northwards to 90m AOD creating two distinct areas to the site - the western and eastern section. Both of which are undulating with

flatter plateaus to the south falling to 71m AOD in the northern corner - the lowest point of the site.

Its character falls within the Kingswinford Character Area Profile DY07 which refers to it being a 'residential district' at the edge of the Black Country conurbation and includes the small commercial centre of Kingswinford. As the site is agricultural it does have more influence from the adjoining South Staffordshire Landscape Character Type Sandstone Estatelands.

The land use is arable in large open fields of a regular pattern. Its visual character is a gently rolling, featureless landscape where the increasing intensification of arable farming has led to the almost complete destruction of its fabric, ensuring that all elements are on view. Well treed hedgerows bound the site with fragmented hedgerow to a few field boundaries. Defining features are a number of fine mature oak trees and a small copse of pine and deciduous trees on the low ridge line.

There are no public footpaths within the site however there is significant urban pressure on the land as, despite being private land, there are many informal paths tracked around the boundary of the site and across it. These are used by local school children walking from the adjacent residential areas to Summerhill School and also dog walkers.

West of the site the landscape character is that of urban fringe. The urban area of Kingswinford extends along Swindon Road adjacent to an extensive area of sports pitches with a proliferation of floodlights, some sports buildings and large car parks. This is compounded by many pony paddocks, a lack of hedgerow cover and the dominant vertical 132kV pylon towers and lines striding through the landscape. Beyond the urban fringe the landscape has more rural properties in keeping with the South Staffordshire Local Landscape Character Sandstone Estatelands.

1.13. Visual

The site has limited visibility. The Zone of Visual Influence identifies that the areas of publicly accessible locations from which the site/development is likely to be visible are limited to a small area of visual influence. This is due to intervening screening of the undulating topography, large woodland blocks and localised treed hedgerows.

Views of the site are predominantly contained to immediately adjacent to the site from Lodge Lane (A4101) and Swindon Road (B4178) and include road users, pedestrians and some occasional residential views from Lodge Lane. Views from residential properties along Swindon Road are limited since most of the properties are orientated gable end to the road and screened by tall brick walls / hedging but there are some views from elevated side streets off Swindon Road.

Westward there are limited, partial views of the western section of the site, from road users of Kidderminster Road (A449), users of the Sports Pitches and users of two localised public rights of way.

There are a occasional glimpsed long distance views from an localised ridge line 2.5km west of the site in South Staffordshire. These are hugely panoramic views towards the extensive Black Country conurbation. This takes in the urban mass of Kingswinford, Sedgley and Dudley with the reflective warehouses of Pesnett Trading Estate in Kingswinford being highly visible. At 185 acres this is one of large industrial estates in Europe. The western section of the site is visible but forms a very small proportion of the complex, expansive view. The western part of the site is visible however it sits below the skyline with the urban area of Kingswinford forming the skyline behind it.

2.1. Introduction

David Tucker Associates (DTA) is providing transport advice and has prepared a Transport Appraisal for the proposed site. It sets out the existing conditions and accessibility; the traffic generation and impact; the transport and highway implications; the likely next steps; and conclusions.

2.2. Local Road Network

Vehicular access to the development site would be off Swindon Road and Lodge Lane.

Swindon Road

Swindon Road is a single carriageway road and is subject to a 30mph. It routes in a north-west to south-east direction and connects Kidderminster Road in the west with the A4101 corridor in the south-east. To the north of Swindon Road, lies an extensive area of development which is predominantly residential in nature. Along the site frontage, three priority junctions are in place which serve this residential development.

High quality footways and street lighting are already in place on the northern side of the carriageway on Swindon Road.

At the eastern extent of the site, Swindon Road forms a 4-arm signalised junction with Lodge Lane and Summer Hill (which form the A4101 corridor) and Colt Lane. Swindon Road benefits from an advanced cycle stop lane at this junction.

Lodge Lane

Lodge Lane is also a single carriageway road and is subject to a 30mph speed limit. It routes in an east-west alignment and connects Kidderminster Road in the west with Swindon Road and Colt Lane in the east.

Residential development is in place along the eastern section of Lodge Lane and access to this is served by three priority junctions.

A shared footway/cycleway is in place along the majority of Lodge Lane which provides a high-quality walk and cycle route for people accessing Summerhill Secondary School.

A pedestrian crossing with a raised table is located to the east of the junction with Kidderminster Road. A speed camera is also in place close to the entrance of the school which suggests that there may be an issue with vehicles travelling at excessive speeds on Lodge Lane.

Lodge Lane is known to suffer from incidences of congestion outside Summerhill School during drop-off and pick-up times. These incidences are typical of traffic conditions outside of the majority of schools and are normally quite short in their duration.

At its western extent, Lodge Lane forms a junction with Kidderminster Road (A449) via a simple priority junction. Kidderminster Road routes in a north-south alignment and connects the northern suburbs of Kingswinford with Kidderminster in the south. It is a single carriageway road and is subject to a 40mph speed limit. To the north of the site, it forms a junction with Swindon Road via a 4-arm roundabout.

