

Part C: Representation

(Please fill a separate sheet for each representation you wish to make)

Q1. To which part of the document does this response relate?

Title of document	Dudley Local Plan - Part One		
Paragraph/section	pages 218-219	Policy	DLP32 Nature Recovery Network and BNG
Site		Policy Map	

Responses can address any of the Supporting Documents and Evidence by relating them to the resulting paragraph, policy or site in the Dudley Local Plan.

Q2. Do you consider the Local Plan is:

- | | | |
|---|------------------------------|--|
| 1. Legally compliant | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| 2. Sound | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| 3. Complies with the Duty to co-operate | <input type="checkbox"/> Yes | <input type="checkbox"/> No |

(Mark as appropriate)

Please refer to our guidance notes for help with the above definitions - 1 to 3.

Q3. Please give details of why you consider the Local Plan is not legally compliant or is unsound or fails to comply with the duty to co-operate. Please be as precise as possible.

If you wish to support the legal compliance or soundness of the Local Plan or its compliance with the duty to co-operate, please also use this box to set out your comments.

St Modwen Homes wishes to reiterate its previous response to Policy DLP32. Whilst it is helpful that Policy DLP32 acknowledges (part 1a) that development is permissible in the Local Nature Recovery Network (LNRN) including in circumstances where it will deliver benefits appropriate to that relevant zone in which the development is located. However, the phrasing of the draft policy is somewhat confusing in circumstance where part 1 refers to "all development", and part 1a refers to the "locations within the LNRN", but not "all development" will fall within the LNRN. The Council have failed to remedy this policy by adding the words, "if located within the Local Nature Recovery Network" to the beginning of part 1a of the Policy.

St Modwen Homes is engaged with the West Midlands Combined Authority ('WMCA') in their preparation of a draft Local Nature Recovery Strategy ('LNRS') in early 2025. The WMCA are preparing a plan to understand how and where it prioritises nature projects across the region. St Modwen Homes are engaged on the short listing process of priorities and measures identifying potential opportunities in respect of Coombswood and the potential nature-based solutions in order to demonstrate a strategic area for Biodiversity Net Gain compensation and habitat banks.

Part 5a and 8 of the Policy should allow for BNG to be delivered through measures outside Dudley where this is most appropriate and locally relevant. This might include, for example, schemes at or close to the edge of the Borough boundary where more important gains can be made through interventions with and within the neighbouring authority areas.

Draft Policy DLP32 is unsound because it fails the four tests of soundness as per NPPF paragraph 35 as it is not positively prepared, justified, effective and consistent with national policy.

Continue on a separate sheet if necessary.

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Respondent No:		Representation No:		Date received:	
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Q4. Please set out the modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters you have identified at Q3. above. (Please note that non-compliance with the duty to co-operate is incapable of modification at examination). You will need to say why each modification will make the Local Plan legally compliant or sound. It will be helpful if you are able to put forward your suggested revised wording of any policy or text. Please be as precise as possible.

St Modwen contends the suggested wording changes in response to Q3 are applied, ensuring the phrasing of the draft policy is clear and remove the confusion with regards to "all development" and location of development "within the LNRN".

Part 8 of the policy should allow for the potential for measures to be local to the development site - there will be circumstances where this is best and most appropriately related to land in a neighbouring authority, and that should be supported by the policy. Consideration should also be given to the provision of a comprehensive package of strategically located habitat banks across the Dudley Borough and Black Country area. Without a comprehensive network of these, it will be difficult for developments that require off-site mitigation to deliver this and therefore could render some otherwise deliverable sites to be undeliverable.

St Modwen Homes suggest that where strategic allocations are made, site-specific policies set out how the provision for either on-site or off-site compensation will be found acceptable to meet biodiversity net gain requirements, and which sites that for off-site habitat enhancement or creation are considered local to the development site. A vision document appended to this form, submitted alongside these representations demonstrates how dwellings could be delivered at Uffmoor, alongside potential biodiversity enhancements at Coombswood.

Continue on a separate sheet if necessary.

Please note: *In your representation you should provide succinctly all the evidence and supporting information necessary to support your representation and your suggested modification(s). You should not assume that you will have a further opportunity to make submissions.*

After this stage, further submissions may only be made if invited by the Inspector, based on the matters and issues he or she identifies for examination.

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Q5. If your representation is seeking a modification to the plan, do you consider it necessary to participate in examination hearing session(s)?

No, I do not wish to participate in hearing session(s)

Yes, I wish to participate in hearing session(s)

Please note, that while this will provide an initial indication of your wish to participate in hearing session(s), you may be asked at a later point to confirm your request to participate.

Q6. If you wish to participate in the hearing session(s), please outline why you consider this to be necessary:

St Modwen Homes wishes to participate in hearing sessions for the Local Plan examination to ensure the policies related to Nature and BNG align with the broader objectives of the Plan. St Modwen Homes is committed to contributing positively to the area's growth and sustainability, and it is believed that engaging in these sessions will help to address any concerns, highlighting the benefits of our proposals, and collaborate with other stakeholders to achieve a sound and justified Local Plan.

Please note, the Inspector will determine the most appropriate procedure to adopt to hear those who have indicated that they wish to participate in hearing session(s). You may be asked to confirm your wish to participate when the Inspector has identified the matters and issues for examination.

Representations cannot be kept confidential and will be available for public scrutiny, including your name and/or organisation (if applicable). However, your contact details will not be published.

Completed representations forms can be submitted by emailing: planning.policy@dudley.gov.uk

Please enter **Dudley Local Plan Representation** in the subject field of the email.

Alternatively, completed consultation forms can also be submitted by post to: **Planning Policy, Planning Services, Dudley Council, Council House, Priory Road, Dudley DY1 1HF by 5pm 29 November 2024.**

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October 2021



Uffmoor Vale and Coombeswood

A Vision



Executive Summary

Overall our highly ambitious proposals for Uffmoor Vale and Coombeswood include three key components.



The delivery of a Health and Wellbeing Heart at Coombeswood will increase public access and connectivity to large areas of multi-functional green space which are currently only accessible from public rights of way passing through them. A variety of uses and activities, combined with exposure to the green areas will improve the health and wellbeing of residents.



The development proposals at Uffmoor Vale embody the very latest best practice place-making design principles. The development will be a high quality development embedded within the existing landscape providing a vibrant response and accessible environment in which to work, play and live. Our strategic thinking will ensure that all proposals are integrated within their context and inter-connectivity between existing and new residents and facilities are maximised.



Movement routes, for all users, including pedestrians, cyclists and vehicles will be attractive, safe and convenient. A choice of movement modes in addition to an extensive network of street and recreational routes will result in a highly accessible and connected proposal. This will include the potential to address existing safety issues on Manor Way/A456 and increase the connectivity across this route.

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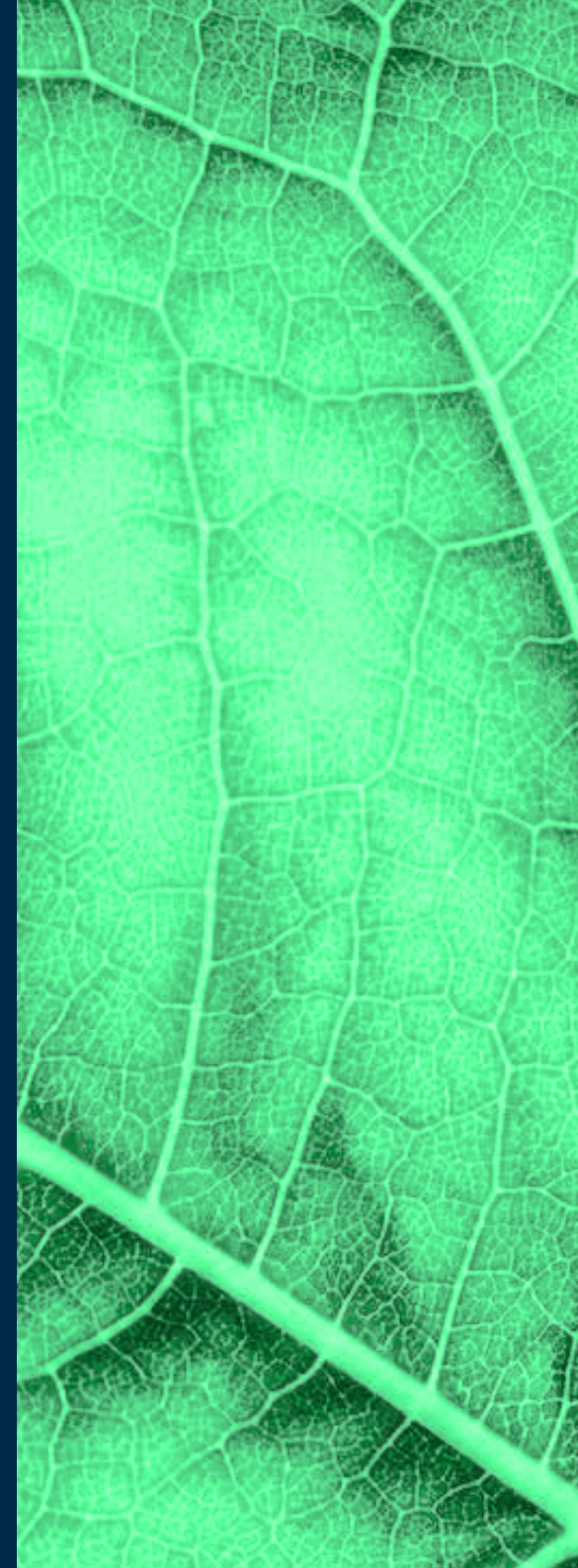
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Introduction

This document considers two separate but linked sites, Coombeswood and Uffmoor Vale. It sets out a vision in terms of how proposals for both sites could be delivered following the allocation being pursued through representations to the emerging Black Country Plan. The benefits of both proposals should be considered holistically, with commitment to the creation of the Health and Wellbeing Heart being delivered alongside the housing development proposals. The proposals within this document cover our preliminary vision and whilst they are founded on extensive analysis, research and site visits, there will be need for further technical work and viability analysis.

Coombeswood
Health and
Wellbeing
Heart

Uffmoor Vale
Development
Proposals

Location Plan

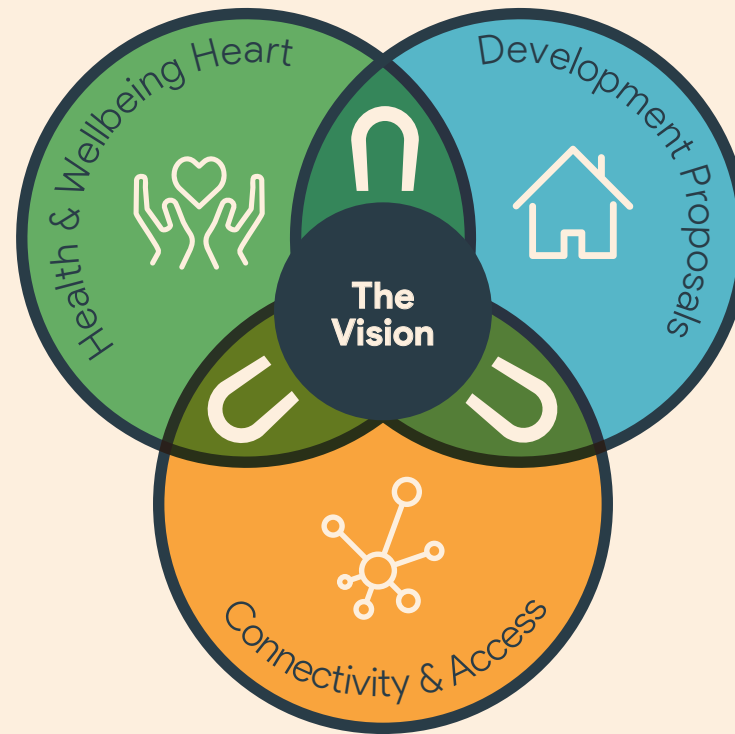


Representations Summary

The detailed representations prepared on behalf of St Modwen note that at a strategic level the emerging BCP does not adequately deal with important issues around comprehensively meeting need, providing range and choice, and delivering improvement and diversification in housing provision; or with properly acknowledging the requirement for Green Belt release; or with properly addressing how any export of development requirements to other districts outside the Black Country will be guaranteed.

