



BILBROOK MILL

Design & Access Statement

September 2024





# Contents

**1.**

**Introduction**

**2.**

**Policy  
Context**

**3.**

**Context  
& Site**

**4.**

**Vision &  
Masterplan  
Principles**

**5.**

**Masterplan**

**6.**

**Placemaking  
Code**

**7.**

**Green  
Infrastructure  
Code**

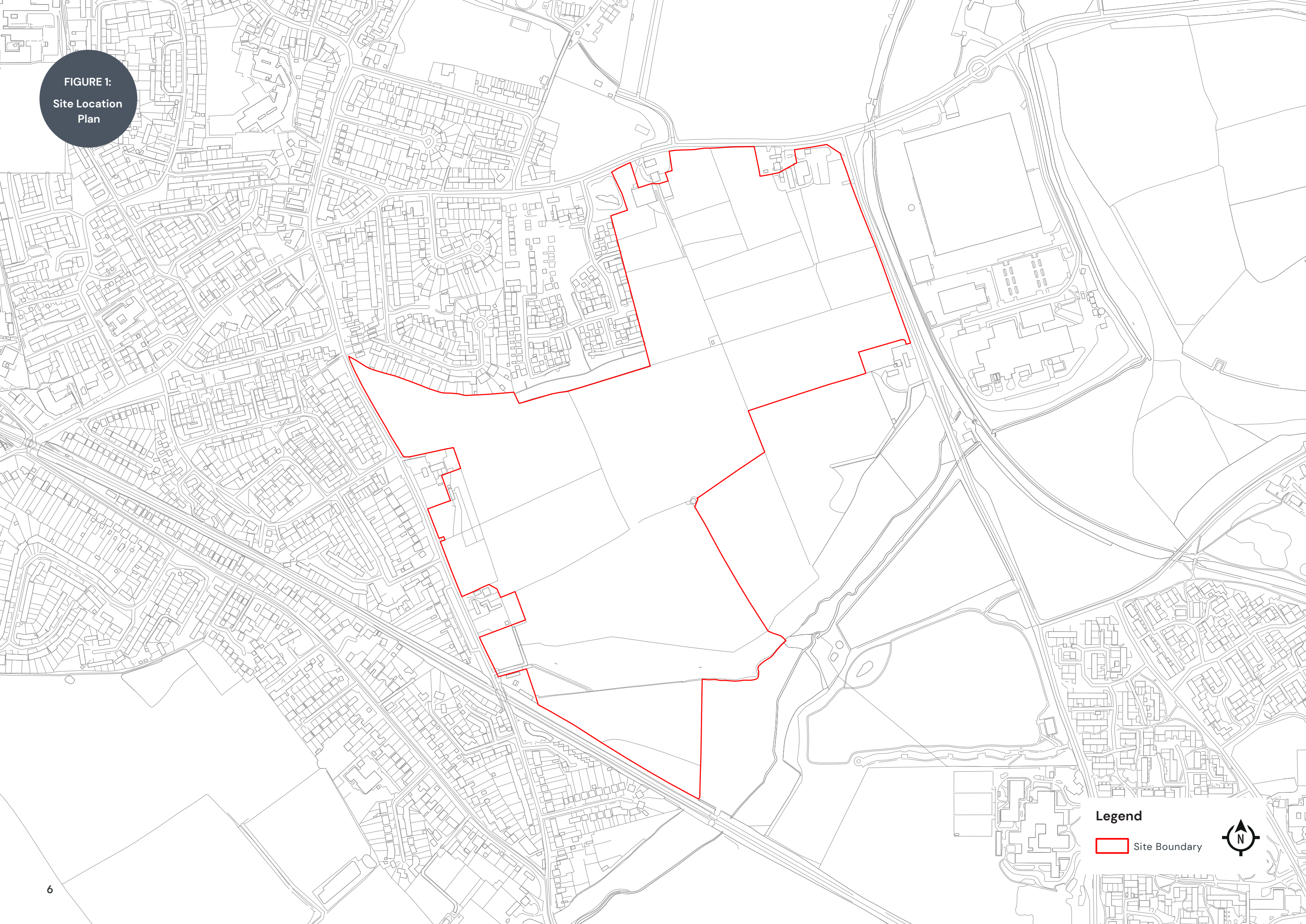
**8.**


**Sustainability**



# **1. Introduction**

FIGURE 1:  
Site Location  
Plan



**Legend**  
 Site Boundary





# Introduction

## PURPOSE OF THE DOCUMENT

This Design and Access Statement (DAS) has been prepared on behalf of Bloor Homes Limited ('The Applicant') to support their outline planning application for the development of 'Bilbrook Mill'.

Most of the application site has been identified by South Staffordshire Council (SSC) as a strategic allocation site under Policy SA1 – Strategic Development Location: Land East of Bilbrook of its emerging Local Plan (eLP). The allocation site is hereafter referred to as "The Site".

This DAS summarises the process undertaken in advancing the Strategic Masterplan for The Site's development. It presents the context for the development, the high-level vision and the key design drivers, and establishes a clear framework for the comprehensive and cohesive development of The Site on that basis. It also presents detailed placemaking and landscape coding principles that will be implemented to realise a high-quality and cohesive new community to the east of Bilbrook, in line with the requirements of Policy MA1 – Masterplanning Strategic Sites, in the eLP.

## THE SITE

The Site is located on the eastern edge of Bilbrook, to the east of Lane Green Road. It comprises 40.2ha of mainly pastoral agricultural land.

The western part of 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 Bloor Homes development, Bilbrook Mill.

Pendeford Mill Lane largely defines the eastern half of the northern site boundary, except where the site boundary wraps around the properties at the northern boundary.

To the east, the northern extent of the site boundary is delineated by Barnhurst Lane, and the southern extent by a mature hedgerow.

To the south, The Site is defined by mature trees that form a buffer to the railway line. The eastern part of the southern boundary abuts further agricultural land.

The southern extent of the western boundary of The Site is primarily marked by a mature hedgerow along Lane Green Road, with the exception of a few exposed rear boundaries of existing properties. Bilbrook Mill bounds The Site to the west with housing backing and siding onto the western boundary. Residential streets abutting the western boundary provide the opportunity for links into/out of The Site to the west.







## THE PROPOSAL

Policy MA1 and SA1 states that The Site should come forward as part of a comprehensive masterplan and should deliver a minimum of 750 homes. Policy SA1 also states that the development should broadly align with the indicative Concept Plan and Vision and Objectives for The Site as detailed in the eLP, as set out in further detail in Section 4.

This outline planning application therefore relates to the following:

*Outline planning application (with all matters reserved except primary means of vehicular access from Pendeford Mill Lane, Lane Green Road and Barnhurst Lane) for the demolition of existing buildings, construction of up to 750 dwellings, a First School, up to 75 units of specialist older persons accommodation and Local Centre, as well as associated access, drainage, green and blue infrastructure, ground remodelling and ancillary infrastructure.*

## STRUCTURE OF THE DOCUMENT

This document is structured as follows:

- Section 2 – **Policy Context:** Provides the context in relation to the site allocation policy and its requirements, and sets out national and local policies that will inform the design response;
- Section 3 – **Context & Site:** Summarises The Site's context and sets out the key site opportunities and constraints;
- Section 4 – **Vision & Masterplan Principles:** Establishes the aspiration for the development of The Site, focusing on key development parameters and outlines the key principles that have informed the Strategic Masterplan;
- Section 5 – **Masterplan:** Presents the overarching Masterplan for The Site's development;
- Section 6 – **Placemaking Code:** Sets out the design aspiration, and prescribes the detailed design response for specific places and spaces;
- Section 7 – **Green Infrastructure Code:** Sets out Green and Blue Infrastructure, landscape and tree planting coding principles;
- Section 8 – **Sustainability:** provides an overview of the sustainable credentials that are embedded in the Masterplan;



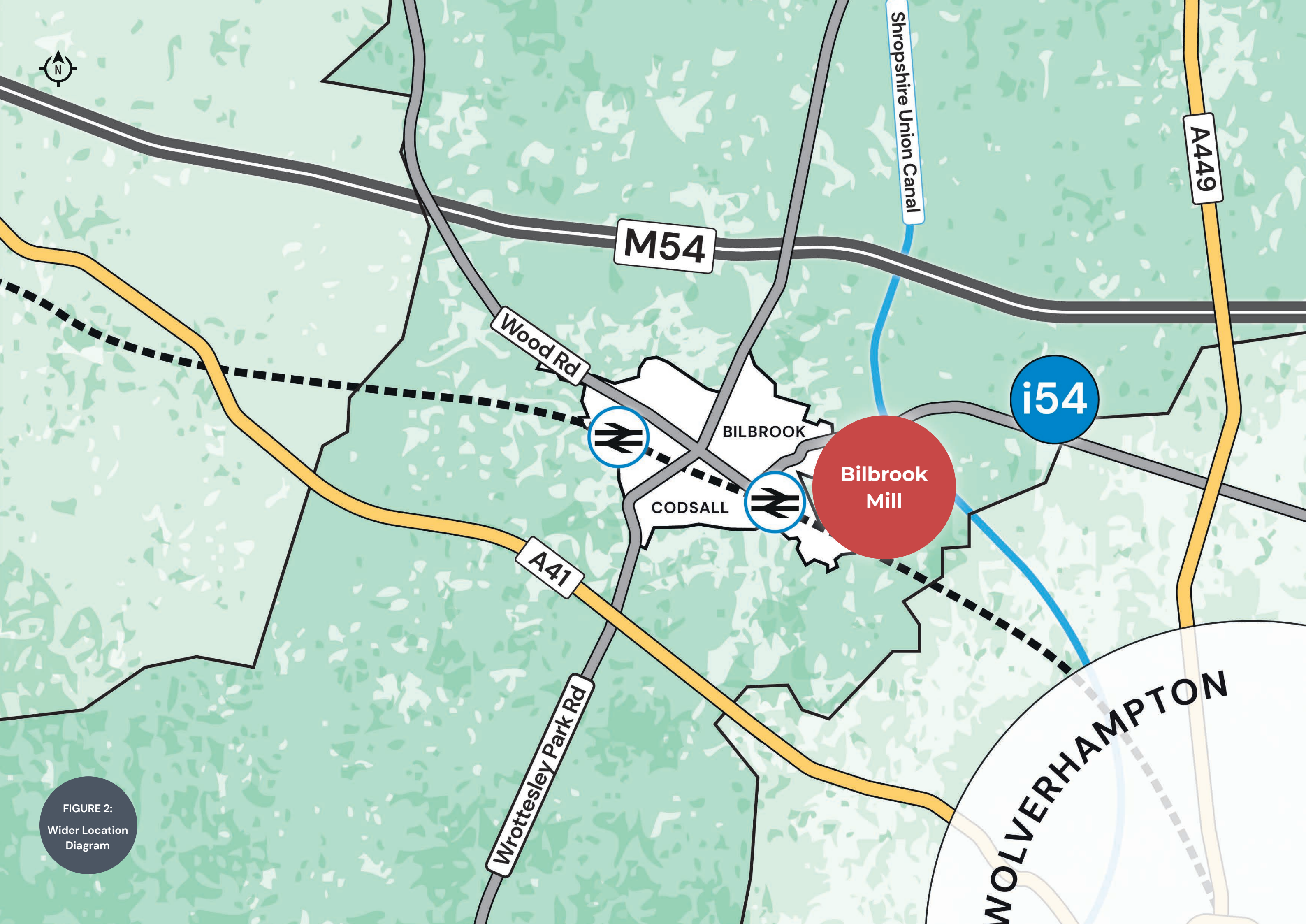


FIGURE 2:  
Wider Location  
Diagram





## **2. Policy Context**

# Planning Policy

## THE DEVELOPMENT PLAN

SSC's extant Development Plan comprises the Core Strategy (CS) and Site Allocations Document (SAD) that set the vision and spatial planning framework for the area, and a number of Supplementary Planning Documents (SPDs).

Part of The Site is safeguarded for future development in the extant Development Plan, with the remainder forming part of the designated Green Belt. That is reflected in the adjacent Figure 3.

The CS is, however, out of date in NPPF terms, and SSC is therefore in the process of reviewing its local plan, having consulted on the Regulation 19 version of the eLP between April and May 2024. Once adopted, the eLP will replace the CS and SAD.

Both the extant local plan and eLP identify Bilbrook as a Tier 1 settlement within the settlement hierarchy, reflecting that it contains a wide range of services and facilities and is well-connected to higher order settlements. Therefore, both the extant and emerging plans recognise the role that Bilbrook can play in accommodating future growth.

## LOCAL PLAN ALLOCATION

In that context, eLP Policy SA1 identifies a strategic housing allocation to the east of Bilbrook, reflecting the area's public transport infrastructure, proximity to employment opportunities and the services and facilities available in the wider Codsall / Bilbrook area.

The area that is proposed to be allocated for residential-led mixed use development covers the vast majority of the allocation site, save for an area at the south that is identified for Green Infrastructure provision. That is also shown on the adjacent Figure 3.

## ALLOCATION REQUIREMENTS

Policy SA1 sets out the following site-specific requirements:

- a) A minimum of 750 new homes, including affordable housing and a specialist elderly housing element (e.g. sheltered or extra care) of at least 40 units in accordance with other policies within the local plan;
- b) A Community Hub focused around a central area of communal green space, well connected to the site wide green infrastructure network, to contain:
  - Small local convenience retail to serve the day to day needs of the neighbourhood
  - Flexible community space
  - A new first school (1.3ha)
- c) Vehicular accesses onto Pendeford Mill Lane, Lane Green Road and Barnhurst Lane and appropriate public transport provision to support sustainable travel from the scheme;
- d) High quality active travel links through and beyond the site, including to the recreational green space to the north, local shops and rail station in Bilbrook and the Sustrans network to the east;
- e) An integrated and connected network of accessible green and blue infrastructure informed by the indicative layout on the Concept Plan, in accordance with the most up-to-date evidence and standards and informed by engagement with the local community/Parish Council, providing for high quality Sustainable Drainage Systems, open space, play, biodiversity net gain and active travel, including a large central green space at the heart of the development and additional compensatory Green Belt improvements on the land identified as off-site green infrastructure to the site's south in line with Policy DS2;

f) Enhancement of and provision of additional playing pitches and associated facilities in the existing recreational open space to the north of Pendeford Mill Lane, including improved active travel links from the new neighbourhood;

g) Any necessary historic environment mitigation for the site, as identified in the Council's Historic Environment Site Assessment Stage 2 (2022), including setting back development from the site's eastern edge and reinforcing planting within that boundary and any mitigation required as a result of archaeological investigations;

h) Necessary contributions towards offsite infrastructure, including highways and active travel mitigation measures, education, leisure and health provision;

i) Development of the site should be in accordance with the recommendations set out in the Level 2 Strategic Flood Risk Assessment detailed site summary table and should provide a site-specific Flood Risk Assessment which shows development laid out as to avoid the floodplain and finished floor levels 600mm above the 1 in 100 plus climate change flood level; and

j) Consideration of potential amenity issues and any mitigation requirements as a result of proximity to existing commercial units to the east of the site.



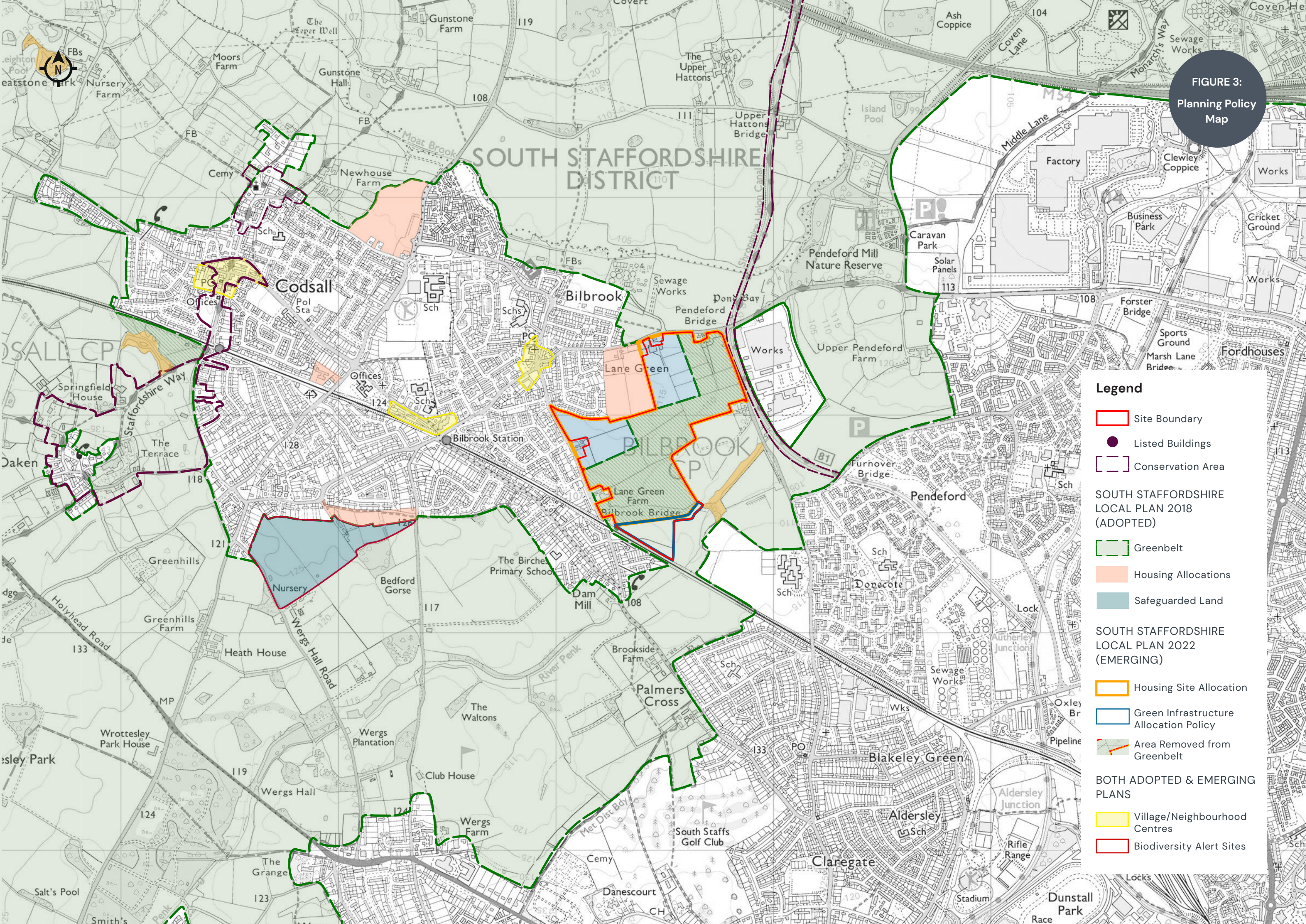


FIGURE 3:  
Planning Policy  
Map

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

BOTH ADOPTED & EMERGING  
PLANS

- Village/Neighbourhood Centres
- Biodiversity Alert Sites



DESIGN POLICY AND GUIDANCE

The following policies and guidance in relation to design have been considered in evolving the design proposals.

The National Planning Policy Framework (NPPF)

The NPPF is underpinned by the presumption in favour of sustainable development.

Paragraph 123 states that planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses.

Paragraph 131 states 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.

Paragraphs 137–141 emphasise the importance of design quality through the evolution and assessment of development proposals.

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.

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. 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.

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.

The National Design Guide (NDG):

The NDG illustrates how well-designed places that are beautiful, enduring and successful can be achieved in practice. The NDG is designed to be read alongside the NPPF.

The National Model Design Code (NMDC):

The NMDC provides detailed guidance in relation to the production of design codes, guides and policies to promote successful design.

# National Design Guide

Planning practice guidance for beautiful, enduring and successful places





Ministry of Housing,  
Communities &  
Local Government

## Local Planning Policy and Guidance

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.

CS Policy EQ11 states that developments must be of the highest quality and requires the submission of design statements that explain proposals.

CS Policy EQ12 states that landscape schemes must be an integral part of the overall design of new developments, and should complement and enhance the development and wider area.

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. That also includes Village Summaries that seeks to set out the design context within specific settlements, and sets out key development design principles in that context.

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.

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.





## **3. Context & Site**



# Site Assessment

## LAND USE AND FACILITIES

The Site largely comprises pastoral land in equestrian / agricultural use including a few agricultural buildings.

Beyond The Site to the north and west lie a few residential dwellings, located on the southern side of Pendeford Mill Lane and on the western side of Lane Green Road. The southernmost part of The Site is a floodplain and is characterised by a mature landscape setting.

Bilbrook Skate Park and sports pitches are situated to the north of The Site, beyond which lie Bilbrook Recycling Centre and Pendeford Mill Lane Allotments. Land to the north east of The Site is largely arable.

Shropshire Union Canal Main Line, Owens Trading Estate and Pendeford Public Nature Walk lie east of Barnhurst Lane, providing recreational and employment opportunities within close proximity of The Site.

The recently constructed Bilbrook Mill, to the north and west 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. Lane Green First School and Bilbrook Middle School are located on Bilbrook Road approximately 550m from The Site. Bilbrook Medical Centre is situated approximately 650m from The Site to the west. Bilbrook Village Hall, play park and Joey's Recreation Park are found on Joey's Lane approximately 200-300m from The Site to the north west. St Christopher's Catholic Primary Academy, Codsall Middle School and Codsall Community High School are also located within approximately 1km from The Site.

## HIGHWAYS AND MOVEMENT

### Highways

The Site is currently accessed from two points. At The Site's north, an access off Pendeford Mill Lane serves agricultural buildings and residential dwellings, as well as the agricultural land beyond to the south. A second access is present off Lane Green Road, with a track that serves a small cluster of dwellings that abut The Site to the west.