2.3. Personal Injury Collision Data

Personal injury collision data has been reviewed on www.crashmap.co.uk for the latest five-year period from 2016 to 2020. The area of review covers Swindon Road, Lodge Lane and Kidderminster Road in the vicinity of the site, as well as the three connecting junctions.

In total 6 collisions were recorded within the study area over the 5-year period. Four collisions resulted in injuries that were classed as slight, one where injuries were classed as serious and there was one accident that result in a fatality. Only one accident involved a pedestrian, one involved a motorcycle rider and one involved a casualty to a cyclist.

One of the slight accidents occurred on Swindon Road at its junction with Brinley Way. Two of the slight accidents occurred at the junction where Swindon Road meets the A4101. One of the accidents at this junction involved a pedestrian.

A further accident, classified as slight, occurred on Kidderminster Road on the section north of its junction with Lodge Lane.

The serious accident occurred at the roundabout where Kidderminster Road meets Swindon Road and involved a cyclist.

The fatal accident occurred on Lodge Lane on 27th September 2018. The accident was caused when two motorcycles hit a car as it was emerging from the car park at Summerhill School. A review of press reports reveals that one motorcycle was deemed to be travelling at close to 100mph and the other was also travelling at speeds vastly in excess of the speed limit. The fatal accident was therefore caused by dangerous driving rather than any inherent defect in the road layout.

The rate of 6 accidents over a 5-year period is considered to be low. The accidents occurred across a variety of locations and there are no obvious causation factors that are common across accidents. Overall, the local highway network has a good accident record and road safety is not considered to be a concern.

2.4. Public Transport

Bus

The site is well served by bus services. The nearest bus stops to the site are located on Maidendale Road, around 10m from the site. Further stops are located on Summer Hill. The eastbound and westbound stops are around 150m and 350m from the eastern extent of the site respectively. A summary of the services and the frequencies at these stops are provided in Table 1 below.

Bus No.	Route	Frequency (one way)		
		Mon-Fri	Sat	Sun
Maidenhead Road				
57	Stourbridge, Wall Heath	1 per hour	1 per hour	-
Summerhill				
17	Dudley, Kingswinford, Stourbridge	1 per hour	1 per hour	-
226	Dudley, Kingswinford, Merry Hill Shopping Centre	3 per hour	3 per hour	1 per hour
Moss Grove				
5A	Dudley, Wall Heath Blaze Park	4 per day	-	-
15	Wolverhampton, Wombourne, Himley, Bromley, Merry Hill	3 per hour	3 per hour	1 per hour
15A	Wolverhampton, Spring Hill, Himley, Bromley, Merry Hill	-	-	1 per hour
17A	Dudley, Stourbridge	1 per hour	1 per hour	-
16	Wolverhampton, Penn Road, Wombourne, Swindon, Kingswinford, Wordsley, Stourbridge	3 per hour	3 per hour	1 per hour
5	Dudley, Kingswinford Manor Park	1 per hour	1 per hour	-
57	Stourbridge, Wall Heath	1 per hour	1 per hour	-
Total		18 per hour	14 per hour	4 per hour

Table 1: Bus Services and Frequencies

Rail

Stourbridge Town railway station is located approximately 5km south of the site. The number 16 and 17 bus services stop at this station, and involves a journey time of around 25 minutes. From this station, a shuttle service to Stourbridge Junction runs every ten minutes on weekdays and Saturdays and every fifteen minutes on Sundays. The journey takes 3 minutes.

Stourbridge Junction is served by direct services to Birmingham Snow Hill, Stratford upon Avon, Birmingham and Worcester, providing access by train to destinations across the wider region.

2.5. Walking and Cycling

Kingswinford benefits from a high-quality network of pedestrian footpaths and cycle routes. Footways are in place along Swindon Road, Lodge Lane and Kidderminster Road, which border the site. Footways are also in place on the A4101 corridor that forms the route between the site and the town centre. A pedestrian crossing is in place on Swindon Road which contributes to the high-quality pedestrian facilities.

There is evidence of people routing across the site between Kidderminster Road and Lodge Lane where the access to the school is located, effectively cutting the corner and it is likely that this route is used by people accessing the school. Whilst this route is not recorded as an official Public Right of Way (PRoW), it does show that the site accommodates a desire line. The layout of future development at the site can incorporate this route, enabling it to be improved and effectively formalise it as a PRoW.

The site is located close to a network of roads that are highlighted on Dudley Council's cycle map as quieter roads that are recommended for cyclists. These provides suitable routes between the site and local shopping areas, a number of local schools and Stourbridge to the south.

Lodge Lane (A4101) has a shared footway/ cycleway on the southern side of the carriageway which connects with the eastern side of Kidderminster Road.

Paragraph 4.4.1 of Manual for Streets (DfT, 2007) confirms that:

“Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes’ (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPS13 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km. MfS encourages a reduction in the need to travel by car through the creation of mixed-use neighbourhoods with interconnected street patterns, where daily needs are within walking distance of most residents.”

Furthermore, it is generally accepted that walking and cycling has the potential to substitute for short car trips, particularly those less than 2km for walking and 5km for cycling.

2.6. Local Facilities

Employment

Accessibility by non-car modes to employment opportunities is important to ensure that future residents of the site would not be reliant on the car.