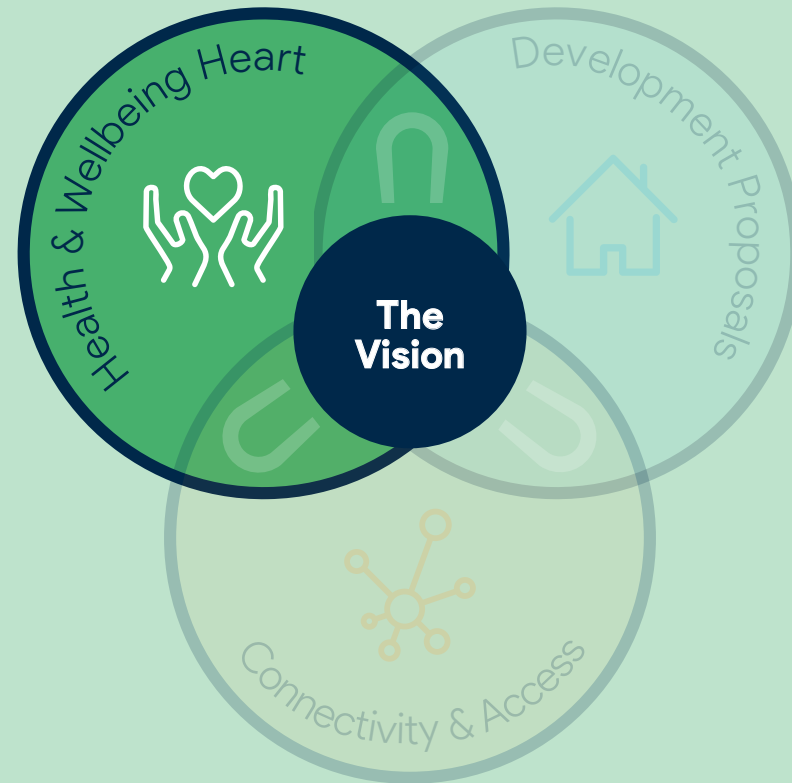
Those representations also consider in detail the quantum of housing need identified, its distribution, and how it will be met. It is concluded that the BCP as currently drafted fails by some considerable margin to meet the Black Country's housing need over the Plan period, that even the limited extent to which it does purport to meet that need is overstated, and the mechanism by which the significant shortfall will be dealt with is lacking.

Read as a whole, the representations demonstrate that transparency and clarity of purpose is needed in the BCP in terms of the extent of Green Belt release required to avoid the housing requirement to a significant degree being unmet. The clear conclusion reached is that additional allocations for housing development within the Green Belt should be made, including within Dudley. It is to that end it is proposed that a strategic housing allocation should be made on land at Uffmoor Vale; the vision for such an allocation is set out in this document.



The Vision

Uffmoor and Coombeswood is a collective vision to deliver a high quality new residential development with a local centre, primary school, public open space and new facilities at Uffmoor Vale alongside a new, large area of enhanced public open green space at Coombeswood to create a sustainable extension to Halesowen and a new 'green heart' for the existing community. Connectivity and accessibility to these facilities and beyond will be enhanced and maximised.



The Health & Wellbeing Heart



Health and Wellbeing Heart

The Health and Wellbeing heart is a proposed area of over 37.4 hectares of enhanced green space within Halesowen, incorporating many environmental and wellbeing enhancing design proposals.

Currently this area is quite overgrown and has limited public amenity; public access is heavily restricted with just public rights of way crossing much of the site. Our proposals would allow for increased usage of the area with enhanced facilities and increased public access to the entirety of the area. By opening up this green space within Coombeswood, we can create an accessible multi-functional health and wellbeing heart to act as a focal point within the community. This green heart has the potential to provide a wide spectrum of activities and recreational routes plus accessible open space which will increase activity and expose users to green space, proven to enhance health and wellbeing.

LEGEND

	Land within St Modwen Control		Listed Buildings ~		Public Rights of Way *		Principal Access Points
	Coombeswood Local Nature Reserve (under lease to Dudley BC)		The Leasowes Registered Park and Garden ~		Monarch's Way ^		

Sources:
 ^ GIS Mapping
 ~ Historic England National Monument Record GIS Data Set
 * Dudley Council and Worcestershire Council P100k GIS Data
 Data collated for constraints and analysis mapping is based on publicly available sources at the time of preparation inserted using the British National Grid and may itself not be accurate. Barton Willmore shall not be liable for the accuracy of data derived from external sources.





- Site boundary
- Primary access point
- Road infrastructure
- Existing woodland
- Existing dense / continuous scrub
- Existing scattered scrub
- Existing hedgerow retained
- Existing pond
- Existing semi-improved grassland
- Existing contours
- Existing Long Distance Route Monarch's Way
- Existing Public Rights of Way
- Existing informal routes and desire lines
- Coombeswood Local Nature Reserve
- Dudley canal
- Existing slope
- Proposed recreational routes
- Wildlife corridor to be retained and enhanced
- Proposed 5km Parkrun route
- Potential location for information boards
- Proposed picnic area
- Habitat enhancement area
- Green infrastructure destination
- Public art

Illustrative Green Infrastructure Strategy for Coombeswood

An Illustrative Green Infrastructure Strategy has been prepared to show how enhancements to Green Belt land at Coombeswood can provide mitigation for the allocation of the site at Uffmoor Vale.

Coombeswood is an area of open green space in Halesowen, approximately 2.5km to the north east of the Uffmoor Vale development Site. Green space at Coombeswood has a natural, wild quality but offers limited recreation opportunities for users and there are good opportunities to enhance the area to maximise benefits for wildlife.

The Green Infrastructure Strategy for Coombeswood seeks to retain and enhance Coombeswood's natural characteristics whilst offering improved opportunities for recreation. Proposals detailed in the BMD Green Infrastructure Strategy (BMD.21.025.RP.002A, also submitted as part of the representations to the emerging Plan) include habitat enhancement, the introduction of a variety of uses such as a public art trail and a sensory garden for quiet reflection and relaxation. These opportunities for improvement at Coombeswood, have the potential to provide substantial health and wellbeing benefits for the existing community, as well as providing abundant benefits to biodiversity and wildlife.



PARKRUN



Parkrun is not only good for physical health but mental and social wellbeing

Parkrun is a series of 5-kilometre running events which take place on Saturday mornings in twenty-two countries around the globe. There is an opportunity to integrate a jogging or running route/track suitable for a 5km parkrun or other recreational run or jog. Currently the closest current Parkrun events are some distance away, in Dudley and Edgbaston, a new event here would increase accessibility and sustainability.



TRIM TRAILS



Example of equipment on a Trim Trail

Trim Trails are directional outdoor play equipment/ climbing frame routes designed to make traversing through a space or along a path more fun, interactive and healthy both for children and adults. There are numerous types of equipment which might be included in a trim trail including monkey bars, balancing poles and stepping stones.

Potential Health and Wellbeing Benefits

The following pages illustrate some of the potential benefits to health and wellbeing which could be incorporated into the Coombeswood new 'Green Heart'. These elements have the potential to be incorporated as part of the proposals to increase its accessibility, amenity and usability.



INFORMATION BOARDS



Information Boards raise awareness and inform people about flora and fauna in an area or site

Information Boards give people the opportunity to learn about the Ecology present on a site or in the local area, particularly in a large area of Public Open Space, such as a park or public gardens. They can raise awareness and inform people about local flora and fauna, allowing them to feel more invested in the place and more in touch with nature. There are already a number of information boards on and near the site which would be enhanced and added to as part of the proposal.



RECREATIONAL CYCLE ROUTES



Recreational Cycle Routes are important for learning to cycle (Source: Sustrans)

Recreational Cycle Routes are cycle routes which don't necessarily exist to serve transit to specific locations but instead offer users the opportunity to cycle without traffic, often along more scenic routes, closer to nature. These are important to give people an opportunity to cycle from a health and wellbeing perspective as well as giving children a safe space to learn to cycle. Within the context of a residential development, a recreational cycle route through a site can also be useful for visiting local places and people without the need to cycle on roads. New cycle routes would also have the potential to link into existing cycle routes in the area.



ALLOTMENTS



Example of typical Allotments

Allotments offer people a greater opportunity to get out into the open air and closer to nature, pursuing outdoor hobbies such as vegetable growing and gardening, particularly important for people whose dwellings have little access to private open space themselves. They are important from both an environmental and health and wellbeing perspective as a way of encouraging sustainable growing and enjoyment of the outdoors. The closest existing allotments are on Elizabeth Road, almost a mile from the site. There are extensive waiting lists on allotments across Dudley.



ECOLOGY / WILDLIFE HABITATS



A hedgehog hutch or 'campsite' may be one example of a new Wildlife Habitat

Ecology and Wildlife Habitats are specifically designed features to encourage Ecology and Wildlife to flourish on a site. These can be spaces to encourage certain flora growth (such as a wildflower meadow) or fauna (such as a bird house, hedgehog hutch or pond). They are important for environmental reasons, encouraging and maintaining biodiversity whilst also important for our own health and wellbeing providing interaction with nature and ecology, a scientifically proven health benefit to humans. A full ecological survey will be undertaken and both mitigation and enhancement measures will be implemented.



COMMUNITY ORCHARD



A Community Apple Orchard

A Community Orchard is a publicly accessible and community run orchard which gives people an opportunity to get outside and interact with nature whilst enjoying locally sourced fruit. They provide opportunities for health and wellbeing benefits as well as environmental benefits by encouraging the use of public open space, producing fruit locally and protecting green areas from development.



BIODIVERSITY CORRIDORS



An example of a Biodiversity Corridor Bridge over a main road. (Source: Pintrest)

Similar to Wildlife and Ecology Habitats, Biodiversity Corridors are areas of vegetation specifically created or preserved to allow wildlife to travel from one natural green environment to another. They provide food, shelter and protection from predators and human development hazards.



OUTDOOR CLASSROOM



Outdoor education is particularly beneficial when teaching children and others about nature

An Outdoor Classroom refers to teaching in an outdoor environment and may take place in a formal/semi-formal outdoor educational space, such as a pavilion or outdoor theatre or place in an open green space. Outdoor classrooms can be used effectively to teach in a natural, more interactive environment, particularly if the lesson is about the natural environment. Exposure to landscape and green areas also enhances health and wellbeing.



PUBLIC ART



Public Art makes art more accessible whilst providing an interesting setting for artists

Public Art refers to sculptures, paintings, street art and installations which are created and/or displayed in the public realm, making them viewable or accessible for free. Public art can be included in either an urban or natural context. They offer people the opportunity to experience art in a unique context rather than in a gallery and can be large or small in scale. Public art can also aid legibility and way-finding through an area or development.



SENSORY GARDEN



An example of a Sensory Garden with a variety of plants and materials to engage all senses

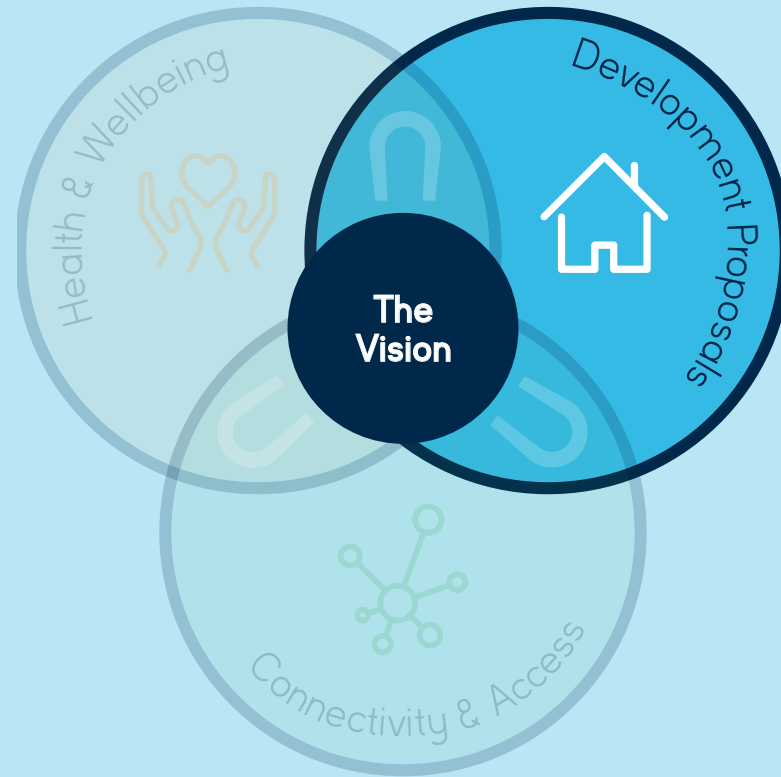
A Sensory Garden is a particular form of landscape design, aimed to cater to all the senses as a place to encourage good well-being and bring people closer to nature whilst being accessible to all, including people with sensory impairments. Sensory gardens include plants of various smells and appearances, herbs or something to taste, stones, pebbles and materials which feel different to touch and a variety of installations which create sounds (such as wind chimes, running water or through encouraging wildlife). These areas stimulate the senses and enhance health and wellbeing.



