

BLOOR HOMES[®]



**LAND EAST OF
LANE GREEN ROAD,
BILBROOK**

Design & Access Statement

Contents

1.	INTRODUCTION	4	5.	DESIGN	26
1.1	The Application	4	5.1	Design Concept	28
1.2	The Document	4	5.2	The Masterplan	30
2.	ASSESSMENT	6	5.3	Use & Amount	30
2.1	Site Location & Description	6	5.4	Layout Principles	32
2.2	Planning Policy	8	5.5	Scale of Development	32
2.3	Land Use & Facilities	10	5.6	Appearance Principles	34
2.4	Movement	10	5.7	Development Character	34
2.5	Flood Risk & Drainage	10	6.	LANDSCAPE	38
2.6	Arboriculture	12	6.1	Landscape Principles	40
2.7	Topography	12	6.2	Tree Strategy	48
2.8	Ecology	12	7.	ACCESS & MOVEMENT	51
2.9	Landscape Character	12	7.1	Introduction	52
2.10	Key Views	14	7.2	Pedestrian & Cyclists	52
2.11	Heritage & Archaeology	18	7.3	Buses & Sustainable Movement	52
2.12	Townscape Character	20	7.4	Vehicular Entrances	52
3.	INVOLVEMENT	22	7.5	Internal Road Structure	52
3.1	Consultation	22	8.	SUSTAINABILITY	56
3.2	Discussions With SSC	22	8.1	Development Standards	56
3.3	Highways Pre-Application	22	9.	OTHER CONSIDERATIONS	58
3.4	Public Consultation	22	9.1	Designing Out Crime	58
3.5	Design Evolution	22	9.2	Storage	58
4.	EVALUATION	24			
4.1	Site Synthesis	24			

DE552 DAS 2024.02.20

Prepared by:

Define.



1. Introduction

1.1 THE APPLICATION

- 1.1.1 This Design and Access Statement (DAS) has been prepared to support an outline planning application by Bloor Homes Limited (BHL) for the development of Land East of Lane Green Road, Bilbrook.
- 1.1.2 This application seeks outline planning permission (with all matters reserved except primary means of vehicular access from Lane Green Road) for the delivery of up to 135 dwellings, associated access, drainage, green and blue infrastructure, ground remodelling and ancillary infrastructure.

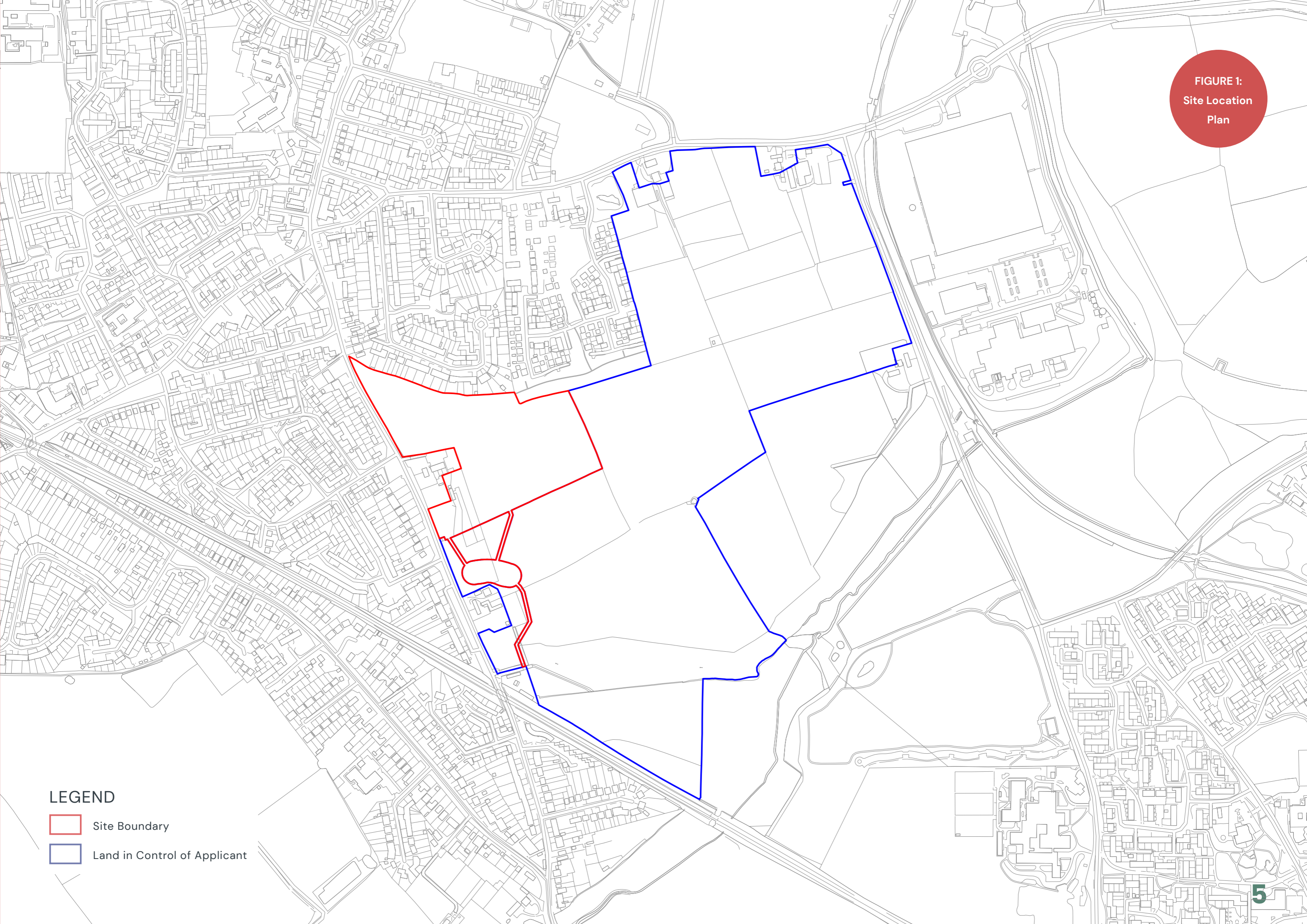
1.2 THE DOCUMENT

- 1.2.1 This DAS sets out the design principles and concepts relating to the amount, nature, scale, design and access to the proposed development. The document communicates the design process that has been undertaken including Assessment, Evaluation and Design, supported by figures and analysis.
- 1.2.2 The DAS has been produced in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 201 no. 595 and the Planning Practice Guidance to:
 - a) Explain the design principles and concepts that have been applied to the development;
 - b) Demonstrate the steps taken to assess the development context integration of the design;
 - c) Explain how the development will be accessed, incorporating local policy; and
 - d) Explain how specific issues may affect access and how they have been addressed.

- 1.2.3 This DAS sets out a number of principles for the development of the site. These address the key matters identified in the site analysis and design development, and allow sufficient flexibility for detailed design solutions to evolve (and be consulted on) in conjunction with any future reserved matters planning applications.
- 1.2.4 Therefore, the applicants would welcome the inclusion of a condition on the outline planning permission that requires future Reserved Matters applications to comply with this Design and Access Statement and the key development principles set out in it, notably the proposed Masterplan (Figure 13).



FIGURE 1:
Site Location
Plan



LEGEND

Site Boundary

Land in Control of Applicant

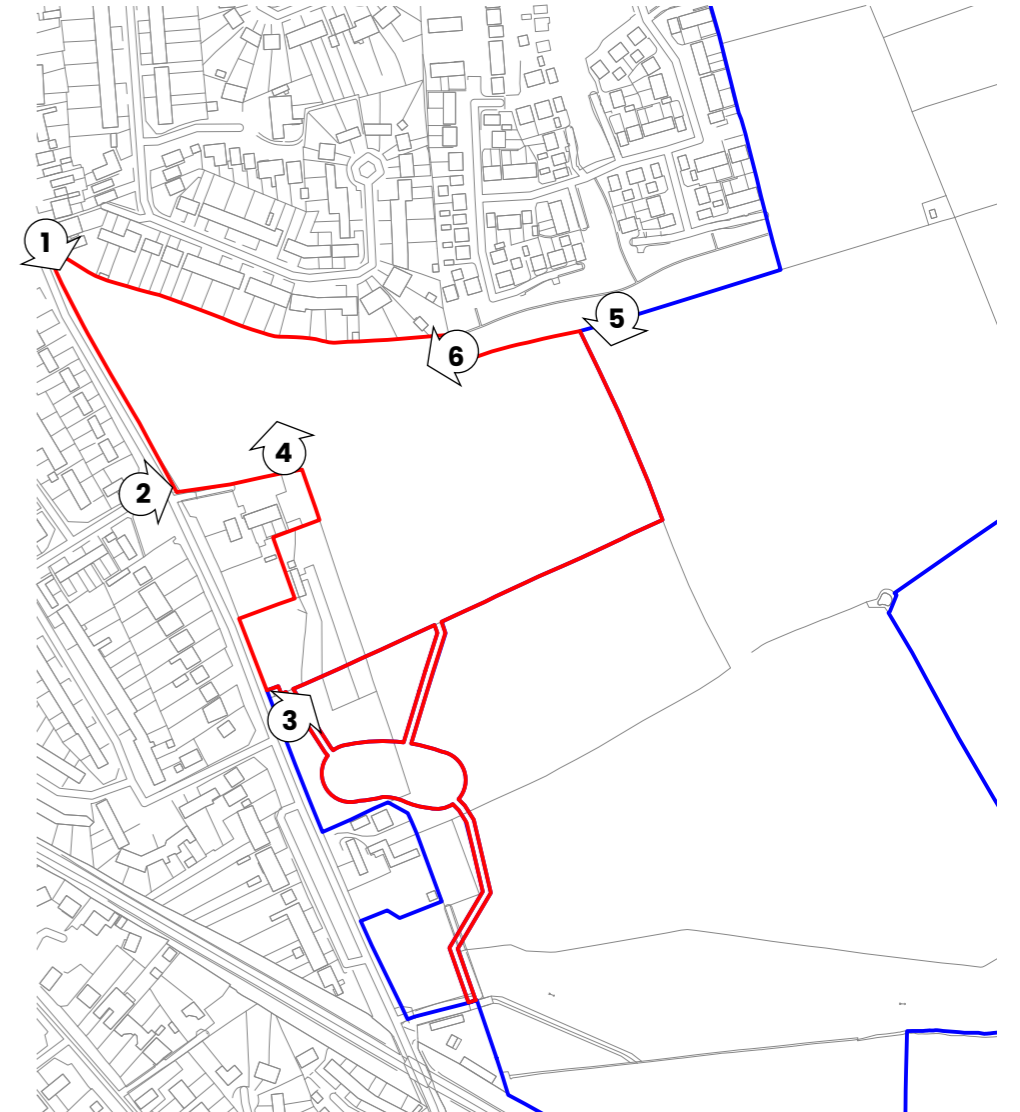
2. Assessment

2.1 SITE LOCATION & DESCRIPTION

- 2.1.1 The site is located on the eastern edge of Bilbrook to the east of Lane Green Road and comprises 5.93ha of pastoral land. It is broadly one large field with remnants of post and rail fencing, concrete building foundations and a storage container to the south-west.
- 2.1.2 The northern site boundary is defined by the rear gardens to properties on Downie Road, some of which are exposed to the site, and a mature hedgerow bounding public open space within the recently constructed Bilbrook Mill development.
- 2.1.3 The western boundary is defined by a mature hedgerow, however, the southern boundary is weak and largely undefined aside from remnants of post and wire fencing and occasional trees.
- 2.1.4 Lane Green Road defines much of the western boundary, largely enclosing the site with a mature hedgerow along the roadside. A small cluster of dwellings on Lane Green Road also abut the site to the west, here the boundary to Lane Green Road is defined by post and rail fencing allowing visual permeability into the site.



FIGURE 2:
Photo Location
Plan



Photos

- 1: Lane Green Road boundary
- 2: Lane Green Road boundary and properties abutting site
- 3: Southern boundary, remnants of former fencing/building foundations and storage container
- 4: Dwellings on Downie Road backing onto the site
- 5: Eastern boundary defined by mature hedgerow
- 6: Western field and properties abutting the site

2.2 PLANNING POLICY

2.2.1 Relevant design and access policies considered in the creation of the proposed design development are summarised below. A detailed summary of the relevant policies is included within the planning statement.

National Policy Context




- 2.2.2 The NPPF is underpinned with the presumption in favour of sustainable development.
- 2.2.3 Paragraph 123 states that planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses.
- 2.2.4 Paragraph 131 confirms that the creation of high-quality building and places is fundamental to what the planning and development process should achieve, and that good design is a key aspect of sustainable development.
- 2.2.5 Paragraphs 132–135 emphasise the importance of design quality through the evolution and assessment of development proposals.
- 2.2.6 Paragraph 96 highlights that the planning system has an important role in achieving healthy, inclusive and safe places that promote social interaction, and enable and support healthy lifestyles.
- 2.2.7 Paragraph 108 states that transport issues should be considered at the earliest possible stage when evolving development proposals to ensure that the potential impacts of development on transport can be addressed.
- 2.2.8 It also states that patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.
- 2.2.9 Paragraph 109 adds that significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.

Local Planning Policy

- 2.2.10 Figure 3 illustrates the local planning context for the application site and its surrounding area.
- 2.2.11 The site was identified as a safeguarded site for residential development in the extant Site Allocations Document (SAD) that, alongside the Core Strategy, forms the adopted Development Plan for the District.
- 2.2.12 The application site, as well as additional land to the immediate south and east, have now also been identified as a proposed residential allocation site within the Regulation 19 version of the emerging Local Plan (eLP) that was consulted on in December 2022. It is expected that the eLP will be adopted in 2025.