The site is located within the geographic middle super output area (MSOA) of Dudley 014. The modal split for this area is summarised in Table 3 below.

Mode of Transport	Percentage
Train	1%
Bus, Minibus or Coach	9%
Taxi	0%
Motorcycle, Scooter or Moped	0%
Driving a Car or Van	68%
Passenger in a Car or Van	6%
Bicycle	1%
On Foot	15%
Other Method of Travel to Work	0%

Table 2: Journey to work mode share (Dudley 014)

The data in Figure 9 shows that around 10% of local residents use public transport to commute and 16% either cycle or walk to work.

As can be seen on Figure 2: Aerial Context, a number of industrial estates are located in close proximity of the site including the Pensnett Trading Estate, Oakdale Trading Estate, Dawley Trading Estate and Gibbons Industrial Park.

Further significant employment opportunities are located at the Merry Hill Shopping Centre, Waterfront Business Park, Russells Hall Hospital and the town centres of Stourbridge and Dudley. All of these locations can be easily accessed by non-car modes.

Education

The proposed residential development will generate demand for education trips as residents would access the local schools. Given the timing for educational trips, these will overlap with the network AM peak hour.

As shown on the Figure 3: Local Facilities Plan, the closest primary school to the proposed development is Dawley Brook Primary School which is around 500m north of the edge of the site. St Mary's CofE Primary School is located to the north-west of the site and involves a journey of 1.2km. Access to both schools involves routes which are quiet residential roads. Glynne Primary School lies to the south and is around 1.1km from the site.

The nearest secondary school is Summerhill School which is located on the opposite side of Lodge Lane to the south of the site. The Kingswinford School is located close to the town centre and involves a journey of around 1.1km.

The national travel survey (2018) states that for primary school aged children 80% of journeys to school are by walking if the distance is less than 1.6km. For secondary school children who travel 1.6-3.2km, 60% were recorded as walking with a further 4% cycling.

All schools can be accessed using routes which pass through predominantly residential areas which are lightly trafficked.

Retail

Kingswinford town centre is located around the A491 corridor (comprising Moss Grove and Market Street) and at its junction with Summer Hill (A4101). The town centre contains a wide range of shops including a pharmacy, barbers, various takeaways, dry cleaners, opticians, a butchers, cafés and restaurants.

In terms of food shopping, the town centre has a Co-operative supermarket which is around 600m from the site. In addition to this, there is a Lidl to the north of the site on Stalling's Lane and a convenience store on Buckingham Grove which lies to the north of the site and would be used by future residents for top-up shopping.

The Merry Hill Shopping Centre can be accessed within 30 minutes by bus and offers a very wide range of retail outlets.

Health Services

In terms of access to health provision, the closest GP Surgery is Summerhill Surgery which is located around 250m east of the site on Summer Hill. The Moss Grove Dental Practice is located on Moss Grove, around 600m from the site.