Health & Wellbeing Benefits Summary

The proposed Health and Wellbeing Heart has the potential to deliver a wide range of activities whilst improving connectivity throughout the local area. The landscaped green public open space will contribute to a fitter, happier and healthier community.





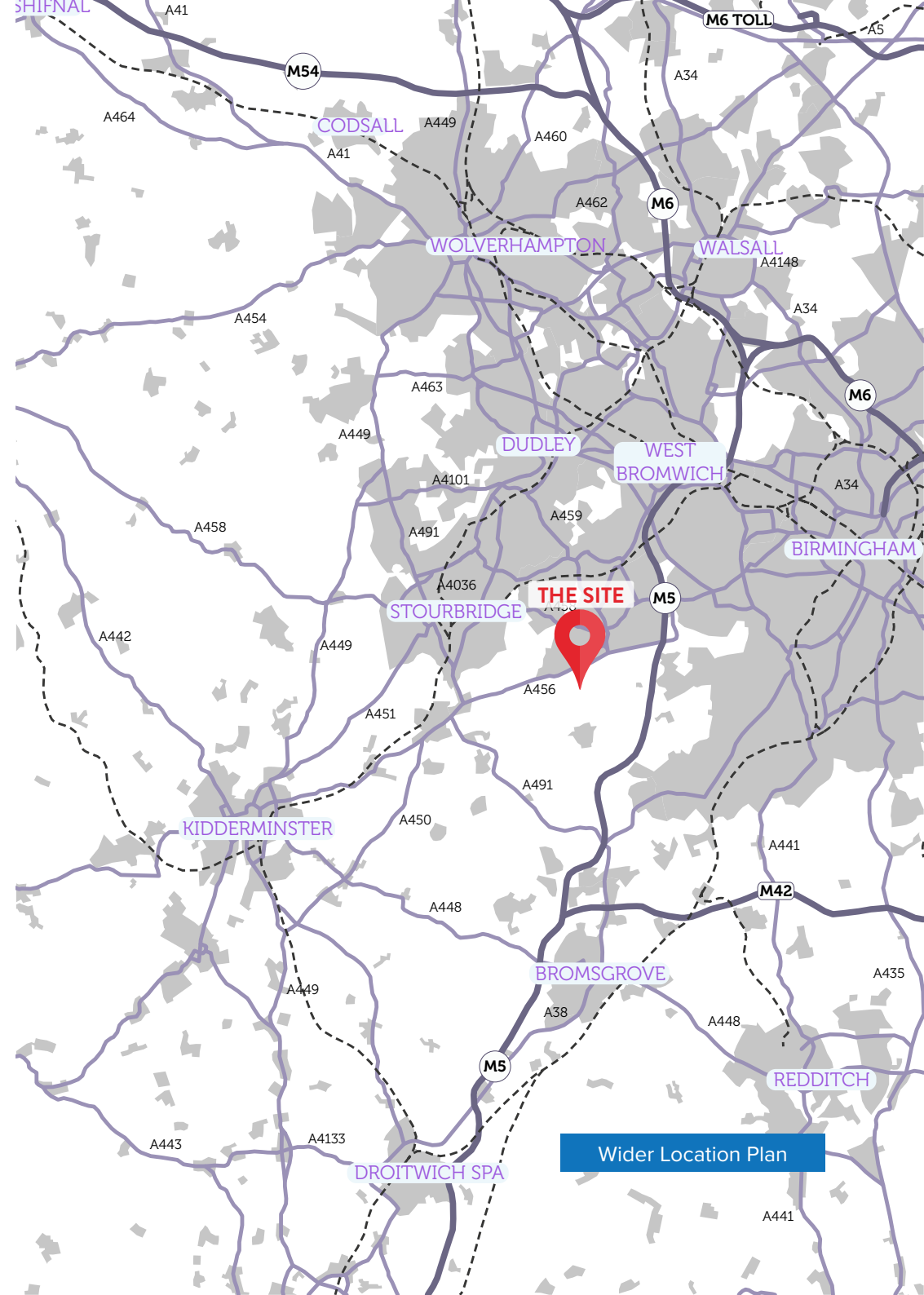
**Development
Proposals**



Development Proposals

Uffmoor Vale provides the opportunity to develop 69.5 hectares of land for a sustainable mixed-use development including up to approximately 1,200 high quality homes of various types and tenures, a new primary school, a local centre, a new park and ride for the benefit of the local area and large areas of new public open space.

The land at Uffmoor Vale is under the control of a master developer. This ensures the scheme will be best placed to overcome any technical constraints and make best use of opportunities the site can cater for. Upon allocation, site delivery would not be slowed by multiple land interest negotiations nor by queries about how the vision for the site can be realised. Both the landowners and master developer are aligned in delivering Uffmoor Vale in a timely, high quality manner. The proposals also incorporate vast new public open space and pedestrian connections to the south on the currently private site, including enhancement of existing Public Rights of Way. The increased accessibility of the green area and the enhanced safety measures along the A456 will allow for greater interconnectivity between the existing urban area, the proposed Uffmoor development, Uffmoor Wood and the Clent Hills.



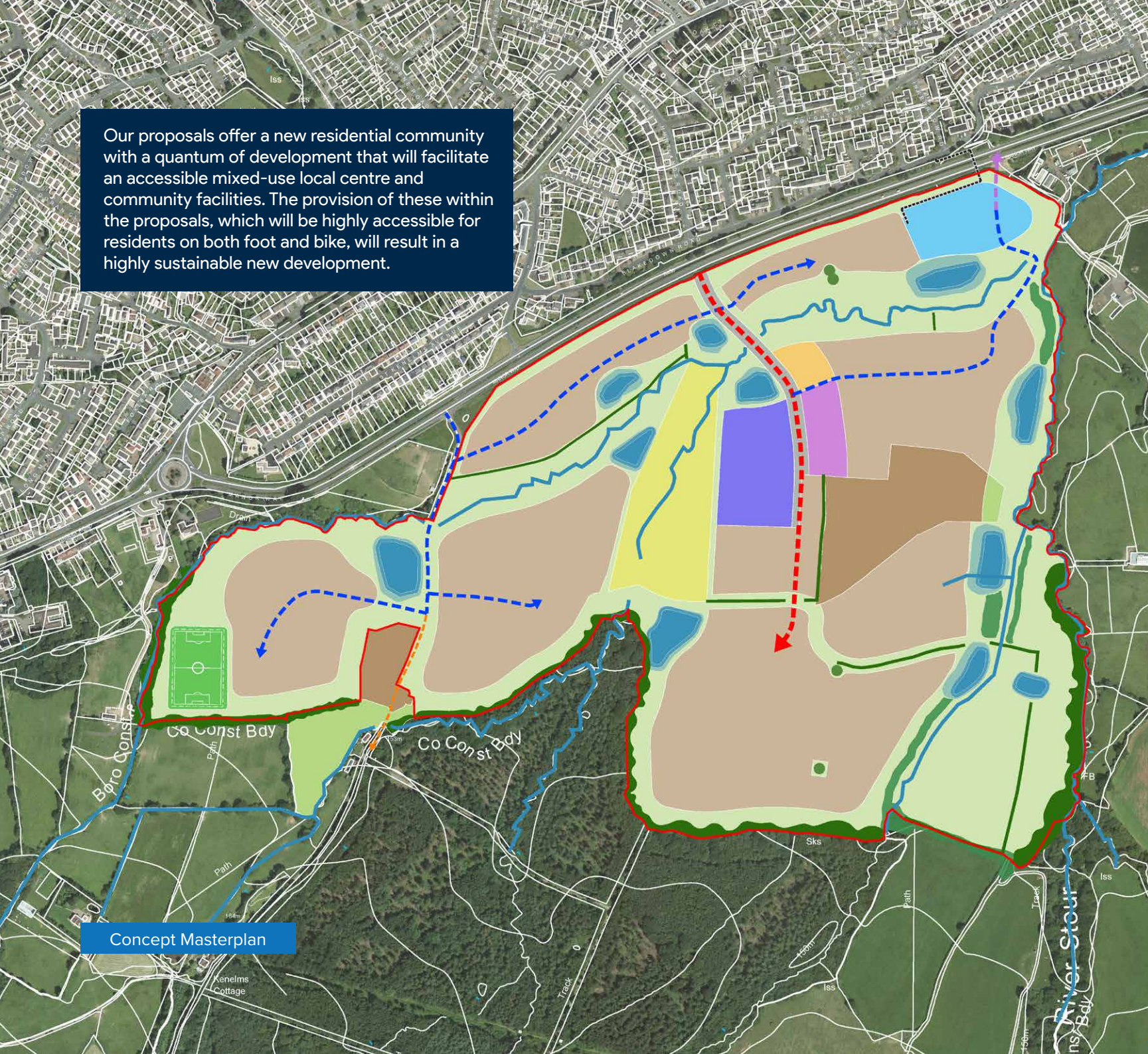
Wider Location Plan

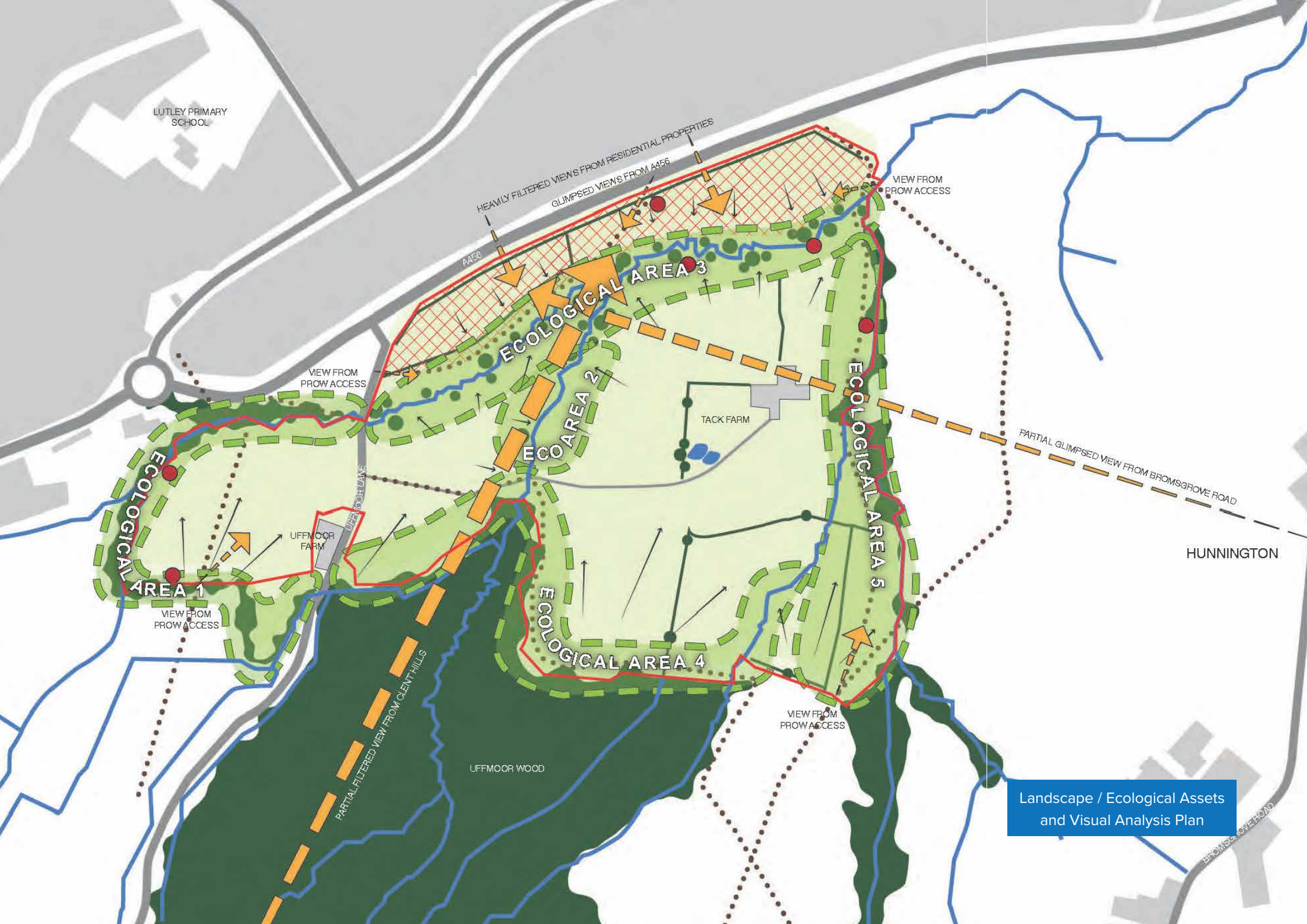
Concept Masterplan

Our proposals offer a new residential community with a quantum of development that will facilitate an accessible mixed-use local centre and community facilities. The provision of these within the proposals, which will be highly accessible for residents on both foot and bike, will result in a highly sustainable new development.