Pendeford Mill Lane at the north of The Site connects The Site with Bilbrook village centre to its west, providing direct access to the train station and the key services and facilities that are located in that area. To the north-east of The Site, it also connects to the A449 (Stafford Road). The A449 itself provides a direct connection to Wolverhampton to the south, and to the i54 Business Park, Coven, Penkridge, and Stafford to the north. It also links with the M54 in close proximity to The Site which provides access towards Telford and the Welsh border. The M54 also connects to the M6, which connects the Midlands to the North of England.

### Public Transport

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.

The village is served by bus route 5/5A, which connects 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.

Bilbrook railway station lies approximately 2km to the west of The Site and can be accessed on foot or by cycle via Lane Green Road, Wesley Road and Heath Farm Road or via Pendeford Mill Lane and Duck Lane. The train station provides hourly train services to Wolverhampton, Birmingham and Shrewsbury throughout the day. Typical journey times are approximately 7 minutes to Wolverhampton and around 30 minutes to Birmingham.

### Footpaths & Cycleways

There are no existing Public Rights of Way crossing The Site. There is, however, a public footpath to the north west (Bilbrook 3) which crosses the recreation ground/skate park and connects Joeys Lane with Pendeford Mill Lane.

National Cycle Route 81 runs along Pendeford Mill Lane joining the canal towpath 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.

The shared footway/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 west of The Site. To the east, the footway/cycleway provides a direct route to the i54 strategic employment site via Wobaston Road.

The Monarch's Way long distance route follows the canal towpath to the north of Pendeford Mill Lane and extends along Wobaston Road, again providing a connection to the i54 Business Park.



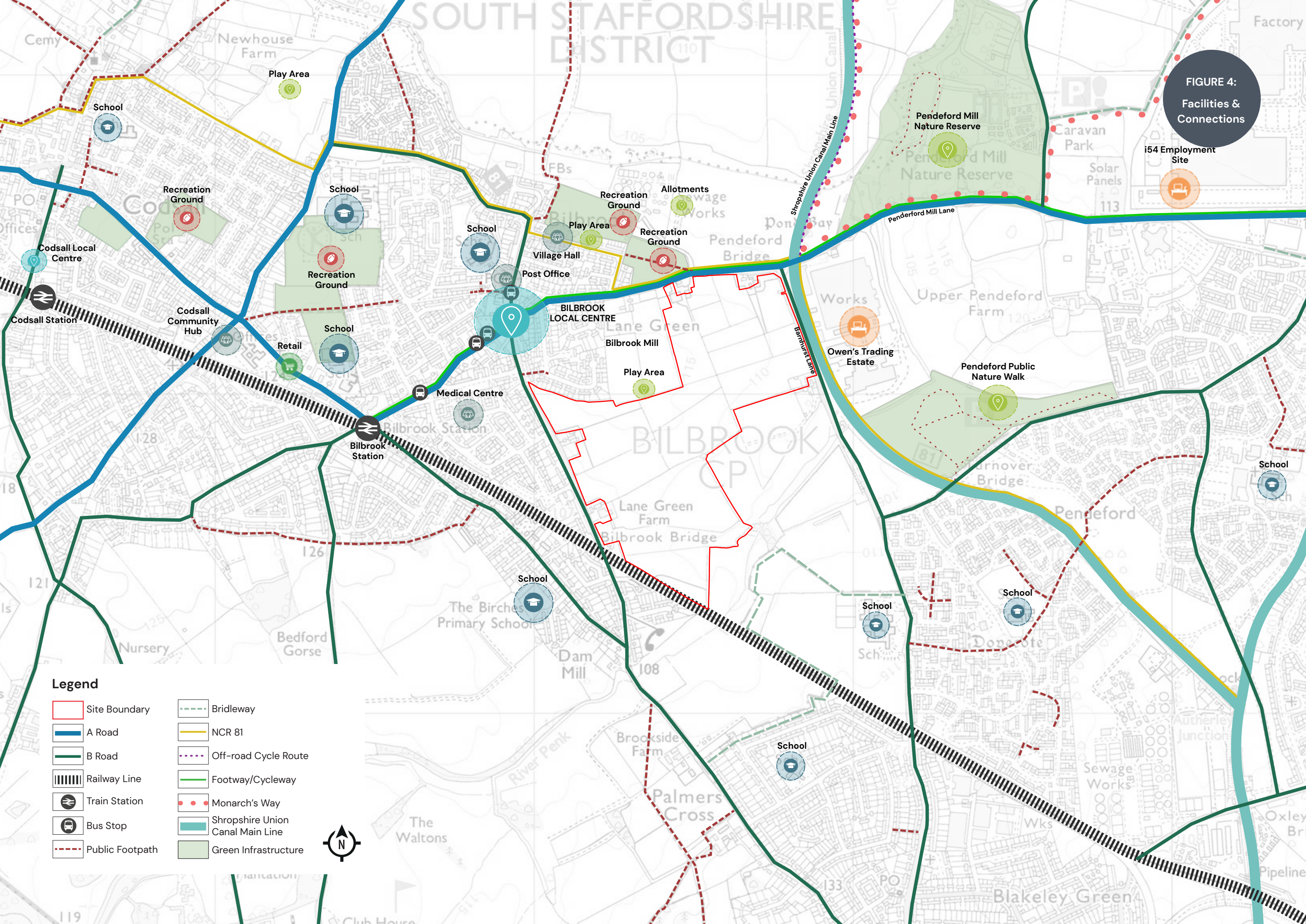


FIGURE 4:  
Facilities &  
Connections



## FLOOD RISK & DRAINAGE

A Flood Risk Assessment (FRA) has been prepared in relation to The Site, and concludes that the majority of 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).

The FRA provides details of the Surface Water Drainage Strategy for The Site. For the eastern part of the development, the strategy aims to mimic the existing hydrological regime by discharging run-off to the Shropshire Union Canal. The remainder of the development outfalls to the River Penk via the on-site tributary. Attenuation storage will be provided in the form of open SuDS features such as attenuation basins, swales, rain gardens and permeable paving features.

In relation to foul water drainage, a potential pumping station is proposed to the southeast of The Site.

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.

## TOPOGRAPHY

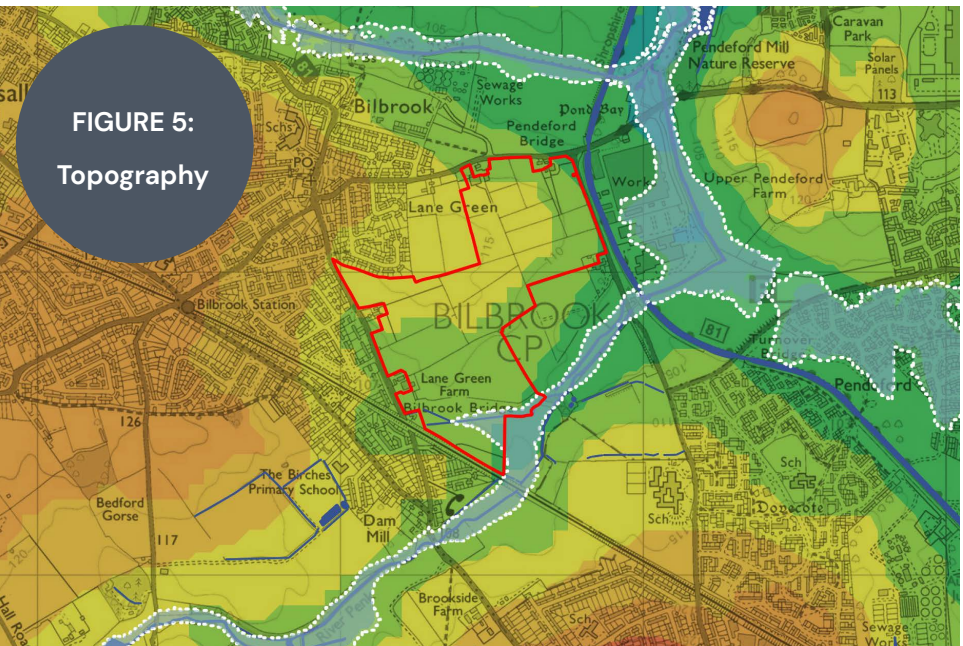
The Site is located in a gently rolling valley landscape forming a catchment for the River Penk, which is located to its south.

The Site itself falls from approximately 115m AOD at the central point of the northern boundary (directly south of the adjacent new housing scheme) to approximately 104m AOD to the south. Land also falls eastwards towards Barnhurst Lane to approximately 104m AOD to the north eastern corner and approximately 105m AOD to the south eastern corner. These natural low points provide opportunities for a gravitationally fed sustainable drainage system to be integrated within the development landscape.

## ARBORICULTURE

An Arboriculture Assessment of The Site has been undertaken. According to this, there are a number of mature trees and hedgerows of high, moderate and low quality / value along the boundaries of The Site as well as along the field boundaries within The Site. The southernmost part of The Site is characterised by mature vegetation of mainly high quality.

The majority of trees and hedgerows within The Site can be retained with the exception of some hedgerow loss for access purposes and some trees of lower value. This will be balanced by a significant amount of new tree planting within and around the development.



### Legend

- Site Boundary
- Watercourses
- Flood Zones 2 and 3

### Topography Heights

95-100m	115-120m	130-135m
100-105m	120-120m	135-140m
105-110m	120-125m	140-145m
110-115m	125-130m	



ECOLOGY

According to the Ecological Assessment 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 2km to the southeast of the application Site and the nearest Site of Special Scientific Interest (Big Hyde Rough SSSI) is located approximately 5.5km northwest of The Site. Therefore, it is not considered there will be any adverse direct or indirect effects on those sites.

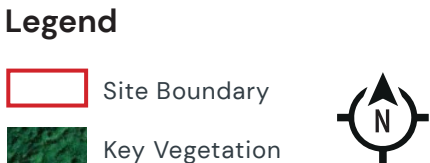
Banhurst Lane Biodiversity Alert Site (BAS) lies approximately 0.5km southeast of the application Site, and is separated from it by fields. Therefore, it is not considered there will be any direct or indirect adverse effects on this non-statutory site.

With the exception of a few ecological constraints, 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. 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.

The Ecological Assessment states that a few trees have the potential to support roosting bats, but that new hedgerow and tree planting within The Site would enhance foraging opportunities and provide new navigational opportunities for bats.

The Assessment also confirms that no evidence of otters or water voles has been recorded within the surveys, and that it is highly unlikely that they would be utilising the streams. No other mammals were recorded during site surveys, although The Site does incorporate some suitable habitats.

The majority of hedgerows and trees will be retained or enhanced, whilst additional new native planting, wildflower grasslands and attenuation features will more than offset any losses to the habitat.







## HERITAGE & ARCHAEOLOGY

The Heritage Statement (HS) confirms that The Site consists of open fields containing modern farm buildings, which do not have any heritage significance.

Whilst there are some listed buildings within the vicinity of The Site, 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, the HS concludes that The Site does 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.

The HS recognises that The Site is located adjacent to the Shropshire Union Canal Conservation Area (CA), such that the development will cause a perceptible change within its setting.

It suggests that a landscape buffer could provide separation between the development and the CA, helping reduce the visual impact of the development and recommends that the existing hedgerow lining along the canal is reinforced to provide further screening.

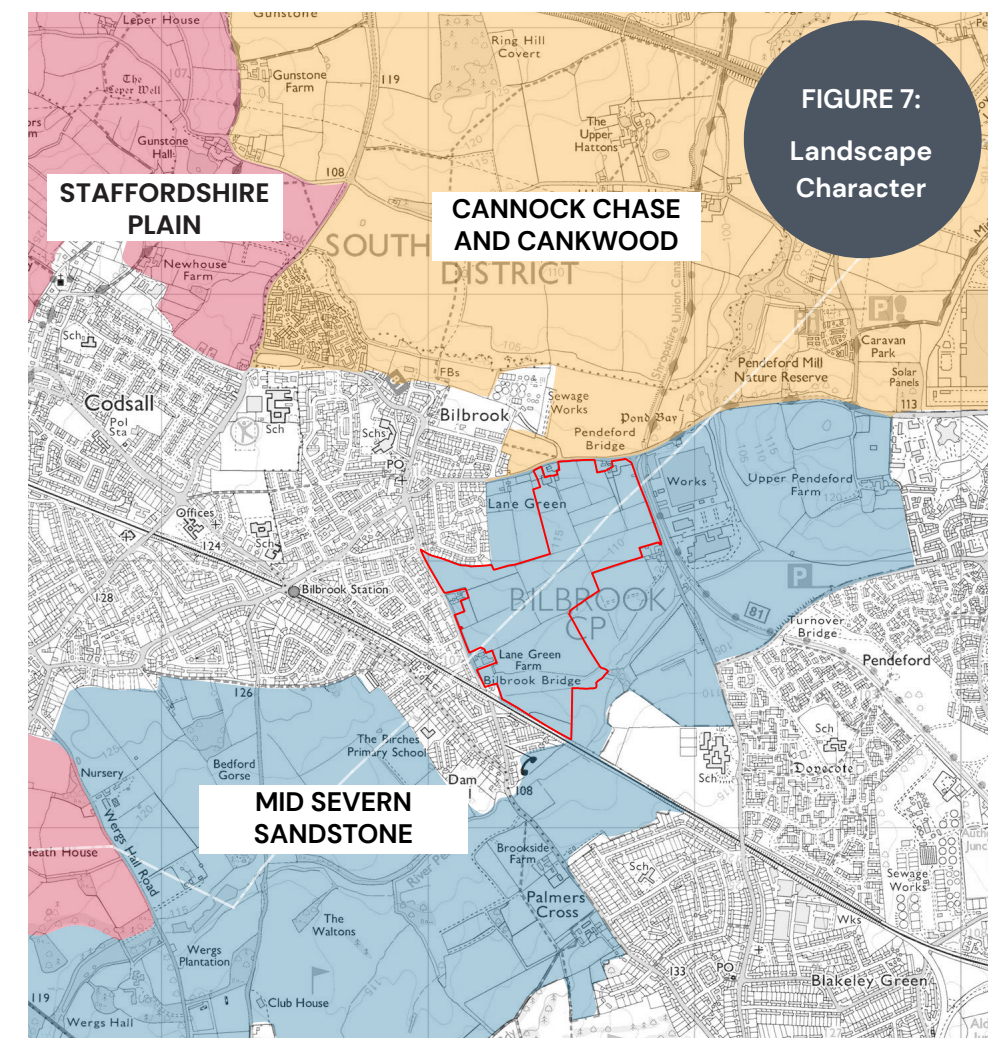
Based on the phased archaeological investigation of The Site and assessment of land to the west, the potential for buried archaeological remains within The Site is considered to be medium to high. However, subject to a programme of archaeological evaluation trial trenching and appropriate mitigation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

## LANDSCAPE CHARACTER

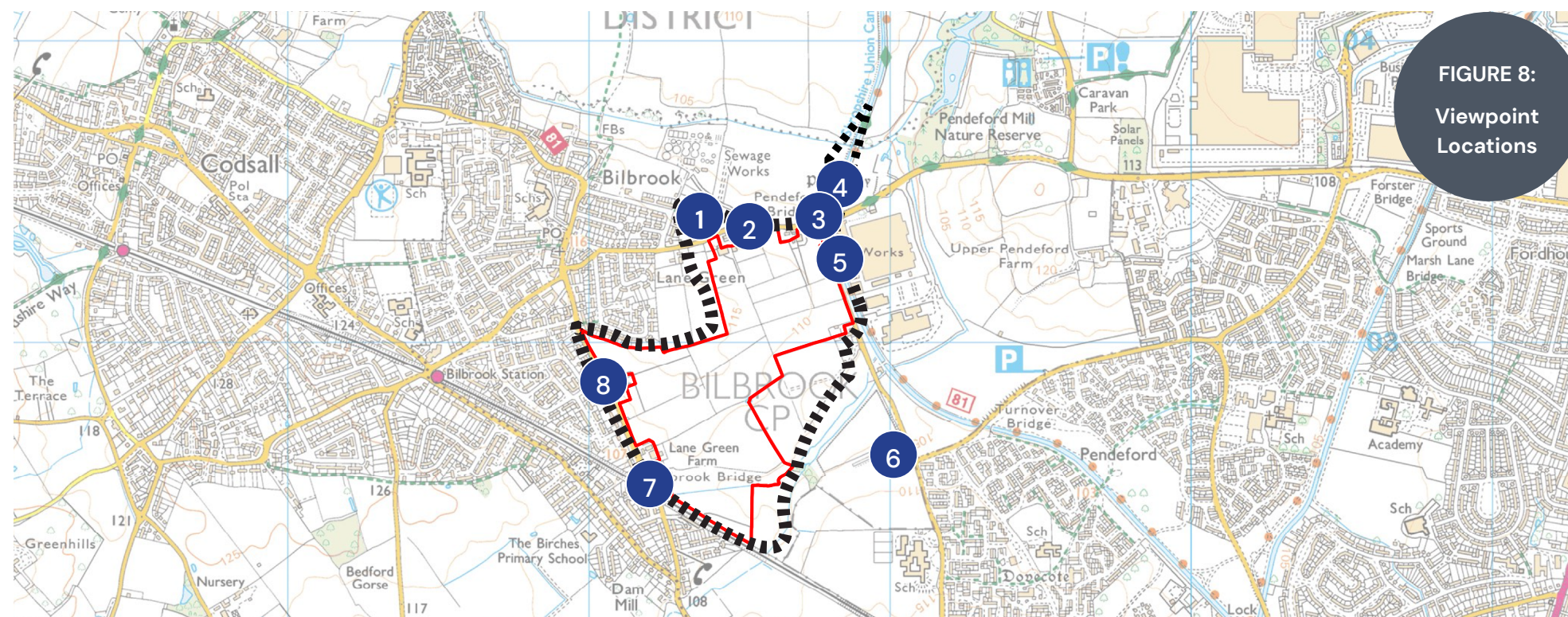
The Site falls within the 'Mid Severn Sandstone Plateau' Regional Character Area and, more specifically, the 'Sandstone Estatelands' Landscape Character Type (LCT).

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 land cover elements being provided by stream corridors (such as the Penk, which flows through a small woodland to the south-west).

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 8:**  
Viewpoint  
Locations

## KEY VIEWS

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.

The Site's primary visual envelope is limited to a relatively small area by residential built form to the west, mature hedgerows to the south and vegetation along Barnhurst Lane and the Shropshire Union Canal to the east. The main views into The Site are from Pendeford Mill Lane and the recreation area to the north, and from residential properties and associated open space to the west. There are also distant glimpses of the northern parcel from elevated land just south of the M54. This is demonstrated below through a selection of key views from publicly accessible routes within the locality.



Viewpoint 1: looking south from Public Footpath 'Bilbrook 3', Bilbrook Football Field



Viewpoint 4: looking southwest from Shropshire Union Canal Towpath (also forming part of Monarch's Way Long Distance Route)

Development within The Site is expected to be visible from Pendeford Mill Lane, Wobaston Road, parts of the Shropshire Union Canal towpath, the recreation area to the north of The Site and the settlement edge directly west of The Site. It may also be glimpsed in the distance from public rights of way on elevated land to the north, and from a few points along Lane Green Road where vegetation allows views from the road to the east. With the addition of mitigation planting between the proposed development and Pendeford Mill Lane, along The Site's south-western boundary and within the development, this visibility is expected to be reduced.



## TOWNSCAPE CHARACTER

The village of Bilbrook was originally based around the estate of Bilbrook Manor, comprising the Manor House itself and the outlying cottages of farm workers. This was 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.

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.





The recently constructed development adjacent to The Site, Bilbrook Mill, has 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

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





# Opportunities and Constraints

The key features in relation to The Site and its surroundings are as follows:

- The Site is located to the east of Bilbrook and forms a logical extension to it. It is in close proximity to the existing village centre and train station and benefits from direct walking and cycling connections to them. The train station is to the west of The Site and provides hourly train services to Wolverhampton, Birmingham and Shrewsbury throughout the day. The Site also benefits from the other surrounding, recreational facilities to the north of Pendeford Mill Lane;
  - There is an opportunity for a community hub that complements the existing facilities and forms a civic heart in the centre of the scheme;
  - A public footpath, a national cycle route (Route 81), a long distance footpath (Monarch's Way) and i54 footpath / cycleway run to the north / north west and east of The Site, providing wider, strategic links. The proposed active travel network of the scheme needs to connect to those;
  - The Site broadly falls from north / north west to south and east. Its natural low points provide opportunities for SuDS provision;
  - The existing drainage pattern directs water towards the east and south of The Site, by discharging run-off to the existing Shropshire Union Canal to the east of the development and to the River Penk via the on-site tributary to the south of the development;
  - The southernmost part of The Site is partly within flood zone 2 and 3, associated with River Penk is ecologically rich and offers a mature landscape setting;
  - There are some direct views into The Site from the north and northeast, as well as from the adjacent new housing scheme. The views from the north / north-east are therefore the most sensitive ones and some buffer planting, together with a development offset, may be required;
  - The Shropshire Union Canal Main Line, which is a Conservation Area, runs along the eastern boundary of The Site. It is important to achieve some level of separation between the development and the Conservation Area;
  - There are some listed buildings within the vicinity of The Site. However, the development is not likely to harm any nearby locally listed asset;
  - The existing vegetation creates a varied character across The Site. The area to the south feels more enclosed due to the mature landscape setting, whereas the parcels at the north, especially towards the eastern part of The Site are much more visually open;
  - There is an opportunity for the existing hedgerows and trees to provide a robust framework for the development.
  - A telecommunications mast exists in the northern part of the scheme. This should be integrated carefully within the network of open space, so that its impact is minimised;
- The findings of the survey and technical work completed to date have established that The Site is a suitable location for a residential-led development, which could be brought forward without giving rise to significant environmental effects.