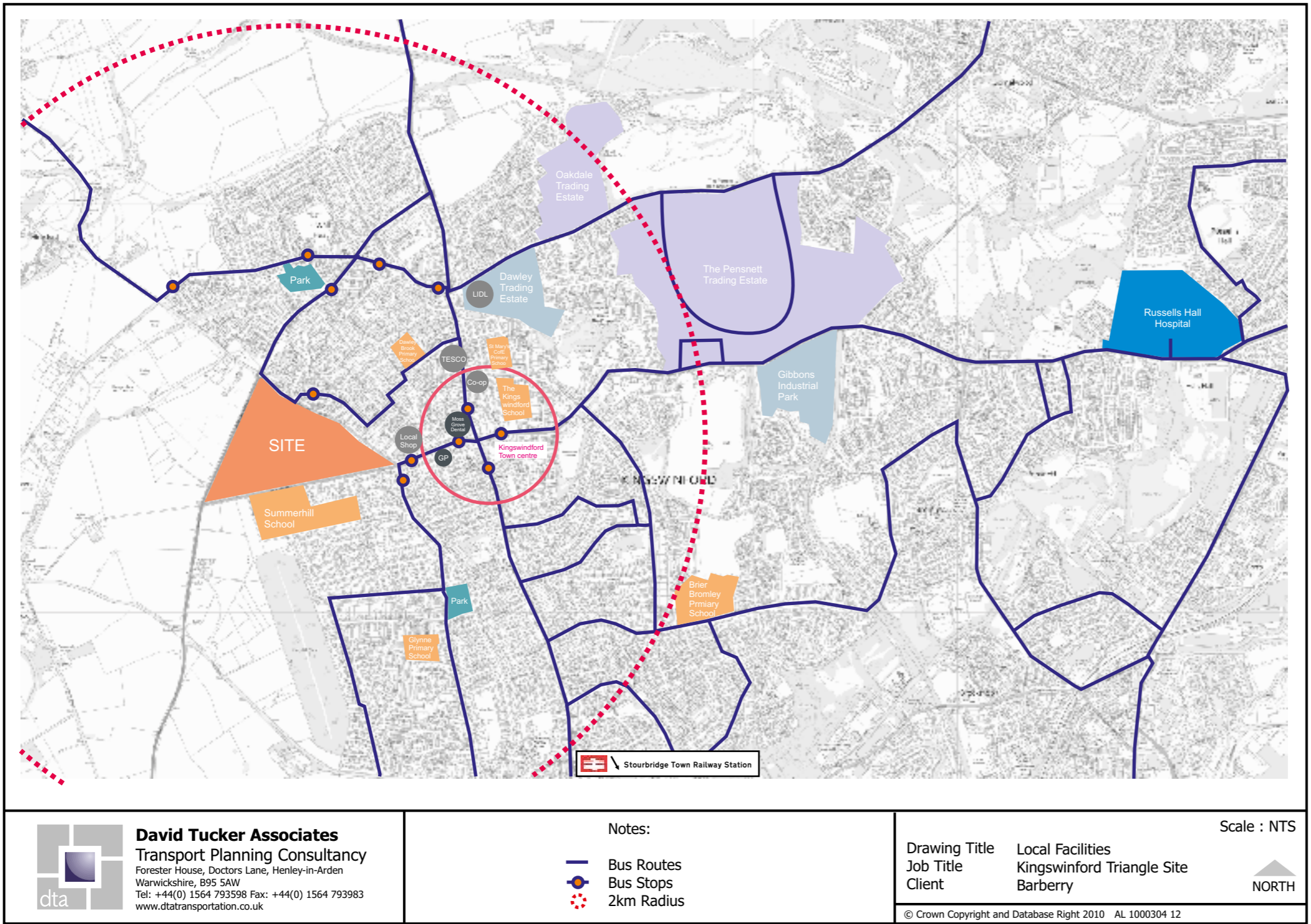


Figure 14: Local Facilities and Bus Stops

2.7. Summary

The site is well served to the local community with bus services to the town centres of Stourbridge and Dudley and nearby local facilities and amenities, all of which are within a suitable walking and cycling distance from the site.

A summary of the local amenities and facilities including walk and cycle times is provided in Table 4. The distances are measured from the centre of the site, using actual travel routes, rather than crow-fly distances.

Facility	Distance (m)	Travel Time (Minutes)	
		Walk Time (1.4 m/s)	Cycle Time (4.2 m/s)
Summerhill School	250	3	1
The Summerhill Pub (Harvester)	400	5	2
Hickories Restaurant	580	7	2
Summerhill GP Surgery	720	9	3
Your Local Convenience Store	720	9	3
Our Lady of Lourdes Catholic Church	760	9	3
Dawley Brook Primary School	820	10	3
Kingswinford Golf Centre	900	11	4
The Cross Inn Pub	950	11	4
Alexander Greek Restaurant	965	11	4
Moss Grove Dentist	980	12	4
RA Lawley Opticians	980	12	4
Boots Chemist	1050	13	4
Nationwide Building Society	1050	13	4
Slaters Hair Salon	1100	13	4

Table 3: Summary of local facilities and local walk times



2.12. Traffic Generation and Impact

Residential Trip Generation

The vehicle trip generation for the site has been estimated with reference to the TRICS database (online version 7.7.4). The TRICS database contains travel surveys of a wide range of development sites throughout the UK which are classified by land use and key characteristics that would be expected to be influential on travel patterns. For the proposed development, the database was interrogated for private housing sites assuming 530 units, as a worst-case scenario (the precise housing tenure will be the subject of separate discussions with the Council). This is considered a robust estimation of likely vehicle trips to/ from the site. The results are summarised in Table 4 below for the peak hour and 12-hour periods.

Time Period	Vehicle Trip Rate			Vehicle Trip		
	ARR	DEP	TOTAL	ARR	DEP	TOTAL
AM Peak (08:00-09:00)	0.135	0.381	0.516	72	202	273
PM Peak (17:00-18:00)	0.354	0.159	0.513	188	84	272
12 Hour	2.133	2.146	4.279	1130	1137	2268

Table 4: Residential Trip Generation

2.13. Traffic Assignment and Distribution

The proposed residential traffic generation has been distributed using Census Journey to Work data (2011) for the Super Middle Output Area of Dudley 014. A breakdown of the distribution of commuting trips by area is summarised in Table 5 below.

Destination	Percentage
Dudley	57%
Sandwell	10%
Wolverhampton	9%
Birmingham	6%
South Staffordshire	5%
Walsall	3%
Wyre Forest	2%
Bromsgrove	1%
Telford and Wrekin	1%
Shropshire	1%
Other	5%
Total	100%

Table 5: Distribution - Dudley 014

The traffic has been assigned to the local road network using the most direct route (shortest journey time) informed by the Google journey planner. It is however noted that there are various alternative connecting roads that would likely be used by local traffic to avoid congestion issues.

The traffic has been distributed to the following routes set out in Table 7;

Destination	Percentage	Trips AM Peak Two-Way	Trips PM Peak Two-Way
Kidderminster Road (A449), north	21%	57	57
Summer Hill (A4101)	49%	134	134
Colt Lane	19%	51	51
Kidderminster Road (A449), south	7%	18	18
Swindon Road, west	5%	13	13
Total	100%	273	272

Table 6: Traffic Distribution

2.14. Development Impact

The largest increase in absolute terms, is along Summer Hill where the development is forecast to generate 134 two-way trips during the peak hours. This equates to just over 2 trips per minute.