- Site Boundary
- - - Primary Movement Route
- - - Secondary Movement Route
- - - Potential Bus Only Access
- - - Tertiary Movement Route
- - - - - Potential Footbridge
- Residential Development
- Mixed Use Local Centre
- Primary School (1FE)
- Mobility as a Service (MaaS) Hub
- Sprint Park and Ride
- Infrastructure
- Formal Sports Provision
- Informal Public Open Space
- Retained Residential
- Proposed SUDs
- Existing Hedgerows
- Retained Green Space
- Retained and Enhanced Tree Belt

Concept Masterplan





LUTLEY PRIMARY SCHOOL

HEAVILY FILTERED VIEWS FROM RESIDENTIAL PROPERTIES
GLIMPSED VIEWS FROM A456

VIEW FROM PROW ACCESS

VIEW FROM PROW ACCESS

TACK FARM

UFFMOOR FARM

HUNNINGTON

AREA 1

VIEW FROM PROW ACCESS

PARTIAL FILTERED VIEW FROM CLENT HILLS

UFFMOOR WOOD

ECOLOGICAL AREA 4

VIEW FROM PROW ACCESS

Landscape / Ecological Assets and Visual Analysis Plan

BROMSGROVE ROAD
















Landscape / Ecological Assets & Visual Analysis

The Landscape / Ecological Assets and Visual Analysis Plan illustrates key views, along with areas of landscape value and ecological interest. These areas generally follow the Site's woodland and hedgerow boundaries, together with the water courses that run through the Site. There is an opportunity to improve existing landscape features through provision of new tree planting and creation of additional habitats, such as seasonally wet meadows and areas of permanent water as part of a sustainable drainage strategy for the Site.

Uffmoor Wood is an Ancient Woodland and forms a large portion of the Site's southern boundary. Development proposals would provide a generous offset of 30 metres between the edge of the wood and any development parcels, to provide a buffer of unmanaged land that also serves as public open space along the woodland edge. There is an opportunity to improve the woodland edge, through additional tree planting and new areas of woodland to connect areas of existing woodland around the Site.

An analysis of views around and across the Site confirmed that the Site is generally well screened from view by a combination of strong areas of existing vegetation, undulating topography and existing built form. The most open views of the Site are from existing public footpaths within the Site and along the Site's boundaries. There are limited views of the Site from elsewhere and any locations with views are not considered significant or sensitive due to their nature or, in some cases, the Site is seen in the context of the existing urban area of Halesowen and the A456 dual carriageway. Therefore, the Site is not considered to be visually sensitive. See BMD report Green Belt and Landscape Capacity Study (BMD.21.025.RP.001B) for full details.

-  SITE BOUNDARY
-  WATERCOURSE
-  WATER BODY
-  WOODLAND
-  HEDGEROWS
-  PUBLIC RIGHTS OF WAY
-  SLOPE
-  BUILT FORM
-  ROAD INFRASTRUCTURE
-  POTENTIAL BAT TREES
-  ECOLOGICAL AREA
-  VIEWS OF THE SITE
-  AREA OF VISUAL SENSITIVITY



LUTLEY PRIMARY SCHOOL

ROSEMARY ROAD

B4183

A456

A456

SPORT & FITNESS

WATERSIDE FRONTAGES

WATERSIDE FRONTAGES

WATER PLAY

NATURAL PLAY

THE DELL

VALLEY MEADOWS

WATERSIDE FRONTAGES

RETAINED RESIDENTIAL

PARKLAND FRONTAGES

RURAL PARKLAND EDGE

VIEW TO CLENT HILLS

VIEW TO CLENT HILLS

UFFMOOR LANE

UFFMOOR WOOD

WOODLAND EDGE

WOODLAND FRONTAGES

PARKLAND FRONTAGES

RECREATION










Landscape Constraints and Capacity Plan



Landscape Constraints and Capacity Plan

-  SITE BOUNDARY
 -  POTENTIAL VEHICULAR ACCESS
 -  POTENTIAL BUS-ONLY ACCESS
 -  ROAD INFRASTRUCTURE
 -  SETTLEMENT
 -  PROPOSED WOODLAND BUFFER PLANTING
 -  EXISTING WOODLAND
 -  EXISTING HEDGEROW RETAINED
 -  PRIMARY GREEN INFRASTRUCTURE LINK
 -  SECONDARY GREEN INFRASTRUCTURE LINK
 -  GREEN BELT
 -  OPPORTUNITY FOR RURAL PARKLAND SETTING
 -  OPPORTUNITY FOR WOODLAND EDGE HABITAT ENHANCEMENT
 -  AREA OF VISUAL SENSITIVITY
 -  POTENTIAL FOR NOISE FROM A456
 -  EXISTING PUBLIC RIGHTS OF WAY
 -  GREEN INFRASTRUCTURE DESTINATION
 -  GATEWAY OPPORTUNITY
 -  POTENTIAL AT ATTRACTIVE VIEWPOINTS ORIENTATE DEVELOPMENT TO MAXIMISE VALUE
 -  EXISTING WATER COURSE
 -  PRIMARY BLUE INFRASTRUCTURE LINK
 -  OPPORTUNITY FOR WETLAND & MEADOW ALONG VALLEY
 -  OPPORTUNITY FOR SUDS
 -  SLOPE
 -  GRADE II LISTED BUILDING
1. Former Blue Bird ToFEE Factory: Administration Building
 2. Former Blue Bird ToFEE Factory: Welfare Building
 3. Former Blue Bird ToFEE Factory: Boundary Walls, Railings and Gates

Following the landscape and visual analysis, the Landscape Constraints and Capacity Plan has been produced to illustrate the potential development capacity of the Site. The emerging proposals provide opportunities to improve public access to the Site, including extensive areas of open green space that retain existing landscape features of value via a network of green corridors and footpath / cycleway connections. There is the opportunity to provide open green spaces for recreation along these green links including natural play spaces and a sports pitch to the west of the Site.

-  POTENTIAL AREA FOR HIGHER DENSITY DEVELOPMENT (45 DPH)
-  POTENTIAL AREA FOR MEDIUM DENSITY DEVELOPMENT (40 DPH)
-  POTENTIAL AREA FOR LOWER DENSITY DEVELOPMENT (35 DPH)
-  POTENTIAL AREA FOR SELF / CUSTOM BUILD HOMES
-  POTENTIAL AREA FOR PRIMARY SCHOOL (1FE)
-  POTENTIAL AREA FOR MOBILITY AS A SERVICE (MAAS) HUB
-  POTENTIAL AREA FOR MIXED USE LOCAL CENTRE
-  POTENTIAL AREA FOR SPRINT PARK AND RIDE
-  POTENTIAL FOOTBALL PITCH

Maximum heights of proposed built form throughout the Site would be carefully considered, to minimize the influence of development on the surrounding landscape. Lower building parameters would be proposed on the higher ground to the north and along the Site's woodland and rural facing edges, with taller built elements situated closer to the centre of the Site on lower ground that is more visually contained by the local landform of the Site. There is the potential to provide some areas of higher density housing, a local centre, a primary school and mobility centre towards the centre of the Site.

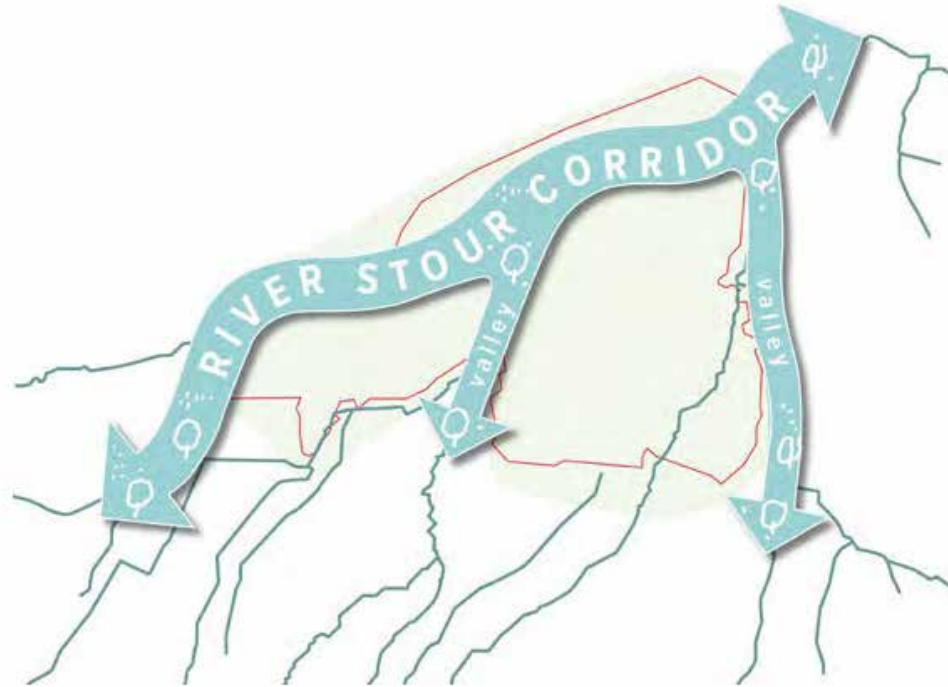
If based on a truly landscape-led masterplan, the Site has the capacity to accommodate development - which could be provided within a strong landscape setting and can be accommodated without significant impacts on the landscape or views in the surrounding context. The Green Belt and Landscape Capacity Study (BMD.21.025.RP.001B) demonstrates how the Site could be released from the Green Belt, also, without compromising the purposes and strength of the remaining areas of Green Belt.



Landscape Design Principles

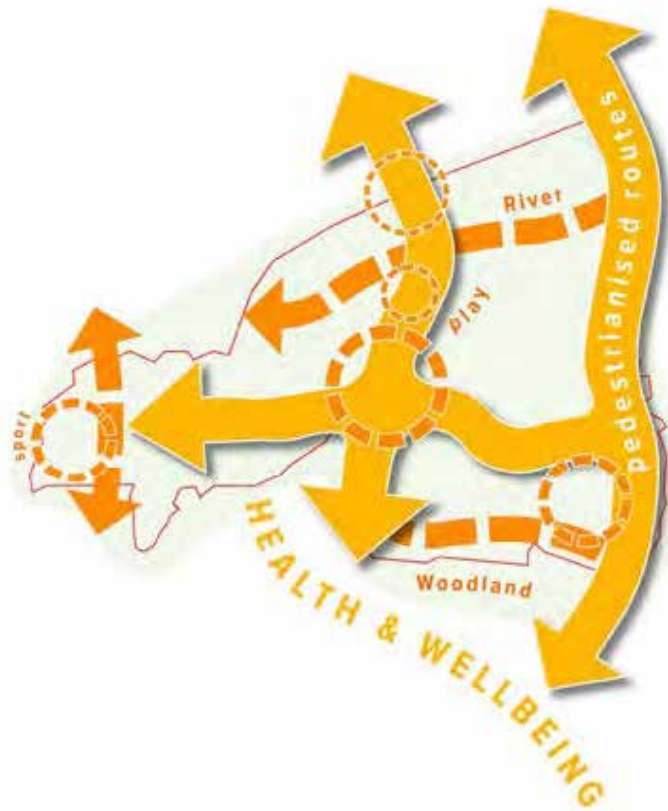
The Green Infrastructure Vision for the Site comprises the following three underlying design principles.