Legend

- |                         |                      |
|-------------------------|----------------------|
| Site Boundary           | Train Line           |
| Green Belt              | Train Station        |
| Monarch's Way           | Key Facilities/ Serv |
| National Cycle Route 81 | Key Land Designat    |
| PROW - Footpath         | Conservation Area    |
| PROW - Bridleway        | Listed Building      |
| Footpath                | 1m Contours          |
| i54 Footpath/ Cycleway  |                      |

Constraints

- |                                  |                              |
|----------------------------------|------------------------------|
| Ecological Constraint            | Root Protection Area         |
| Tree with Bat Roosting Potential | CatA Tree                    |
| Existing Building                | CatB Tree                    |
| Direct Views Into Site           | CatC Tree                    |
| Filtered Views Into Site         | CatU Tree                    |
| Flood Zone 2 & 3                 | CatA Hedge                   |
| Existing Properties              | CatB Hedge                   |
| Telecommunications Mast          | CatC Hedge                   |
|                                  | Buildings in Close Proximity |

Opportunities

- |   |                                 |
|---|---------------------------------|
| Potential Vehicular Access Point        | Potential Location For Drainage |
| Potential Connections to Neighbour Site | Potential Central Hub           |
| Potential Pedestrian Access Point       | Potential Green Corridor        |
| Potential Through Route                 | Potential Natural Buffer        |
| Potential Block Continuation            | Potential Conservation Buffer   |

FIGURE 9:  
Opportunities &  
Constraints  
Plan





# **4. Vision & Masterplan Principles**

# The Vision

## EMERGING LOCAL PLAN VISION

The eLP provides a vision for the development of The Site that, together with Policy SA1, seeks to ensure the creation of a sustainable new neighbourhood as illustrated in the Concept Plan. The vision as set out in the eLP is as follows:

*“Land East of Bilbrook will create the new arrival point into the existing settlement of Bilbrook, providing a distinctive and attractive gateway and sensitive edge to the countryside. It will be a sustainable, well-connected neighbourhood for Bilbrook, centred around a new first school together with flexible community/employment space, potential convenience shopping and a central green, with residents having excellent sustainable links to existing facilities and employment opportunities, such as the shops/amenities on Bilbrook Road, the nearby train station, the enhanced Bilbrook playing fields and i54. The new neighbourhood will have a diverse character, focussed around new and existing green and blue infrastructure, with green corridors and effective flood management creating a network of multi-functional communal space. The homes will be highly energy efficient and sustainable, providing a variety of styles and accommodation to suit a range of established needs. The development will focus on achieving high environmental standards, energy efficiency and a net zero carbon community.”*

## EMERGING LOCAL PLAN OBJECTIVES

The Vision and Concept Plan are complemented by the following bespoke objectives:

### Transport & Movement

The new neighbourhood will contain a network of connected tree-lined streets, with strong cycling and walking routes within The Site. This network will be well-connected through multiple access points to the surrounding area, including convenient access to sustainable travel infrastructure and key off site walking/cycling routes, such as the i54 Sustrans route 81 (A National Cycling Network protected route) and nearby Bilbrook train station.

### Housing and Built Environment

The new neighbourhood will contain a number of character areas, drawing inspiration from relevant smaller historic village cores in the surrounding area and responding positively and relating well to The Site surroundings, such as the canal corridor, street hierarchy, green space to the south, countryside edge to the north and existing urban grain of Lane Green Road etc. There will be a variety and mix of house types to accommodate a range of people including first time buyers, young families and elderly persons, with a focus on high environmental standards, energy efficiency and a move towards a net zero carbon community.

### Active, Inclusive and Safe

A range of suitable homes will be provided to meet established needs in respect of size, type, tenure and affordability in order to realise a balanced community.

### Environmentally Sensitive

New safe and attractive walking and cycling routes will be provided that link to existing, nearby green and sustainable routes, such as the canal corridor, and the Sustrans route 81 and to the existing Bilbrook playing fields. Existing ecological features such as hedgerows will be maintained and wildlife habitat enhanced as part of the creation of high-quality Sustainable Drainage Systems (SuDS), that align with the new green space and green routes to create multi-functional amenity spaces and biodiversity corridors. A central green space will be created to form the heart of the neighbourhood and tree lined boulevards will create an attractive main route and promote biodiversity.

### **Well served**

A new first school will be provided in a central location, adjacent the green space and accessible by walking and cycling as well as by motor vehicles. This will create a focal point for the neighbourhood, where other flexible space for community/local employment uses could be introduced. Local convenience retail will be provided in the new neighbourhood to cater for those local needs, with good walking and cycling links provided to Pendeford Mill Lane and Lane Green Road, enabling access to Bilbrook village centre.

### **Thriving**

The new neighbourhood is located within easy reach of local businesses, i54 and Wolverhampton City Centre, where employment opportunities exist. The scheme will connect with and contribute towards the improvement of sustainable transport links to both key employment locations.

### **Well run**

The existing and new residents within the community should be engaged to consider the future stewardship of the place and in particular the design, delivery and future management of the new facilities such as the neighbourhood centre/community space and green infrastructure network, including the potential for a future Community Trust to be established.

## **OUR SHARED ASPIRATION FOR THE NEW NEIGHBOURHOOD**

Bloor Homes share the Council's aspiration for the creation of a vibrant, sustainable and visually attractive new neighbourhood for Bilbrook that provides much needed new sustainable homes along with essential community services that will meet the day to day needs of its residents.

It will be a sustainable neighbourhood that is closely connected to the existing village with a true sense of place, shaped by a green and blue infrastructure framework that reflects the local landscape character, ensures the health and well-being of its residents and maintains a connection with nature.

The eLP's allocation policy requirement and vision and objectives for the development of The Site have informed the preparation of the following aims and strategic principles that will underpin the Masterplan for the new neighbourhood and its complementary community, movement and connectivity and green infrastructure strategies.





Indicative bird's eye view of the scheme from the south-east





**Community**



**Movement  
& Connectivity**



**Green  
Infrastructure**

# Community Strategy

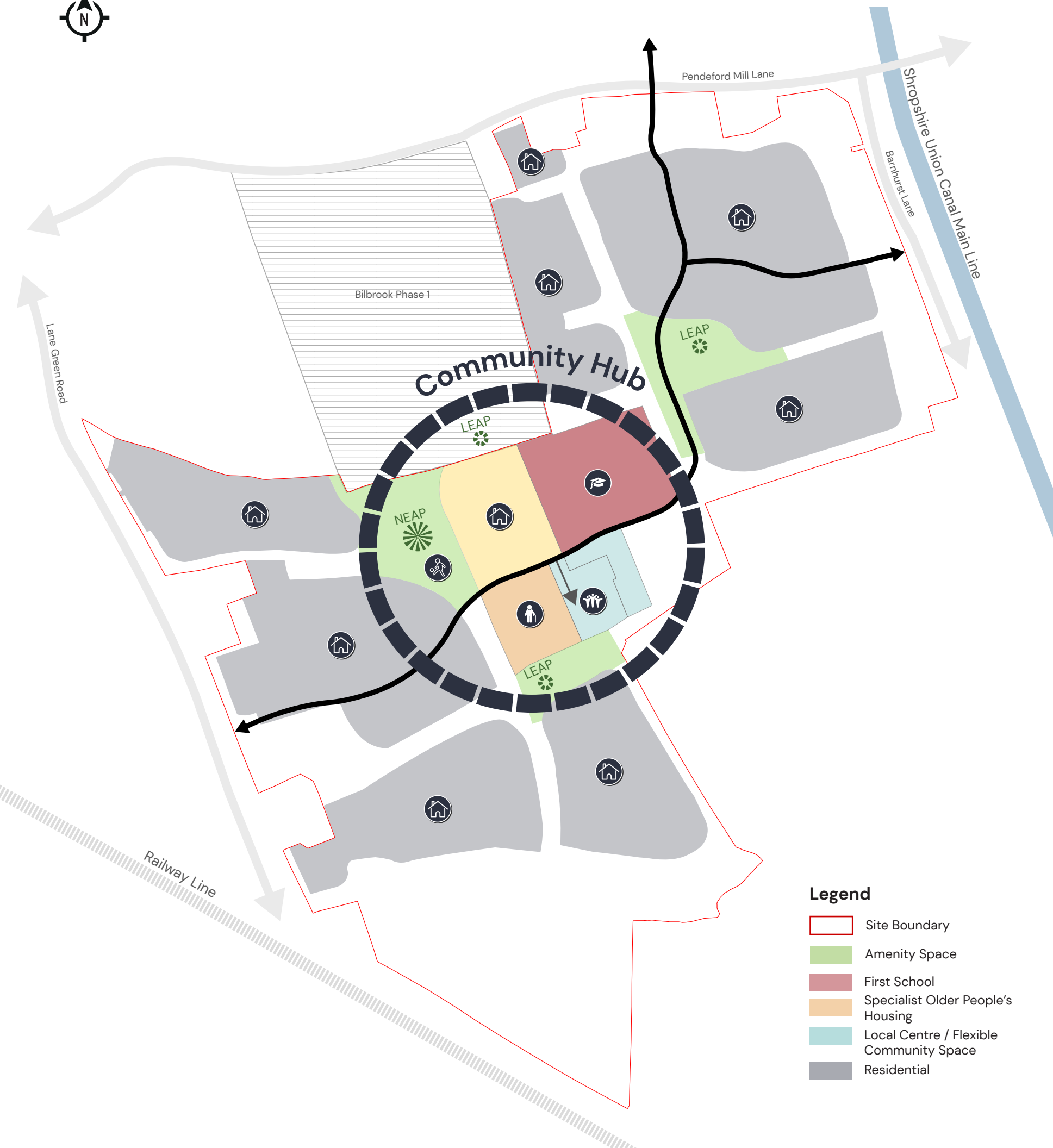


## **Aim:**







An attractive and vibrant new neighbourhood with a community hub at its heart, including a range of homes for all, local facilities, sustainable transport opportunities and an extensive network of open space.







#### Legend

-  Site Boundary
-  Amenity Space
-  First School
-  Specialist Older People's Housing
-  Local Centre / Flexible Community Space
-  Residential



# Community

## STRATEGIC PRINCIPLES:

A compact and well-connected community, which will deliver high-quality, new housing in a range of sizes, types and tenures that will be sustainably designed and built to last, whilst contributing to the housing needs of the area.

- ① The development will include a community hub that is centrally located and is well-integrated with key movement routes through The Site and to Bilbrook village centre and train station. This will incorporate convenience retail uses that complement the village centre.
- ② A site will be provided for the delivery of a first school in an accessible location in the heart of the new neighbourhood.
- ③ The co-location of the local centre and school will ensure that the uses are mutually supportive.
- ④ The layout, form and character of the residential areas should respond to The Site's context to provide distinctive places that are responsive to their localised setting and the public realm.
- ⑤ The residential development should be set out in perimeter blocks to positively address the streets and areas of open space, whilst also securing private spaces to the rear.
- ⑥ Specialist older people's housing will be provided to meet housing needs in that regard. It will be located in the heart of the new neighbourhood, within the Community Hub;
- ⑦ A range of public open space will be provided throughout the neighbourhood to meet the needs of residents, providing a sense of community and ensuring social inclusion. This should include formal amenity and play spaces and more informal spaces for social activity and recreation.



# Community Components

The new homes, facilities and open green spaces will provide the foundations for a healthy and happy new community that is well-integrated with the village.

## RESIDENTIAL DEVELOPMENT

The development will deliver c. 750 new dwellings and Specialist Older People’s Housing (SOPH). The new homes will be sustainably designed to achieve low carbon living and built to last.

The residential development will be served from the internal road hierarchy, and will be set out in perimeter blocks. It will, therefore, positively address the public realm and areas of open space, whilst also securing private spaces to the rear.

The housing provision will begin to address the acute housing need in the area and, in turn, will realise a number of significant socio-economic benefits.

The neighbourhood will include a varied mix and range of house types to reflect housing needs and demand, from starter homes through to larger family homes. This will include 40% affordable housing.

Up to 75 units of SOPH will be provided, within a designated area of circa 0.6ha to the immediate west of the local centre in the community hub. It is not possible to determine at this time whether that will be later living accommodation (C3 use) or whether it will include an element of care (C2 use).

Higher density apartments and townhouses will be located to the west of the school. There will also be apartments above the retail and community uses to ensure that there is enough activity within the community hub area throughout the day.



## COMMUNITY HUB

The community hub is a key element of the new neighbourhood. Its location, content and form have been carefully considered through the masterplanning process to ensure that it meets the needs and demands of the new community and is accessible to all by sustainable modes of travel.

The co-location of the local centre uses, the first school and the SOPH will provide a hub of life and activity for all, at the centre of the development will form a focal point for the new neighbourhood based around a shared public realm. The plaza will provide an attractive landscaped setting to the key buildings and will be a place to meet and interact.

The combination of uses will be mutually supportive, ensuring the future vitality and viability of the local centre. For example, the school will also benefit from the use of the public realm, pond and the local centre car park at drop off and pick up times.

The location of the community hub at the centre of the development will ensure that residents in all parts of The Site have good access to the available services and facilities. Its location at the confluence of some key active travel routes of the scheme and its wider context will provide direct, safe and convenient access for all residents wherever they reside in the neighbourhood. This will encourage them to walk or cycle, reducing the need to travel by car.





The key components of the community hub will include:

- **Local Centre**

It is important that the new retail provision complements the existing village centre. A retail provision of up to 500m<sup>2</sup> is proposed to accommodate a range of small shops or a larger single food store.

The local centre will also accommodate other services to meet the day-to-day needs of residents. That may include a hot food takeaway, cafe, pub / bar or other commercial services (i.e. hairdressers and such). The total floorspace will be up to 1,000m<sup>2</sup> (including the 500m<sup>2</sup> of the retail uses).

Employment space and / or residential apartments may be provided above the retail / community space.

- **First School**

The community hub will accommodate a 1.3ha school site, to the north of the Local Centre. Only a 0.8ha site is required for a single form entry school to serve the residents of the new neighbourhood. The other 0.5ha is reserved for a potential extension of the school to accommodate needs arising from other developments in the area.

The school building should be positioned in a prominent location, to positively address the community hub and plaza. That will also mean that it can be easily accessed from the proposed active travel routes.

The school building itself can then provide the secure boundary between The Site and the wider community hub to the south. Residential development will contain the site to the east, from which the vehicular access to the school site will be provided. The existing robust hedgerow to the north will provide a secure rear boundary, and to the east the secure boundary will be carefully landscaped to ensure its sensitive integration into the public realm.

- **Public Realm and Flexible Community Space**

A plaza will provide an attractive setting for the community hub and a place to meet and interact at the heart of the neighbourhood. It will accommodate active travel infrastructure, flexible community space for markets and outdoor events (i.e. farmers market), seating, tree planting and activity area. An appropriate level of discreet car parking will be located at the rear of the buildings to reduce the presence of car in the public realm. This will incorporate a mobility hub.

A feature pond will form an attractive feature in the community hub, offering viewpoints, recreational routes and seating. Its ecological value could potentially offer educational opportunities.

## PUBLIC OPEN SPACE

The new neighbourhood will accommodate a generous quantum and variety of Public Open Space to meet the social and recreational needs of all ages, set within the wider Green Infrastructure Framework. The quantum of Public Open Space will exceed the standards set out in the extant and emerging Local Plans.





# Movement & Connectivity Strategy



## Aim:

An integrated and connected new community with an emphasis on functional and recreational active travel that will encourage residents to reduce the use of private car, and live a happy and healthy life.







#### Legend

- Site Boundary
- Primary Movement Corridor
- Secondary Street
- Tertiary Street
- Functional Active Travel Route
- Recreational Active Travel Route



# Movement & Connectivity

## STRATEGIC PRINCIPLES:

Movement routes within and around the new neighbourhood will ensure that it is well integrated with the existing village, facilitating safe and convenient active travel connections.

- 1 Provide an extensive network of attractive and safe active travel routes that facilitate connections within the neighbourhood as well as off-site links to existing facilities, Bilbrook village centre, and the train station.
- 2 Provide strong links between both existing and new residential areas and key community facilities within the new neighbourhood.
- 3 Incorporate distinct typologies of active travel routes: on-street, functional and recreational footpaths.
- 4 The public realm (plaza) in the community hub should have a civic focus and prioritise the movement of cyclists and pedestrians over vehicular traffic.
- 5 The form of vehicular junctions into the neighbourhood should provide safe access into the development areas whilst facilitating vehicular movements along the primary streets.
- 6 Housing should be accessed via a clear and legible network of connected streets and paths to ensure permeability.
- 7 The streets should be designed to calm traffic movements and facilitate safe and convenient pedestrian and cycle crossings and movements.



# Movement & Connectivity Components



An emphasis on sustainable travel options will minimise the use of the car; taking pressure off local roads and contributing to residents' health and well-being.

## ACTIVE TRAVEL

Active travel within The Site will be encouraged and facilitated through the provision of dedicated routes that permeate through the neighbourhood, along the Primary Street and Green Corridors.

A hierarchy of functional and recreational routes will be provided. They will offer direct, safe and attractive connections to the community facilities and open spaces from all parts of The Site and beyond.

The wider connected network of routes around The Site, which connect to the surrounding public right of way network, will also provide a multitude of options for exercise and social gathering.

## MOBILITY HUB

Mobility hubs are accessible spaces where public, shared, and active forms of travel are co-located alongside public realm and community facilities to facilitate safe, convenient and active journeys.

They are best located at key transport corridors to integrate with key existing routes, and can become a focal point for communities where they are provided alongside key services and facilities. A mobility hub is therefore proposed within the community hub, in close proximity to the plaza and the primary street active travel route.

Careful consideration has also been given to how the active travel routes that will permeate through the development will connect with the mobility hub. The aim is to facilitate safe, direct and convenient sustainable travel beyond the new neighbourhood by facilitating seamless multi-modal journeys. That will, therefore, reduce the dependence on car use, offering options for car-sharing, e-bikes and scooters and cycle parking.





## SITE ACCESS

The scheme will deliver four new vehicular accesses as below:

- New roundabout access junctions with Pendeford Mill Lane, Barnhurst Lane and Lane Green Road, connected by a primary street suitable for use by buses and with foot/cycleways to each side.
- Additional simple priority junction access from Lane Green Road north of Wesley Road.

A permeable internal road network established by a clear street hierarchy, as defined by the coding principles, will provide access to individual development blocks, whilst edge lanes will run along some of the green corridors and open space. Green corridors will incorporate active travel routes to connect the various parts of the development with each other and with the external road network.

## OFF-SITE HIGHWAYS IMPROVEMENTS

The Transport Assessment (TA) prepared by Capricorn Transport Planning has set out opportunities to introduce traffic calming and improve cycling and walking infrastructure off-site, in order to promote active forms of travel and create safe and robust links to the village centre and train station. The TA outlines a set of design recommendations, including:

- New foot/cycleway along Lane Green Road north of site access.
- Proposed waiting restrictions (double yellow lines) in the vicinity of the site access and Wesley Road.

- Designation of Wesley Road as a Quiet Route for walking and cycling to the railway station, with discrete widening of footways where feasible and installation of signage/ carriageway markings to encourage use of the route by pedestrians and cyclists.
- Traffic calming/speed management measures on Lane Green Road in the form of a horizontal deflection feature at the narrow railway bridge to the south, with priority give-way arrangement.
- New shared-use (pedestrian and cycle) zebra crossing of Lane Green Road north of the site access.
- Raised junction of Duck Lane with Brookfield Road, incorporating raised zebra crossing and waiting restrictions on the junction approaches.
- Raising of the entire junction of Duck Lane with Lane Green Road and Bilbrook Road (the Woodman junction) onto a platform, incorporating new PUFFIN crossings and additional waiting restrictions on the junction approaches.
- New 4.0m wide foot/cycleway along the southern side of Duck Lane to connect the proposed quiet route along Wesley Road with the railway station.
- New road markings and signage at the junction of Lane Green road with Birches Road, to reduce vehicle approach speeds.
- Extension of 30mph speed limit east of Barnhurst Lane, to include the new roundabout.
- Upgrading of the existing shared-use foot/cycleway between the site and the Wolverhampton City boundary to LTNI/20 standards, to encourage use of the route by pedestrians and cyclists to reach local employment opportunities.

- Improvements to walking and cycling facilities along Joey's Lane to improve access to the village hall and local schools.
- Traffic signals with integrated pedestrian crossing phases at the Pendeford Mill/Barnhurst Lane junction, connecting the existing foot/cycleway on the north side of Pendeford Mill Lane with a new facility within the development.
- Barnhurst Lane eastern footway resurfacing and widening.
- Introduction of traffic signal control at the Wobaston Road/Lawn Lane junction, with pedestrian/cycle crossing facilities along the Wobaston Road foot/cycleway desire line.





# Green Infrastructure Strategy



## Aim:

An expansive green & blue infrastructure network will ensure that the natural environment is part of the community's everyday life with significant health and well-being benefits. This will strengthen social connections, encourage active travel, provide opportunities to meet and play and offer landscape and ecological benefits.







Recreation Ground

Pendeford Mill Lane

Barnhurst Lane













Shropshire Union Canal Main Line

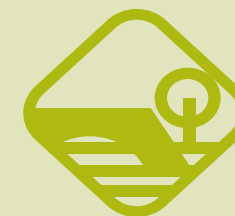
Billbrook Phase 1

Lane Green Road

Railway Line

#### Legend

-  Site Boundary
-  Amenity Space
-  Naturalistic Landscape
-  Attenuation Basin
-  Green Corridor
-  Natural Parkland
-  Primary Movement Corridor
-  Recreational Route
-  Orchard
-  Proposed Tree
-  Existing Hedgerow
-  Existing Tree



# Green Infrastructure

## STRATEGIC PRINCIPLES:

The Green Infrastructure network will have its foundations in the existing fabric of The Site, working with the underlying topography and retaining and enhancing The Site's natural assets.