The proposed development is forecast to generate around 57 trips north along Kidderminster Road during the peak hours, which equates to an increase of just under 1 trip per minute. The impact on all other routes considered is forecast to be less than one trip per minute during the peak hours.

Overall, the trips generated by the proposed development would be spread across several routes and the impact of the development traffic could be moderate.

2.15. Transport And Highway Implications

Site Access and Layout

It is proposed that the site would be served by two new accesses off Swindon Road and one off Lodge Lane. It is considered the new accesses would take the form of simple priority junctions. If it was deemed that an access should incorporate a right turn ghost island then the land within the site could be used to provide this, if needed.

Any new accesses on Lodge Lane would assist with slower vehicle speeds which could positive safety benefits, particularly in the vicinity of Summerhill School.

The design of the accesses would be discussed in detail with the Local Highway Authority but preliminary layouts are shown on Drawings 23362-01 and 23362-02.

The site frontage along Swindon Road benefits from a line of trees. The treeline is set back some distance from the carriageway, with a wide verge in place. This means that it is unlikely that trees would have to be felled in order to achieve adequate visibility splays from new junctions.

The site layout would be developed to provide permeability between Swindon Road and Lodge Lane for vehicles, pedestrians and cyclists. Providing additional route choice for drivers could result in positive benefits in terms of congestion at the signalised junction where Swindon Road meets Lodge Lane.

Pedestrian and Cycle Access

The internal layout of the site will be developed in accordance with Manual for Streets and local design guidance to ensure that residents can readily walk and cycle to the nearby schools, services and amenities.

There is an opportunity to open up this area of with a well considered network of new and accessible footpaths whilst formalising and enhancing the current informal pedestrian route across the site between Kidderminster Road and Lodge Lane which is used by people accessing the school.

School Drop-off Facility

There is an opportunity for the part of the site located close to Summerhill School to be used as a dedicated drop-off facility. This would ease the congestion that currently occurs on Lodge Lane during school drop-off and pick up times, bringing a positive benefit across the wider community.

Bus Services

Opportunities for enhancing connectivity by bus to/ from the site would be explored as part of any planning application submission, in consultation with relevant parties. This could include the diversion of existing bus services into the site.

With respect to the development itself, this could be future proofed to allow for buses to route through the site and would be reflected in the geometry of the main access road and junctions.



Figure 15: Clear street hierarchy to aid wayfinding and ensure a memorable place

Travel Planning

The development will be supported by a Travel Plan to encourage the development of sustainable travel patterns. A welcome pack to new residents together with a programme of monitoring and on-going dissemination of travel information will be undertaken.

Car and Cycle Parking

Car and Cycle parking provision on site will be provided in general accordance with parking standards set by the Local Authority.

Junction Improvements

It is recognised that there may be a need to upgrade the junction of Lodge Lane and Kidderminster Road, which is currently a simple priority junction. The exact scope of any improvement would be determined through detailed junction capacity assessments. If land was required to widen the junction which exceeded the extent of the public highway, then part of the development site could be used to deliver a suitable highway improvement scheme.