- 2.2.13 The following policies are of relevance in relation to design:
- 2.2.14 CS Core Policy 4 states that all new developments must achieve a high quality of design by meeting the following requirements:
- To provide an attractive, functional, accessible, safe, healthy and secure environment;
 - To respect and enhance local character and distinctiveness of the natural and built environment including opportunities to improve the character and quality of the area and the way it functions;
 - To incorporate measures to reduce the risk of flooding and prepare for the predicted effects of climate change;
 - To make a positive contribution to the public realm including the incorporation of public art where appropriate;
 - To adopt sustainable construction principles and use locally sourced and recycled materials wherever possible;
 - To incorporate accessibility measures to meet the needs of users and facilitate access through sustainable forms of transport;
 - To facilitate and encourage physical activity through outdoor sport, recreation (informal sport and play), walking and cycling;
 - To secure improvements to public spaces and the provision of additional public spaces.
- 2.2.15 CS Policy EQ11 seeks to achieve, creative and sustainable designs that take account of local character and distinctiveness. The policy contains several design principles that relate to use, movement, form and space.
- 2.2.16 CS Policy EQ12 requires landscape to be an integral part of the overall design, which not only compliments and enhances the development, but also the wider area.
- 2.2.17 The adopted Design Guide SPD (2018) also provides additional guidance to help applicants understand the Council's requirements for the design of new development in the District.
- 2.2.18 eLP Policy HC10 effectively combines the above policies, requiring developments to achieve creative and sustainable design from the outset of the development and through its lifetime.
- 2.2.19 There are also a number of other policies within the extant and emerging plans that influence design. A summary of the relevant policies is included in the Planning Statement, which itself assesses whether the proposals comply with relevant policies.

LEGEND

-  Site Boundary
-  Listed Buildings
-  Conservation Area

SOUTH STAFFORDSHIRE LOCAL PLAN 2018 (ADOPTED)

-  Greenbelt
-  Housing Allocations
-  Safeguarded Land

SOUTH STAFFORDSHIRE LOCAL PLAN 2022 (EMERGING)

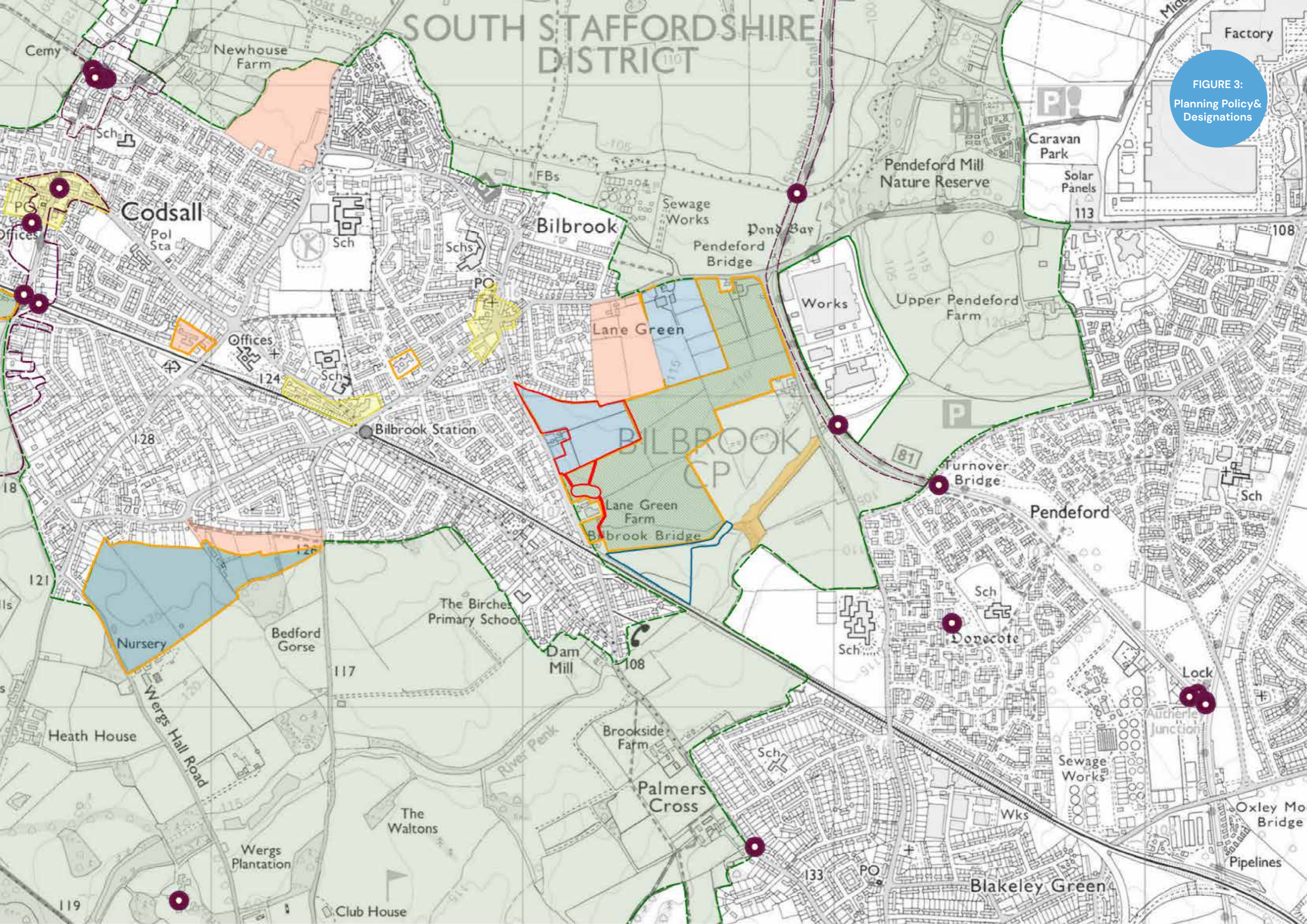
-  Housing Site Allocation
-  Green Infrastructure Allocation Policy
-  Area Removed from Greenbelt

ON BOTH ADOPTED & EMERGING PLANS

-  Village/Neighbourhood Centres
-  Biodiversity Alert Sites

SOUTH STAFFORDSHIRE DISTRICT

FIGURE 3:
Planning Policy &
Designations



2.3 LAND USE & FACILITIES

- 2.3.1 The site is currently in agricultural use with additional agricultural land wrapping it to the east, south and north east. Residential development occupies much of the land to the north and west with an area of open space and children's play area directly abutting the site to the north.
- 2.3.2 Shropshire Union Canal Main Line, Owens Trading Estate, i54 strategic employment site and Pendeford Public Nature Walk lie east/north east of Barnhurst Lane providing recreational and employment opportunities within close proximity of the site.
- 2.3.3 The recently constructed Bilbrook Mill, to the north east of the site, largely comprises residential development with a linear park incorporating a children's play area to the south of the scheme. Further residential development extends westward into Bilbrook with mixed-use development around the village green offering local conveniences such as a pharmacy, post office, shops, eateries, vets and hairdressers.
- 2.3.4 Lane Green First School and Bilbrook Middle School are located on Bilbrook Road approximately 400m from the site. Bilbrook Medical Centre is situated approximately 160m from the site to the north west. Bilbrook Village Hall, play park and Joey's Recreation Park are found on Joey's Lane approximately 500-600m from the site to the north. St Christopher's Catholic Primary Academy, Codsall Middle School and Codsall Community High School are also located within approximately 800m from the site.
- 2.3.5 Bilbrook Railway Station providing services to Birmingham, Wolverhampton and Shrewsbury is located within approximately 500m from the site to the west.

2.4 MOVEMENT

Public Transport

- 2.4.1 The site is well-connected to Bilbrook and the range of services and facilities that are available therein, as well as higher order settlements, via public transport.
- 2.4.2 The village is served by bus route 5/5A, which connect Bilbrook to Wolverhampton via Duck Lane and Birches Road. Routes 5 and 5a combine to provide a 30 minute service frequency to/from Wolverhampton, with the development located within 800m of existing bus stops.
- 2.4.3 Bilbrook railway station lies less than 2km from the centre of the site, and can be accessed on foot or by cycle via Lane Green Road and Duck Lane. The Train Station provides hourly train services to Wolverhampton and Birmingham throughout the day. Typical journey times are approximately 7 minutes to Wolverhampton and around 30 minutes to Birmingham.

Footpaths & Cycleways

- 2.4.4 There are no existing Public Rights of Way crossing the site. There is however, a short section of public footpath to the north west of the site which provides a connection from Lane Green Road to Downie Road/Florence Road.
- 2.4.5 National Cycle Route 81 runs along Pendeford Mill Lane joining the canal tow-path southwards, providing an off-road route into Wolverhampton. To the north west, the route connects a number of settlements (including train stations) and extends into Telford Town centre linking with Route 55.
- 2.4.6 The shared foot/cycleway extends beyond Route 81 along the northern edge of Pendeford Mill Lane and provides a direct route into the village centre and to Bilbrook Railway Station via Duck Lane to the north west of the site. To the north east the footway/cycleway provides a direct route to the i54 strategic employment site via Wobaston Road.
- 2.4.7 The Monarch's Way long distance route follows the canal tow-path to the north of Pendeford Mill Lane and extends along Wobaston Road, again providing a connection to i54.
- 2.4.8 The illustrative masterplan demonstrates the provision of a development spine road with a 3m wide foot/cycleway to each side, connecting to a foot/cycleway of 3m along Lane Green Road to the north and a new crossing point to the south. This provides a connection to existing services and facilities within Bilbrook.

Highways Network

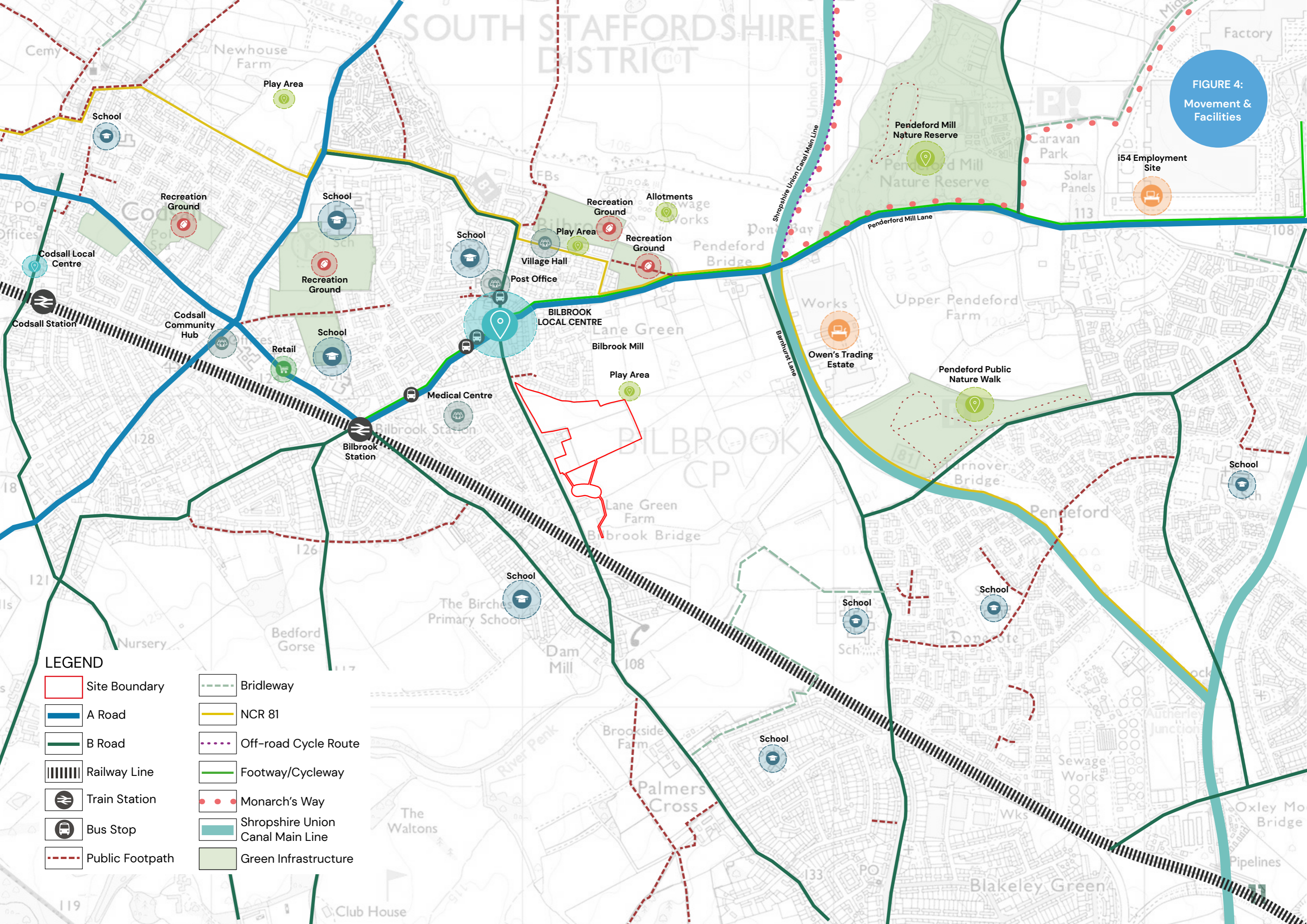
- 2.4.9 The site is currently accessed off Lane Green Road via a track that now serves a small cluster of dwellings that abut the site to the west.
- 2.4.10 The site will deliver new vehicle access from Lane Green Road, consisting of a simple priority t-junction layout, with new footway/ cycleway provision, proposed waiting restrictions, traffic calming measurements and a new shared-use (pedestrian and cycle) parallel crossing.
- 2.4.11 The Transport Assessment confirms that the proposed development of the application site alone would not be significant and would not give rise to the need for highway improvements. It finds that the cumulative impact of the development of this site alongside the separate application for SAD Safeguarded Site 443 would require mitigation measures, and sets out preliminary design drawings in that regard.

2.5 FLOOD RISK & DRAINAGE















- 2.5.1 A Flood Risk Assessment (FRA) has been prepared in relation to the application site, and concludes that the site is considered at either very low or low risk of flooding from the sources assessed (fluvial, tidal, reservoirs, canals, surface water, groundwater and sewers).
- 2.5.2 The FRA provides details of the Surface Water Drainage Strategy for the site. The strategy aims to mimic the hydrological regime of the existing site by discharging run-off to the existing Shropshire Union Canal to the east of the development. Attenuation storage will be provided in the form of open SuDS features such as attenuation basins, swales, rain gardens and permeable paving features.
- 2.5.3 In relation to foul water drainage, two options have been developed which both discharge the Severn Trent Water network within the vicinity of the site.
- 2.5.4 The FRA and Drainage Strategy report therefore demonstrates that the proposed development may be undertaken in a sustainable manner without increasing the flood risk either within the site or to any third-party land in line with NPPF requirements and Core Policy 3.