- 1 Retain, enhance and reinstate The Site's natural assets, including hedgerows, trees, woodlands and drainage corridors.
- 2 Create an extensive network of connected green corridors and spaces to structure the built form, provide a green setting for the dwellings, access the natural environment, encourage active travel and provide opportunities to meet, play, and grow food.
- 3 Create a natural parkland to the south that will benefit from the existing mature landscape setting, and offer significant ecological benefits.
- 4 Create a strong north-south green link / active travel corridor that connects the natural parkland with the central open space, the Community Hub, the adjacent new housing scheme and the Recreation Ground to the north.
- 5 Incorporate new hedgerow, tree and woodland planting at the edges of the development to help assimilate the development into the existing settlement edge and soften views from the surrounding area.
- 6 Respond to the underlying topography and existing drainage patterns by retaining and enhancing the existing ditches and watercourses, and incorporate new SUDS features at localised low points to help positively manage surface water run-off.
- 7 Deliver a minimum of a 10% biodiversity net gain across The Site.



# Green Infrastructure Components



The creation of an expansive and connected green and blue infrastructure network through the neighbourhood will realise a strong sense of place, responding sensitively to the setting of the site, and will provide a wide variety of public open spaces.

- **Green Corridors**

The retained existing hedgerows and trees will provide structure, forming the basis for a framework of multi-functional green corridors. The network of green corridors will provide an attractive landscaped setting and easily accessible doorstep open space for the new homes, while also accommodating footpaths and cycleways, planting and sustainable drainage features (SuDS). This will ensure that the natural environment is part of the community's everyday life, and provide opportunities to meet and play, in turn strengthening social cohesion.

- **Food Growing**

Orchards will be located within the amenity space in close proximity to the play areas. Productive landscape is also embedded in a more informal way, with green corridors and key spaces incorporating community grow boxes to provide an opportunity to socialise and foster ownership. Smaller orchards will also be distributed sporadically around The Site, especially along the eastern edge as part of the Great Canal Orchard Project.

- **Children's Play**

The development will provide a range of strategically placed play areas that are accessible to all. Opportunities for informal play will also be provided by delivering 'play on the way' facilities within the green corridors. This will allow children to interact with the surrounding natural environment and bring life to the edge of residential areas.

- **Natural Parkland**

The natural parkland will be situated at the southernmost part of The Site where there is a strong and mature landscape setting. It will incorporate the existing flood zones associated with the River Penk and serve as a key public open space for escaping into nature with strong ecological focus.

- **Landscape Buffers**

The development will be set back from the site boundary along the northern and eastern edges to allow for the creation of a semi-natural, open space that will incorporate native planting, orchard trees and SuDS. The substantial landscape buffer will help protect sensitive views from the north and separate the development from the Shropshire Union Canal conservation area to the east.





## SUSTAINABLE DRAINAGE

SuDS provision will reflect the proposed drainage strategy. The features will respond to the underlying topography and be arranged around existing hedgerow and drainage corridors to positively manage surface water run-off.

The facilities are designed to be sensitively integrated into the Green Infrastructure network, and to optimise the ecological betterment.

## STRATEGIC PLANTING

Strategic tree and hedge planting in the Green Infrastructure framework will be provided to reflect the local landscape character and complement the retained landscape features within The Site. It will provide an attractive setting for the built form and soften views from the surrounding countryside, as well as providing ecological betterment in itself.





# Concept

*The aspiration for the development of The Site is to create an attractive, sustainable and distinctive new neighbourhood that is well integrated into its surroundings and closely connected to the village. Its own sense of place will be derived by the positive response to The Site's setting, integrating the existing landscape framework and retaining key natural features.*

*The design concept that has been developed reflects the vision and principles outlined in the previous sections, and sets out a broad framework for the masterplan.*

The overarching principles that underpin the design concept are illustrated on the adjacent page and are as follows:

- 1 Safe and convenient access off Pendeford Mill Lane, Barnhurst Lane and Lane Green Road with improved pedestrian / cycle links into the existing movement network, Bilbrook village centre and the train station and the adjacent new housing scheme to the north.
- 2 Extended network of active travel routes, both functional and recreational, that encourage residents to access existing and new facilities, amenity space and nature without using the car.
- 3 Clear and legible street network that will help distribute traffic around The Site.
- 4 Community Hub within the heart of the development to incorporate a first school, local retail, flexible community space, Specialist Older People's Housing and higher density housing. The Community Hub will form an important focal point for the new community and will have a distinctive identity and a more contemporary feel compared to the rest of the scheme.

- 5 Development set back from the site boundary to the north to allow for buffer planting that will help protect more sensitive views. The high quality semi-natural, landscaped open space will incorporate SuDS that will help create an attractive gateway to the scheme around the primary site access off Pendeford Mill Lane.
- 6 A substantial landscape buffer along Barnhurst Lane to the east and a high quality semi-natural open space will help separate the development from the Shropshire Union Canal conservation area. New native planting will strengthen the vegetated character along the eastern boundary of The Site and tie in with the existing hedgerows and trees. The eastern edge will incorporate SuDS, native planting and orchard trees, as the aspiration for it is to be part of the wider Great Canal Orchard Project.
- 7 Retained existing hedgerows and trees will form the basis for a framework of multi-functional green corridors, which will incorporate active travel routes, SuDS, native planting, habitat creation, informal play and other uses to support the surrounding community. These will form strong green links to the central community hub, the adjacent new housing scheme to the north, the existing settlement, the public rights of way network and the wider countryside.
- 8 Natural parkland to the south will benefit from a mature landscape setting, incorporate land within flood zones 2 and 3 and provide opportunities for informal recreation, along with substantial new planting and SuDS features with significant biodiversity benefits.

- 9 Amenity, open spaces in key locations to form community integrators for the scheme and the adjacent new development to the north, incorporating play and orchard trees.
- 10 Development offset from the proposed new Green Belt boundary, facilitating future connections to the land to the south east, should the need for additional housing arise.
- 11 Compact and characterful development, within easy reach of the community hub. Residential blocks that positively address the open space network by maximising development frontage over the public realm, whilst wrapping existing exposed boundaries.











# **5. Masterplan**



# The Masterplan

The Masterplan for the scheme has been prepared with a clear knowledge and understanding of the specific characteristics of The Site and its surroundings, and draws on best practice in relation to placemaking. It has evolved to respond to the outcomes of the stakeholder and public engagement that has been undertaken.

It is a compilation of the Vision and the Community, Movement & Connectivity and Green Infrastructure strategies and principles that reflect the requirements of Policy MA1 in the eLP.

The Masterplan seeks to optimise the scheme's capacity to accommodate the development requirements established in Policy SA1 and ensure its co-ordinated delivery. It demonstrates The Site's capacity to deliver up to 750 new homes and up to 75 units of specialist older people's housing, a community hub incorporating retail uses, other commercial premises and / or work space, hot food takeaway / drinking establishment, a mobility hub, flexible community space, a first school, and extensive public open space including play facilities.

The core aim of the Masterplan is, therefore, to ensure the delivery of a vibrant new neighbourhood for Bilbrook that will provide much-needed homes and community facilities to address the housing needs of the area. It will deliver a sustainable neighbourhood that is closely connected to the existing village, with a sense of place that is shaped by its green and blue infrastructure framework and its community heart. This will create a place where people can live, work and play in ways that support health and wellbeing, while mitigating climate change and contributing to the success and vitality of a new community.

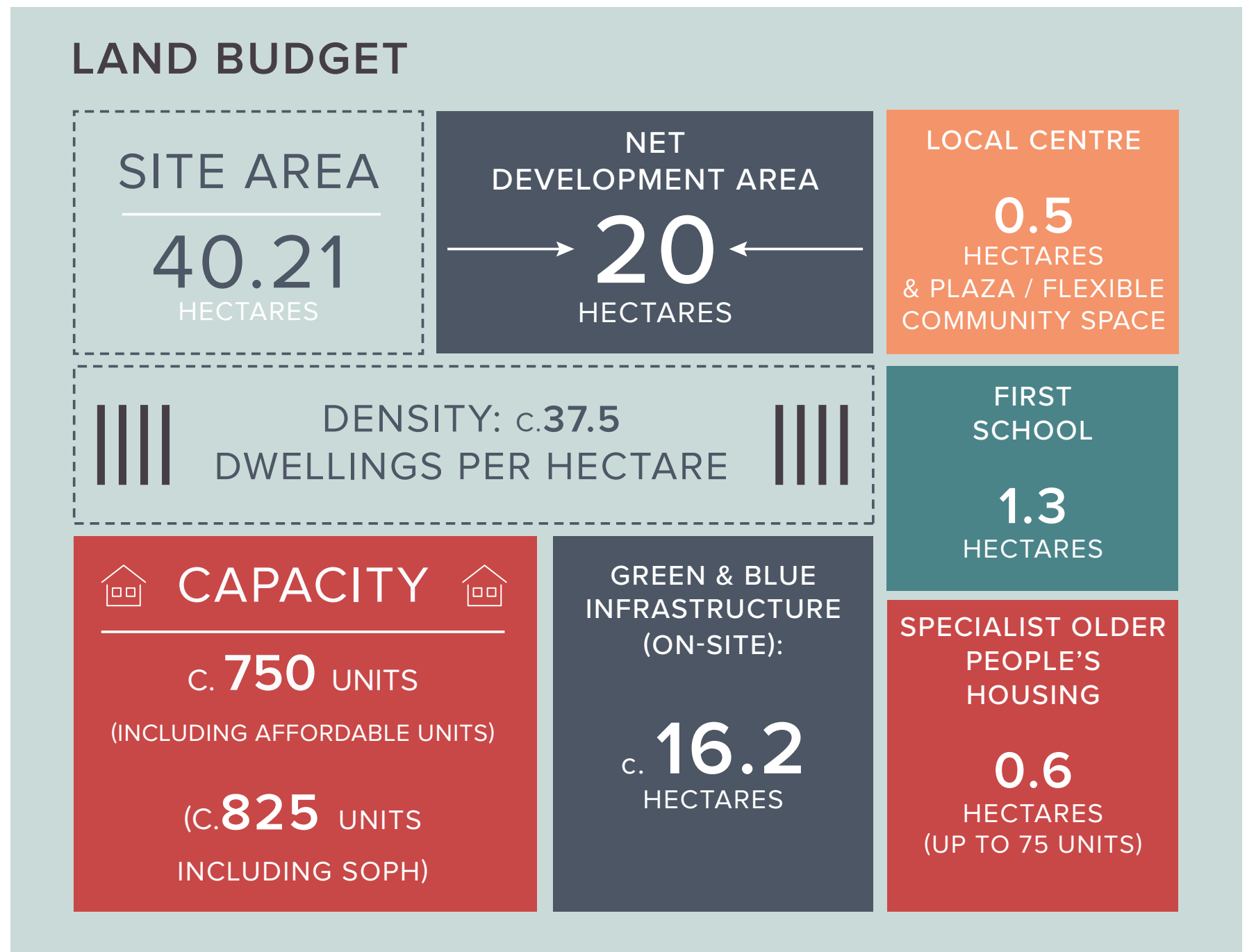




FIGURE 10:  
Masterplan



- LEGEND**
- Application Boundary
  - Residential
  - School (0.8ha)
  - Safeguarded Land for School Expansion (0.5ha)
  - Local Centre
  - SOPH
  - Plaza / Flexible Community Space
  - Feature Square
  - Public Open Space
  - Pocket Green Spaces
  - Amenity Space
  - Naturalistic Parkland
  - Existing Vegetation
  - Indicative Tree Planting
  - Indicative Street Trees
  - Indicative Feature Trees
  - Indicative Orchard
  - LEAP
  - NEAP
  - SUDS
  - Highways
  - Primary Street
  - Secondary Street
  - Tertiary Street
  - Footpath/cycleway
  - Indicative Location for Potential Foul Pumping Station



# Delivery Strategy

The implementation of the Masterplan will ensure the comprehensive and co-ordinated development of the allocation site.

## Development Phasing

The likely phasing of the development scheme is outlined in the opposite figure.

## Affordable Housing Delivery

Affordable housing will be provided in small clusters throughout the new neighbourhoods, with each application area accommodating a proportionate amount to address the Local Plan policy requirement.

## Infrastructure Delivery

The co-ordinated and phased delivery of the infrastructure needed to support the delivery and on-going day to day needs of the new neighbourhood will be critical.

## Access and Drainage Infrastructure

The Masterplan has been designed to ensure that the phased delivery of the development parcels can be appropriately accessed and drained at the outset.

## Public Open Space Provision

The Masterplan has been designed to ensure that public open space and play provision is delivered alongside the residential parcels. The Natural Parkland in the southern part of The Site will be provided at an early stage of the development given its strategic importance and key role in accommodating SuDS feature and ecological mitigation.

The delivery and future management of the public open space will be secured by the Section 106 Agreement attached to the grant of planning permission.

## First School and Local Centre

These facilities form a key part of the proposed development scheme and are required to support the creation of a sustainable and vibrant community.

## Off-site community infrastructure enhancement / mitigation

The enhancement of other tiers of education provision, health and community facilities will be funded by financial contributions secured by Section 106 Agreements attached to the planning permission.

## Off-site highways, active travel & public transport infrastructure improvements

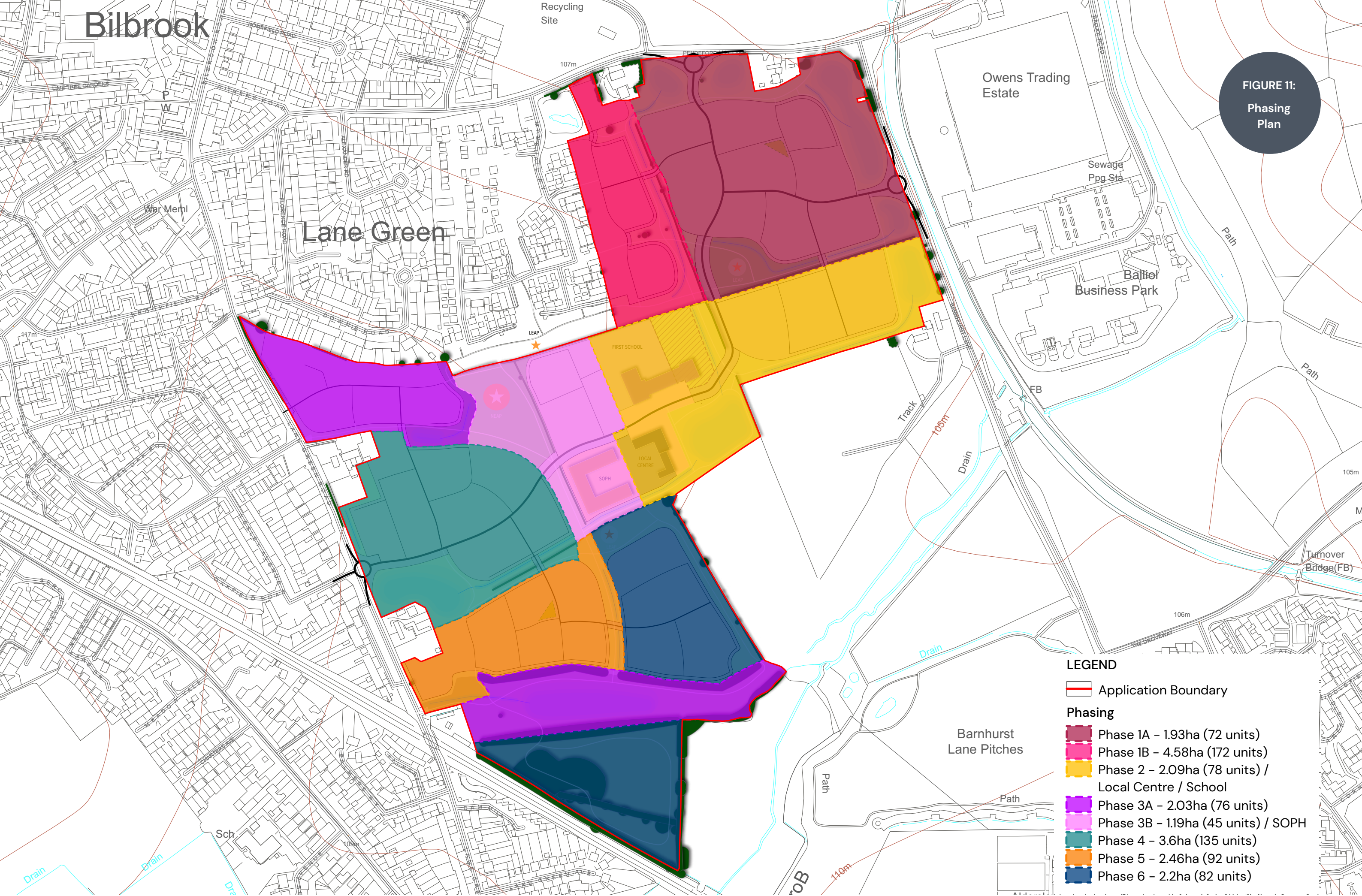
Required offsite highway/travel infrastructure improvements can be delivered by the Highways Authority, directly funded by financial contributions to the total cost of those works. That would be secured by the Section 106 Agreements attached to the permission.



Bilbrook

Lane Green

FIGURE 11:  
Phasing  
Plan



LEGEND

Application Boundary

Phasing

- Phase 1A - 1.93ha (72 units)
- Phase 1B - 4.58ha (172 units)
- Phase 2 - 2.09ha (78 units) / Local Centre / School
- Phase 3A - 2.03ha (76 units)
- Phase 3B - 1.19ha (45 units) / SOPH
- Phase 4 - 3.6ha (135 units)
- Phase 5 - 2.46ha (92 units)
- Phase 6 - 2.2ha (82 units)







## **6. Placemaking Code**



# Design Strategy

The key objective of the design strategy is to ensure that the new neighbourhood is recognisable as an extension to Bilbrook, but with its own distinctive individuality and quality. It has, therefore, been significantly influenced by the assessment of The Site and its surrounding area.

The design strategy will create a strong, cohesive identity for the new neighbourhood, bound together by the extensive Green Infrastructure framework that will frame and permeate the development, but with subtle changes to the built character in different areas to reflect the varying nature of The Site and its context.

A sympathetic arrangement of built form, constructed from a robust palette of materials, should relate well to the key movement routes, adjacent public realm and open spaces and existing natural features. With this in mind, the development should take its cues from the built form and materials seen within the locality, but present a 21st Century character in a respectful manner with appropriate detailing (as advocated by SSC's Design Guide SPD).

## APPROACH TO PLACEMAKING

The NPPF (December 2023) states that *“the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this.”*

It continues to outline that design guides/codes can *“provide maximum clarity about design expectations at an early stage”* and *“a local framework for creating beautiful and distinctive places with a consistent and high quality standard of design.”*

The National Design Guide and National Model Design Code also provide guidance for *“well-designed places that are beautiful, healthy, greener, enduring and successful”* and should be read alongside the NPPF and other design guides and tools.

This part of the document focusses on good place making design principles that link the Vision and Masterplan for the development to the detailed design of the final scheme proposals, to ensure that they reflect the key development parameters and overarching urban and landscape design strategies.

There is a balance between prescription and flexibility to facilitate individual interpretation and creativity whilst maintaining the objectives for the new neighbourhood. This is consistent with the Planning Practice Guidance note on Design which states that *“a (design) code can be a way of simplifying the processes associated with new development to give more certainty to all those involved and help to make high quality places”* and explains that *“to promote speed of implementation, avoid stifling responsible innovation and provide flexibility, design codes should wherever possible avoid overly prescriptive detail and encourage sense of place and variety”*.

A Placemaking Plan, based on the Masterplan and a number of clearly defined design parameters and principles, has been produced and will be used to help plan and guide the new development, to achieve a high standard of design and create a strong sense of place, realising the vision as set out in the preceding sections.

The Placemaking Plan is not itself a “fixed” development plan; that will be resolved through the detailed design process at the Reserved Matters stage. It does, however, clearly identify the more detailed placemaking components of the proposed development and where they should be applied within the detailed schemes. The highlighted coding principles are mandatory and any departure at the reserved matters application stage will require justification. Illustrative material and design precedents are provided to show indicatively how the coding principles can be fulfilled.