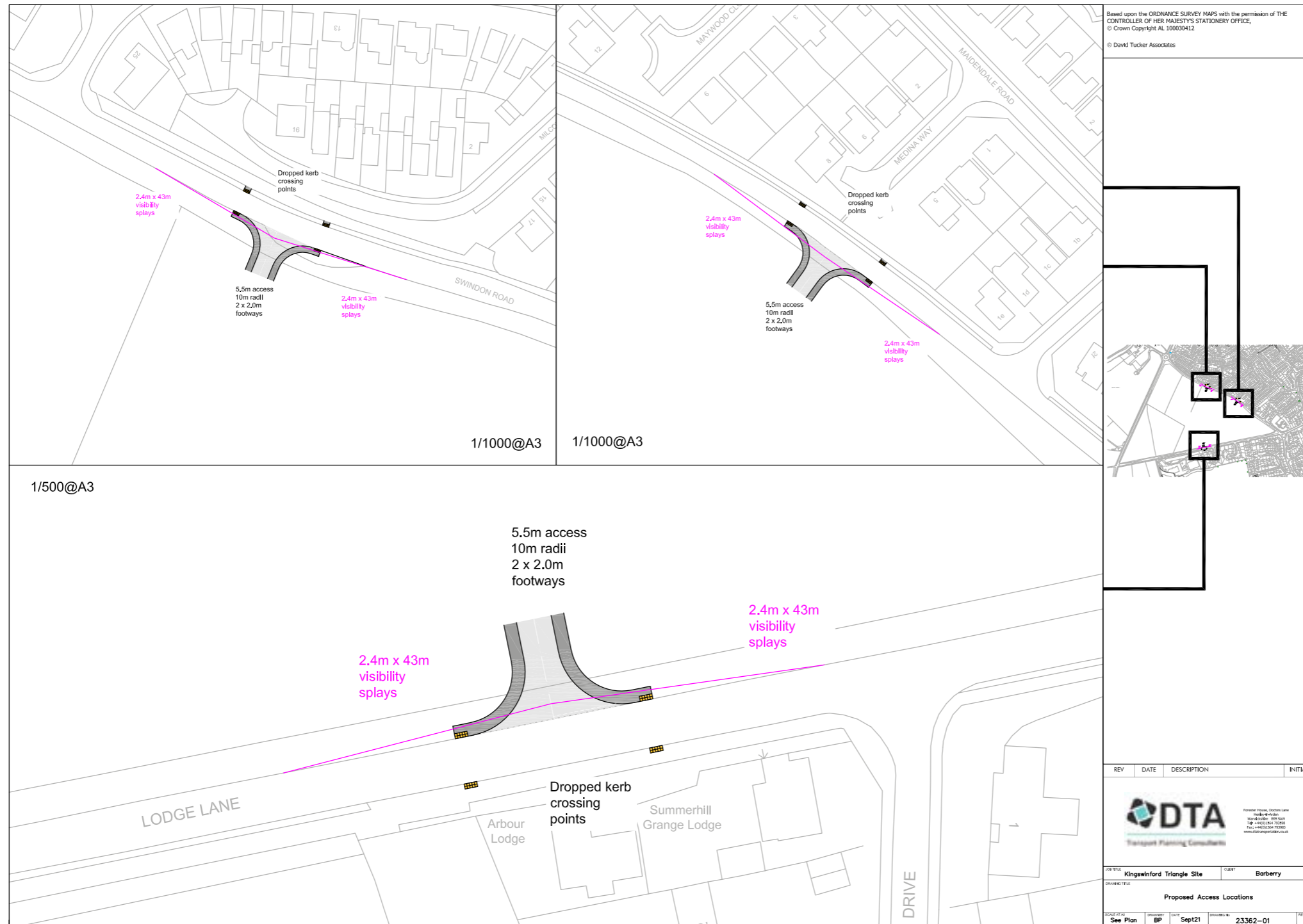


Figure 16: Proposed Access Locations

3.1. Phase 1 Habitat Survey

Ecological surveys of the site were undertaken by Harris Lamb Property Consultancy between 2018 and 2021 together with consultation with EcoRecord and Staffordshire Ecological Records (SER) for protected or notable species within 2 kilometres of the site and to identify statutory designated sites within 10 kilometres of the site.

No internationally statutorily designated sites for nature conservation were recorded within 10km of the site and no nationally designated sites for nature conservation were recorded within 1km of the site. The hedgerows within the site are recorded as a Potential Site of Importance (sites that potentially contain areas of important semi-natural habitat but currently fall outside the Local Site System but potentially contribute to the overall cohesion and resilience of the wider ecological network).

The site is comprised of arable fields bounded by field margins dominated by tall ruderal plant communities and species-poor hedgerows which were defunct in places.

The site has been assessed for the likely presence of protected or notable species and a suite of protected species surveys carried out in 2020 which included; a reptile survey, a breeding bird survey, an invertebrate survey, a bat transect survey and a badger survey, all within the recognised survey windows for each of these ecological receptors. In respect of amphibians, there are no ponds on site and no ponds identified within 250 meters of the site, not separated by a barrier to amphibian dispersal, and therefore great crested newts were scoped out as a potential receptor.

No reptiles were recorded and the habitats and relative isolation of the site for this species suggest that the site is suboptimal for supporting them. The breeding bird survey identified a range of urban and farmland birds using the site, predominately the hedgerows. Seven pairs of Skylark were recorded using the site. Seven species of terrestrial invertebrates with enhanced nature conservation value were recorded on the survey. The bat transect survey identified consistent foraging common pipistrelle bat activity along the western extent of the southern site boundary. No significantly light-sensitive species of bat were recorded, such as brown long-eared bats, nor were any rare species of bat identified. The mature trees on site were considered potentially suitable for supporting roosting bats. No active badger setts were recorded.

Given the habitats present on and adjacent, the Site is likely to be of importance to roosting and foraging bats and further survey will be necessary.

In relation to birds, the woodland blocks and hedgerows have potential to provide nesting and foraging opportunities for a range of common and passerine bird species associated with arable land use. Ground nesting and foraging birds associated with arable habitats recorded on site during the survey comprised grey partridge. Other species have potential to also use the arable fields and breeding bird surveys are recommended.

3.2. Ecological Mitigation, compensation and Enhancement

The masterplan has been devised with ecological input to deliver the following ecological mitigation, compensation and enhancement which is anticipated would deliver Biodiversity Net Gain:

- Retain and buffer the copse and highest bat roost potential.
- Plant grassland with species diversity to enhance the botanical value of the site.
- Maintain the hedgerow network on site as far as feasible to retain connectivity links. Species-rich hedgerow planting to gap plant retained hedgerows and new hedgerow planting with at least 5 native species to deliver a net enhancement of hedgerow length and quality within the site.
- Maximising new native tree and shrub planting or hedgerow to enhance on site habitat connectivity and habitat diversity.
- Installation of bat and bird boxes in new buildings and on retained mature trees. New hedgerow, tree, shrub planting to benefit a wide range of bird species.
- Creation of hedgehog gaps in fence panel bases to facilitate movement through the site by this species
- An ecologically sensitive Sustainable Drainage System (SuDS) to maximise the biodiversity of the site and offer new habitat for amphibians, reptiles, birds and invertebrates.
- Wetland planting and creation of log piles and installation of bug hotels for the benefit of a range of invertebrate species.