SOUTH STAFFORDSHIRE DISTRICT

FIGURE 4:
Movement & Facilities



LEGEND

- | | |
|---|--|
|  Site Boundary |  Bridleway |
|  A Road |  NCR 81 |
|  B Road |  Off-road Cycle Route |
|  Railway Line |  Footway/Cycleway |
|  Train Station |  Monarch's Way |
|  Bus Stop |  Shropshire Union Canal Main Line |
|  Public Footpath |  Green Infrastructure |

2.6 ARBORICULTURE

- 2.6.1 An Arboriculture Assessment of the site has been undertaken.
- 2.6.2 Of the 7 trees surveyed, one was considered to be of high quality, 3 were considered to be of moderate quality/ value and the remaining 3 were considered to be of low quality/ value. Of the 5 groups of trees, 1 was considered to be high quality, 2 were considered to be of medium quality/ value and the remaining 2 low quality/ value.
- 2.6.3 However, the AIA considers that the small element of tree removal would not be considered to significantly reduce the overall amenity value provided by the surveyed tree cover, with the majority of trees being retained to provide a good quality setting for residential development along with a large amount new tree planting shown on the submitted masterplan.

2.7 TOPOGRAPHY

- 2.7.1 The site is located in a gently rolling valley landscape forming a catchment for the River Penk, which is located to the south of the site.
- 2.7.2 In the large, the site itself falls from approximately 115m AOD at the central point of the northern boundary to approximately 110m AOD to the north east and 109m AOD to the south west. The southern extents of the site drop to around 108m AOD. These natural low points provide opportunities for a gravitationally fed sustainable drainage system to be integrated within the development.

2.8 ECOLOGY

- 2.8.1 An Ecological Assessment of the site has been undertaken and highlights the following matters for consideration.

Designated Sites

- 2.8.2 There are no statutory designated sites of nature conservation value within or immediately adjacent to the site. The nearest Local Nature Reserve (Smethstow Valley LNR) is located approximately 1.81km to the southeast of the application site and the nearest Site of Special Scientific Interest (Big Hyde Rough SSSI) located approximately 5.35km northwest of the site. It is not considered there will be any adverse direct or indirect effects on the site.
- 2.8.3 Banhurst Lane Biodiversity Alert Site (BAS) lies approximately 0.4km southeast of the application site, and is separated from it by fields. Therefore, it is not considered there will be any direct or indirect adverse effects on this non-statutory site.

Habitats

- 2.8.4 The majority of habitats within the site are considered to be of relatively low ecological importance being dominated by improved/ species-poor, semi-improved grassland and arable, with scattered scrub present.
- 2.8.5 The Ecological Assessment finds that given the low ecological baseline, their loss can be offset through the creation of new species-rich grassland, planting of new native hedgerows and trees and planting of new native aquatic and marginal vegetation within wet attenuation basins.
- 2.8.6 The majority of hedgerows and trees will be retained with additional new planting based around native species of local provenance and will more than offset losses to this habitat.

Fauna

- 2.8.7 A main badger sett and an additional outlier sett have been recorded within the application site. Both active setts are proposed to be retained and safeguarded by a 30m buffer from built development during both the construction and operational phases.
- 2.8.8 The creation of open space will continue to provide foraging opportunities for the species and significant areas of new planting will enhance opportunities for badgers.

- 2.8.9 The Ecological Assessment finds that three trees have the potential support roosting bats, and that new hedgerow and tree planting within the site would enhance foraging opportunities and provide new navigational opportunities for bats.
- 2.8.10 The Assessment also confirms that no evidence otters or water voles were recorded within the surveys and is highly unlikely that they would be utilising the stream. No other mammals were recorded during site surveys, although, the site does incorporate some suitable habitats.
- 2.8.11 Red List Species and Priority Species have been recorded. The hedgerows and trees present within the site offer suitable foraging and nesting opportunities which will be largely retained and there will be opportunities to significantly enhance the site.
- 2.8.12 The Appraisal confirms that common and uncommon invertebrate species are likely to be present within the site, but that the planting of new native trees, wildflower grasslands and attenuation features will provide enhance the existing position.

Conclusion

- 2.8.13 The appraisal concludes, therefore, that subject to the adoption of the recommendations detailed in the Ecologist Assessment, the development proposals would fully accord with national, regional and local policy, including Policies EQ1 and EQ2 and will avoid any significant impacts on any designated sites for nature conservation.

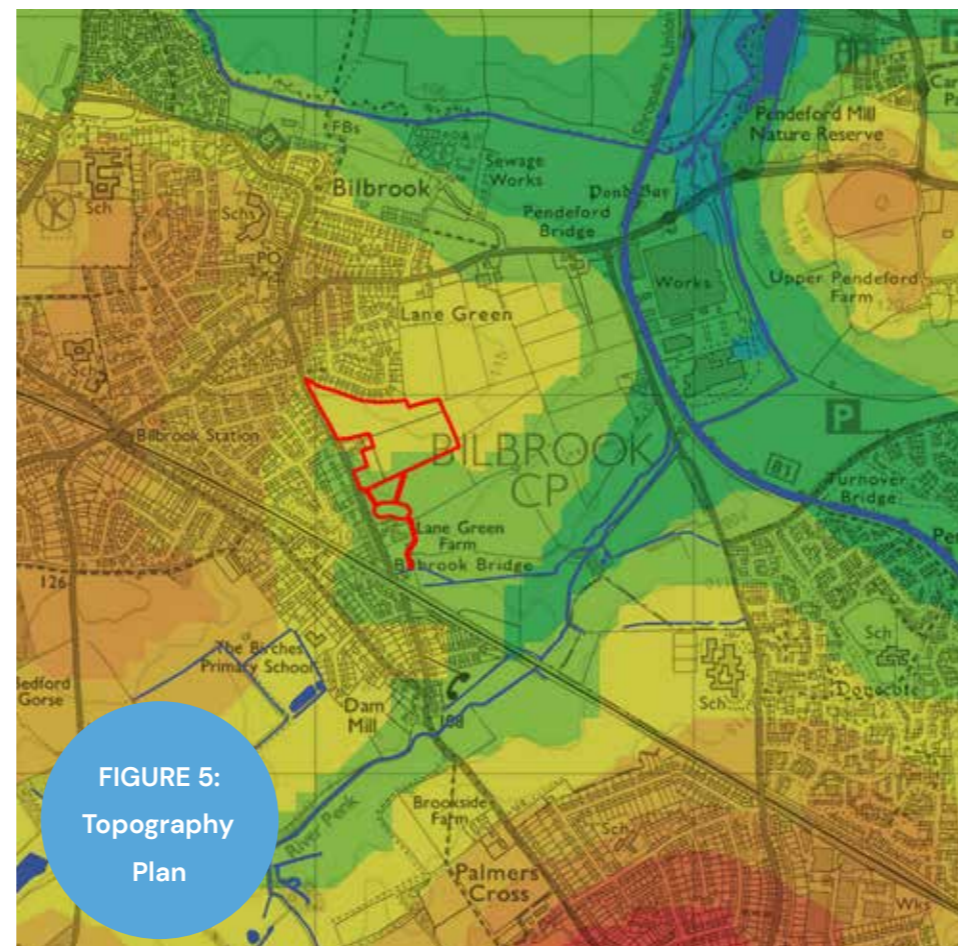


FIGURE 6:
Landscape
Features



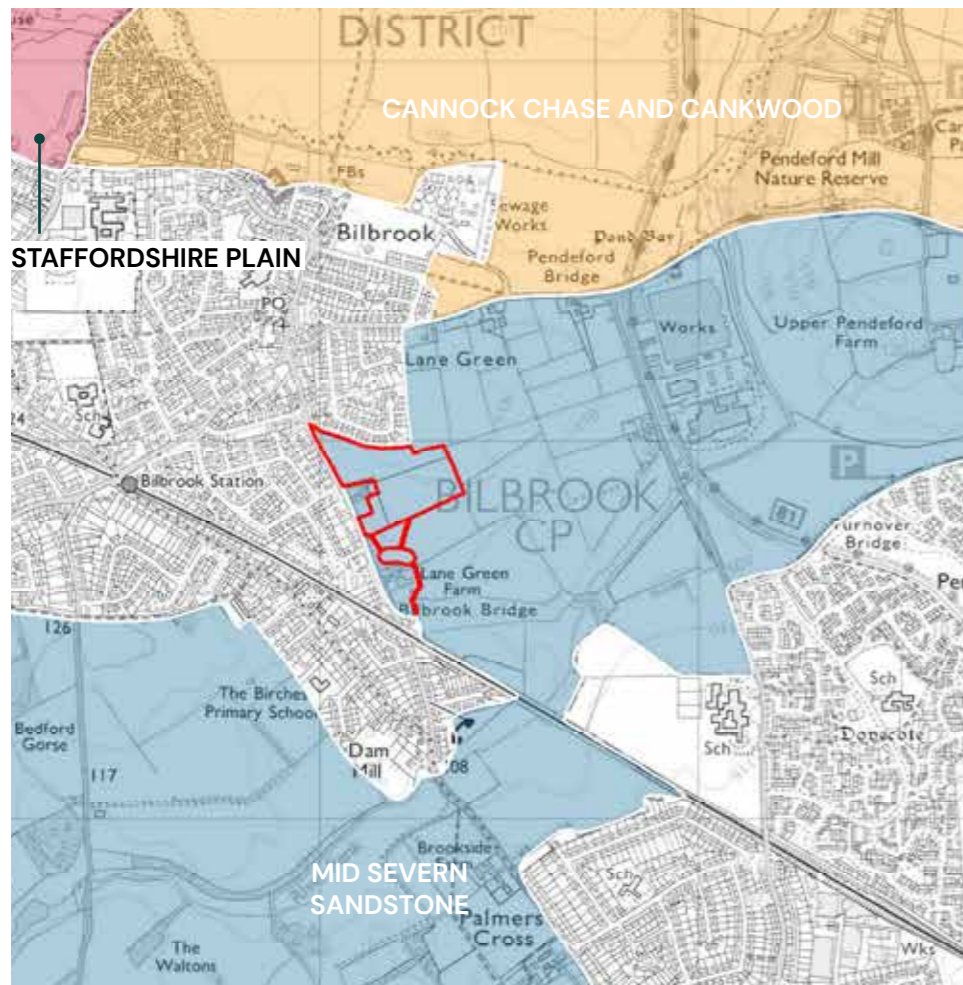
LEGEND

- Site Boundary
- Existing Vegetation
- CatA RPA
- CatB RPA
- CatC RPA
- 1m Contour

2.9 LANDSCAPE CHARACTER

- 2.9.1 The site falls within the 'Mid Severn Sandstone Plateau' Regional Character Area and, more specifically, the 'Sandstone Estatelands' Landscape Character Type (LCT).
- 2.9.2 Key characteristics of the Sandstone Estatelands LCT of relevance to the site include arable land use in 'large hedged or open fields of a regular pattern', and landcover elements being provided by stream corridors (such as the Penk, which flows through a small woodland to the south-west).
- 2.9.3 Although the site comprises farmland, its proximity to Bilbrook means the site feels peri-urban in places. Landscape within the western parcel comprises agricultural fields bound by hedgerows and sub-divided by fencing in places. There are a small number of hedgerow and field trees which should be retained within the proposals where possible.

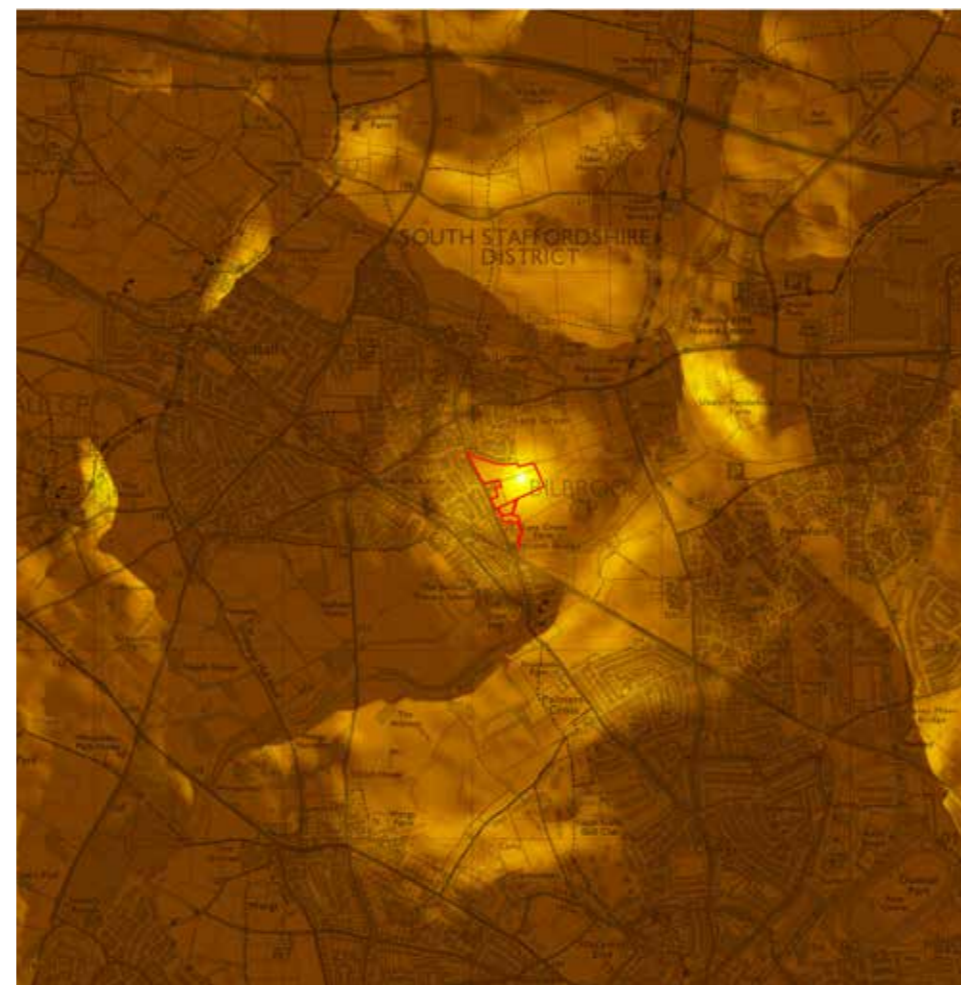
FIGURE 7:
Landscape
Character Plan









2.10 KEY VIEWS

- 2.10.1 Key views from around the site and nearby and/or elevated public locations have been assessed to inform the proposals and landscape mitigation strategy to ensure the site is well integrated within its surroundings.
- 2.10.2 The site's primary visual envelope is limited to a relatively small area by residential built form to the west and north, mature hedgerow/tree belts to the south and west and the railway embankment to the south. The primary views into the site are from Lane Green Road. This is demonstrated below through a selection of key views from publicly accessible routes within the locality.
- 2.10.3 Development within the site is expected to be visible from a number of locations along Lane Green Road and the eastern part of Wesley Road. With the addition of mitigation planting between the proposed development and Lane Green Road and within the development, this visibility is expected to be reduced.