# The Placemaking Plan

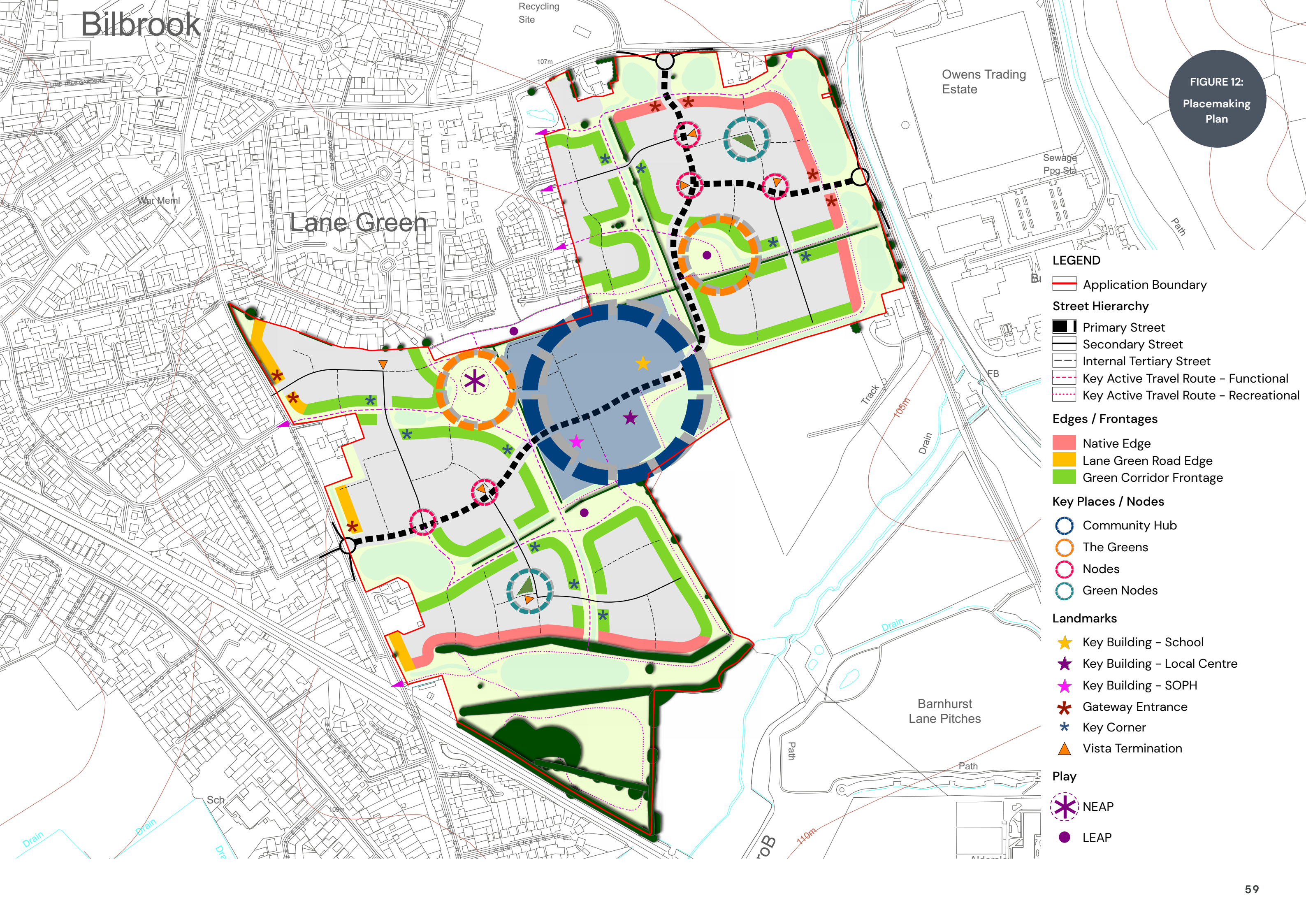
The Placemaking Plan (shown right) identifies some of the key components of the Masterplan, including:

- Key Movement Hierarchy;
  - Streets
  - Active Travel Routes
- Edges / Frontages;
  - Native Edge
  - Lane Green Road Edge
  - Green Corridors
  - Primary Street Corridors
- Key Places / Nodes;
  - The Community Hub
  - The Greens
  - Nodes
  - Green Nodes
- Landmarks;
  - School building
  - Local Centre buildings
  - Specialist Older People's Housing
  - Gateway Entrances
  - Key Corners
  - Vista Termination

Compliance Statements will be required to accompany future Reserved Matters applications that make reference to the way in which all Coding Principles have been addressed and how the respective requirements have been met.



**FIGURE 12:**  
**Placemaking**  
**Plan**





## Community Hub

'The heart of the neighbourhood with a strong identity and a contemporary feel.'



## Primary Street Corridor

'The formal spine to the neighbourhood where the equilibrium between movement and place is critical.'



## Native Edge

'The sensitive edge of the neighbourhood treated carefully for a positive transition to the countryside.'





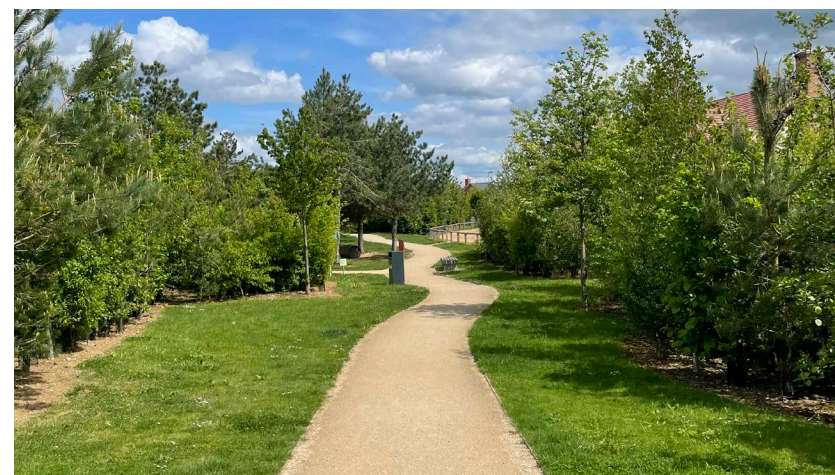
## Lane Green Road Edge

‘A positive response to the existing settlement edge softened by the existing mature hedgerow or reinstated planting.’



## Green Corridors

‘Enclosed and overlooked multi-purpose green spines with semi-formal feel.’

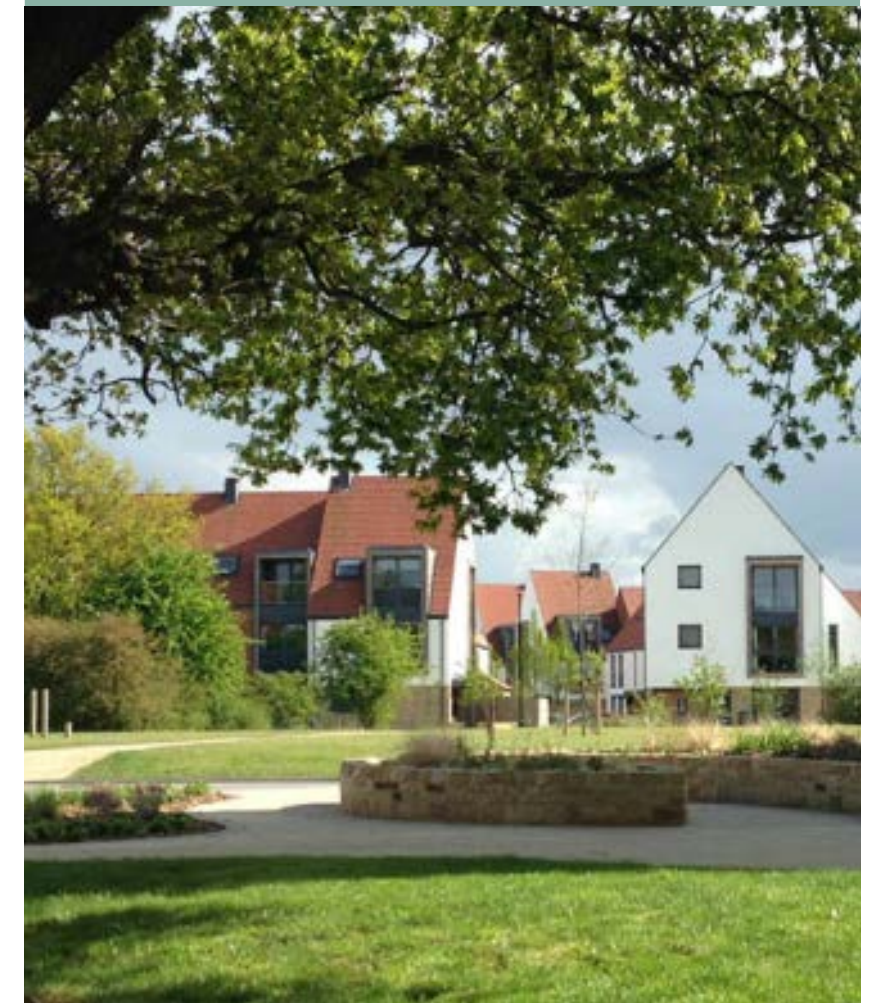


## The Greens

‘Amenity spaces focused around play and orchards with a more formal character.’

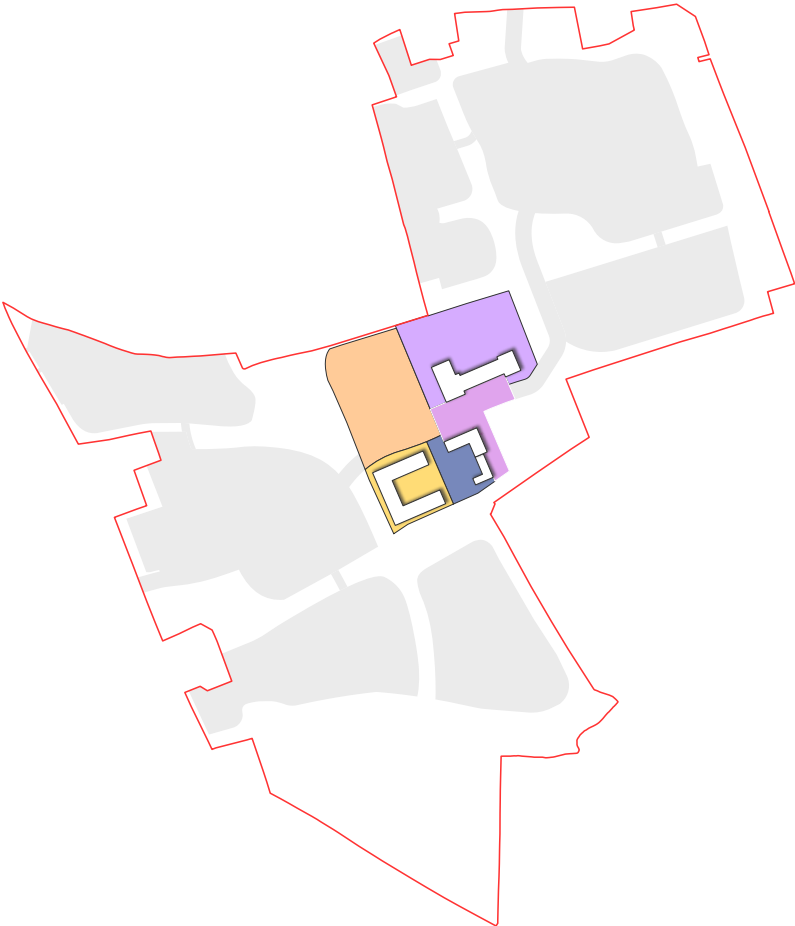
## Green Nodes

‘Well overlooked pocket green spaces for informal activity with maximum positive frontage and limited car presence.’





# Community Hub



## THE VISION

The community hub will provide a focal point for the new community, complementing the existing facilities within Bilbrook Village. Its main components will be the first school, a small number of local shops, potentially with apartments or offices above, a plaza / flexible community space, a Specialist Older People’s Housing facility and a higher density residential area. These buildings will define a high quality public space with distinctive public realm and landscaping, that extends on both sides of the primary street, incorporating areas to meet and sit out, space for small outdoor events, flexible activity area, safe drop-off and collection spaces for the school, a modest amount of well integrated parking and a mobility hub. The adjacent pond will be a key feature of the community hub, providing leisure routes, sitting areas, viewpoints and educational opportunities for the residents.

Key buildings within the community hub will have minimal gaps and a more contemporary feel, using simple forms, roof profiles and materials to create a distinctive identity at the heart of the new development.

There will be strong active travel links between the community hub and the on-site and off-site residential areas, the existing village centre and train station. The primary street will be designed to accommodate bus services if they are necessary.



Local Centre /  
Plaza with Flexible  
Community Space /  
Mobility Hub






First  
School





Specialist Older  
People’s Housing  
(up to 75 units)





Higher Density  
Residential Area  
(Apartments &  
Individual Units)



Key Components of Community Hub





## KEY FEATURES

- ① Local centre, including local retail units and services, potentially with apartments above as a local landmark and focal point for the development.
- ② Distinctive entrance space for local centre including feature paving, seating and landscaping.
- ③ Central plaza area with distinctive surface treatments and landscaping linking local centre, school entrance and car park / drop-off. To accommodate flexible areas for outdoor seating, cycle parking and pop-ups, such as markets and small outdoor events.
- ④ Central parking area to provide access to local centre and option for drop off at the school. Also to accommodate mobility hub functions.
- ⑤ Building entrance into school. Reception and administrative areas located around the main entrance to provide a buffer between the internal educational spaces and the adjacent public plaza and active travel routes.
- ⑥ Playground and outdoor activity areas secured within the school site to the rear of the main building.
- ⑦ Separate access to staff car park/service areas from side road. May facilitate controlled public access if required.
- ⑧ School hall to provide distinct frontage to the plaza. Arranged to allow for flexible community use if required.
- ⑨ South facing extension of plaza to accommodate outdoor seating area, cycle parking and activity zone with views to the feature pond.
- ⑩ Adjacent higher density residential blocks wrap the school site to the west. Residential area primarily comprising apartments and linked or closely spaced units.
- ⑪ Feature pond as a feature of the Community Hub.
- ⑫ Flexible amenity space and local play area.

Indicative Community Hub Diagram





Indicative Community Hub Visualisation



# COMMUNITY HUB CODING PRINCIPLES

## Built Form & Layout

- Key buildings will use contemporary architecture, simple forms, roof profiles and materials to create a distinctive identity that reflects their status within the community hub. The architectural language and massing of the individual buildings surrounding the central plaza should be considered collectively to ensure that they complement each other and create a sense of place.
- Buildings should be arranged so that positive active frontages address the central public space and plaza.
- Linked forms should be used where possible – to create continuity and containment around the central public space.
- Buildings within the community hub should be flexible in their design to accommodate other uses and adapt to changes in market demand.
- Residential, office accommodation and/or other compatible uses should be accommodated above the ground floor retail/commercial to promote activity throughout the day and provide natural surveillance over the central public space.

## Building Heights

- Generally larger buildings when compared with surrounding housing – creating a focal point at the heart of the development.
- Typically 2.5 to 3 storeys.
- Ground floors in mixed-use blocks to be taller so as to provide the flexibility to accommodate a variety of land uses.
- Key buildings, corners or entrances may be denoted by an increase in height or scale.

## Architectural Treatment

- Bespoke architectural response for each building appropriate to its functional and operational requirements.
- Some unifying themes/components referencing local detailing may be useful to help add to the sense of place.
- Use of bespoke fenestrations.
- Use of Contemporary range in apartment buildings and houses to match the overall character of the community hub.

## Materials

- Timber or timber style cladding in dark painted or natural finishes (black / grey cedar cladding).
- Red brick to match traditional local palette.
- Use of buff or sand coloured brick may be appropriate in this location – reflecting its traditional use locally in civic buildings or churches and providing a contrast with the red brick used in the surrounding residential areas.
- Grey grey frames, facias, doors and garage doors.
- Greater use of glazing.

## Parking

- Parking to the rear within parking courts.
- No frontage or side parking to reduce the presence of car in the public realm.



Indicative Community Hub Sketch



# Key Community Hub Design Principles

## First School

- Positioned opposite the local centre.
- Simple built form with contemporary feel and high quality materials.
- Building to form a definitive boundary between The Site and the public plaza, off the primary street. Public access to The Site will be controlled and restricted to the area around the central plaza.
- Elsewhere, secure boundaries will clearly define the thresholds of The Site, with playground areas and outdoor classroom spaces located to the rear of the building, away from public areas.
- School main entrance / reception area and hall to provide distinct frontage to the plaza. This may be articulated by colour, material changes, elevated built form or architectural features.
- The school frontage and arrival space will incorporate high quality landscaping, tree planting and seating areas that complement the central plaza area and allow the spaces to be read 'as one'. This will help to calm traffic and enhance interconnectivity while creating a strong sense of identity.
- To encourage use of other active travel and public transport modes, school drop-off parking will be kept to a minimum and integrated within the local centre parking area.
- Coach drop-off to be located close to the school entrance, just off the plaza.
- Staff parking and servicing will be accommodated to the rear and accessed via a gated entrance off a tertiary street, away from the public plaza.
- Opportunities to provide shared community use of facilities, such as the hall or sports pitch, should be explored. This may include the creative design of internal defensible boundaries to allow some parts of The Site to remain open while the core school buildings and spaces remain secured.

## Local Centre

- U shaped landmark focal building with positive frontage to the central plaza, feature pond and green corridor.
- Recessed ground floor to mark the main entrance on the north eastern corner.
- Ground floor units to have extended heights to allow them to accommodate a variety of uses. These may include a cafe, a small convenience store, local retail, offices or commercial uses.
- Residential, office accommodation and/or other compatible uses should be accommodated on upper floors to promote activity throughout the day and provide natural surveillance over the central plaza.
- Potential for delivery collection points/lockers.
- South facing plaza area with opportunities for outdoor cafe, outdoor sitting, various activities and direct links to the pond.
- Flexible activity space to the north of the local centre building.
- Feature pond to provide leisure routes, viewpoints and sitting areas and offer educational opportunities.
- Service areas should be provided to the rear and accessed from a side street rather than through the main frontage, to help reduce the presence of car in the public realm.
- Potential for school drop-off, car club, e-bike or scooter hire and additional cycle parking to be located within the local centre parking area.
- Overlooked and secure bike parking in close proximity to the active travel links.





## Central Plaza

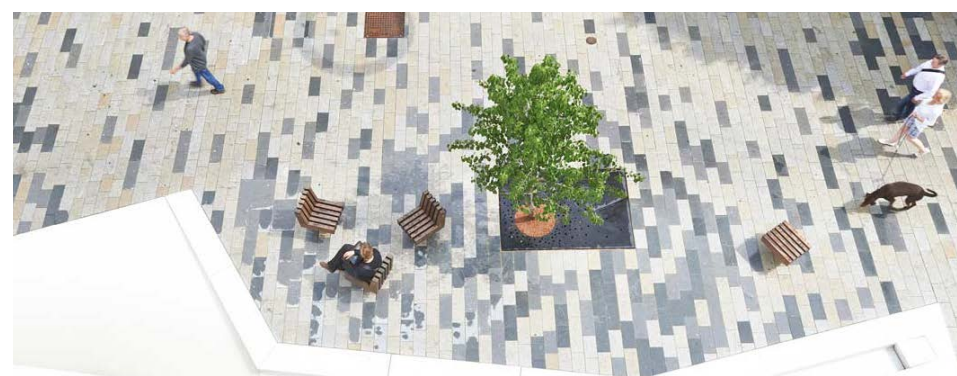
- Plaza to extend to both sides of the primary street.
- High quality soft and hard landscaping with a common palette to bring together the surrounding land uses and create a sense of place.
- Careful integration of pedestrian and cycle routes, bike parking, car parking and access/service requirements.
- Use of trees and canopies to provide areas of shade and shelter. Distinctive tree species and/or forms.
- Provision of some areas of multi-functional hard standing to accommodate a range of casual uses (such as street performance, pop-ups, exhibition space, small outdoor events, markets etc).
- Flexible activity areas, as well as areas for seating, resting and meeting to promote social interaction.
- Paved margins to provide spill-out spaces or outdoor seating areas for ground floor uses.

## Specialist Older People's Housing

- Up to 75 units of specialist older people's housing located in the community hub.
- Mix and type of provision to depend on operator.
- Buildings to be arranged as a perimeter, U shape block with habitable rooms looking out onto surrounding streets and internal courtyard space.
- Buildings to enclose an internal courtyard/garden space which may accommodate shared and semi-private amenity spaces, parking and servicing.
- Controlled gated access to internal courts for security.

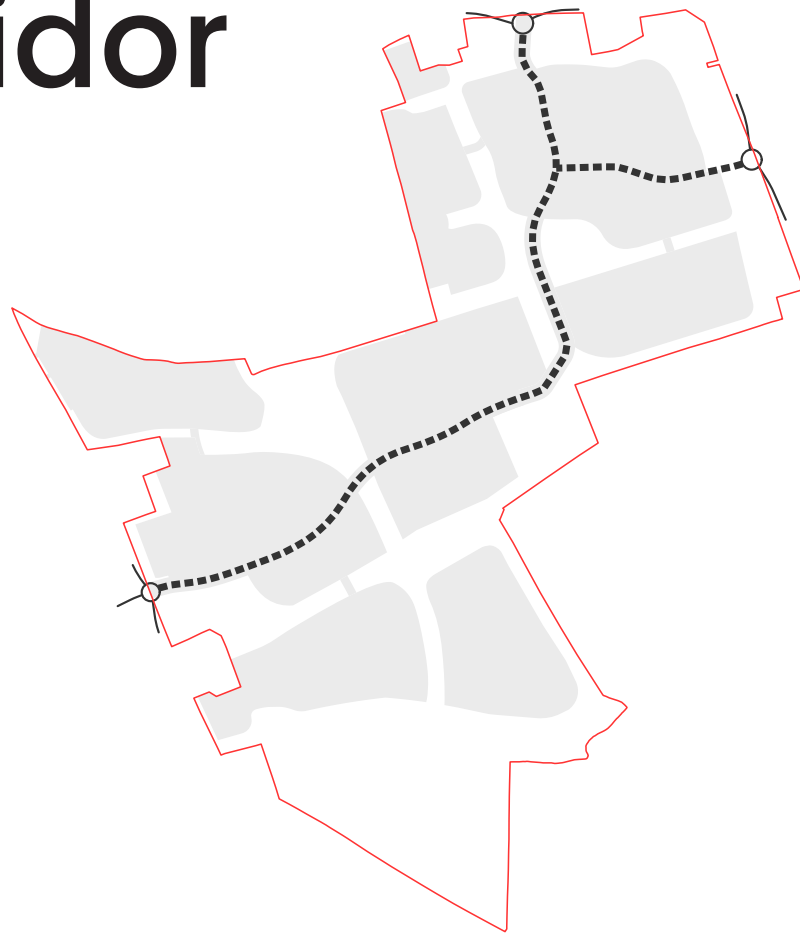
## Higher Density Residential Area

- Apartments, linked frontages or frontages with minimal gaps for strong definition along the primary street.
- Combination of terraces and semi-detached units beyond the primary street towards the north.
- Contemporary forms and materials that create a positive dialogue with the non-residential components of the community hub.
- Combination of apartment buildings and individual units.
- Parking to the rear within courtyards.
- Residential blocks that wrap school site.