This is an overview of the landscape design principles that underpin the Green Infrastructure Vision for the Site. See BMD report Green Infrastructure Strategy (BMD.21.025.RP.002A) for full details.



1. Enhancing the Riparian Corridor

- Through the retention of the existing river corridor with a wide landscaped buffer to development, introducing wetland habitat features and sustainable drainage solutions.
- Improving accessibility to the River Stour through green links that could include footpath / cycleway connections within a landscaped corridor.
- Maximising opportunities for play by incorporating natural water play elements alongside sustainable drainage features and the river corridor.



2. Connecting Green Infrastructure

- Multi-functional nature networks provide a series of connected parklands, that reconnect people to nature and integrate new and existing communities.
- Allow uninterrupted access to nature, by providing a network of footpaths and cycleways that link open green spaces on Site and promote the use of the wider strategic Green Infrastructure network.

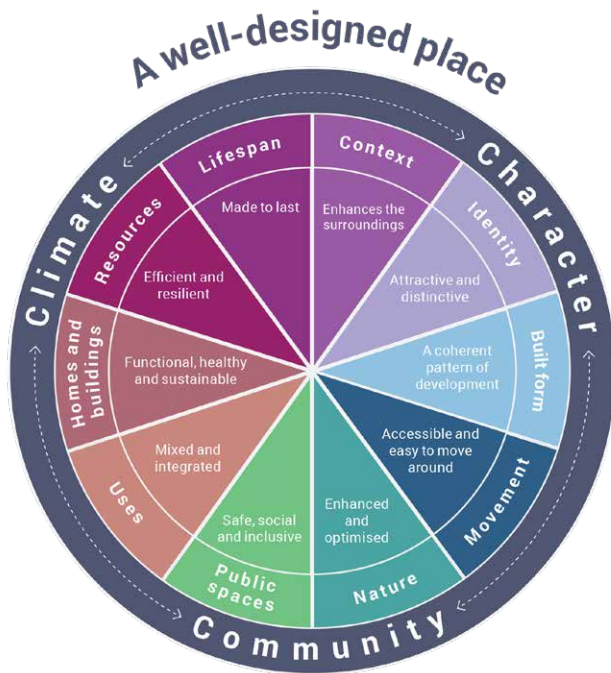
3. Integrating Healthy Infrastructure

- A sequence of special places: parks, woodland edge, waterside, wet meadows, grasslands and space for sports, recreation and play, linked by a green network for the movement of people and wildlife that promotes healthy lifestyles and sustainable living.
- Integration of 'Play on the Way' along key pedestrian routes, providing informal natural play opportunities.



Potential Development Benefits

The following pages illustrate some of the approaches to development which could be incorporated into the proposals for the Site. These include specific typologies and tenures for residential dwellings, environmental technologies and community facilities and amenities. These development proposals have been guided by best practice design principles and adhere to the National Design Guidance. In addition, the proposals follow the best practice guidance contained within the West Midlands Design Charter.



Key Design Principles, National Design Guide (MHCLG, 2019)



CUSTOM BUILD



Illustration demonstrating the concept of Custom Build (Source: homesandproperty.co.uk)

Custom Build is a housing typology whereby specific plots are allocated within a scheme for housing which can be tailored and customised to suit the desires of the prospective homeowner. Any Custom Build houses would follow some form of design code or template, or be based on a range of pre-determined design options in order to maintain coherence within the development. Custom Build can contribute to a lively and varied street-scene reflective of the local character and its residents. In discussions with Dudley MBC we understand that there is appetite for a modest quantum of custom build houses.



SELF BUILD



Example of a self-build home (Source: homebuilding.co.uk)

Self Build homes are houses which are individually designed and built according to the wishes of the prospective homeowner, who effectively fills the role of client, developer and consumer. They differ from custom build in that the management and development of the project is organised by the individual. Cohesion of character and place-making can be ensured with plot passports or design codes. Any quantum of Self Build plots included within the development would be small and their location would be carefully considered to strengthen the overall character of the development.



MODERN METHODS OF CONSTRUCTION

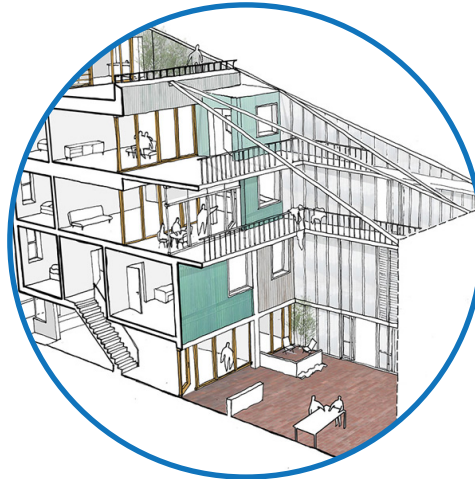


Housing being erected on site using MMC pre-fabrication methods (Source: building.co.uk)

Modern Methods of Construction (MMC) can refer to a number of new technology driven methods of construction, predominantly revolving around pre-fabrication (or off-site construction). Pre-fabrication has a number of potential advantages, reducing build time and cost, beneficial to developers, local authorities and potential customers, increased delivery, increased reliability with less scope for on-site delays and errors and increased environmental efficiency through the construction of fully insulated and air tight panels and units.



LIVE WORK HOUSING



An example design for a live-work residential block (Harper Perry Architects)

Live Work housing is a type of residence whereby the dwelling is integrated with either a private or shared work space for the self-employed or home working. Private work space will typically amount to more than simply a home office, becoming more 'separate' from the rest of the home, whilst shared, communal work space may be shared similar to co-housing or co-living but without the other communal facilities.



AFFORDABLE HOUSING



Example illustration of Contemporary Affordable Housing (Source: The Herald)

Affordable Housing is defined by the government as "social rented, affordable rented and intermediate housing provided to specified eligible households whose needs are not met by the market". In essence it is housing designed to cater to those unable to afford typical market housing. The specific method for judging affordability varies, but most local authorities define affordable on the basis of being sold/rented for less than their market value. Alternatively, some authorities define affordability based on a proportion of earnings and income rather than market value.

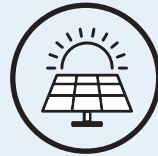


COMBINED HEAT AND POWER (CHP)



Combined Heat and Power unit (Source: Energuide)

Combined Heat and Power (CHP), sometimes referred to as 'cogeneration' refers to the generation of electrical power and useful heat energy together in a single system, typically through the combustion of fuel or a solar heat collector. CHP systems are more efficient as less of the energy produced goes to waste. Additionally if the fuel burned is a biofuel (such as wood chip) then it is also considered carbon neutral and renewable. CHP systems are most effective when shared by a group of dwellings (such as a street or a co-housing development for example).



PHOTOVOLTAIC PANELS



PV Solar Panels (Source: Energy Saving Trust)

Photovoltaic (PV) Panels are a type of solar panel which generates electricity from solar energy. They are an effective means of renewable energy production (albeit only in daylight). They can be used on individual dwellings, generally on rooftops, either integrated within the design and construction stage or retrofitted later.



GROUND SOURCE HEAT PUMPS

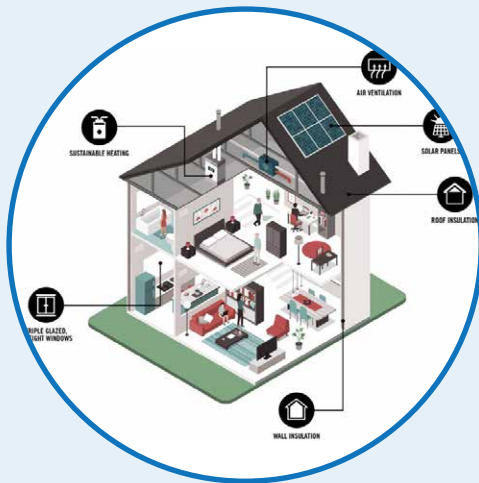


Ground Source Heat Pump diagram (Source: Incognito Heat Company)

Ground Source Heat Pumps (GSHPs) are an environmental technology which utilises pipes buried under ground outside of a building to pump a mixture of water and antifreeze around a loop, absorbing heat from the ground and then back into the building (typically a house) where the heat is then used in radiators, underfloor or warm air heating systems or hot water. This method of renewable heating typically works best for individual dwelling houses as it requires a larger loop for larger buildings (and therefore a larger outdoor area, normally a garden, a vertical loop is possible for smaller outdoor areas but is more expensive).



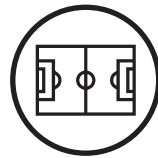
ZERO CARBON HOMES



Zero-carbon home diagram (Source: Miller Klien Associates)

Zero Carbon Homes are typically homes which, through their use, do not produce any carbon (or at least reach net-zero through the use of carbon offsetting technologies).

Typically zero carbon is achieved in a home through energy saving technologies such as high spec. thermal insulation (to reduce the need for heating), reduced air permeability and using zero carbon technologies for heating, energy and electricity.



MULTI-PURPOSE SPORTS PITCHES



The pitches may be configured for a variety of sports and activities

Multi-Purpose Sports Pitches included within the development offer formal sports provisions to the local community, enabling them to enjoy a variety of sports for recreational and health benefits without having to travel long distances.



ACCESSIBLE PLAY AREAS



A variety of equipment will be incorporated for a fun and varied playground experience

Accessible Play Areas will be provided for children of various ages and be well connected on site for use by the new residential community and giving children the opportunity to play outdoors, have fun and socialise in a safe and accessible environment.



MIXED USE LOCAL CENTRE



A mixed-use local centre can form a central focus at the heart of development proposals

A Mixed-Use Local Centre can accommodate a variety of uses including a convenience shop, food store, community centre, doctors surgery, cafes, restaurants, takeaways, crèche, hairdressers, employment use, last-mile logistics hubs and other community facilities or services. Mixed-Use Local Centres can enliven the street-scene increasing activity and frontage on the ground floor onto the street. Upper levels can accommodate residential use in addition to offices or other uses. This variety of uses helps to ensure the vibrancy of the development and activity at all times of the day.



MOBILITY AS A SERVICE HUB



Mobility as a Service hubs can make a development far more sustainable and liveable

Mobility as a Service (MaaS) is the integration of a variety of transport types into a single point of contact or 'hub' which can meet the customers request on demand. The MaaS hub provides a wide range of transport choices, which may include public transport, car-share, bicycle rental, taxi rank, car-rental, mobility/ electric scooter or similar. This multi-modal 'one-stop shop' giving users a large choice of transport options providing attractive alternatives to private car usage. The MaaS hub makes alternatives which are attractive, affordable and convenient.