FIGURE 8:
ZTV



LEGEND

-  Site Boundary
-  ZTV Light Source (10m above ground)
-  ZTV based on DTM and is used to show a worst case likely visibility of the existing Site and is to be used only to guide representative viewpoint positions
-  Cemetery
-  Visibility more likely
-  Visibility less likely

LEGEND




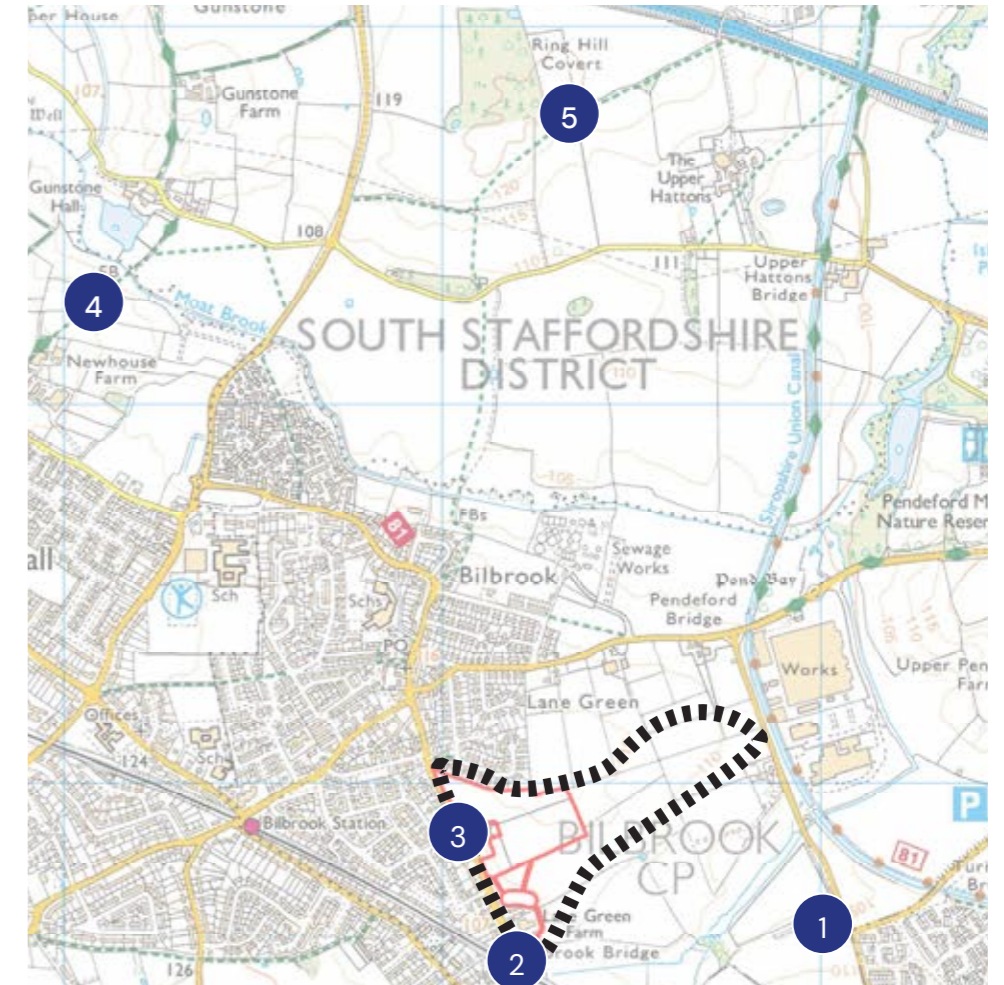
-  Site Boundary
-  Viewpoint Locations
-  Primary Visual Envelope

FIGURE 9:
Photo Location
Plan





Viewpoint 1: looking northwest from Barnhurst sports pitches

From the Barnhurst sports pitches, the site is entirely screened by woodland along the River Penk Corridor.



Viewpoint 2: looking northeast from Lane Green Road

From this part of Lane Green Road, the southernmost parts of the site can be glimpsed through gaps in the mature hedge which lines the majority of Lane Green Road.



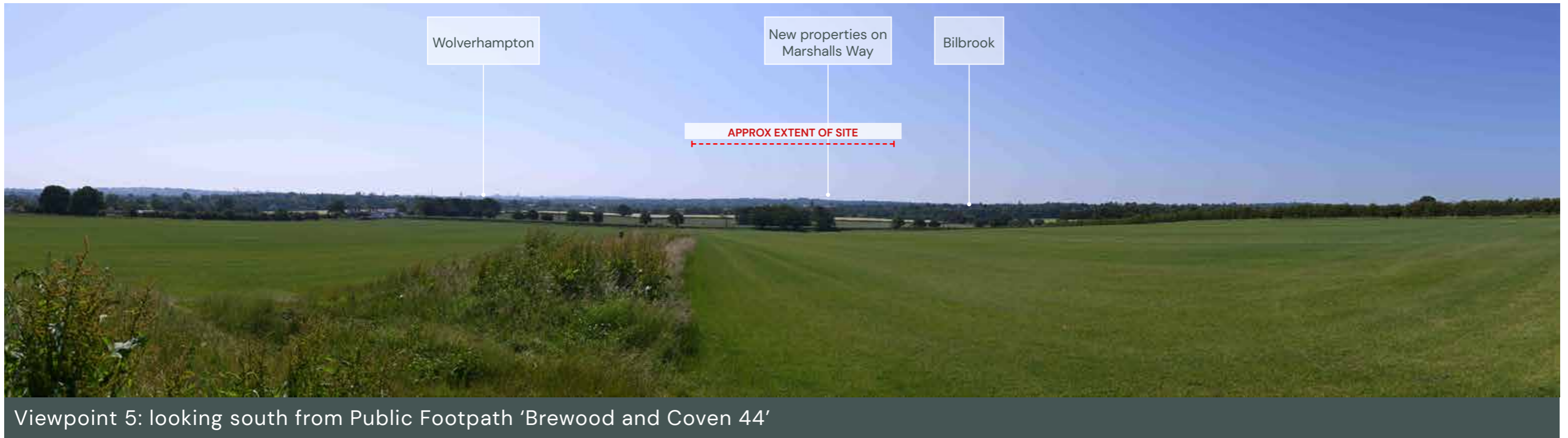
Viewpoint 3: looking east from junction of Wesley Road and Lane Green Road

From the junction of Wesley Road and Land Green Road, a large portion of the site is clearly visible through a gap in the mature vegetation which lines the majority of Lane Green Road.



Viewpoint 4: looking southeast from Public Footpath 'Codsall 3'

From this elevated position to the north-west of Codsall, the site is screened by intervening vegetation and built form.



Viewpoint 5: looking south from Public Footpath 'Brewood and Coven 44'

From this elevated location, the site is screened by intervening vegetation and landforms. The rooftops of new properties on Marshall Way, adjacent to the site, can be glimpsed.

2.11 HERITAGE & ARCHAEOLOGY

- 2.11.1 A Heritage Statement (HS) has been prepared in relation to the two safeguarded sites. The HS confirms that the sites consist of open fields containing modern farm buildings, which do not have any heritage significance.
- 2.11.2 Whilst there are some listed buildings within the vicinity of the sites, the assessment concludes that they do not share inter-visibility with any of these designated assets nor do they hold historic functional or ownership connections. Therefore, it concludes that the sites do not contribute to the significance of these assets and, that their significance will be preserved from harm. The assessment also confirms that the development will not harm any nearby locally listed assets.
- 2.11.3 The HS recognises that the eastern safeguarded site is located adjacent to the Shropshire Union Canal Conservation Area (CA), such that the development will cause a perceptible change within its setting. However, the application site itself is located further away from the CA and therefore shares a weaker relationship with it.

- 2.11.4 Notwithstanding that, the Heritage Statement confirms that the safeguarded sites, when considered together, makes a neutral contribution to the character and appearance of the CA and do not directly contribute to its significance in its present state. The assessment highlights that the landscape buffer that is to be provided alongside the CA (i.e. within the eastern safeguarded site that is subject to a separate application) will reduce the visual impact of the development, and also recommends that the existing hedgerow lining the canal is reinforced to further reduce the visual impact of the development.
- 2.11.5 Given that BHL's wider development proposals incorporate those measures, the assessment concludes that development will not harm the significance of the CA, and it follows that the same conclusions stand for the application site itself.

- 2.11.6 Based on the phased archaeological investigation of the site and assessment of assessment of land to the west, the potential for buried archaeological remains within the site is considered to be medium to high. However, subject to a programme of archaeological evaluation trial trenching and appropriate mitigation (to be secured by condition), this is not a constraint to development, nor will it be a key design driver.

2.12 TOWNSCAPE CHARACTER

2.12.1 The village of Bilbrook was originally based around the estate of Bilbrook Manor, comprising the Manor House itself and outlying farm workers cottages. These were concentrated close to the Bilbrook Road/Joey's Lane junction where Bilbrook Old Village Green is now situated. The Manor House was then demolished in the 1950's to make way for residential development.

2.12.2 The majority of housing stock within the village has been constructed post the demolition of Bilbrook Manor. It is generally typical of the period in which it was built and the settlement has largely expanded in a southerly direction with the new village centre concentrated around the Bilbrook Road/Pendeford Mill Lane/Lane Green Road/Duck Lane junction close to the Woodman Inn.

2.12.3 Development close to the site comprises the recently constructed Bilbrook Mill with the following key characteristics:

- 2-2.5 storeys with occasional bungalows
- Common use of red brick and cream render and red and grey roof tiles
- Range of unit types, common use of pitched roofs with ridgeline orientated parallel to street; hipped roofs also evident
- Use of feature gables, door canopies and bay windows
- Car parking to side or front
- Use of hedge/shrub planting to define front boundaries
- Landscaped entrance and linear green corridors

2.12.4 Elsewhere within the village the common characteristics are as follows:

- Largely 2 storeys with occasional bungalows and 3 storey buildings
- Common use of red/orange/brown brick and white/cream render and largely red and brown roof tiles
- Hipped and pitched roofs
- Door canopies and bay windows and use of feature gables at end of terraced runs
- Timber frame and stone detailing on older buildings such as the Woodman Inn
- Variety of front boundary treatments including hedges, low walls, and fencing
- Village green spaces

2.12.5 Photographic examples are found below.

BILBROOK MILL DEVELOPMENT



WIDER SETTLEMENT



VILLAGE CENTRE



3. Involvement

3.1 CONSULTATION

3.1.1 As part of the evolving design process, and in advance of the submission of a planning application, consultation in respect of the emerging scheme was undertaken with a number of interested parties, including the local planning authority, the highway authority, local councillors, and local residents and businesses. The proposals have, in turn, responded to the outcomes of the various consultations and are summarised below. For further details refer to the accompanying Statement of Community Engagement.

3.2 DISCUSSIONS WITH SSC

3.2.1 The development of the site has been discussed extensively with SSC following the site's identification as a proposed residential allocation in the Regulation 19 eLP in December 2022 and in respect of the East of Bilbrook strategic allocation through the plan-making process.

3.2.2 Formal pre-application consultation for the site was undertaken in October 2023. Ward Members for Bilbrook were also invited to comment on the application. The key design related comments were as follows:

- Locate open space within the developable areas of the site;
- Consideration of pedestrian links to the north;
- Consideration of a clear street hierarchy, natural traffic calming and pedestrian friendly environments;
- Provide sufficient active travel routes;
- Consideration of development character;
- Provision of tenure blind affordable housing pepper-potted throughout the site;
- Provision of homes suitable for older and disabled people;
- Good biodiversity design within surface drainage areas;
- Compliance with the SAD policy is required; and
- Facilitating the reduction of energy consumption by the properties

3.3 HIGHWAYS PRE-APPLICATION

3.3.1 The principle of the proposed junction on Lane Green Road was agreed between the applicant and SCC Highways several years ago during the preparation of SSC's SAD document, which safeguarded the site. That principle was then embedded into the allocation policy that was proposed in the Regulation 19 eLP.

3.3.2 The applicant has engaged with SCC Highways, SCC, the City of Wolverhampton Council (CoWC) and National Highways at various points prior to the submission of this application. That has resulted in the key parties agreeing the scope and methodology of the submitted Transport Assessment.

3.4 PUBLIC CONSULTATION

3.4.1 Formal public consultation was also undertaken between September and November 2023 to ascertain the public's views in relation to the proposals at that point.

3.4.2 A dedicated and interactive project website was launched in late September that provided the background with regards to Bloor Homes' intention to develop the application site and adjacent parcels to the north east, and provided an interactive masterplan relating to the two sites. The website invited the submission of responses via an online questionnaire and also allowed respondents to make specific design-related comments in relation to specific elements of the site masterplan.

3.4.3 Local stakeholders were notified of the consultation via a direct mailing to all residential and business addresses within the parish (a total of 2,225 addresses), and were given a period of 5 weeks to respond. Each postcard incorporated a QR code to allow for easy access to the website.

3.4.4 To complement the consultation, respondents were invited to attend a webinar hosted by Bloor Homes, their public engagement consultants, and transport consultants. That provided further background in relation to the consultation event, and provided an opportunity for attendees to raise any questions in that regard. In addition, meetings were arranged with Bilbrook Parish Council (including the District Ward Councillors) to publicise the event and answer queries.

3.4.5 Given this wide publicity, the website was visited frequently; with 5,620 total visits, of which 1,518 visits were unique. 89 online questionnaires were submitted, and 15 place-based comments were made using the interactive map. The Statement of Community Engagement sets out frequent comments and the project team's response to them.

3.4.6 Public consultation feedback helped inform the evolution of the design. Whilst the proposals naturally met with some opposition as is to be expected, the applicant has provided a response within the Statement of Community Engagement to provide reassurances that the matters raised have been taken into consideration.

3.4.7 For example, there is no doubt as to the importance local people place on sustainability and biodiversity and consequently in response to the feedback received, the total number of homes proposed across the sites have been reduced from 315 to 265 in order to create an even greater quantum of public open space and habitat areas.