# Primary Street Corridor



## THE VISION

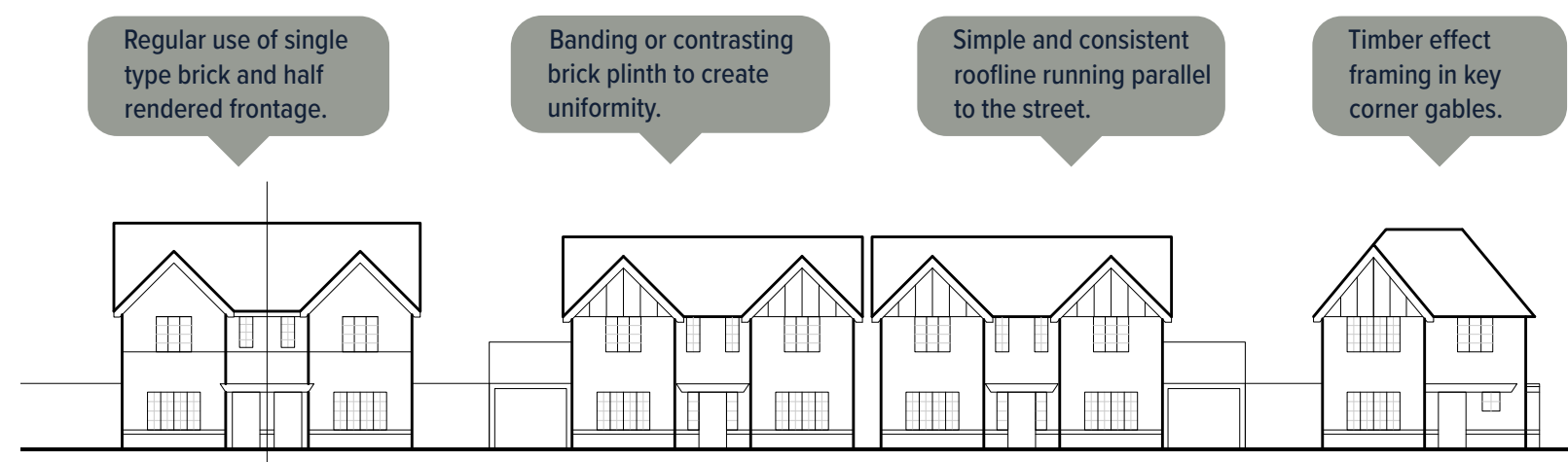
The treatment of the Primary Street will be important to the success of the overall scheme, balancing high quality placemaking with its key movement function, whilst ensuring the ability for pedestrians and cyclists to safely cross the road corridor and providing sufficient space for street trees.

Three new roundabouts, on the northern, western and eastern edges of the development will create distinctive arrival points. Those will be complemented by landmark gateway buildings informed by existing precedents in the village and landscaping, such as native tree planting and feature ponds.

A sense of formality with repetition of larger housetypes, symmetry, minimal setbacks and minimal gaps will reinforce the sense of arrival within the development. The repetition of specific architectural features (eaves, gables, bay windows), combined with the use of street trees will provide rhythm.



Examples of primary street design







Closely spaced larger detached and semi-detached units with a consistent building line to provide a strong sense of definition along the primary street and a sense of formality around the site entrances.

Parking recessed to the side of the properties.

Careful, symmetrical arrangement of key buildings and use of feature gables for successful termination of vistas.

Verges with trees either side of the carriageway that complement the gables and help create rhythm.

Repetitive and symmetrical arrangement of units and consistent building line to create uniformity.

Symmetry, facing gables and bay windows in key corners and landmark gateway buildings.

Repeating forms, architectural features and symmetry to provide rhythm and a sense of formality.

Closely spaced units for definition and to wide frontages with minimal breaks for parking access.



# PRIMARY STREET CODING PRINCIPLES

## Built Form & Layout

- Closely spaced or linked larger, detached or semi-detached properties to create a strong sense of definition alongside the road corridor. Recessed parking / garages.
- Predominantly apartments and smaller units with rear parking courts around the community hub area.
- Formal arrangement with repetitive and symmetrical placement of units to give a strong sense of uniformity.
- Consistent building line with minimal setbacks and consistent application of materials and architectural detailing.
- Tree lined verges to provide rhythm.
- Principal elevations, doors and windows to face the street.
- Dwellings fronting the green corridors will have a more formal character and taller built form and will potentially be forming groupings.

## Building Heights

- Predominantly 2 storey units.
- Up to 2.5 storey around nodes and key corners.
- Up to 3 storey in Community Hub.

## Architectural Treatment

- Repetition of specific architectural features (eaves, gables, bay windows) to provide rhythm and to highlight key corners.
- Distinctive architectural treatment around site entrances with landmark gateway buildings that create sense of arrival, informed by existing precedents in the village.
- Ridge-lines should generally be arranged to run parallel to the street, with only occasional punctuation by gabled dormers or a facing gable. Where these occur, they should be positioned to be symmetrical or as a regular repeating element within the frontage, to create a rhythm and reinforce the sense of formality.
- Use of Classic range.

## Boundary Treatments

- Well defined front boundaries and unified streetscene.
- Formal hedging.
- Estate railings in key focal locations, such as around nodes.

## Materials

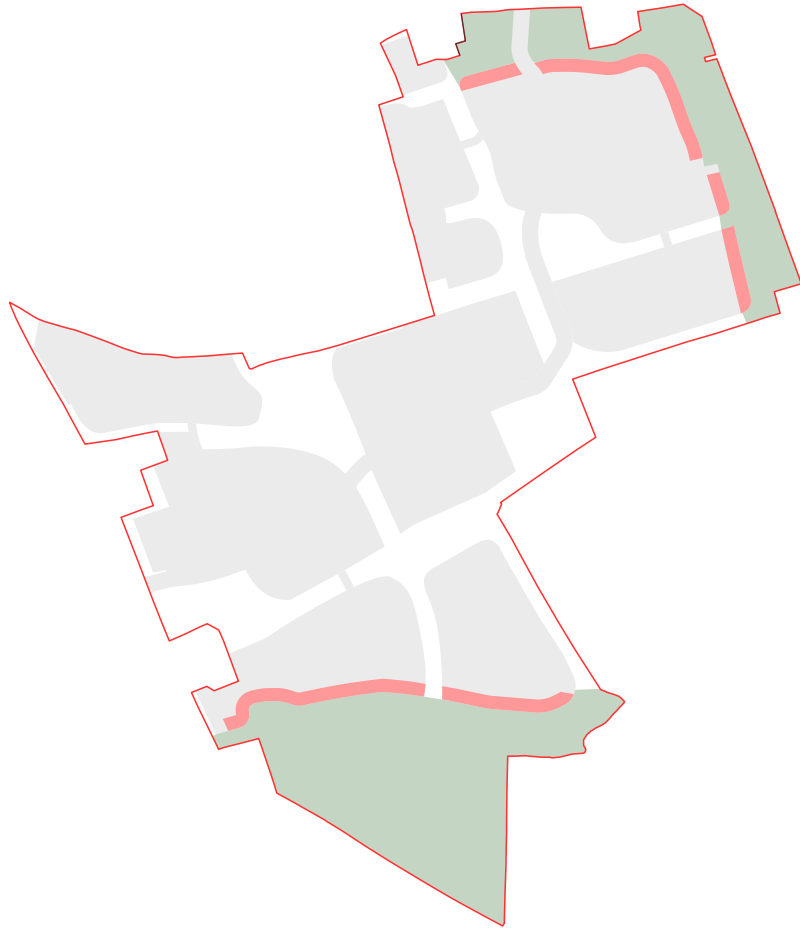
- Single brick type and white / cream render.
- Red brick to match traditional local palette.
- Bay windows, timber effect framing and render on some gables around nodes, key corners and vistas.
- Grey roof tiles.

## Parking

- Parking to the side and within the community hub area to the rear.
- Limited frontage parking to reduce the presence of car in the street scene.



# Native Edge



## THE VISION

The Native Edge runs along the northern, eastern and southern edges of the development. The sensitivities associated with the views from the north, the proximity to the canal conservation area to the east and the natural parkland to the south justify a level of variation and informality along with a muted materials palette. Variety in unit types will help reflect the local vernacular. Consistency in the building line and some repetition in materials and architectural detailing will help unify this edge. Distinctive architectural treatment will be applied in key focal locations, such as around site entrances, with landmark gateway buildings that create sense of arrival, informed by existing precedents in the village.

Buildings should be arranged to positively address the streets and open spaces that define this edge, whilst achieving a successful and gradual transition to the countryside.



Examples of what the Native Edge might look like

Variety of unit types to create sense of informality with a few repeating elements to reflect local vernacular.

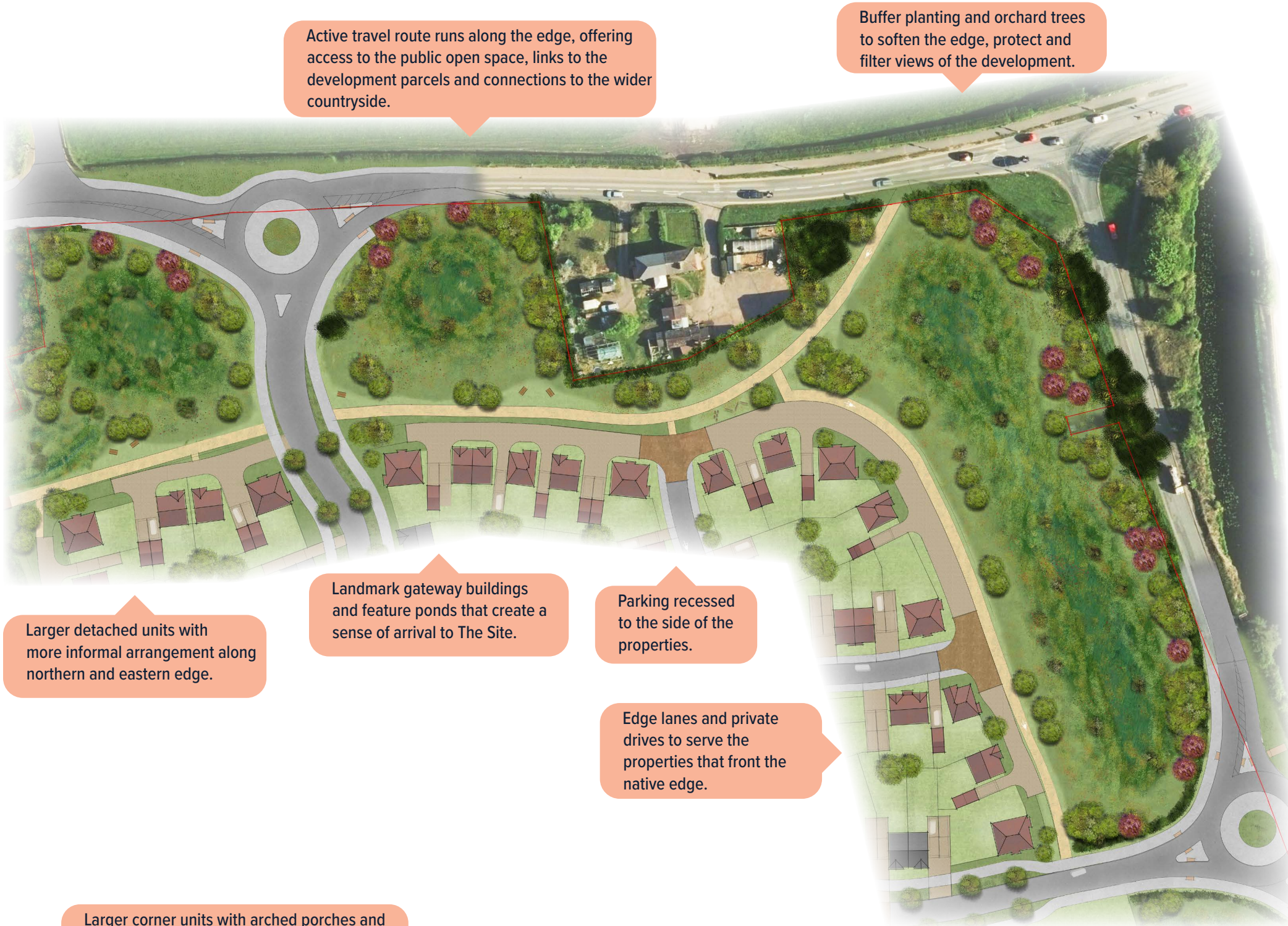
Banding or contrasting brick plinth to create uniformity.

Facing gables in key locations for emphasis.

Larger corner units arranged symmetrically to function as landmark gateway buildings.







# NATIVE EDGE CODING PRINCIPLES

## Built Form & Layout

- Predominantly larger, detached properties with frequent breaks and recessed parking / garages.
- Informal character of built form and some variety in housetypes.
- Consistent building line with medium setbacks and some repetition in the application of materials and architectural detailing.
- Principal elevations, doors and windows to face the street / open space. Where buildings side onto the public open space, dwellings should be dual-aspect.

## Building Heights

- Up to 2 storey units.

## Architectural Treatment

- Use of specific architectural features (gables, eaves, bay windows, arched porches, hipped roofs) to highlight key corners and landmark buildings.
- Distinctive architectural treatment around site entrances with landmark gateway buildings that create sense of arrival, informed by existing precedents in the village.
- Occasional use of hipped roofs to reduce impact of built form.
- Use of Queen Anne range.

## Boundary Treatments

- Low semi-formal hedging or timber rail fencing to respond to the adjacent landscaped edge.

## Materials

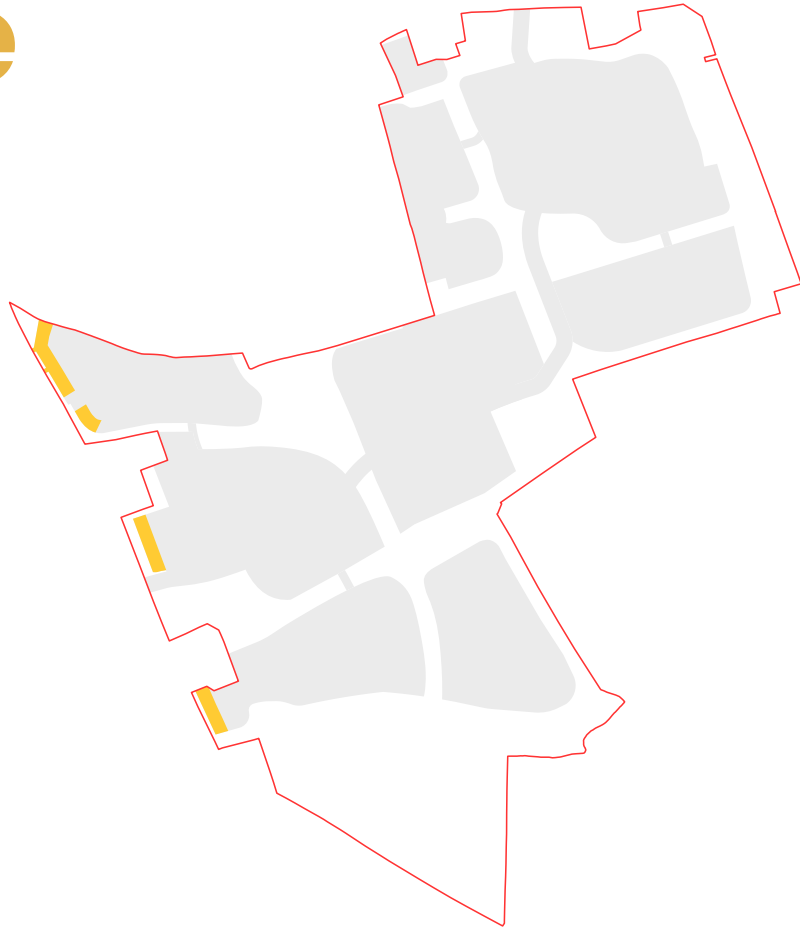
- Muted materials palette.
- Mixed bricks.
- No render.
- Contrasting string course, lintels and casement windows.
- Dark coloured (green or grey) frames, facias, doors and garage doors, to help minimise the visual impact on the wider landscape and conservation area.
- Red / brown roof tiles.

## Parking

- Parking to the side to reduce the presence of car in the street scene.



# Lane Green Road Edge



## THE VISION

This edge is located along the western boundary of the scheme, with buildings sat behind the mature hedgerow that runs along Lane Green Road. Where needed, native planting will be reinstated to allow for consistency in character.

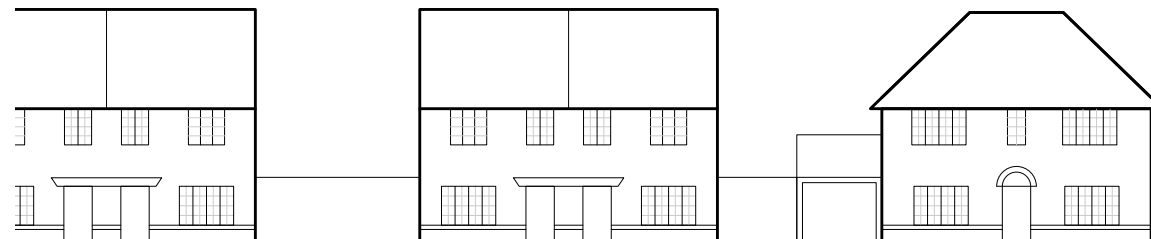
The character of the built form will reflect the existing settlement precedents that sit on the opposite side of Lane Green Road, with consistent building line, wide frontages, dwellings up to 2 storeys, hipped roofs and a similar material palette. While there will be a variation in the housing, some repeating elements and symmetrical groupings will add a sense of formality in key areas.



Examples of what the Lane Green Road Edge might look like

Banding or contrasting brick plinth to create uniformity.

Larger corner units with arched porches and bay windows. Use of hipped roofs to reflect existing character along Lane Green Road and minimise the impact of the built form.







## LANE GREEN ROAD EDGE CODING PRINCIPLES

### Built Form & Layout

- Predominantly use of semi-detached and terraced properties that consist of smaller units to achieve wide frontages that reflect and complement the existing built form on Lane Green Road. Variation in character to reflect the context. Recessed parking / garages.
- Semi-formal arrangement with building groups, repeated built form and architectural simplicity to allow dwellings to recess behind the existing mature hedgerow or the reinstated planting.
- Consistent building line with medium setbacks and some repetition in the application of materials and architectural detailing.
- Principal elevations, doors and windows to face the street / existing hedgerow. Where buildings side onto the public open space, dwellings should be dual-aspect.

### Building Heights

- Up to 2 storey units.

### Architectural Treatment

- Use of specific architectural features (gables, eaves, bay windows, arched porches, hipped roofs) to highlight key corners and landmark buildings.
- Distinctive architectural treatment around site entrances with landmark gateway buildings that create sense of arrival, informed by existing precedents in the village.
- Occasional use of hipped roofs to minimize impact of built form and reflect the character of the immediate context of Lane Green Road.
- Use of Classic range.

### Boundary Treatments

- Formal hedging to complement the existing boundary treatments evident on Lane Green Road and/or timber and rail fencing.

### Materials

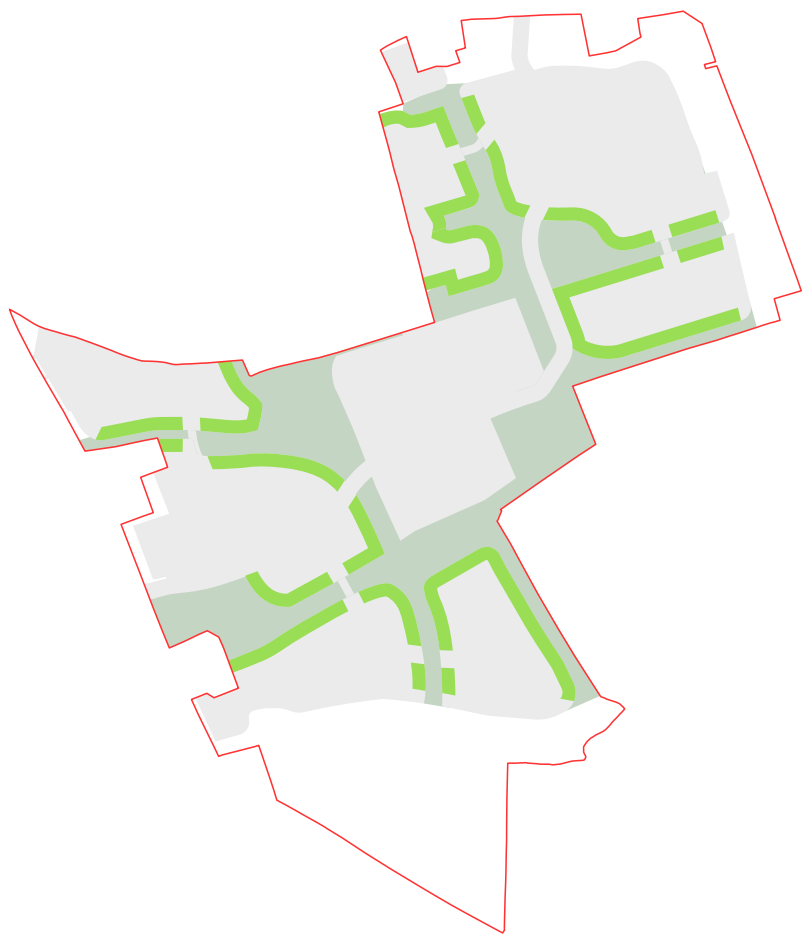
- Muted materials palette.
- Mainly red brick and render to match traditional local palette.
- Grey or red / brown roof tiles.