SPRINT BUS PARK AND RIDE



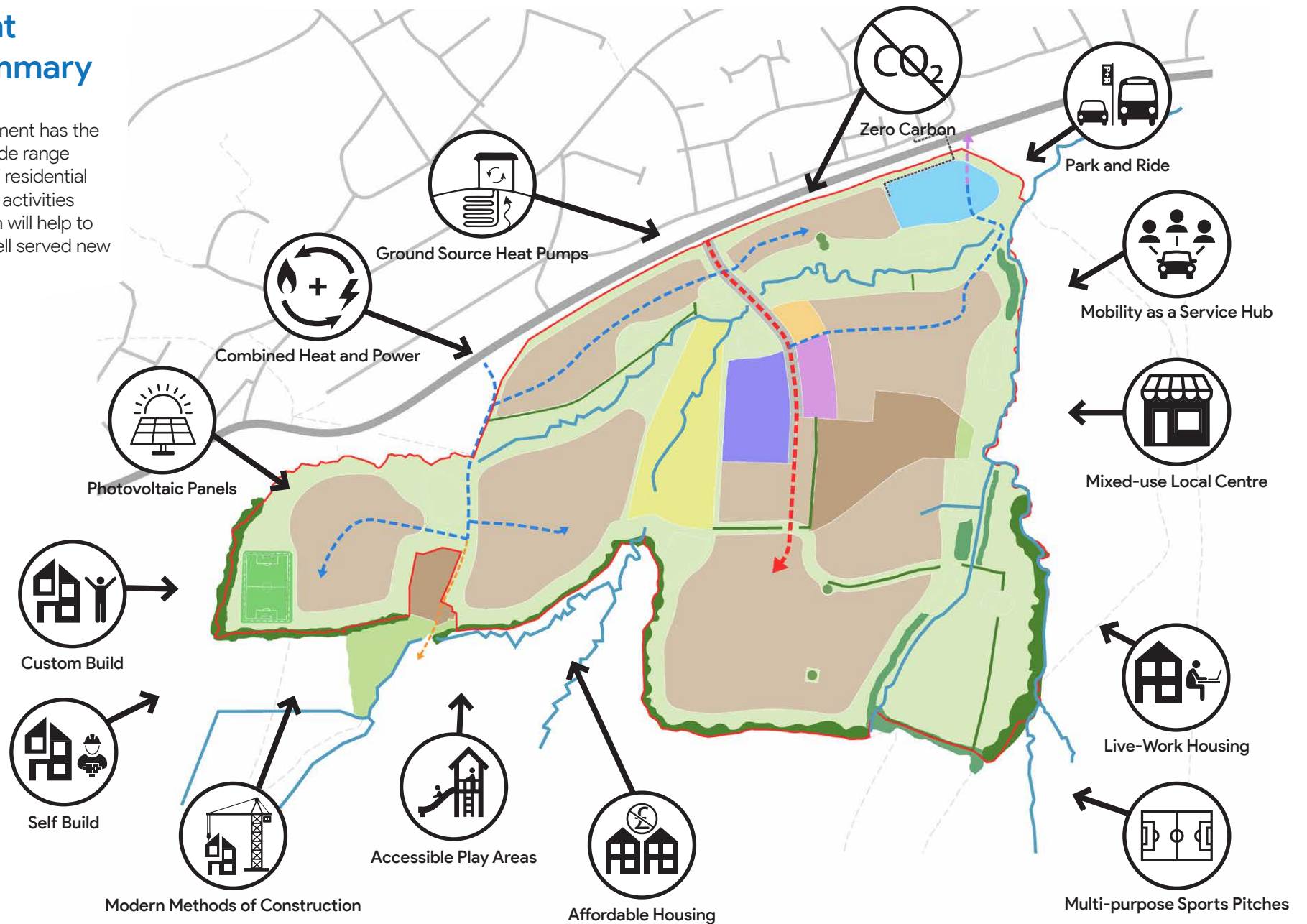
Park and Ride facilities can be invaluable in connecting a development to local facilities

SPRINT Park and Ride facilities allow for increased and convenient usage of public transport. Car parking provision, which can also be supplemented with bicycle parking provision is provided. Users can then utilise the new SPRINT Bus services from this hub to reach their required destination. By providing regular, affordable and accessible public transport options combined with convenient parking will increase the use of public transport services.



Development Benefits Summary

The proposed development has the potential to deliver a wide range of types and tenures of residential development as well as activities and technologies which will help to create a sustainable, well served new community.





Designing for The New Normal

The COVID-19 pandemic has resulted in a step change in people's needs, perceptions and attitudes towards how they work, live and play. Homes, Streets and Neighbourhoods will need to adapt, change and evolve to meet the needs of life in a post-COVID-19 society. At Uffmoor Vale we have the opportunity to design a highly flexible and responsive built environment that meets these new demands but offers the adaptability to meet future demands. Some of the aspects of design that we will embody within the new approach may include the following.



BALCONIES



Balconies provide a private external space for relaxation or working.

With the increased preference for home working as a result of the COVID-19 pandemic there is now more than ever a greater demand for private external space for relaxation to be included within the design of dwellings. This private external space provision will need to include balconies, particularly in housing typologies and densities where private external garden space is unfeasible or extremely limited such as in flats and high density housing. Balconies also provide an opportunity to work in a private external environment for working in, in a way which gardens are less able to do.



ENHANCED GARDEN SPACE



Private front and rear gardens provide important space for relaxation and recreation.

The necessity of enhanced, usable garden space will be accentuated in the period following the COVID-19 pandemic both due to the need for private, usable, rear garden space for personal recreational use and inhabitable front garden space, creating the opportunity to occupy private external space within view of the street and public realm, more open to the rest of the community and fostering a more communal feel in the streetscape.



FLEXIBLE ROOMS

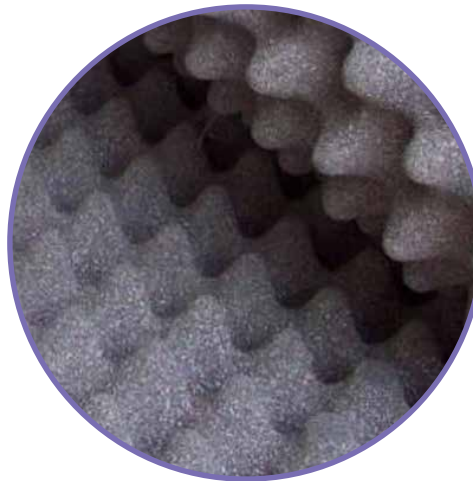


Flexible rooms are important to provide space for home working or home schooling.

With greater demand placed upon homes during the pandemic for usages such as home schooling and home working there is a greater demand to provide flexible, internal space within homes which can be adapted to suit a variety of uses. This could translate as a requirement for a new 'flexible room' incorporated into the design of new homes in addition to typical kitchen/ dining and living rooms, specifically for home working or schooling use. An important feature of this room would be to have separation from the other living spaces, providing a degree of privacy for work and in order to create a separation between recreational and work time.



IMPROVED SOUND PROOFING



Improved sound proofing is important for making homes more conducive to working.

In addition to separate, flexible space for work, another important requirement for the necessary privacy required for effective home working includes the need for improved sound proofing, both with homes between different rooms and between the inside and outside.



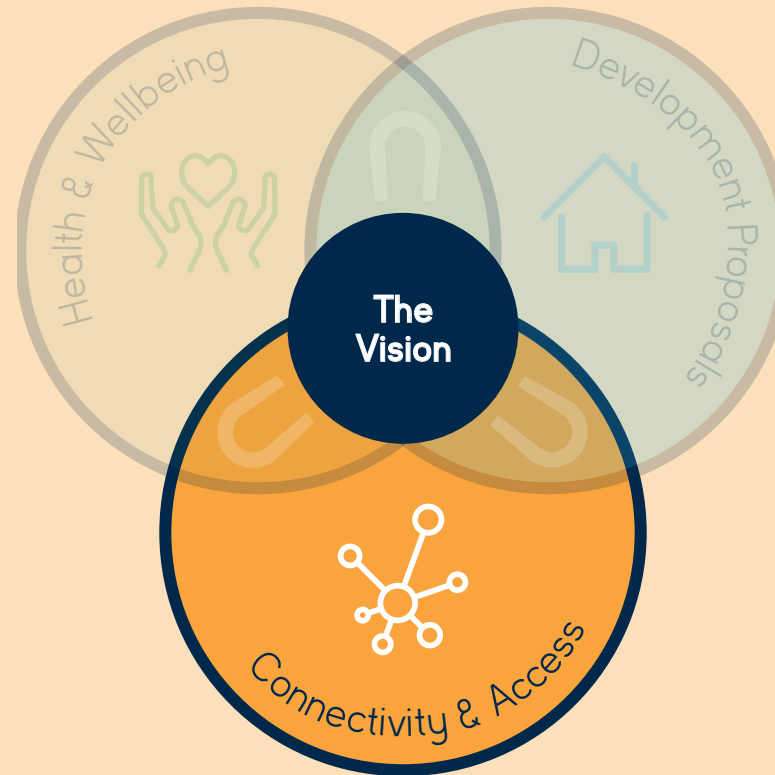
IMPROVED BROADBAND



Fast and reliable broadband is a major requirement for home working.

Another significant requirement moving forward in a world where home working is increasingly prevalent will be the necessity to have access to fast and reliable broadband. Increasingly new residential developments will need to be capable of providing good broadband connections as standard in order to be viable for many prospective residents.





Connectivity & Access



Connectivity & Access

Local Amenities

The table below gives a summary of some of the key local facilities and services in proximity to the site:

Type	Description	Walking Distance (from centre of site boundary on A456)	Walk / Cycle Time
Education	Lutley Primary School	1.3km	15 minutes / 4 minutes
	Windsor High School & Sixth Form	2.3km	27 minutes / 8 minutes
	The Earls High School	2.3km	27 minutes / 8 minutes
Healthcare	Doctor's Surgery	1.0km	12 minutes / 3 minutes
	Pharmacy	1.0km	12 minutes / 3 minutes
	Dentist	1.5km	18 minutes / 5 minutes
Food Retail	Tesco Express	1.0km	12 minutes / 3 minutes
Non-Food Retail	Halesowen Local Centre	2.0km	24 minutes / 7 minutes
Leisure	Halesowen Leisure Centre	2.0km	24 minutes / 7 minutes

Opportunities and Constraints

A comprehensive transport strategy for the site has been developed based upon the site context and the following key opportunities:

- The potential to provide a direct access onto the A456, part of the Transport for West Midlands Key Route Network. The site is not reliant on access through residential areas;
- The site is within convenient walking and cycling distance of local facilities within Halesowen, and improvement to existing routes would offer a benefit to the local community;
- There are several high frequency bus routes operating within close proximity of the site, providing an opportunity for diversion of existing services or creation of new services to accommodate existing demand. This could include a terminus and Park & Ride site for the SPRINT bus rapid transit service; and
- In developing a major urban extension to Halesowen there is an opportunity to provide local retail or education uses within the site, reducing the need to travel.

A transport strategy has also been prepared with regard to the following constraints:

- Severance between the site and Halesowen caused by the A456 Manor Way dual carriageway;
- The lack of safe crossing facilities over Manor Way between the site and local facilities within Halesowen;
- Congestion at the Manor Way / Grange Road / Grange Hill roundabout to the east of the site.

The remainder of this chapter sets out the key strands of the transport strategy and identifies a number of unique opportunities that the site can offer.



Development Strategy

Vehicular Access

- An all-movements three-arm signalised junction within A456 Manor Way, incorporating a pedestrian crossing facility; and
- Access onto the northern end of Uffmoor Lane, which meets Manor Way at a left-in / left-out junction at the north-western corner of the site.

Drawings appended to the Transport Technical Response demonstrate that the access junctions are deliverable in accordance with the relevant design standards (DMRB) and on land entirely within the developer's control or adopted highway.