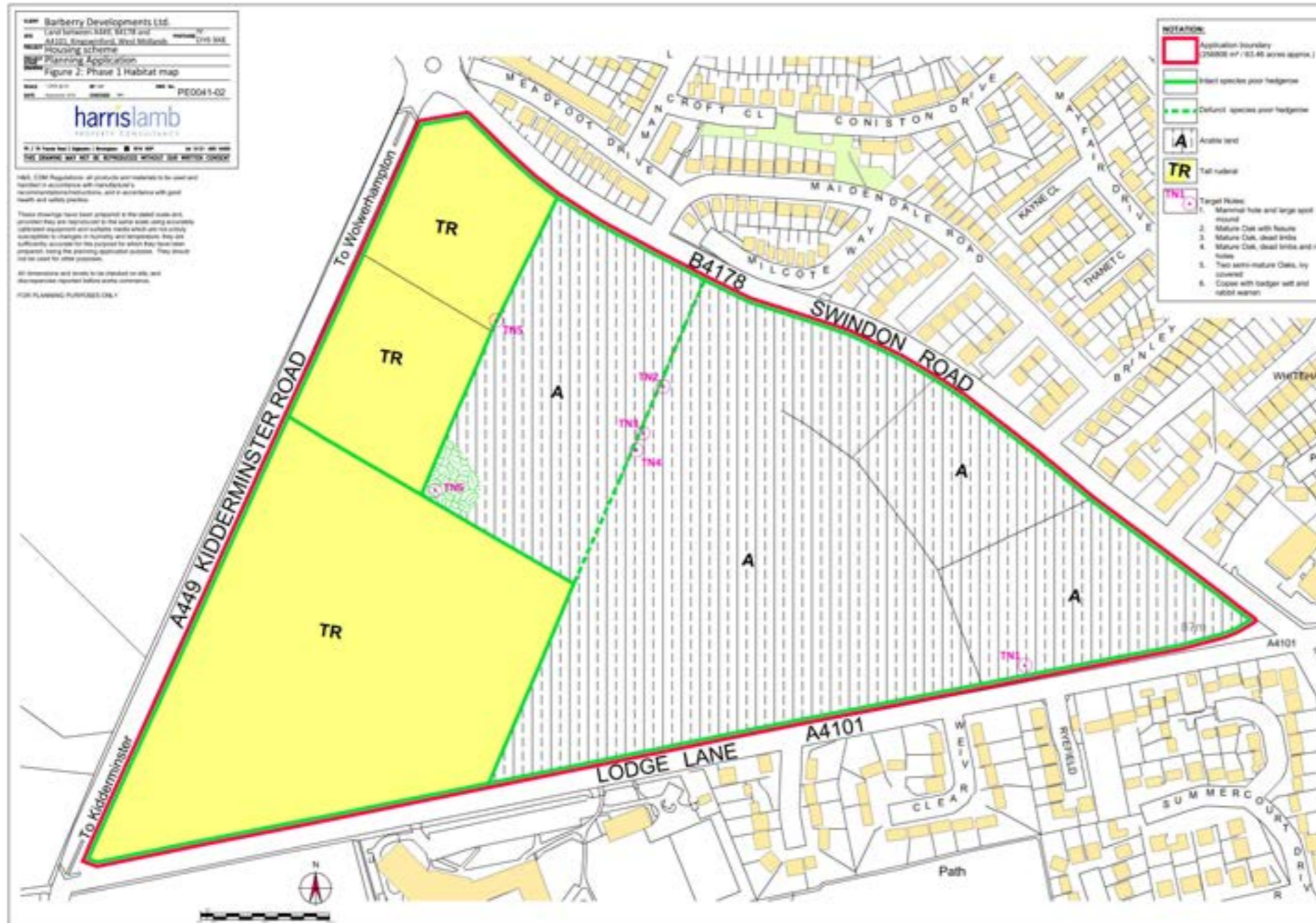


Figure 17: Phase 1 Habitat Plan

4.1. Introduction

BWB is providing Flood risk and drainage advice and has prepared a Flood Risk Assessment for the proposed site.

4.2. Topography

The ground surface generally falls from south to north with the lowest area with a level of approximately 71m AOD located in the northern corner of the Site adjacent to the junction between the A449 Kidderminster Road and the B4178 Swindon Road. The topography of the Site primarily comprises two distinct valleys separated by a ridgeline extended north from the approximate midpoint on the southern boundary. The highest point on the Site, with a level of approximately 92m AOD is located at the point where the ridge meets the southern boundary adjacent to the A4101 Lodge Lane. The ridge extends to the approximate midpoint of the Site with a level of approximately 90m AOD. The two valleys both fall towards the northern corner of the Site. One valley runs parallel to the A449 while the second is located broadly parallel with the B4178. Figure 2 illustrates the site topography.