### Parking

- Predominantly parking to the side with occasional front parking for terraces.



# Green Corridors



## THE VISION

The green corridors running through The Site will be important structural elements within the neighbourhood, providing direct and attractively landscaped, vehicle-free routes between the central community hub and the surrounding residential areas, as well as linking to key off-site public rights of way and open space facilities.

These linear open spaces will be enclosed and overlooked by surrounding housing, with the buildings arranged to provide positive frontages. As well as providing direct pedestrian and cycle links, the corridors will integrate existing feature trees, new and existing hedgerows, doorstep amenity space and opportunities for play on the way and growing food alongside improved habitat and drainage features.



Examples of what the Green Corridors might look like

Timber effect cladding distinct to the green corridor gives a strong sense of identity and a more natural appearance.

Repeating architectural features (bay windows / gables) to provide rhythm and create a semi-formal feel.

Corner landmark buildings positively addressing both frontages. Use of facing gables and bay windows for emphasis.







Predominantly semi-detached or larger detached properties with garages set back.

Buildings arranged to face the green corridor.

Active travel route, existing hedge and swale as integral elements of the multi-purpose green corridor.

Consistent building line with minor variations.

Timber effect framing in key corner gables.

Predominantly semi-detached or larger detached properties with garages set back.

Banding or contrasting brick plinth to create uniformity.

Simple and consistent roofline running parallel to the green corridor.

Facing gables to positively address key corners.



## GREEN CORRIDORS CODING PRINCIPLES

### Built Form & Layout

- Predominantly use of semi-detached or larger detached properties. Recessed parking / garages.
- Semi-formal character of built form with some variation and various unifying features.
- More formal character around the greens.
- Consistent building line with minimal setbacks (no more than 3m) and some variation in housetypes, building orientation, application of materials and architectural detailing.
- Principal elevations, doors and windows to face the street / green corridor. Where buildings side onto the public open space, dwellings should be dual-aspect.

### Building Heights

- Predominantly 2 storey units.
- Up to 2.5 storeys around the Greens if required.

### Architectural Treatment

- Use of specific architectural features (gables, eaves, bay windows, porches) to create rhythm and some formality and highlight key corners, landmark buildings and groupings along the green corridors.
- Distinctive architectural treatment around the Greens, with more formal character, groupings and use of repeating features (eaves, gables, bays) on key buildings.
- Predominantly use of Classic range along the green corridors with Queen Anne range around the Greens.

### Boundary Treatments

- Low semi-formal hedging and/or timber and rail fencing.
- Shrub planting where front gardens less than 1.5 metres.

### Materials

- Variety of darker bricks.
- Timber style cladding (dark cedar cladding) to provide a distinctive accent.
- Use of white / cream render around primary street and some key corners.
- Timber effect framing in key corner gables.
- Use of brick, white / cream render, brick string course and detailing, stone lintels and casement windows around the Greens.
- Dark coloured (green or grey) frames, facias, doors and garage doors, to achieve a more natural appearance.
- Red / brown roof tiles.

### Parking

- Parking to the side.
- Limited frontage parking to reduce the presence of car in the street scene.



# The Greens



## THE VISION

The Greens will be formal facilities spaces and focal points for the residents of the neighbourhood, focused around play and orchards, whilst integrating direct pedestrian and cycle links, existing trees and hedgerows and new planting.

The buildings facing the Greens will have a more formal character and a subtle variation in their architectural treatment and materials, compared to the green corridors. This will help create a distinction in character between the two types of spaces.

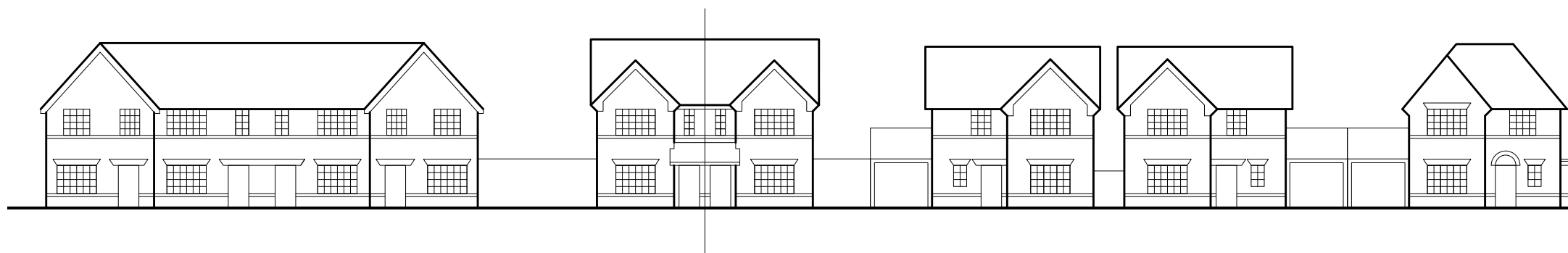


Examples of what the Greens might look like

Occasional short run of terraces.

Brick string course and detailing, stone lintels and casement windows.

Buildings arranged symmetrically in key locations to positively address vistas and focal open space.





# THE GREENS

## CODING PRINCIPLES

### Built Form & Layout

- Predominantly use of semi-detached properties. Recessed parking / garages.
- More formal character of built form compared to the green corridors with some symmetry and various unifying features to create defined frontage to the greens.
- Consistent building line with minor variations, minimal setbacks and consistent application of materials and architectural detailing.
- Principal elevations, doors and windows to face the street / green. Where buildings side onto the public open space, dwellings should be dual-aspect.

### Building Heights

- Up to 2.5 storeys.

### Architectural Treatment

- Distinctive architectural treatment around the greens, with groupings and use of repeating architectural features (eaves, gables, bay windows, arched porches) on key buildings.
- Use of Queen Anne range.

### Boundary Treatments

- Low semi-formal hedging and/or timber and rail fencing.

### Materials

- Variety of darker bricks.
- Use of brick, white / cream render, brick string course and detailing, stone lintels and casement windows.
- Dark coloured (green or grey) frames, facias, doors and garage doors, to achieve a more natural appearance.
- Red / brown roof tiles.

### Parking

- Parking to the side.
- No frontage parking to reduce the presence of car in the public realm.



Variety of predominantly detached and semi-detached units overlooking focal open space with play area and orchard.

Repeating and symmetrical elements on key frontage (overlooking focal open space) to give a more semi-formal feel.

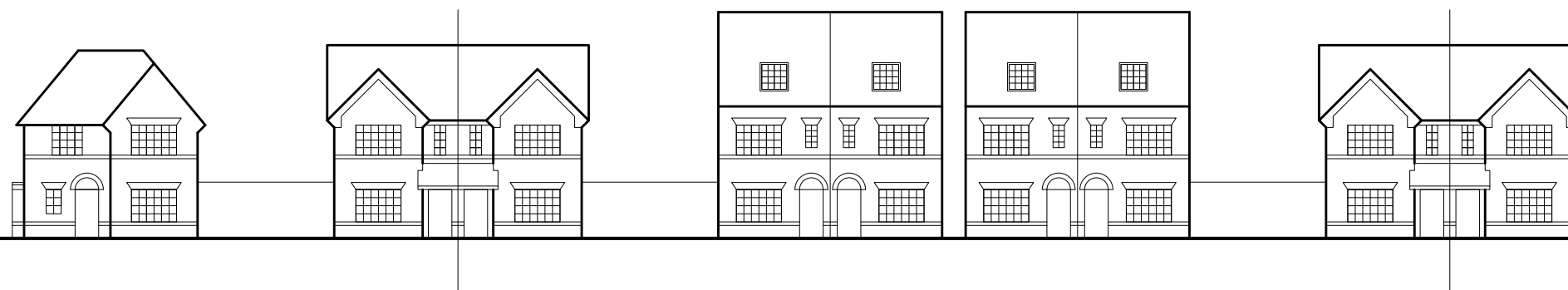
Edge lanes and private drives to serve the properties that front the native edge.

### Indicative Edge Vignette & Elevation

Facing gables, bay windows and arched porches on key corners.

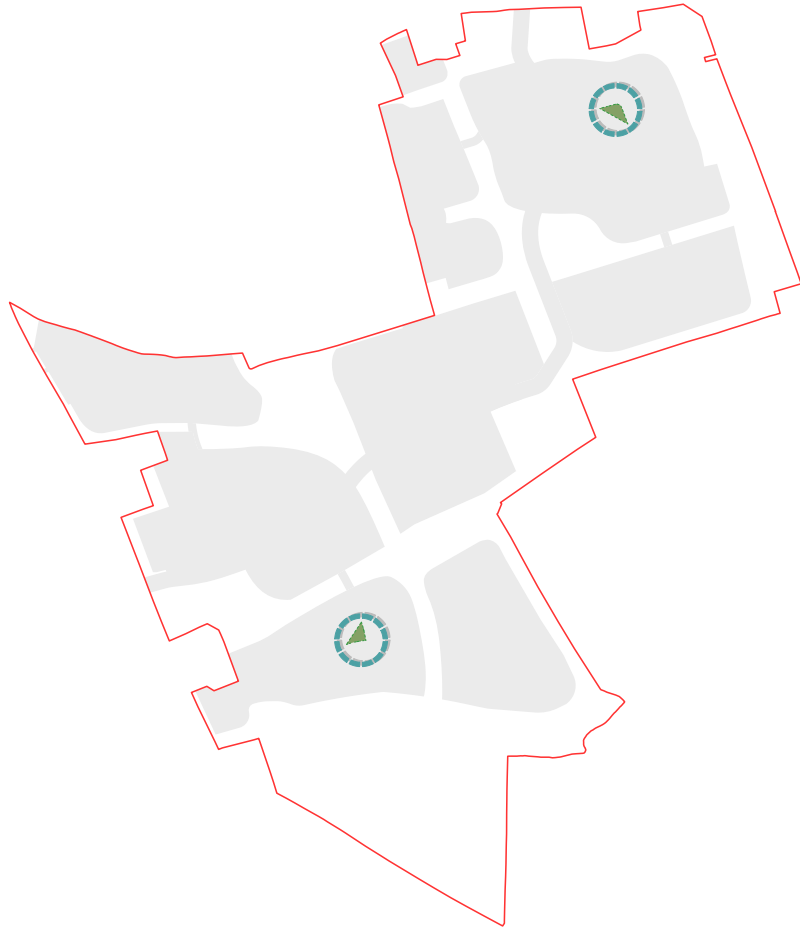
Occasional use of 2.5 storey units with dormers and repeating symmetrical elements for emphasis and formality.

Banding or contrasting brick plinth to create uniformity.





# Green Nodes



## THE VISION

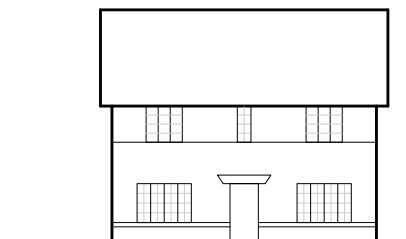
The green nodes will be pocket green spaces with distinct identity and strong community focus, located in the heart of the residential development. These spaces will function as focal points that provide opportunities for incidental recreation and social interaction within the inward-looking residential areas.

These small open spaces will be enclosed and overlooked by residential properties arranged in groupings with minimal gaps, to provide maximum positive frontage, whilst minimising the presence of the car.

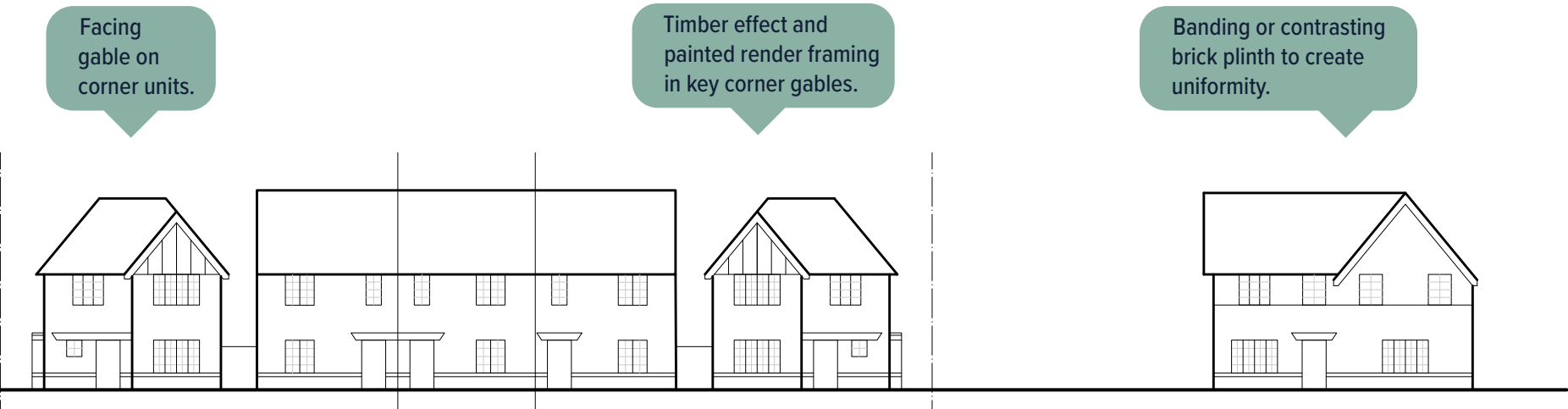


Examples of Green Node design

Variation in house types to reflect the more intimate character of the green nodes within the heart of the development.







# GREEN NODES

## CODING PRINCIPLES

### Built Form & Layout

- Predominantly use groupings of terraced properties or detached and semi-detached with minimal gaps. No frontage or side parking for the properties that are fronting the green nodes.
- More intimate character of built form with some symmetry and unifying features to create positive frontage and enclosure to the pocket green spaces.
- Consistent building line with minimal setbacks and consistent application of materials and architectural detailing.
- Principal elevations, doors and windows to face the pocket green spaces. Where buildings side onto the public open space, dwellings should be dual-aspect.

### Building Heights

- Up to 2.5 storeys.

### Architectural Treatment

- Distinctive architectural treatment around the Green Nodes, with groupings and use of repeating architectural features (eaves, gables, bay windows).
- Use of Classic range.

### Boundary Treatments

- Estate railing.

### Materials

- Use of red brick and white / cream render around the greens.
- Use of render, timber effect and painted render framing on some gables around green nodes.
- Light coloured frames, facias, doors and garage doors.
- Red / brown roof tiles.

### Parking

- Parking to the rear.
- No frontage or side parking for the properties that are fronting the green nodes to maximise enclosure and overlooking and reduce the presence of car in the public realm.



# Nodes & Landmarks

**Nodes** are key focal locations where a number of routes or corridors meet. Landmarks are key buildings or structures that have a prominence due to their relative location or position within the development. Due to their highly visible nature, these features have particular value within the scheme for way-marking and for reinforcing the sense of character and identity.

**Landmark buildings** will often have features that help them stand out more from their surroundings, whether through a change in height or material, or through an elevated level of detailing or finish. They will often be located at key entrance or arrival points, on corners, or at the end of vistas, framed by either the street or green spaces.

Some will have strategic importance, helping to signpost key spaces and facilities, such as the community hub, and creating a strong sense of identity along the main site entrances.

Others will be more localised and will be a product of good quality place-making, with buildings positioned to respond positively to vistas within the street and corner locations. These will be determined by the detailed layouts as they come forward.

The **termination of vistas** along internal streets within the layout should be carefully considered. They command a focal position which should be positively marked by a building unless picking up on a specific view to the surrounding area. Landmark buildings should be designed in such a way that it acknowledges its prominence at the termination of a view. Views should not terminate on non-primary façades, including blank elevations, non-habitable structures (garages or car ports), exposed rear property boundaries or gaps between buildings.

All **corner locations** within the development need to be carefully considered. Buildings in these locations should positively address both aspects by providing active frontage (doors and/or windows) on to the adjacent streets, open spaces or public realm. The primary building frontage should usually face the highest order street typology to reinforce the sense of hierarchy. Driveways and garages should be located to the side or rear of the property so that the building frontage, rather than the parking arrangements, define the corner.

## LEGEND

Application Boundary

### Key Places / Nodes

Community Hub

Nodes

Green Nodes

### Landmarks

Key Building – School

Key Building – Local Centre

Key Building – SOPH

Gateway Entrance

Key Corner

Vista Termination

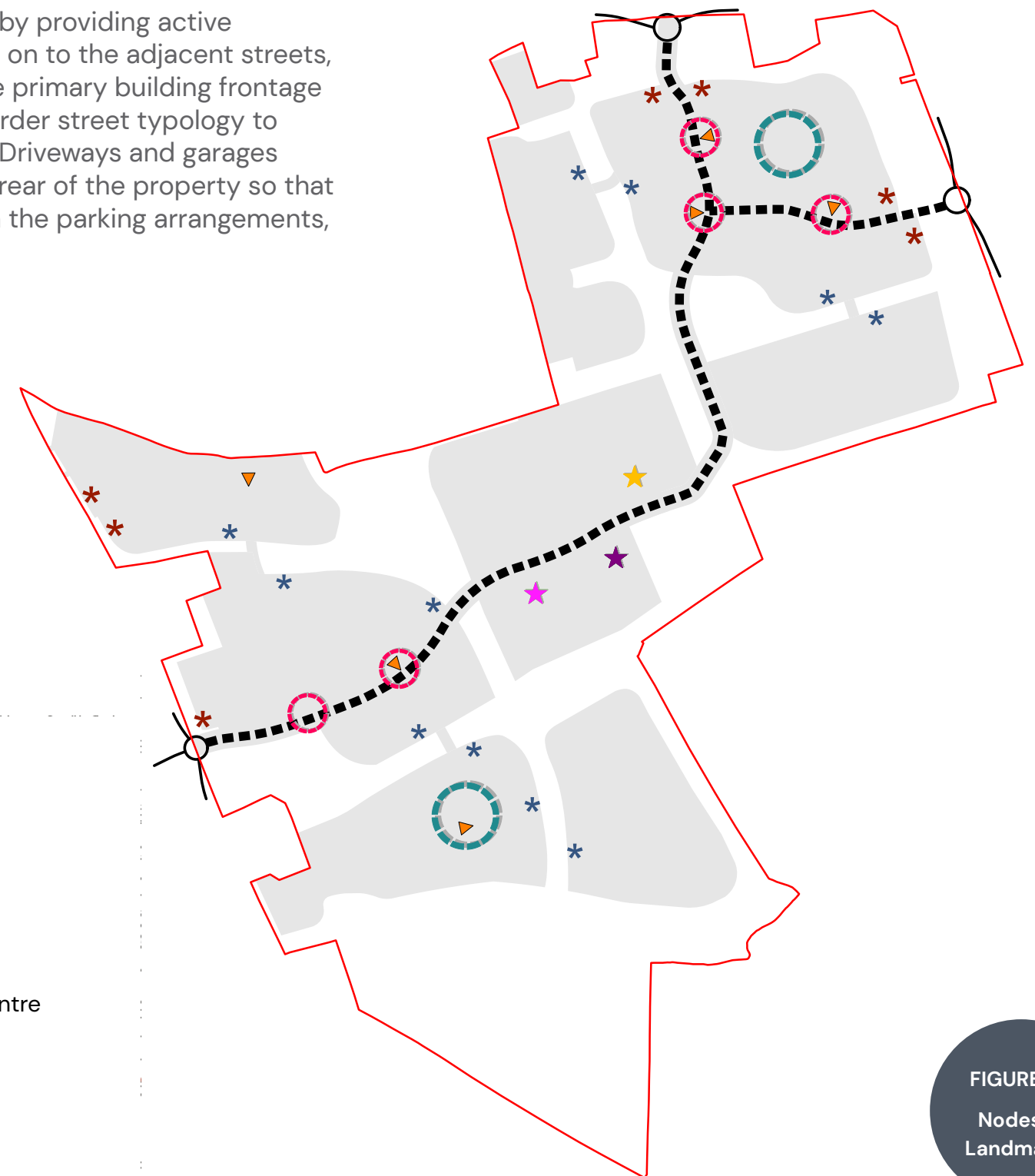


FIGURE 13:  
Nodes &  
Landmarks





## GATEWAY BUILDINGS CODING PRINCIPLES

- Paired building arrangements positioned one on each side of the street and flanking junction or roundabout entrances to form a distinctive 'gateway' feature.
- Building arrangement may be symmetrical or asymmetrical but should have unifying features so they read as a pair – either through materials, architectural detailing or massing.
- Increased massing/height over surrounding buildings to give suitable prominence at key entrance points.
- May include distinctive architectural features that are characteristic of the wider settlement, including decorative timber work on gable ends, arched porches, gable windows, string coarse, facing gables and render where appropriate with the character of the edge.
- Will usually be located on a corner and should also adhere to the coding principles for these locations.

## VISTA TERMINATION CODING PRINCIPLES

- Where linear spaces or routes establish a vista, that vista will be terminated by a carefully positioned building or building groups, unless addressing a specific visual feature (such as an existing tree or a view to a surrounding landmark).
- Views should be terminated by the primary frontage and not, for example, a private driveway, garage door, or side boundary wall to a plot.
- Built form terminating vistas can be composed of one dwelling or a series of dwellings but must be designed in such a way that they read as an overall composition and compliment the overall vista.
- Buildings should have features that help them stand out more from their surroundings. This may include distinct but complementary material selections, subtle increases in height, projected and/or cut out elements and contrasting roof profiles.
- Driveways and garages should be positioned to the side or rear of properties to ensure that cars do not disrupt the vista.