Pedestrian / Cycle Access

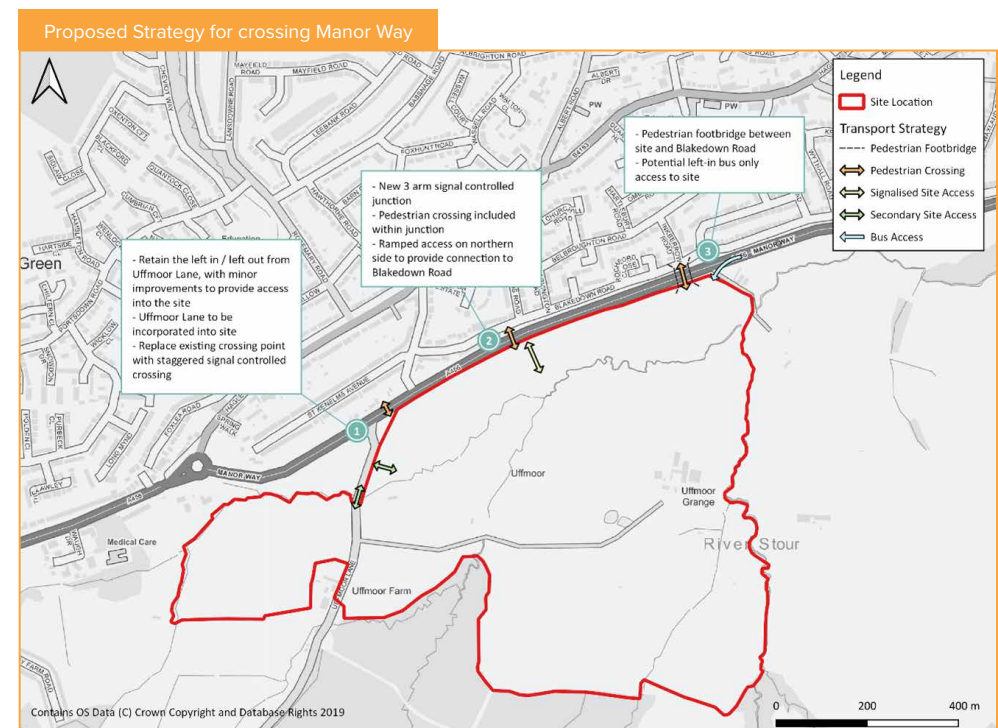
A package of measures has been designed to provide pedestrian and cycle access to the site, and reduce severance caused by Manor Way:

- Crossing facilities within the proposed site access signal junction, connecting to Blakedown Road;
- Upgrading the existing uncontrolled crossing facilities adjacent to the Uffmoor Lane junction to provide a signal controlled crossing; and
- A new pedestrian / cycle bridge at the eastern boundary of the site, connecting to Blakedown Road.
- A reduction in speed limit, removal of the central physical barrier, and introduction of a segregated two-way cycle route on Manor Way.

The proposed strategy will overcome existing severance issues over Manor Way and provide convenient connections towards local facilities and Halesowen town centre.

Walking and Cycling Improvements

A comprehensive walking and cycling audit has been undertaken to review the routes between the site, Halesowen town centre, Hasbury local centre and the closest secondary school. The audit has identified a package of improvements which would deliver new, continuous cycle routes and improved walking routes, which could be delivered by the development and would offer a benefit to existing communities.





Public Transport

There is an opportunity for the site to accommodate a Park & Ride terminus for the SPRINT bus rapid transit service, subject to further discussions with Transport for the West Midlands.

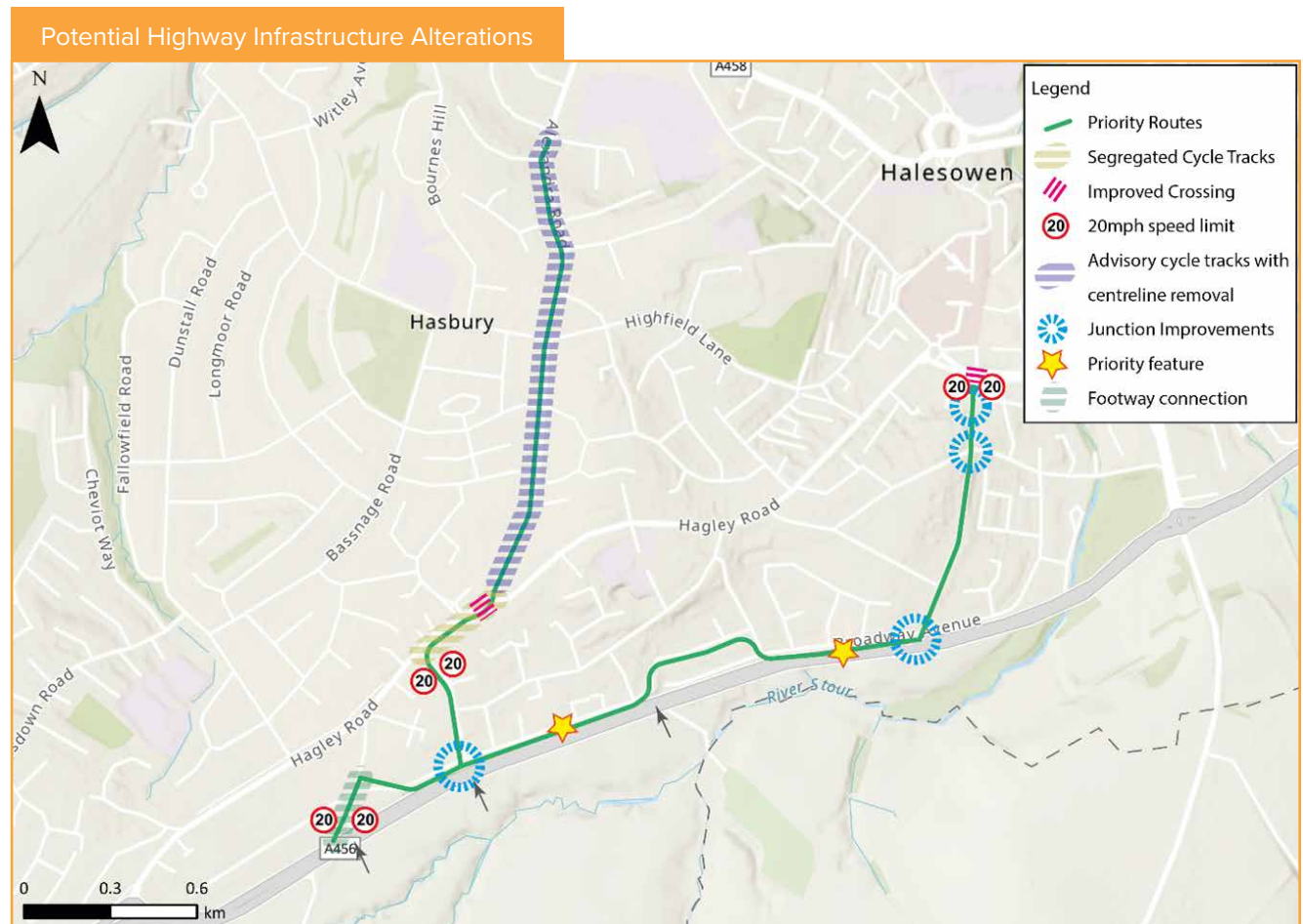
There are several high frequency bus services in vicinity of the site, demonstrating clear potential to serve the site either by diversion of an existing route or a new standalone service.

The service could either stop on A456 adjacent to the site access, minimising diversion time for an existing route, or could enter and circulate the site.

Highway Infrastructure

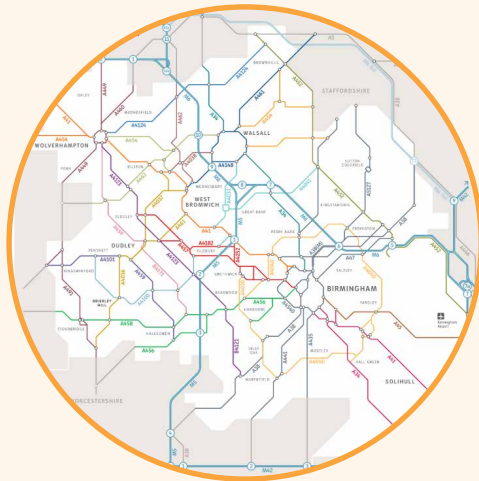
The A456 Manor Way / A459 Grange Road / Grange Hill roundabout, approximately 1km east of the site, is congested.

Discussions with DMBC have confirmed that studies have been commissioned to review improvement options for the junction, alternatively a mitigation design has been prepared which would convert the junction to traffic signal control, providing increased capacity and reduced delays compared to the existing situation.





HIGH QUALITY ROAD CONNECTIONS

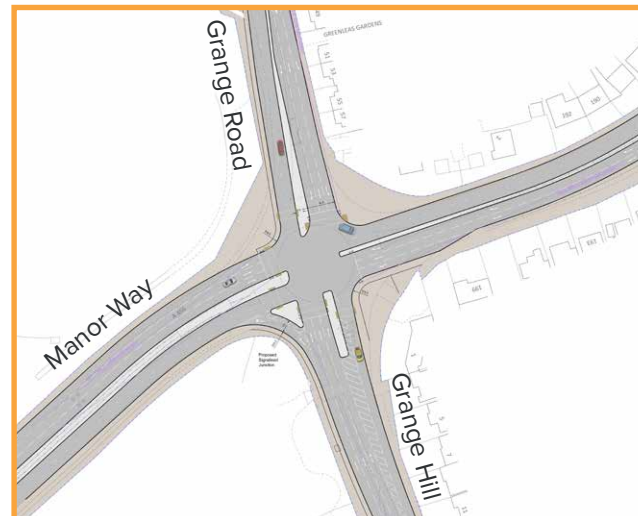


Existing journey to work data for residents of the local area indicates that high proportions of vehicle journeys would use the A456 Manor Way, with a significant propensity for travel to the east towards the M5 and Birmingham.

The clear advantage of this site is that it presents the opportunity to access directly onto the Key Route network, and therefore doesn't result in significant traffic and environmental impacts on local roads and communities that other similar scale of development nearby, simply cannot avoid.

In order to bring forward development sites of a significant scale, it is necessary to provide connections to high quality routes on the road network. Providing these connections is essential in minimising traffic and environmental impacts on both local roads and communities.

The A456 Manor Way adjacent to the site forms part of the West Midlands Key Route Network. It is the primary route on the southern fringes of the Dudley Metropolitan Borough area and is intended to serve large traffic flows and provide connections to the national strategic road network.



MANOR WAY ROUNDABOUT – STRATEGIC IMPROVEMENT SCHEME

It is acknowledged that A456 Manor Way/A459 Grange Road/Grange Hill roundabout to the east of the site is congested and is a constraint to further growth in the area in its current form. In response to this a mitigation scheme has been prepared, which would see the implementation of a traffic signal junction to be funded and implemented by the developer.

Notwithstanding the above, it is recognised that Dudley Borough Council are in the process of considering potential improvement schemes at this location, however funding for any improvements has not been secured. We would therefore seek to work with the Highways Authority to establish a comprehensive improvement scheme to resolve current issues, provides capacity for the development and ensures that Sprint is accommodated. Given the proximity of the site, it would be reasonable for the development of the site to make a financial contribution to a comprehensive improvement scheme.

Proposed new Junction Improvements for the Manor Way / Grange Road / Grange Hill Roundabout



SPRINT AND PARK & RIDE



Given the proximity of the site to the planned route, there is a significant opportunity to extend some of the SPRINT services to the development, whilst also providing a micro Park and Ride facility. The Masterplan has been designed to accommodate circa 300 Park and Ride spaces and the purpose of this facility would be to intercept trips from further west, and the local area.

This site offers a unique opportunity to provide a micro Park and Ride facility and maximise the benefits associated with bringing SPRINT to the area.

Transport for West Midlands has identified seven Sprint rapid transit routes to link key residential and employment areas throughout Birmingham, Solihull and the Black Country. SPRINT forms an important element of the regional transport strategy and aims to make journeys more reliable and sustainable.

One of the SPRINT routes will connect Birmingham to Halesowen town centre, routing along the A456 Manor Way just over 1 kilometre from the site. The current strategy is to provide a Park and Ride facility adjacent to M5 Junction 3. The primary purpose of the facility is to intercept motorway traffic travelling towards Birmingham.

21ST CENTURY TRANSPORT VISION



In responding to the current climate emergency, it is necessary for there to be a step-change in how developments are planned from a transport perspective. For a development of the scale proposed, it must be acknowledged that the site would be built-out well into the 2030s and it is essential that the transport vision for the site reflects this.

Our Transport Vision for the site would be centred around three key strands:

- Use of Mobility as a Service (MaaS);
- The implementation of a Central Mobility Hub;
- Lower parking provision.



DELIVERABLE ACCESS



MaaS is essentially a digital transport service platform (such as an app) that enables users to access, pay for, and get real-time information on a range of public and private transport options (most of which would be provided in the Mobility Hub).

Mobility Hubs will amongst other local facilities, provide the transport services related to MaaS i.e. car sharing facilities, car rental, bus services, bike sharing, electric vehicle charging, and delivery lockers.