3.4.8 It is also clear from the feedback, there is a significant requirement for affordable housing, homes for first time buyers and bungalows for older residents looking to downsize. This development will therefore help address this by providing 40% affordable housing and a mix of housing to help contribute to the community's housing need.

3.5 DESIGN EVOLUTION

3.5.1 The design as presented through this DAS has evolved to take account of the comments received in the following ways:

- Reduction in dwelling numbers from 170 dwellings to 135;
- Removal of open space outside of the safeguarded site boundary;
- Strengthening of landscape buffers to the east and south;
- Reconfiguration and increase in public open space; and
- The provision of a community orchard within the central open space.



4. Evaluation

4.1 SITE SYNTHESIS

4.1.1 The site assessments have identified a number of key matters that should be addressed in the preparation of the scheme proposals. A summary of these matters is provided below and highlighted on Figure 10:

- 1 Maximise accessibility to existing amenities within the village and connections to the existing footway/cycleway network.
- 2 Provide a safe and convenient point of access off Lane Green Road.
- 3 Provide pedestrian/cycle connections to the recently constructed development to the north east.
- 4 Retain and enhance existing hedgerow corridors and trees where possible.
- 5 Provide a defensible boundary to the south and east that complements the landscape character, provides an attractive settlement edge and minimises visibility of the development from the wider landscape.
- 6 Wrap the exposed development boundaries to form complete perimeter blocks.
- 7 Consider the relationship of proposed dwellings to existing properties close to the site boundary.
- 8 Consider views of the proposed development from Lane Green Road.
- 9 Consider views to the south and west from the existing open space to the north east.
- 10 Utilise the site's natural topography to provide a gravitationally fed sustainable drainage solution.
- 11 Protect the ecologically sensitive area to the south east.



FIGURE 10:
Site Synthesis
Plan



LEGEND

Site Boundary	Public Footpath
Existing Vegetation	Village Centre
CatA RPA	Medical Centre
CatB RPA	Recreational Facility
CatC RPA	Exposed Residential Boundary
1m Contour	Weak Site Boundary
Adjacent Dwelling	Filtered Views of Site
Potential Access	Direct Views into Site
Potential Connection	Robust Hedgerow
Footway/Cycleway	Ecological Sensitivity

5. Design

PROVIDING SUSTAINABLE HOUSING AND VALUABLE OPEN SPACES THAT ENABLE PEOPLE TO LIVE, WORK AND PLAY IN WAYS THAT SUPPORT HEALTH AND WELLBEING, WHILE MITIGATING CLIMATE CHANGE AND CONTRIBUTING TO THE SUCCESS AND VITALITY OF A VIBRANT COMMUNITY.





5.1 DESIGN CONCEPT

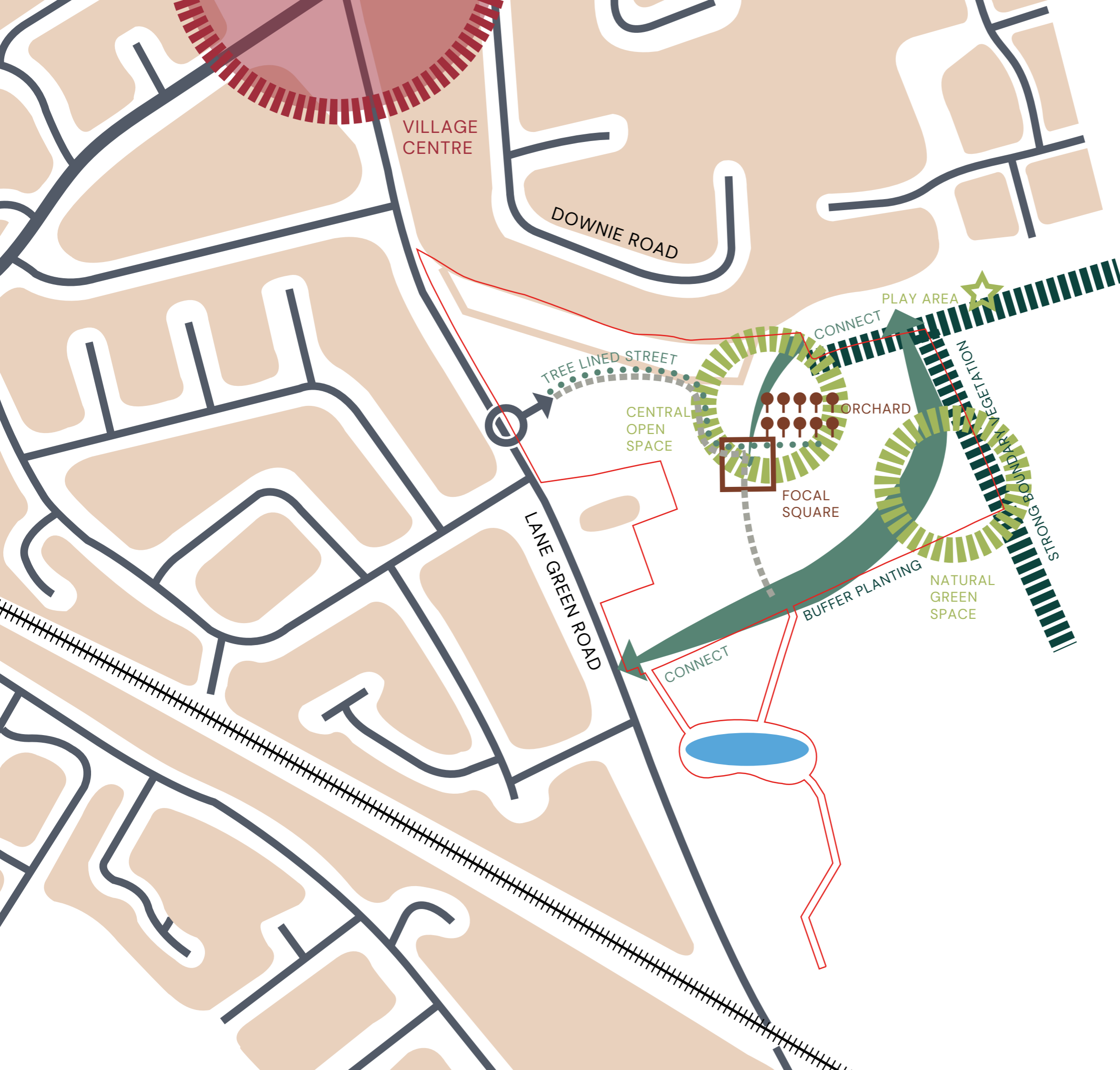
5.1.1 The Design Concept for the proposed development is illustrated at Figure 11, and follows on logically from the assessment and analysis of the site and its context.

5.1.2 The key features include;

- Maximising connections to the existing settlement, local amenities and established pedestrian and cycle routes.
- Providing a safe and convenient access off Lane Green Road that complements the existing leafy character of the street.
- Ensuring the development pattern and form is characteristic of the site's locality and respects the amenity and privacy of neighbouring properties.
- Utilising the site's assets such as hedgerows, trees and topography to create a landscape led masterplan and sustainable drainage solution.
- Creating an attractive and defensible settlement edge through the use of robust native buffer planting and retaining and enhancing existing hedgerow corridors.
- Creating a highly legible and attractive development with a strong sense of place through the use of nodal spaces and distinctive architecture in key locations.
- Ensuring the landscape and built form elements of the masterplan are unified and complement one another to create a cohesive and well integrated development that protects ecologically sensitive areas and enriches the leafy residential character of the area.



FIGURE 11:
Design Concept



5.2 THE MASTERPLAN

5.2.1 The proposed Masterplan for the site is set out in Figure 12. It provides an outline of the potential development proposals and principles that have evolved from the Design Concept. Whilst the detailed design of the scheme is subject to some further considerations, the final scheme will be informed by a set of layout principles provided in section 5.5.

5.3 USE & AMOUNT

5.3.1 The site covers approximately 5.93 hectares. Up to 135 residential units are proposed on the site, of which up to 54 units (or 40% of the total number of dwellings) will be affordable housing.

5.3.2 The site will also include around 1.4 hectares of public open green space, comprising a central focal space and network of green corridors around the edges of the site. These will accommodate any retained vegetation alongside sustainable drainage features, footpaths and cycleways, amenity open space, habitat creation and tree planting.

5.3.3 The combined net density for the site's residential aspect is approximately 37.5 dwellings per hectare (dph). This is based on a net developable area (NDA) of 3.58 hectares which includes the built areas and access roads serving residential development, but excludes open spaces, the site access and single sided roads (sides where development is not providing frontage). This density is considered to be appropriate for the site based on the local context and is similar to the recently constructed development at Billbrook Mill.

LAND BUDGET

SITE AREA

5.93
HECTARES

NET DEVELOPABLE AREA

3.58
HECTARES



DENSITY: c.37.5
DWELLINGS PER HECTARE



CAPACITY



c.135 UNITS

INCLUDING c.54 AFFORDABLE UNITS

MULTI-FUNCTIONAL POS

1.40
HECTARES

ECOLOGICAL BUFFER

0.40
HECTARES

DRAINAGE/LANDSCAPING

0.47
HECTARES

HIGHWAYS: 0.08 HECTARES

FIGURE 12:
Concept
Masterplan

- LEGEND**
- Site Boundary
 - Residential
 - Open Space
 - Ecological Buffer
 - Drainage & Landscape Buffer
 - Highways
 - SUDS
 - Existing Vegetation
 - Proposed Vegetation
 - Community Orchard
 - Residential Square
 - Primary Street
 - Secondary Street
 - Tertiary Street
 - Footpath
 - Footpath/cycleway



5.4 LAYOUT PRINCIPLES

5.4.1 Although layout is reserved within this application, a set of development principles have been provided to inform subsequent reserved matters applications. These are set out below and indicated on Figure 13.

5.5 SCALE OF DEVELOPMENT

- 5.5.1 Development will mainly be 2 storey housing, consistent with the typical height of development seen in the surrounding residential areas. The actual heights of the different house types may vary to soften the roofline and create focal points within the layout.
- 5.5.2 In key locations, 2.5 storey dwellings may be used to create focal points, define primary vistas/entrances and add variation to the roofscape as seen within Bilbrook.

- 1 Vehicular access will be provided via a new t-junction on Lane Green Road with pedestrian/cycle links and crossing points connecting to existing footways/cycleways to maximise active travel links to local amenities, Bilbrook Railway Station, i54 and Wolverhampton.
- 2 A central open space forms a key focus for the development with a direct green link to the existing open space to the north, providing safe and convenience access to the existing children's play area and a new community orchard within the heart of the scheme.
- 3 The mature hedgerow along Lane Green Road is retained with infill native tree and hedgerow planting to maintain the existing 'leafy' character.
- 4 A natural area of open space to the south east of the site is designed as an ecological buffer, promoting a diverse range of wildlife habitats.
- 5 Buffer planting within a generous landscape corridor defines the eastern and southern boundaries creating a defensible settlement edge and helping to filter views of the development from the wider landscape.
- 6 A tree lined primary street reinforces the internal road hierarchy and creates a 'leafy' residential character.
- 7 Two pedestrian links to the north provide access to the existing play area and open space and existing settlement through the Bilbrook Mill development.
- 8 A footpath/cycleway connection from the south leads onto Lane Green Road providing a valuable community link for new and existing residents.
- 9 Development backs onto the exposed rear gardens to the north providing a secure perimeter block formation that offers active frontage and natural surveillance over the street.
- 10 A small residential square forms an internal nodal space to aid legibility and help create a strong sense of place within the development.
- 11 The existing boundary hedgerows and trees will be retained where possible to help filter views from the wider countryside and adjacent settlement edge.
- 12 A sensitively designed SuDS feature is located to the south of the site to serve the development and provide value to wildlife.
- 13 Residential development will be set out within a series of perimeter blocks, with building frontages arranged to face out onto the public realm and private gardens protected within the blocks' interior. Frontages will be served by roads or private driveways.

FIGURE 13:
Illustrative
Masterplan



5.6 APPEARANCE PRINCIPLES

- 5.6.1 The appearance of the proposed development is reserved within this application. However, a number of principles have been identified that should guide the intended appearance of the development. These have been informed by the Townscape Character assessment and aim to help produce a strong built identity for the development.
- Typical development will be 2 storey brick housing ranging from large detached properties to smaller cottages and short rows of terraces.
 - Brick colours and roof tiles should reflect the traditional local materials palette, which includes red brick, white/cream render and slate or clay (or similar effect) roofing tiles.
 - Key focal buildings should have an elevated character, either through the use of vernacular features or materials or through a subtle increase in scale or roof profile.
 - Front boundaries should be well defined. Along the primary street this may include estate railings and/or formal hedging. Alongside the shared surfaces and internal streets it may be simple ornamental shrub planting and alongside the perimeter open spaces it may be timber and rail fencing, estate fencing or less formal hedging.
 - Where rear gardens or courtyard spaces are exposed to the public realm they should be well defined by higher brick walls (materials to match associated dwelling), reflecting the type of enclosure that can be seen on traditional properties within the village.

5.7 DEVELOPMENT CHARACTER

- 5.7.1 The scheme is intended to be read as a single neighbourhood composed of a number of subtly varying characteristics, that is recognisable as an extension to Bilbrook, but with its own cohesive identity and quality bound together by the Green Infrastructure framework that will frame and permeate the development.
- 5.7.2 Within that site-wide approach, the variations in character respond to the nature of the public realm, whether that is the internal streets in the road hierarchy or the GI network and public open spaces that permeate the site, and to the wider context of the site's surrounds. The character variations are realised through the composition of the streetscenes and physical relationship to the public realm, the choice of house types, occasional variations in the architectural features and in the application of the material palette forming four key edge typologies; Primary Street and Parkland Edge, Lane Green Road Edge and Green Buffer Edge.
- 5.7.3 A small residential square also creates a distinctive nodal space within the development and acts as wayfinders to aid legibility within the scheme. Here, the built form is used to define the space and create a 'pinch-point' to help reduce traffic speeds and create a safe residential environment with a strong sense of character. The square is located along the north-south link between the southern buffer, central open space and existing open space to the north. The architecture of the buildings defining this space should therefore, reflect the importance of its locality.

RESIDENTIAL SQUARE



PRIMARY STREET & PARKLAND EDGE

The primary street and parkland edge will be formal in character with repeated use of house types and a consistent building line. Formal hedging and/or estate railings to define front boundaries will unify the streetscene allowing for some variation in the application of materials and architectural detailing.