Gradients on the site vary between approximately 1 in 10 and 1 in 100. The steepest gradients are found around the ridge with the valley bottoms and top of the ridge being flatter.

4.3. Geology

The soils on the Site, according to Soilscape (England), are described as freely draining, slightly acid, sand soils. According to the British Geological Survey, the superficial deposits underlying the Site comprise Sand and Gravel. These are shown to cover the majority of the site with the exception of areas along the western boundary and the most northerly corner. The bedrock beneath the site is Sandstone.

Old Ordnance Survey maps show that the Site has been agricultural land since, and probably before, the late 19th century. There is no evidence of potentially contaminating land uses either within or adjacent to the Site. A risk remains of some localised, agricultural-related contamination from machinery and other farming chemicals used in the recent past.

The Environment Agency website shows that the Site is located within groundwater Source Protection Zone 3 (Total Catchment). This is defined as the recharge area for any underlying aquifer hence any run-off resulting from rainfall over this area has the potential to enter groundwater and possibly water supply. The superficial deposits beneath the site are classified as a Secondary A aquifer (permeable layers capable of supporting local water supplies) while the bedrock is classified as a Principal aquifer (layers providing a high level of water storage capable of supporting strategic water supplies). These aquifers are identified as being at high risk of pollution due to the high permeability of the overlying geology.



Figure 18: Site Topography

4.4. Flood Risk Assessment and Drainage

According to the Environment Agency (EA) Flood Map for Planning, the majority of the site is located in Flood Zone 1 (land at Low Probability of flooding from rivers or sea) as shown in Figure 19. A small portion of the site to the north-east is shown to be located within Flood Zone 2 (land at Medium Probability), attributed to the Dawley Brook, an EA Main River, located approximately 85m away. Ground levels across the site range from approximately 92m Above Ordnance Datum (AOD) to 71m AOD. Levels fall from south to north, towards the Dawley Brook. Ground levels at the watercourse are set at approximately 68m AOD and are therefore set 3m below the lowest levels at the site. As such, it is considered unlikely that the site is at actual risk from the Dawley Brook and further consultation with the EA is underway on this point.

All dwellings can and will be located outside of any fluvial flood zone and as such will be safe for the lifetime of the development.



Figure 19: Environment Agency Flood Map for Planning



Figure 20: Environment Agency Surface Water Flood Risk Mapping



Figure 21: Concept Drainage Proposals



Figure 22: Precedent images of biodiverse SuDS features - detention pond; street rain garden + swale

5.1. Utilities

The site appears well served by the existing utility infrastructure, based on our initial review, and asset records received show a mature network of utility apparatus in the vicinity of the site, owned and operated by the following providers:

The Cadent Gas record plans show a network of Low Pressure (LP) gas mains present within Lodge Lane beyond the south-eastern extent of the site boundary. This LP gas network is shown to be part of a wider network within the residential areas beyond the site.

The South Staffs Water record plans show a very mature extant network of water mains, present within, and surrounding the proposed development boundary. This network of mains is shown to feed into distribution mains within the residential areas beyond the site boundary. The SSW record plans show a 600mm water main present within the site, running parallel to the western site boundary, and will be accounted for in the development layout.

The Severn Trent Water record plans show a network of surface, foul and rising main present within and surrounding the vicinity of the site. A 600mm pumped main is shown to bisect the northern extent of the site boundary, where it continues toward Swindon Road and further beyond the southern site boundary and will be allowed for within the site layout. Gravity connections are achievable from the site for both surface and foul drainage, subject to further consultations with Severn Trent Water, which are already underway.

Asset records show a network of underground, and overhead apparatus present within and surrounding the vicinity of the site. Supply of tele-communications to the site is not envisaged to be any issue.

Based on the above preliminary assessment, it is anticipated that securing new supply to serve the development proposals will not be problematic, with potential to draw new supply from the immediate vicinity of the site boundary. It is further anticipated that local protections, as well as protection to the existing apparatus shown within the site boundary should be considered within the masterplan. It is not expected that the existing infrastructure present within, or surrounding the site will be a barrier to the proposals for development.

5.2. Air Quality

The site is located within the borough-wide Air Quality Management Area (AQMA) which was declared for the exceedance of the annual mean nitrogen dioxide (NO₂) objective. Local air quality monitoring undertaken by the local authority recorded pollutant concentrations below the relevant air quality objectives and it is therefore considered unlikely the air quality will significantly influence the site.

A detailed site suitability modelling exercise is being undertaken to predict pollutant concentrations across the site and recommend any measures required to minimise exposure of future users to elevated pollutant concentrations. These may include provision of a buffer between the closest properties and the adjacent road traffic network. In addition, measures such as Electric Vehicle charging and pedestrian access routes are recommended to encourage the use of low emission and active travel options to minimise the impact of the development on local air quality.

5.3. Noise

A review of potential noise constraints for a proposed residential development at land at Kingswinford has been undertaken to assess the overall site suitability for the proposed uses from a noise perspective.

Potential constraints include road traffic along the A449 Kidderminster Road, the A4101 Lodge Lane and the surrounding road network are expected to be the key noise sources. In addition, noise from the Football Club to the north-west and the school to the south may also need to be considered.