Parking levels will be lower on plot, with many second cars housed in the Mobility Hub.

The site benefits from a substantial frontage with the A456 Manor Way and is also bounded by Uffmoor Lane and Quarry Lane. In terms of a vehicle access strategy, this ensures that a number of options are available for accessing the site.

The preferred strategy is to provide an all-movement three-arm signal controlled junction with Manor Way, incorporating a pedestrian crossing. This would be complemented by access onto Uffmoor Lane, which would be incorporated into the site, where the current left-in, left-out junction with Manor Way would be retained.

Preliminary drawings for this strategy have been prepared and the access junctions are deliverable to the relevant design standards, and entirely within the site curtilage and adopted highway boundary. Junction capacity assessments have been undertaken for the main site access and these demonstrate that the junction would operate with significant reserve capacity.

There is also potential to modify the Quarry Lane junction at the north-eastern corner of the site to provide a left-in bus only access to facilitate access for the SPRINT service.

Whilst the preferred access option would be the implementation of a signal controlled junction which would require a reduction in the current speed limit, alternative arrangements have been considered and are also deliverable if required.



CONNECTIVITY



Visualisation showing potential rework of Manor Way, including new cycle and pedestrian infrastructure

In order to bring forward sustainable development on the site, it is acknowledged that connectivity across the A456 Manor Way will be required. A strategy has therefore been identified to tackle this issue and this is centred around:

- Providing on-site facilities including a local centre.
- Provision of improved linkages into Halesowen with new crossing opportunities.
- Potential treatment of the A456 Manor Way.

On-site provision – the first strand of the strategy is to limit the requirement for off-site travel by providing facilities within the site. The site will include a mixed-use local centre, a primary school and formal sports provision, meaning that a number of everyday needs can be catered for on site.

Crossing provision – the strategy for the site to provide for access to the north is:

1. Controlled crossing facilities within the site access arrangements.
2. Upgrade of existing uncontrolled crossing facilities adjacent to Uffmoor Lane junction to provide a signal controlled crossing; and
3. A new crossing facility at the eastern end of the site in the form of a footbridge.

Treatment of A456 Manor Way – the role of the A456 Manor Way as part of the West Midlands Key Route Network is acknowledged, however there is an opportunity to reduce the speed limit adjacent to the site and replace the vehicle restraint system with a landscaped central reservation, similar to treatment adopted in Lawley, Telford.

The site is within walking and cycling distance of local facilities within Halesowen, including the following at 1km (12-minute walk / 3-minute cycle) from the edge of the site:

- A Doctor's surgery and pharmacy
- Tesco Express and Co-operative convenience foodstores
- Lutley Primary School and St Margaret's at Hasbury Primary School

Halesowen Town Centre is 2km (24-minute walk / 7-minute cycle) from the site. To the north of Manor Way the routes towards these local facilities follow residential streets which provide footways and streetlighting. The roads are lightly trafficked making them suitable for cycling.

Coombeswood can be accessed from the Dudley No 2 Canal which forms part of a wider canal network across the Black Country for walkers and cyclists.



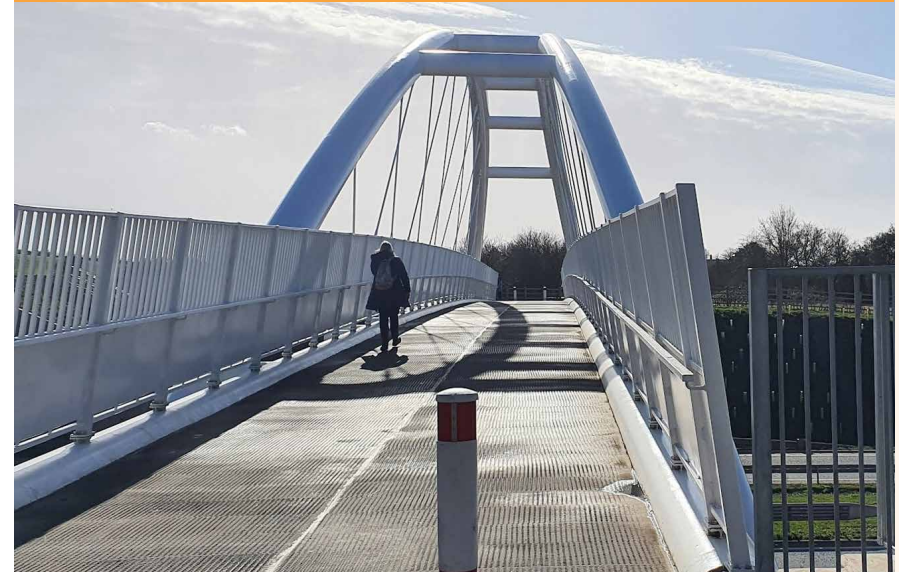
Connectivity & Access Summary

A comprehensive forward-thinking transport strategy has been developed which overcomes existing constraints, whilst at the same time responds to the step-change in travel behaviour that will occur in the near future.

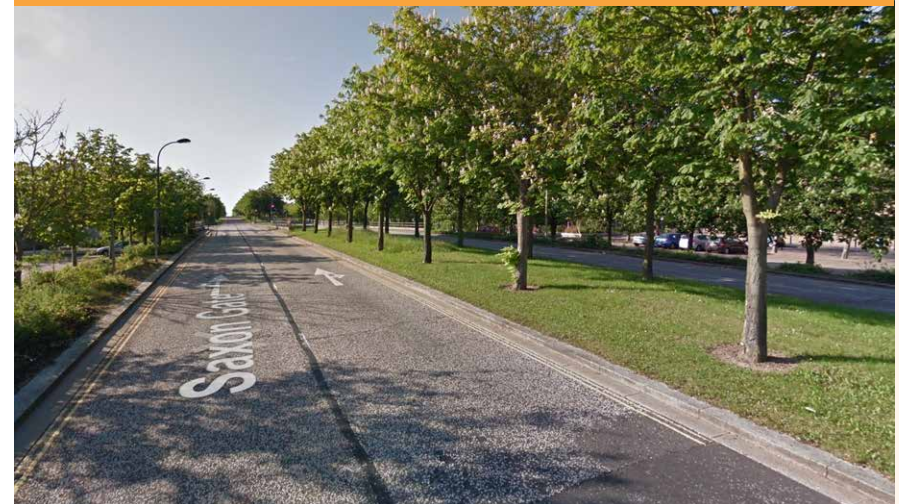
The site offers a number of unique opportunities from a transport perspective:

1. The site can access directly onto the West Midland Key Route Network and therefore doesn't result in significant traffic and environmental impacts on local roads and communities that other development of a similar scale, can simply not avoid.
2. The proximity of the site to the planned SPRINT route offers a unique opportunity to provide a micro Park and Ride facility and maximise the benefits associated with bringing to SPRINT to the area.
3. The local highway authority are currently giving consideration to the provision of an improvement scheme at the Manor Way roundabout, however funding has not been secured. Given the proximity of the site, it would be reasonable for the development of the site to make a financial contribution to a comprehensive improvement scheme which would resolve current issues, provide capacity for the development and accommodate SPRINT.
4. The need to respond to the current climate emergency is fully acknowledged and the transport vision for the site would be centred around use of MaaS, the implementation of a Mobility Hub and lower parking provision.

Example Pedestrian Bridge over Dual Carriageway: Bridge over the A4440 in Worcester



Example Dual Carriageway Improvements: Saxon Gate, Milton Keynes



Summary

Overall our highly ambitious proposals for Uffmoor Vale and Coombeswood include three key components:



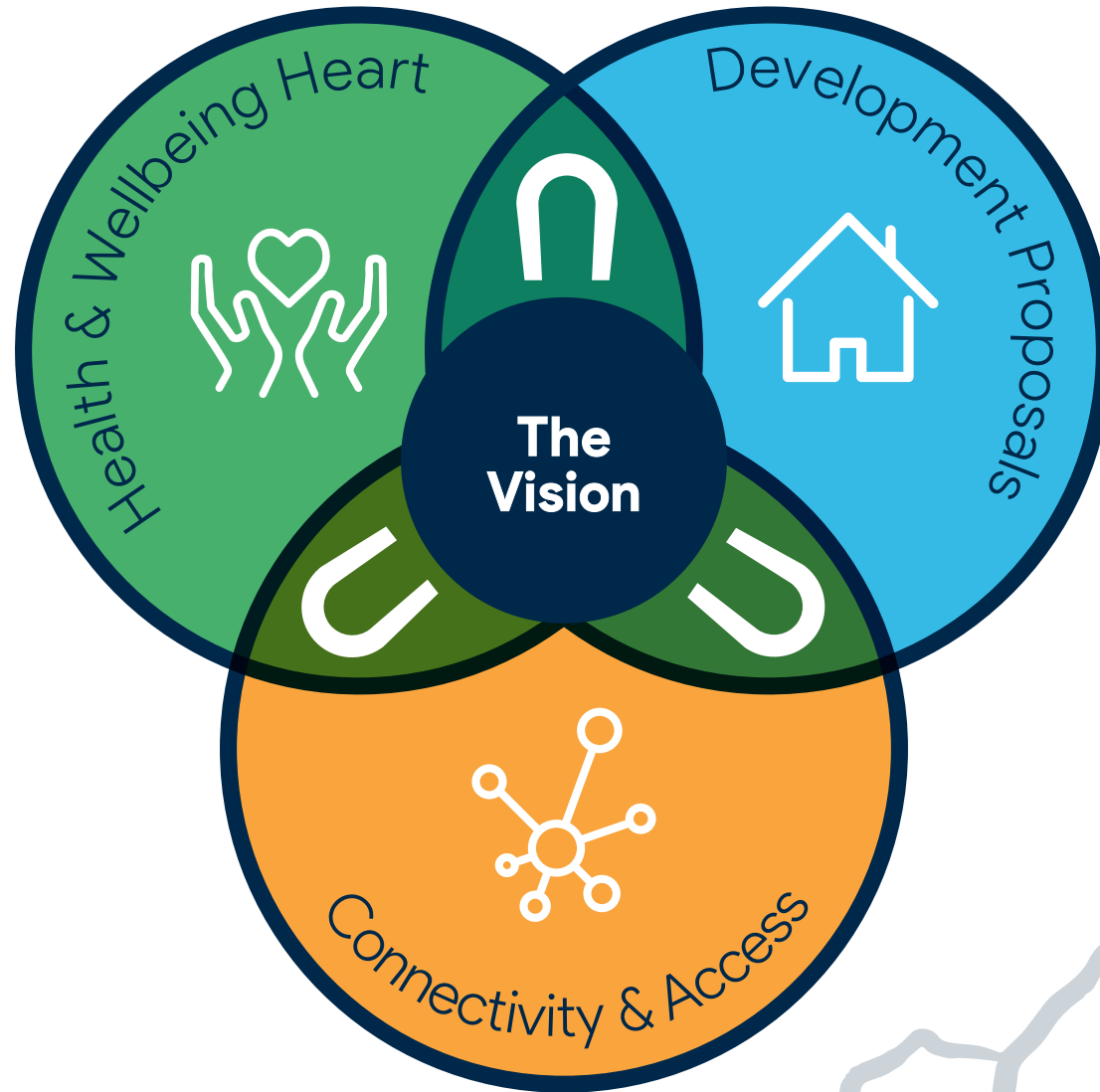
The delivery of a Health and Wellbeing Heart at Coombeswood will increase public access and connectivity to large areas of multi-functional green space which are currently only accessible from public rights of way passing through them. A variety of uses and activities, combined with exposure to the green areas will improve the health and wellbeing of residents.



The development proposals at Uffmoor Vale embody the very latest best practice place-making design principles. The development will be a high quality development embedded within the existing landscape providing a vibrant response and accessible environment in which to work, play and live. Our strategic thinking will ensure that all proposals are integrated within their context and inter-connectivity between existing and new residents and facilities are maximised.



Movement routes, for all users, including pedestrians, cyclists and vehicles will be attractive, safe and convenient. A choice of movement modes in addition to an extensive network of street and recreational routes will result in a highly accessible and connected proposal. This will include the potential to address existing safety issues on Manor Way/A456 and increase the connectivity across this route.





**BARTON
WILLMORE**