Dwellings fronting the central park will have a heightened architectural status to denote the importance of the space within the development.



Dual aspect dwellings

Regularly spaced street trees & grass verge

Parking to side

Consistent building line & repeated unit type

Dual aspect dwelling

Footway/cycleway

LANE GREEN ROAD EDGE

The Lane Green Road edge will be designed to complement the existing built form on Lane Green Road with repeated housetypes, simple architectural form and a muted materials palette to allow dwellings to recess behind the existing mature hedgerow.

Formal hedging to define front boundaries will also complement existing boundary treatments evident on Lane Green Road.



GREEN BUFFER EDGE

The green buffer edge is informal in character with a variety of housing types, use of materials and set back distances. This is unified by a common boundary treatment such as low hedging or timber and rail fencing.

The green buffer edge is also lower in density with a more common use of detached dwellings.



6. Landscape





6.1 LANDSCAPE PRINCIPLES

6.1.1 Although only illustrative at this stage, the Masterplan has evolved around an aspiration to create a well integrated and landscape led new community. Green spaces are designed to provide connections around the site that are of value to the surrounding residents and wildlife. They will provide opportunities for informal play, recreation, walking and cycling and will be designed to retain existing landscape elements where possible, and integrate new planting that enhances the character of the local setting where required.

6.1.2 The high level landscape principles are set out below and discussed in further detail overleaf through the use of illustrative vignettes, cross sections and photographic examples.

- 1 Retain existing trees/hedgerows where possible. In addition to the ecological value this provides, it will help to visually integrate the proposals into the existing landscape setting.
- 2 Create a central open space incorporating a community orchard, opportunities for informal recreation and seating and footpath links leading to the existing open space and play area to the north.
- 3 Provide an area of natural open space to the south east that enhances and protects local habitats. This space will be designed primarily for ecological purposes with limited access for residents.
- 4 Create a landscape buffer comprising native tree and hedgerow planting along the eastern and southern boundaries to create a defensible settlement edge and filter views of the development from the wider landscape.
- 5 Plant regularly spaced street trees to form a strong landscape character along the primary street.
- 6 Create a small residential square that acts as a focal space and calms traffic within the built area.
- 7 Integrate SUDS within the wider landscape to positively contribute towards the area's landscape and ecological attributes.
- 8 Establish zones with a diverse array of wildflower species.
- 9 Introducing new hedgerows, wildflowers, and native trees can be employed to elevate the biodiversity net gain value to 28%.

BUDGET

MULTI-FUNCTIONAL POS

1.40
HECTARES

ECOLOGICAL BUFFER

0.40
HECTARES

DRAINAGE/LANDSCAPING

0.47
HECTARES

TOTAL GREEN & BLUE INFRASTRUCTURE AREA

2.27
HECTARES

LANDSCAPE STRATEGY

The Masterplan for the development of the site has been designed to include a network of accessible and interconnected green spaces, which will integrate the development into its setting, deliver a range of benefits for both people and nature, and respond positively to the local context. It will, therefore, enhance landscape character, local ecology and create a space for people.

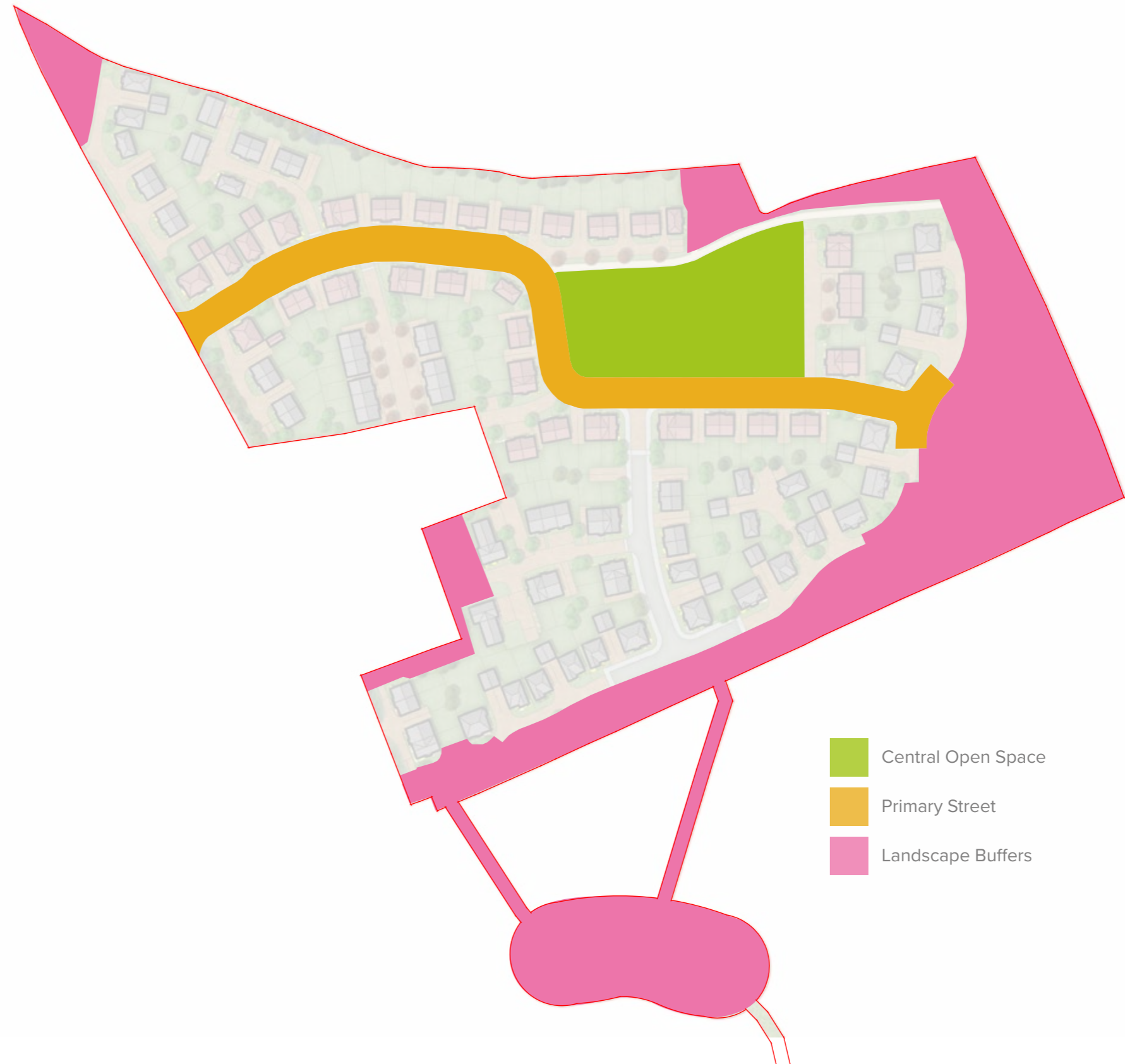
FIGURE 14:
Landscape
Framework

This part of the DAS provides greater detail about the proposed Green Infrastructure provision, which has been informed by an extensive analysis of the site and its surroundings. It details the proposed strategies in relation to:

- Public open space provision;
- Play;
- Enhancing wildlife;
- The sensitive integration of SUDS; and
- Details regarding the proposed tree planting.

The Green Infrastructure is comprised of a number of key typologies as defined in the Landscape Strategy. Each typology is detailed in the following pages, where key design parameters and principles are set out to inform the detailed design of those green spaces.

The intent is to realise the vision as set out in the earlier sections of this DAS by ensuring the delivery of high quality and accessible multi-functional spaces that are well connected and create a true sense of place.

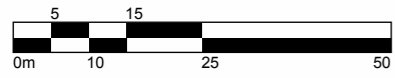


CENTRAL OPEN SPACE

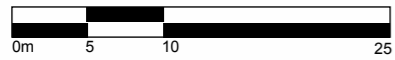
The central open space provides the key community area within the heart of the development and is designed for informal recreation and socialising. Pedestrian links run through the space connecting to the existing open space and children's play area to the north. An orchard is also located within the space, providing a valuable asset easily accessible to the existing and proposed community.



SCALE 1:1,000



SCALE 1:500



KEY PRINCIPLES

- 1 Tarmac pathways traversing the formal green space establish networks and offer picturesque movement routes through the heart of the development.
- 2 A central orchard will add structure to the area and also promote community fruit-picking activities.
- 3 Formal low level hedgerows provide enclosure to the space
- 4 Meeting area with seating and picnic benches for community use.
- 5 Incorporating low meadow mounds and informal natural play elements will establish a secure space for children to engage in outdoor creative play.
- 6 Bulb planting will create seasonal interest and support pollinating invertebrates



SECTION D-DD

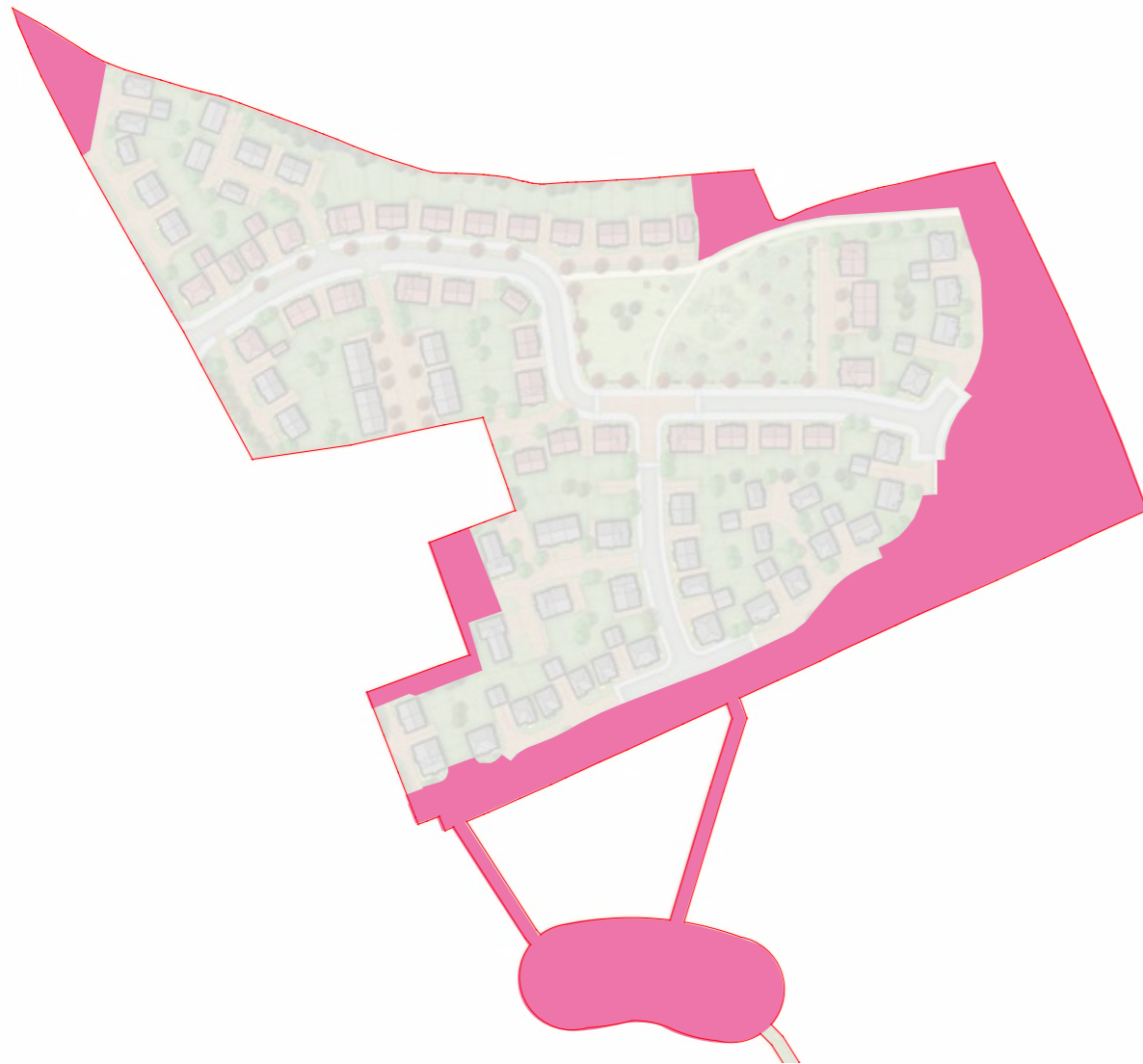


SECTION E-EE

ECOLOGY AREA & LANDSCAPE BUFFERS

The eastern and southern boundaries are defined by a strong landscape buffer comprising new native tree and hedgerow planting and informal grassland to create a defensible settlement edge and help filter views of the development from the wider landscape. The eastern boundary benefits from a mature hedgerow that will be retained and enhanced where required. Existing trees along the southern boundary will be integrated within the new buffer planting belt. A footpath link from Land Green Road to the existing open space to the north will run through the landscape corridors.

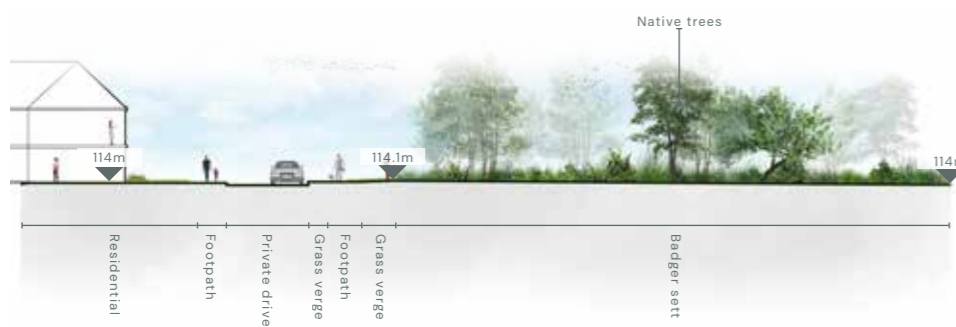
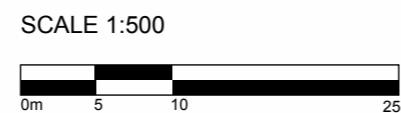
Sensitive ecological areas will be protected with low key fencing in order to reduce unwanted pedestrian and dog activity.





KEY PRINCIPLES

- 1 A natural habitat filled with native trees and shrubs, designed to sustain the local wildlife. Clusters of fruit-bearing trees will additionally serve as a winter food source when their fruits drop.
- 2 Timber post and wire fence will safeguard the ecological area, preventing entry by domesticated animals and helping to preserve its natural habitat.
- 3 An exclusive 3m Breedon gravel footpath will serve as a primary pedestrian route along the natural edge.
- 4 Existing native boundaries will be enriched with the addition of trees, shrubs, and fruit-bearing species to support foraging activities and better define the edge of the development.
- 5 Natural play on the way offers spontaneous, play opportunities for children in the local community.
- 6 Wild flower planting provides a natural edge to the area and enhances biodiversity.



SECTION A-AA



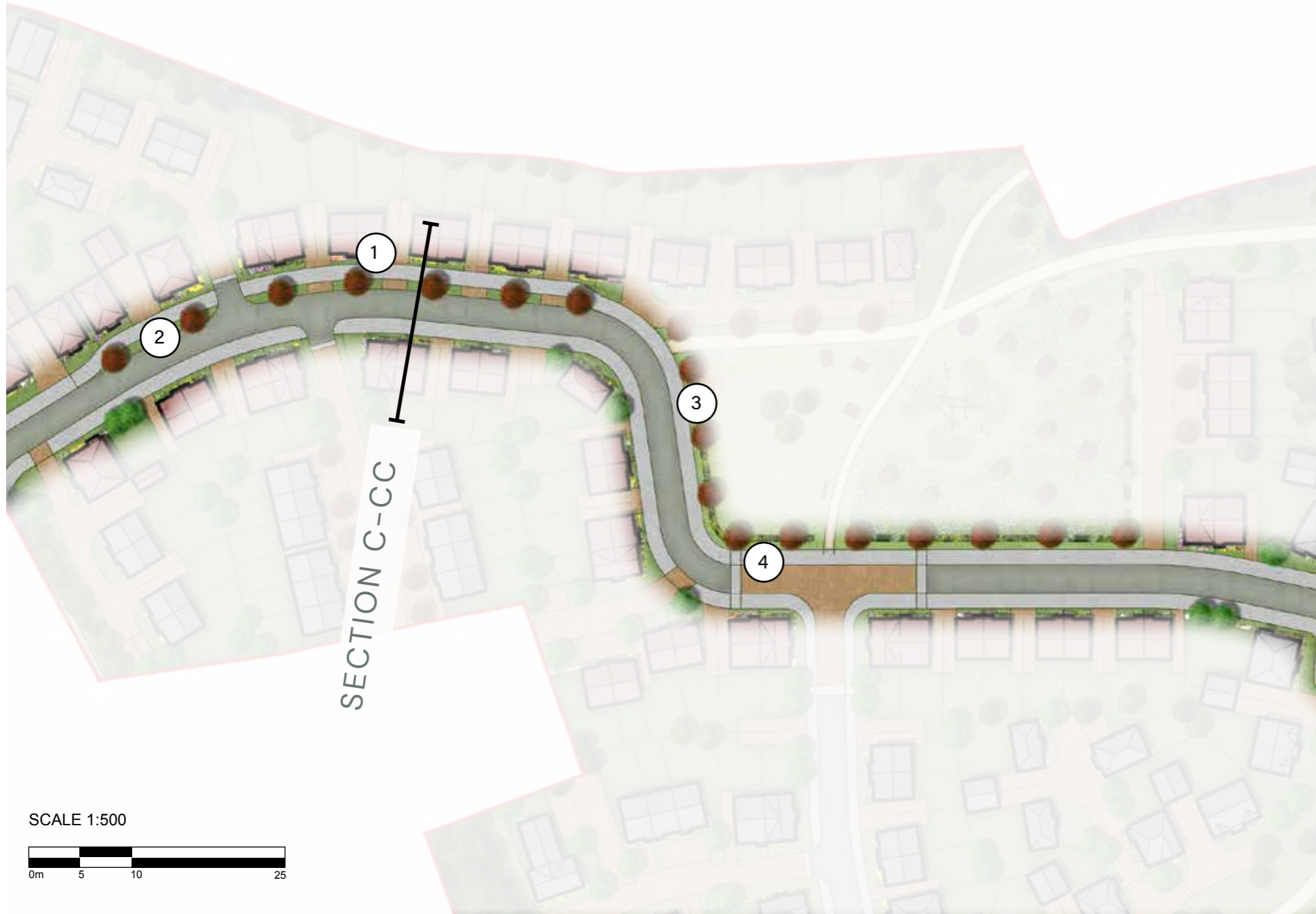
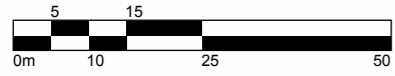
SECTION B-BB

PRIMARY STREET

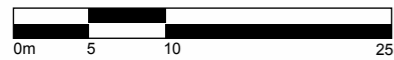
The primary street is lined with regularly spaced avenue tree planting, forming sense of arrival within the development. Trees sit within a grass verge that separates the carriageway and footpath/cycleway.



SCALE 1:1,000



SCALE 1:500



SECTION C-CC

KEY PRINCIPLES

- 1 Formal and uniformly shaped street tree species will create an avenue, serving as both a gateway to the project and establishing a sense of hierarchy.
- 2 Wildflower planted verges not only present a visual spectacle but also serve as a rich habitat for invertebrates and other pollinators, enhancing biodiversity.
- 3 Segregated tarmac footpaths, distinct from the road, offer secure pathways to wider areas of the scheme.
- 4 Formal low level hedgerows provide both privacy and security from the surrounding highways.

6.2 TREE STRATEGY

6.2.1 The tree strategy provides a site wide guide that will determine planting characters within the development, helping to define character areas and site wide legibility.



















Primary Street:
Formal clear stem street trees with regular habit will provide an avenue running through the development

Secondary Street:
Medium sized street trees of varying species define the edge of the streets and respond to the surrounding built form, providing an informal distribution planted in verges and openings around the site.

Central Open Space:
The opening in the built form provides the opportunity to plant some medium to large feature trees that overtime will grow into a significant focal point in the development. Additionally, a variety of orchard trees will be provided that add seasonal interest, nectar for pollinators and opportunities for the local community to pick fruit.

Ecology Areas & Landscape Buffers:
Native trees, shrubs and scrub planting focusing on creating a wild and 'untouched' feel allowing wildlife to thrive whilst the site assimilates into the surrounding landscape.



	Tree Species	Height (at planting)	Girth (at planting)	Notes	Hedgerows	
 Primary Street	<ul style="list-style-type: none"> Acer rubrum 	<ul style="list-style-type: none"> 4-5m 	<ul style="list-style-type: none"> 18-20cm 	<ul style="list-style-type: none"> Clear stem; formal habit. 	<ul style="list-style-type: none"> Carpinus betulas 	 
 Secondary Street	<ul style="list-style-type: none"> Carpinus betulus 'Frans fontaine' Betula utilis 'jacquemontii' Ginkgo biloba 	<ul style="list-style-type: none"> 4-5m 	<ul style="list-style-type: none"> 16-18cm 	<ul style="list-style-type: none"> Clear stem; formal habit. 	<ul style="list-style-type: none"> Ligustrum ovalifoli 	   
 Central Open Space	<ul style="list-style-type: none"> Tilia cordata 'Greenspire' Acer rubrum <p>Orchard Trees:</p> <ul style="list-style-type: none"> Malus sylvestris Prunus avium Malus domestica sp. 	<ul style="list-style-type: none"> 3-4m <ul style="list-style-type: none"> A range of heights and forms 	<ul style="list-style-type: none"> 12-14cm <ul style="list-style-type: none"> 8-12cm girth or naturally feathered specimens to create a wild appearance 	<ul style="list-style-type: none"> Clear stem; formal habit. <ul style="list-style-type: none"> A range of heights and forms ranging 2-3m feathered. 	<ul style="list-style-type: none"> Fagus sylvatica 	     
 Ecology Areas & Landscape Buffers	<ul style="list-style-type: none"> Quercus robur Betula pendula Acer campastre <p>Wetland trees:</p> <ul style="list-style-type: none"> Populus tremula Alnus glutinosa Betula pubescens 	<ul style="list-style-type: none"> A range of heights and forms 	<ul style="list-style-type: none"> 8-30cm girth or naturally feathered specimens to create a wild appearance 	<ul style="list-style-type: none"> A range of heights and forms ranging 2-3m feathered. 	<ul style="list-style-type: none"> Native hedge with at least 70% Crataegus monogyna <p>Shrubs:</p> <ul style="list-style-type: none"> Prunus spinosa Cratagus monogyna Prunus spinosa Coryllus avellana Cornus mas 	         



7. Access & Movement



7.1 INTRODUCTION

7.1.1 The proposed development has considered the hierarchy of movement routes through the site. The proposed site access plans are set out at Figure 15 and the proposed movement plan is at Figure 16.

7.2 PEDESTRIAN & CYCLISTS

7.2.1 The site benefits from access to a shared footway/cycleway on the northern edge of Pendeford Mill Lane/Wobaston Road via Lane Green Road. The route forms a part of the National Cycle Network Route 81, which extends southwards onto the towpath into Wolverhampton and eastwards to the i54 strategic employment site. To the west the footway/cycle way provides a direct link to the village centre and Bilbrook Railway Station via Pendeford Mill Lane and Duck Lane

7.2.2 Footways will be provided along all primary and secondary streets within the development with a network of footpath/cycle links throughout the open spaces and connections to the north and west as shown on Figure 16.

7.2.3 The proposed spine road will comprise a 3m wide foot/cycleway to each side, connecting a foot/cycleway of 3m along Lane Green Road leading north from the site to a new shared-use parallel crossing. Improved pedestrian crossing facilities will also be provided at the Woodman public house in Bilbrook village centre and at Brookfield Road approaching the railway station. To the south, this cycle/footway will join the carriageway.

7.3 BUSES & SUSTAINABLE MOVEMENT

7.3.1 The village is served by bus route 5/5A, which provide regular services to Bilbrook and Wolverhampton via Duck Lane and Birches Road. The development is located within 800m of existing bus stops.

7.3.2 Bilbrook railway station lies less than 2km from the centre of the site, and can be accessed on foot or by cycle via Pendeford Mill Lane and Duck Lane. The train station provides hourly train services to Wolverhampton and Birmingham.

7.4 VEHICULAR ENTRANCES

7.4.1 Vehicle access to the site will be provided via a new single vehicle access from Lane Green Road, north of Wesley Road. The proposed access is a simple t-junction layout with new footway/cycleway provision on the eastern side of Lane Green Road (north of the access) and an uncontrolled pedestrian/cycleway crossings to the south. Refer to Figure 15 and accompanying Transport Assessment for details.

7.5 INTERNAL ROAD STRUCTURE

7.5.1 The detailed road arrangement has not yet been designed. However, the envisaged road hierarchy is set out in Figure 16. The primary and secondary streets will form spine roads within the development at a gradient no steeper than 1 in 20 to promote easy access. Traffic calming features, such as changes in surface materials and/or deflections in the carriageway, may be used to slow traffic and promote pedestrian movement throughout the site.

7.5.2 Off these spine roads, tertiary streets and shared private drives will allow access to building frontages, with the design of each street typology reflecting the type and volume of users to establish a clear movement hierarchy. Alongside the perimeter open spaces low traffic streets and private drives are envisaged to minimise the vehicular impact on these features.

7.5.3 The movement and street hierarchy defines the ways that people will move around the development, but will also fulfil a range of functions – providing active travel routes to encourage people to walk and cycle, community spaces for surrounding residents to meet and access to properties for residents, servicing and emergency vehicles.

7.5.4 Part of making the development legible to visitors and residents will be a easily recognisable street hierarchy and network of active travel routes.

Car Parking Strategy

7.5.5 Parking will mainly be provided on plot, within driveways to the front or side of properties. Where parking is recessed to the side of properties the building line will help to screen cars from view. Appropriate street trees and/or shrub planting will help soften car parking when located to the front of dwellings. Some on-street parking is anticipated for either visitors or delivery/refuse/emergency vehicles and where this is required defined parking bays or suitable road widths should be provided to avoid obstructions.

7.5.6 The amount of parking provided will be in accordance with the local authority standards.

Inclusive Access

7.5.7 The detailed design of the proposed development should enable everybody to move around freely without encountering unnecessary obstructions. This is particularly important for pedestrians and cyclists and those less able to move about, such as the elderly, visually impaired or those who need to use a wheelchair. The majority of the inclusive access principles will be applied at reserved matters stage.

7.5.8 The former Commission for Architecture and the Built Environment (CABE) set out the principles of inclusive design as:

- Inclusive – so everyone can use it safely, easily and with dignity.
- Responsive – taking account of what people say they need and want.
- Flexible – so different people can use them in different ways.
- Convenient – so everyone can use them without too much effort or separation.
- Accommodating – for all people, regardless of their age, gender, mobility, ethnicity or circumstances.
- Welcoming – with no disabling barriers that might exclude some people.
- Realistic – offering more than one solution to help balance everyone's needs and recognising that one solution may not work for all.

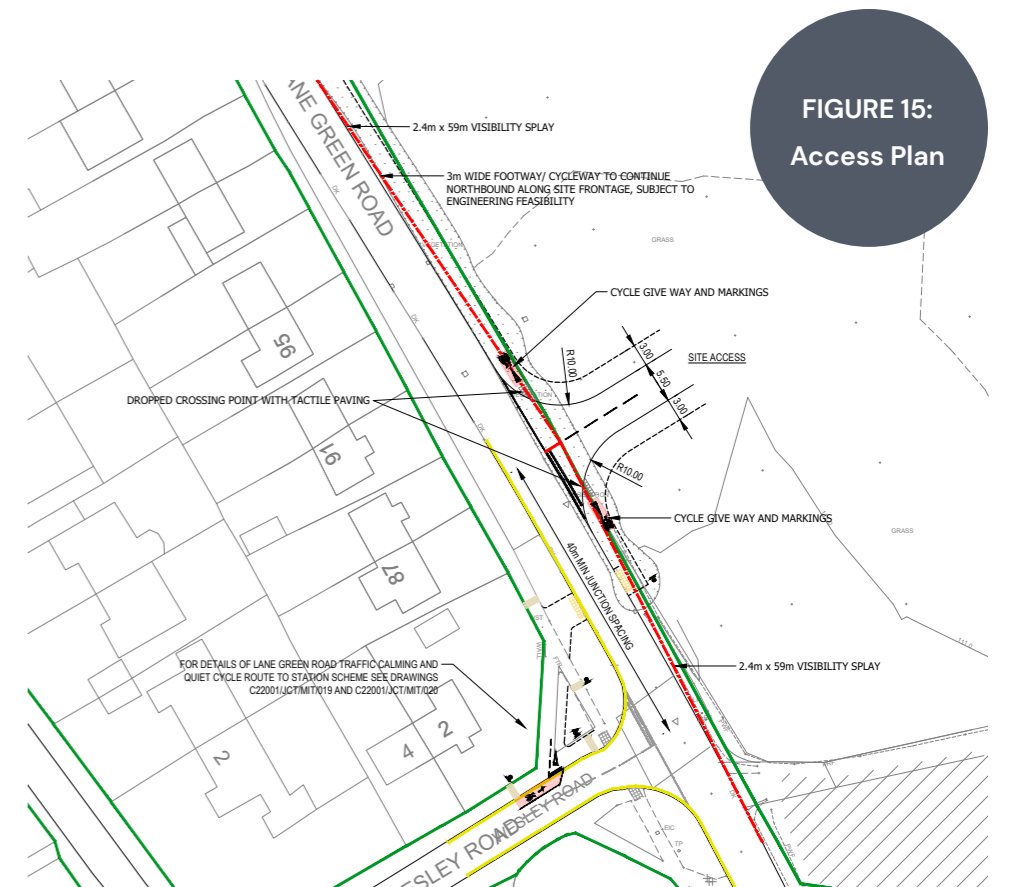


FIGURE 16:
Movement Plan

LEGEND

- Site Boundary
- Public Footpath
- Existing Footway/Cycleway
- Proposed Footway/Cycleway
- Footpath/Cycleway
- Footpath
- Primary Street
- Secondary Street
- Tertiary Street/Mews
- Lane/Shared Private Drive
- Parallel Crossing



PRIMARY STREET

Within the context of this development this is a residential street that carries local traffic and provides access into the development areas from Lane Green Road. Its primary role will be reinforced by the relationship of the built form and the uniform application of a selected number of unit types, materials and architectural details and the inclusion of street trees.

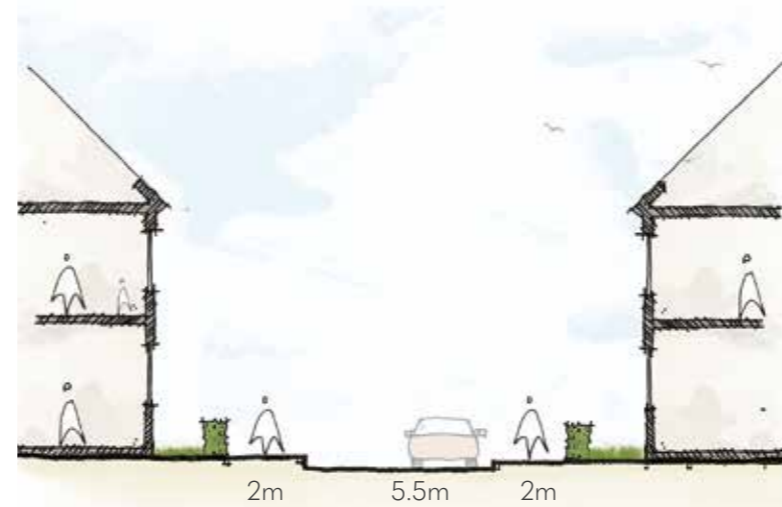


CODING PRINCIPLES

- To adoptable standards.
- Typical carriageway width of 5.5m.
- Traffic speed designed for 20 mph.
- 3m cycleway/footway on one or both sides.
- 2m wide footway on the other side if cycleway not provided on both sides.
- Verge to be sufficient width to accommodate street trees on one or both sides.
- Deliveries and refuse collection from the front of the property.
- Buildings front onto the street and take their main access from it.
- Direct access to properties.

SECONDARY STREETS

Residential streets with managed traffic flows to prioritise active travel. They provide access to homes, provide a safe residential environment, and support active travel, social interaction and health and well-being.

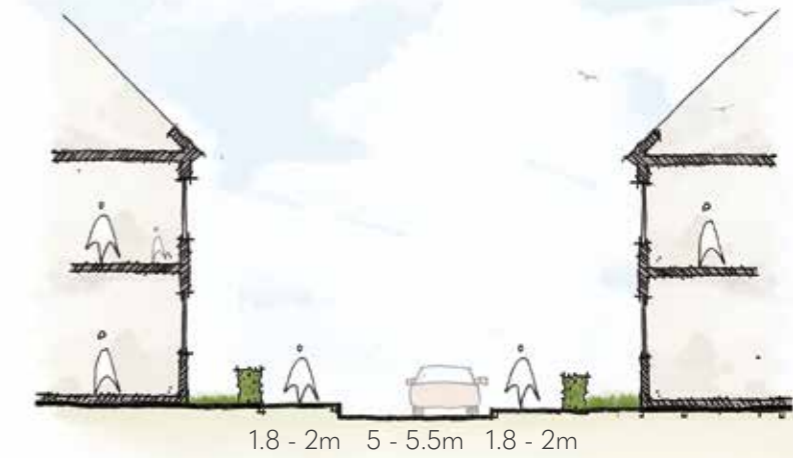


CODING PRINCIPLES

- To adoptable standards.
- Typical carriageway width of 5.5m.
- 2m footway on both sides.
- Traffic speed designed for 20 mph.
- No grass verge.
- No segregated cycle facilities required due to low traffic speeds. Cycling will be accommodated within the highway.
- Deliveries and refuse collection from the front of the property.
- Buildings front on to the street and take their main access from it.
- Direct access to properties.

TERTIARY STREETS

These more intimate streets provide access to small groups or clusters of homes. They can be lanes, mews or cul-de-sacs. They should provide a safe residential environment.



CODING PRINCIPLES

- To adoptable standards.
- Typical carriageway width of 5-5.5m.
- May include additional width for localised perpendicular parking arrangements.
- 1.8-2m footway on both sides.
- Traffic speed designed for 15 mph.
- No grass verge – trees set within tree pits/grilles or planted strips to break up frontage parking areas.
- No segregated cycle facilities required due to low traffic speeds. Cycling will be accommodated within the highway.
- Deliveries and refuse collection from the front of the property.
- Buildings front on to the street and take their main access from it.
- Direct access to properties.
- Use of contrasting surface materials to define zones and entrances within the street.

PRIVATE DRIVES

These are short stretches of un-adopted access roads serving a small number of properties, usually on the edge of an open space.



CODING PRINCIPLES

- Unadopted.
- Serves a small number of properties.
- Carriageway width varies – typically between 4.5 and 5.0m.
- 5.0m wide at entrance.
- No footway required.
- Traffic speed designed for 5 mph.
- Deliveries and refuse collection from the nearest adoptable road – collection areas to be provided close to private drive entrance..
- Buildings typically front on to the private driveway and take their main access from it.
- Direct access to properties.
- Use of contrasting surface materials to clearly define threshold between private drive and adopted roads.

8. Sustainability

8.1 DEVELOPMENT STANDARDS

8.1.1 This section highlights the sustainability merits and aspirations of the proposed development. The approach taken has sought to ensure that the proposed scheme incorporates the measures required to respond to key issues in relation to sustainability and climate change, and also seeks to promote inherently sustainable lifestyles for new residents.

Sustainable Communities

- 8.1.2 The distinct character established through high quality design, proposed landscape features, and the movement hierarchy will help to create a sense of place, instilling a strong sense of community within the development.
- 8.1.3 Specifically, the Masterplan's landscape-led approach has resulted in an integrated open space / green infrastructure offer. To the south east, a natural green area will enhance biodiversity and protect ecological habitats and a central open space will act as a meeting place, promote informal recreation and facilitate links to the existing community and children's play area. The landscape corridors along the eastern and southern boundaries will wrap the development along its more sensitive edges and provide a green setting for the development to sit.
- 8.1.4 That landscape-led approach will, when combined with the high-quality homes, create an attractive environment with a strong sense of place. It will also establish a sense of ownership for new residents by creating a place where residents can live and meet their recreational needs. The new development will, therefore, promote a high standard of living.

Sustainable Movement

- 8.1.5 The development will promote active travel through the creation of a perimeter green corridor, which facilitates a pedestrian/cycle link between Lane Green Road and the existing open space and settlement to the north. A footway/cycleway along the primary street and through the central open space further encourages active travel onto Lane Green Road towards the village centre, Bilbrook Railway Station and i54.
- 8.1.6 The site benefits from a footway/highway connection along Lane Green Road that connects to the direct footway/cycleway link to Bilbrook Railway Station and a number of existing local bus services within the village centre. Further details are provided in the accompanying Travel Assessment.
- 8.1.7 The development will be supported by a Travel Plan to try and encourage sustainable modes of public transport, including walking and cycling as an alternative to private car use.

Ecology & Biodiversity

- 8.1.8 The retention of trees and hedgerows (where possible) and the provision of significant new planting that will more than offset any losses has been a key factor in shaping the development proposals. That, alongside the provision of new green corridors and spaces, will provide screening to the site in views from its surroundings and will create new habitats.

Sustainable Urban Drainage

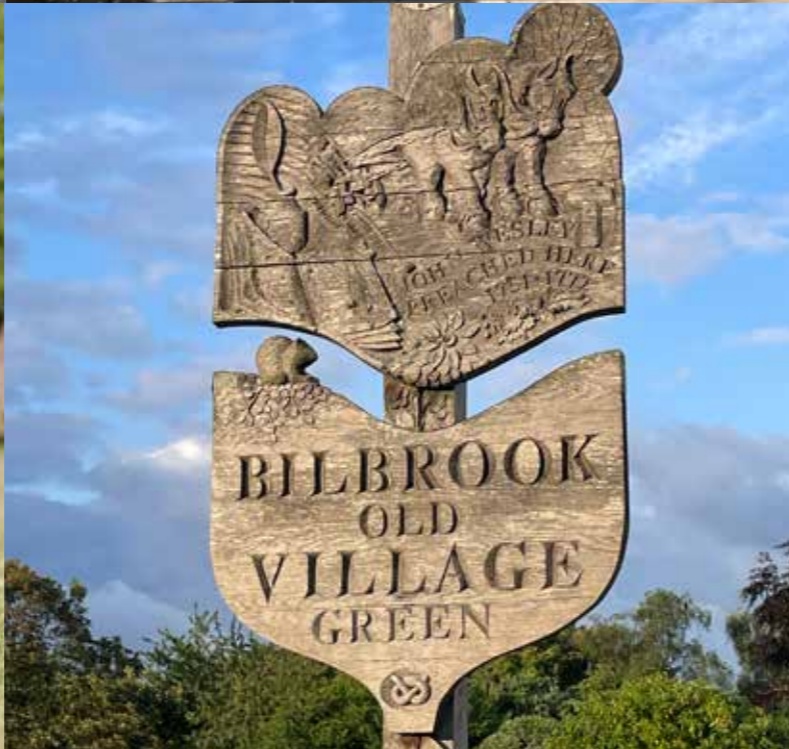
- 8.1.9 SuDS will be located to the south of the site to drain the residential development. It will be designed to provide ecological benefits and assimilate within the local landscape.

Sustainable Construction & Energy

Sustainable construction methods and energy efficiency will be incorporated into the scheme proposals at the detailed design stage, promoting a high standard of build and construction for the development.

Best practice sustainability will be embraced and Bloor Homes have used the following principles in creating the site layout:

- Ensuring that buildings can be easily adapted to suit different occupiers needs allowing for the expansion of living areas and storage needs, and where practicable making better use of roof spaces.
- EV charging points for all plots.
- The provision of facilities for refuse, recycling stores, composting and water butts.
- The use of environmentally friendly and sustainable materials, such as locally sourced / recycled materials, aggregates and recycled timber.
- Resource / energy efficient buildings will be used, potentially with:
 - Efficient heating systems, which might include energy saving micro combined heat and power units or air source heat pumps.
 - Low flow showers, smaller baths and dual low flush toilets as part of controlled water demand and use.
 - Low carbon lighting, energy controls and management.
 - Double or potentially triple glazing, and improved insulation.
 - Provision of solar panels.
- Building Regulations set the standards for most aspects of a building's construction. Part L specifically addresses the requirement for energy conservation and power.
- Renewable energy can be incorporated into the scheme. However, pursuing fabric first approaches in the first instance will ensure that all occupiers benefit from reduced electricity bills and will achieve reductions in CO2 production.



9. Other Considerations

9.1 DESIGNING OUT CRIME

9.1.1 The site Masterplan has been developed with regard to the principles set out in the Secured by Design initiative, in particular the document Secured by Design: New Homes 2019. This includes;

- Designing vehicular and pedestrian routes to ensure that they are visually open, direct and well used.
- Reducing legitimate access to the side or rear of properties and unnecessary segregated footpaths.
- Providing clearly defined boundaries between public and private areas, with building frontages arranged to overlook the street (improving community interaction and offering informal surveillance) and private areas (including gardens) located to the rear.
- Providing appropriate boundary treatments to define the private/public threshold, including more visually permeable boundaries along the street frontage (such as railings) to allow good natural surveillance and more solid, robust boundaries (such as walls or timber fencing of a minimum height of 1.8 metres) to the rear.
- Ensuring communal areas, such as seating areas and playgrounds are well overlooked by surrounding buildings and are not located to the rear of dwellings.
- Where possible, providing parking within the curtilage of the dwelling. Where communal car parking areas are necessary they should be in small groups, close and adjacent to homes and within view of active rooms. Rear parking courtyards are discouraged but where used they should be gated.
- Incorporating a mix of dwellings to enable greater potential for homes to be occupied throughout the day and increase the amount of natural surveillance.

9.2 STORAGE

9.2.1 Cycle parking will be accommodated in garages and/or sheds in the rear property gardens.

9.2.2 Bins will also be stored to the rear of properties with an external access for each property, to allow bins to be brought out to the front for emptying. In terms of bin collection distances, the layout will be designed to adhere to the Building Regulations that are summarised in Manual for Streets. That is:

- Residents should not be required to carry waste more than 30m (excluding any vertical distance) to the storage point; and
- Waste collection vehicles should be able to get to within 25m of the storage point for two-wheeled containers and 10m for four-wheeled containers.





Prepared by:

Define.

On behalf of:

BLOOR HOMES[®]