## KEY CORNERS CODING PRINCIPLES

- Active frontages should positively address both aspects, through the positioning of entrances, generous windows to habitable rooms, glazed bays/projections and upper level balconies where appropriate.
- Windows to habitable rooms should be present on both the primary and secondary frontage to provide surveillance (bay windows being particularly successful in this regard), and be co-ordinated and ordered as one composition.
- Buildings should have features that help them stand out more from their surroundings. This may include distinct but complementary material selections, subtle increases in height, projected and/or cut out elements and contrasting roof profiles.
- Blank façades will not be acceptable on corners.
- Driveways and garages should be positioned to the side or rear of properties to ensure that cars do not disrupt the corner arrangement.



# Movement & Street Hierarchy

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.

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

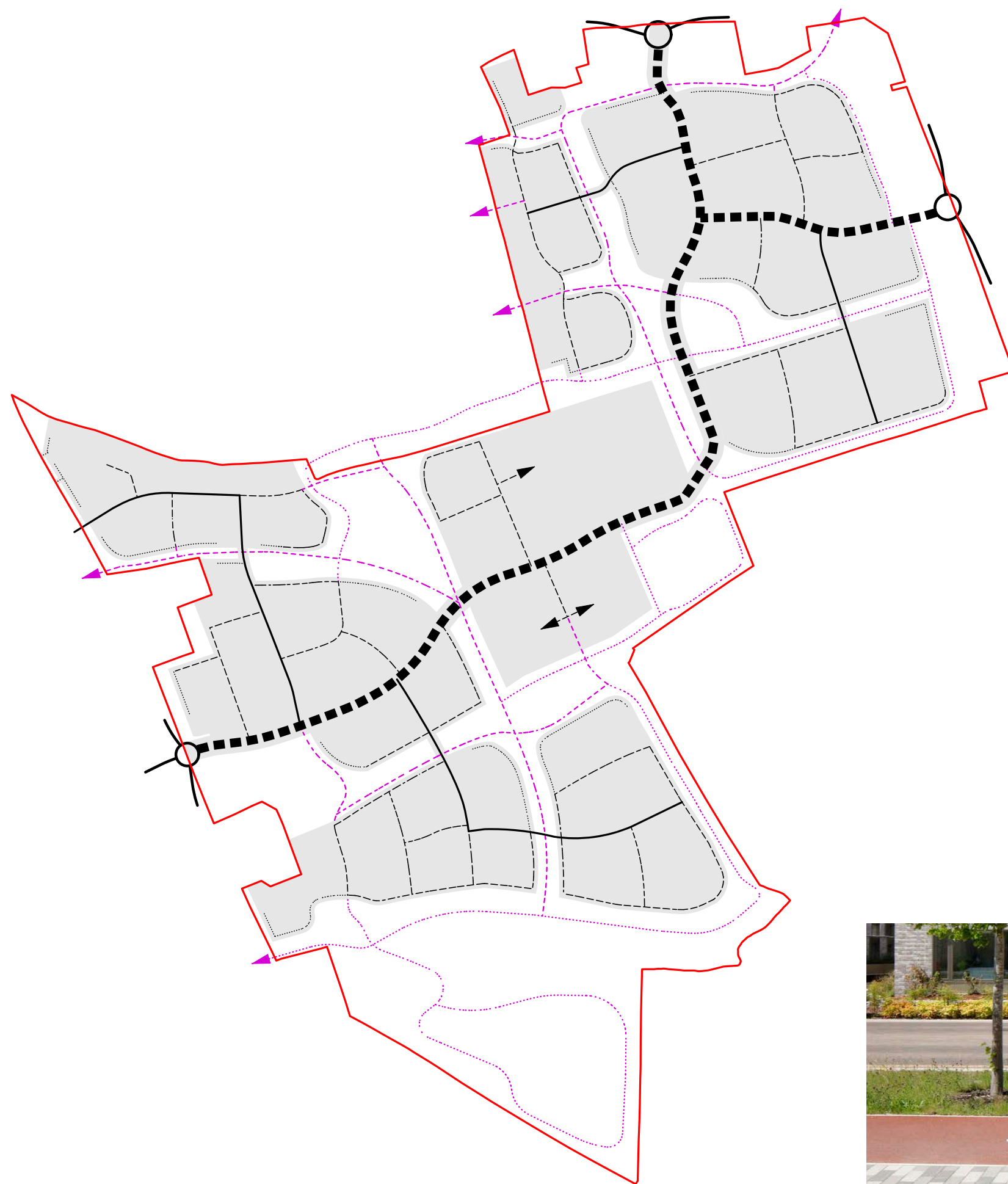
All street typologies apart from the private drives will be designed to adoptable standards.

STREETS				
<b>1. PRIMARY STREET</b>  Within the context of this development the primary street provides access into the scheme from the north, east and west. 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.  Comprising a 6.5m wide carriageway with a 3m shared footpath / cycleway and a 3m verge for street trees on each side.	<b>2. SECONDARY STREET</b>  Residential streets with managed traffic flows to prioritise active travel. They provide access to homes, offer a safe residential environment, and support active travel, social interaction and health and well-being.  Comprising a 5.5m carriageway with a 2m footway on each side and 3m verge for street trees on one side. Cycling will be accommodated within the highway.	<b>3. INTERNAL TERTIARY STREET / MEWS</b>  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. Mews serving no more than 25 dwellings as a loop or link, or no more than 12 dwellings as a cul-de-sac.  Comprising a 5.5m carriageway with 2m footways on both sides. In the case of the mews the shared surface will be 6.5m wide with occasional additional space for street tress / parking.	<b>4. EDGE LANE</b>  These edge lanes provide a safe residential environment along the edges of an open space, serving no more than 25 dwellings as a loop or link.  Comprising a 6.5m wide shared surface.	<b>5. PRIVATE DRIVE</b>  These are short stretches of un-adopted access roads serving a small number of properties, usually on the edge of an open space. Footpath connections will guarantee a permeable network where necessary.  Comprising a 4.5m to 5m wide shared space.


ACTIVE TRAVEL ROUTES				
<b>1. PRIMARY ON-STREET ACTIVE TRAVEL ROUTE</b>  These will be primary active travel routes, associated with the primary road infrastructure serving the development. They will comprise of a 3m wide shared pedestrian / cycle path adjacent to either side of the primary street.	<b>2. FUNCTIONAL ACTIVE TRAVEL ROUTE</b>  These will be direct active travel routes off the street network, running along the green corridors and within the perimeter green spaces. They will comprise of a 3m wide path for shared cycle and pedestrian use, allowing people on bikes or mobility aids to easily access surrounding facilities.	<b>2. RECREATIONAL ACTIVE TRAVEL ROUTE</b>  These will be more flexible and informal connecting routes with a leisure focus, generally running along some of the green corridors, edges and public open space. They will comprise of a 2m to 3m wide footpath for shared cycle and pedestrian use, allowing people on bikes or mobility aids to easily access surrounding facilities.	<b>3. FOOTPATH</b>  These are simple 2m wide footpaths providing pedestrian access to the surrounding open spaces.	<b>4. PUBLIC RIGHT OF WAY</b>  While there are no existing public rights of way within The Site, there are a number of routes running alongside, or in close proximity. Links to this existing network will be included within the development.



FIGURE 14:  
Movement  
Hierarchy  
Plan





#### LEGEND

 Application Boundary

#### Street Hierarchy

 Primary Street

 Secondary Street

 Tertiary Street

 Private Drive

 Key Active Travel Route – Functional

 Key Active Travel Route – Recreational

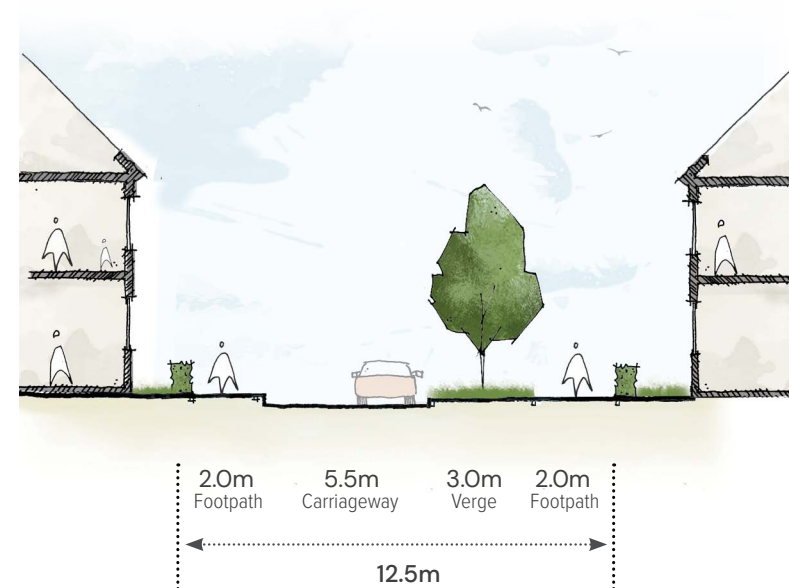




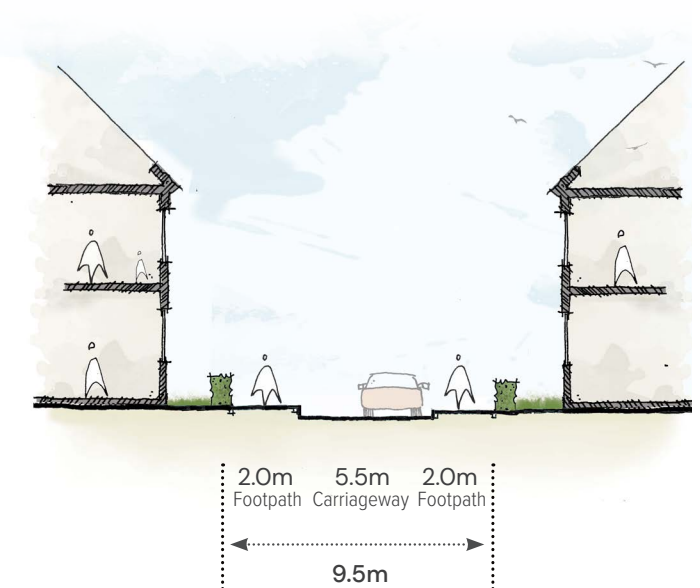
## PRIMARY STREET



## SECONDARY STREET



## TERTIARY STREET



### CODING PRINCIPLES

- Typical carriageway width of 6.5m (to allow for potential future bus use).
- Traffic speed designed for 20 mph.
- 3.0m wide shared path and 3.0m verge on either side.
- Verge to be sufficient width to accommodate street trees.
- 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.

### CODING PRINCIPLES

- Typical carriageway width of 5.5m.
- 2.0m footway on both sides.
- Traffic speed designed for 20 mph.
- 3.0m grass verge on one side.
- No segregated cycle facilities required due to low traffic speeds.
- 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.

### CODING PRINCIPLES

- Typical carriageway width of 5.5m.
- May include additional width for localised perpendicular parking arrangements.
- Footway of 2.0m width 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.
- Deliveries and refuse collection from the front of the property.
- Buildings front on to the street and take direct access from it.
- Use of contrasting surface materials to define zones and entrances within the street.





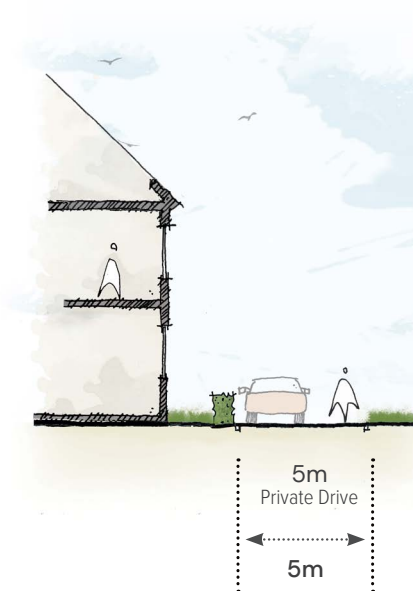
## SHARED TERTIARY MEWS STREET



## EDGE LANE



## PRIVATE DRIVE



### CODING PRINCIPLES

- 6.5m shared surface.
- Traffic speed designed for 5 mph.
- Occasional on-street parking interspersed with tree within tree pits/grilles or planted strips.
- Deliveries and refuse collection from the front of the property.
- Buildings typically front on to the tertiary 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.

### CODING PRINCIPLES

- Typical shared surface width of 6.5m
- Traffic speed designed for 5 mph.
- Occasional on-street parking
- Deliveries and refuse collection from the front of the property.
- Buildings typically front on to the edge 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.

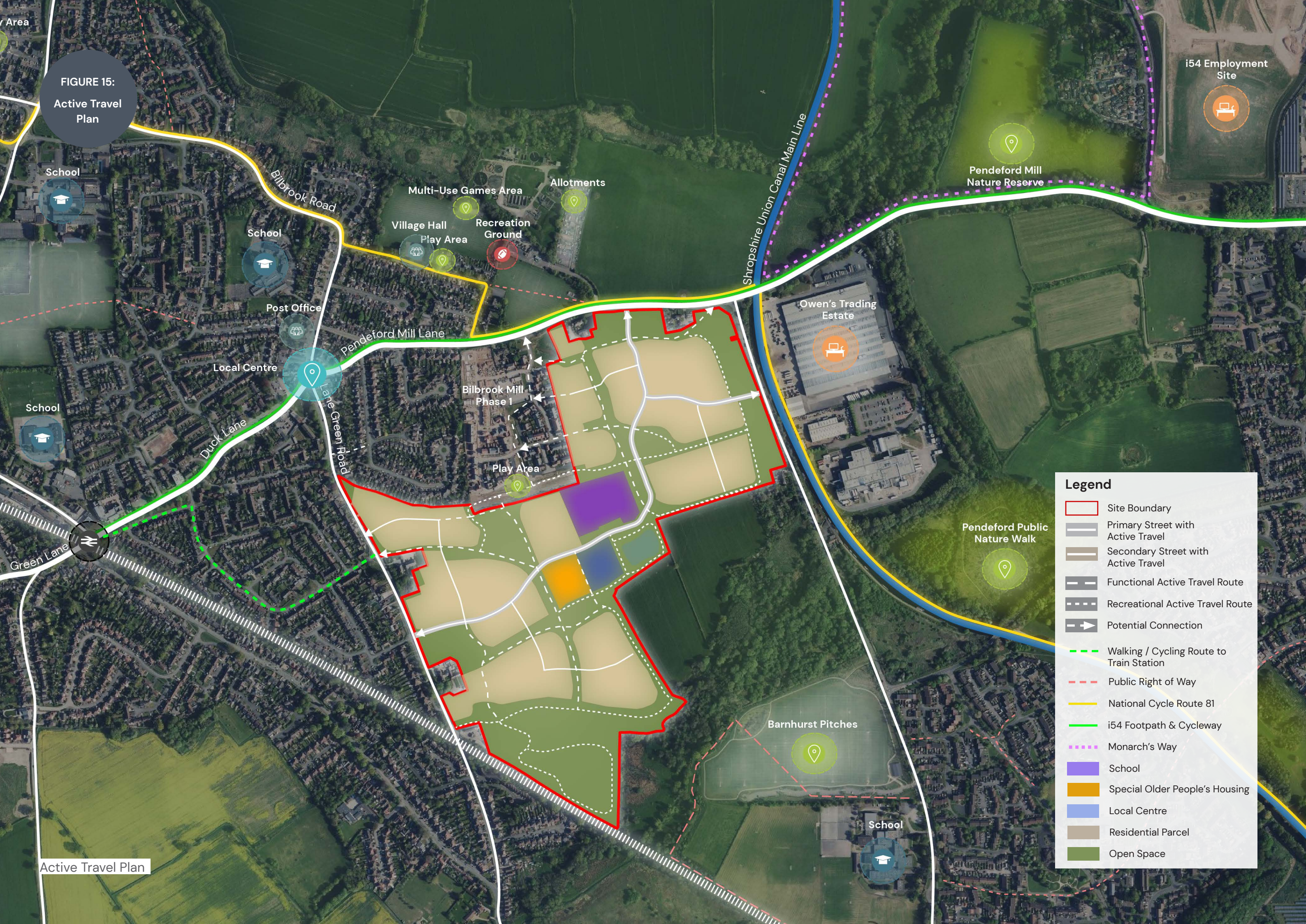
### CODING PRINCIPLES

- 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.





FIGURE 15:  
Active Travel Plan



**Legend**

- Site Boundary
- Primary Street with Active Travel
- Secondary Street with Active Travel
- Functional Active Travel Route
- Recreational Active Travel Route
- Potential Connection
- Walking / Cycling Route to Train Station
- Public Right of Way
- National Cycle Route 81
- i54 Footpath & Cycleway
- Monarch's Way
- School
- Special Older People's Housing
- Local Centre
- Residential Parcel
- Open Space





Indicative Native Edge Visualisation



# Access & Parking Strategy

It is important to consider car parking carefully as it has a significant impact on the quality of the place – not only in terms of how it looks but also in how it is used, particularly by pedestrians. Well-considered parking is convenient, safe and attractive to use. It is also well integrated into the built environment so that it does not dominate the street.

While the masterplan will include walking and cycling routes to try and promote more sustainable travel modes (particularly for journeys under 5 miles) there will still be a need to accommodate private vehicles.

Parking standards are set out in the local plan to guide the level of parking provision required. Coding will set out how this parking may be designed and accommodated into the development. The typical parking typologies and how they may be applied across the different edges, places and street types is set out in the adjacent table and illustrated on the following page.

It is envisaged that the majority of properties will have allocated parking accommodated on plot or within The Site, in close proximity to the dwelling it serves. There will also be flexible unallocated parking, for visitors and servicing, that will mainly be within the public highway and designed so as not to cause obstructions for road and footpath users.

	STREET TYPOLOGY					KEY SPACE
	PRIMARY STREET	SECONDARY STREET	TERTIARY STREET	EDGE LANE	PRIVATE DRIVE	COMMUNITY HUB
VEHICULAR ACCESS TO PROPERTY (where required)						
Direct access from the carriageway	•	•	•	•	•	
Access from side road, rear or service road running parallel to the main road	•		•		•	•
PARKING TYPOLOGY						
A. Recessed to the side of properties within curtilage	•	•	•	•	•	
B. Undercroft parking/Car port to the side of property	•	•	•	•	•	
C. To the front, within allocated spaces/curtilage.			•	•	•	
D. Within parking courtyards to the rear.	•					•
E. On street visitor parking	•	•	•	•	•	•



## PARKING TYPOLOGY A: PARKING TO THE SIDE

Car parking provided to the side is the preferred parking arrangement for most street typologies as it allows buildings to relate positively and directly with the street without being interrupted by cars.

Car parking spaces must be set behind the building frontage line in order for the approach to work effectively. Where car parking is provided to the side of properties, spaces should be observable from a ground floor window to ensure adequate surveillance.

Driveways should have a minimum width of 3.3m to allow bins/bikes to be manoeuvred past parked cars.



## PARKING TYPOLOGY B: UNDERCROFT/CAR PORT

Essentially this solution provides a variant of 'parking to the side' with the inclusion of accommodation over side spaces to create continuous built form or an open fronted shelter. The parking area should be overlooked by a window in a side elevation.

Parking areas should be a minimum width of 3.3m to allow bins/bikes to be manoeuvred past parked cars. Parking areas can be utilised for access to rear gardens.



## PARKING TYPOLOGY C: PARKING TO THE FRONT

For tighter forms of housing (e.g. terraced housing), car parking spaces provided to the front of the property will be suitable.

Within curtilage, these should be enclosed by well defined front boundaries (such as walls or hedging) to reduce the impact of the vehicles.

When within the street, surface treatments should be co-ordinated with the wider palette of materials and a 0.5m to 1.0m depth defensible planted strip should be provided between the parking spaces and the building frontage. Parking bays should be defined with contrasting sets/studs (white painted lines are not acceptable).

Trees and/or substantial planting are necessary to break up rows of parking (with no more than 4 consecutive parking spaces in a row).



## PARKING TYPOLOGY D: PARKING COURTYARDS

Courtyard parking is not usually considered preferable, however, there will be instances where they are needed to meet parking requirements within the scheme (where access to frontage may be restricted or undesirable)

Individual parking courtyards should be accessed via only one pedestrian/vehicle entrance. A pinch point and change of surface material at the courtyard entrance will clearly demarcate the change of ownership from public to private.

Within the courtyard there should be sufficient lighting and surveillance from neighbouring homes to provide security. Good quality surface treatments (not large expanses of tarmac) should break up the area and clearly define different zones, including routes between homes and their respective parking spaces. There will be no tandem parking arrangements within courtyard spaces.



## PARKING TYPOLOGY E: ON-STREET VISITOR PARKING

An arrangement of discrete parking bays adjacent to the running lanes is often the preferred way of providing on-street, visitor parking. It has little effect on passing traffic and minimises obstructions to the view of pedestrians crossing the street.

Where there is a verge it can be used for occasional parallel on-street parking.

Breaking up the visual impact of the car can be achieved by limiting on-street parking to small groups of, say, about five spaces. These groups can be separated by kerb build-outs, street furniture or planting.

Indicating on-street car-parking spaces clearly through the use of road markings or changes of surfacing material can help to encourage good parking behaviour.









# **7. Green Infrastructure Code**



# Introduction

## INTRODUCTION

The Masterplan has been designed to include a network of accessible and interconnected open green spaces, which will integrate the proposals into its setting, deliver a range of functions and benefits for people and nature, and respond positively to the local context.

This section of the document provides greater detail about the proposed Green Infrastructure. It includes:

- analysis of how Green Infrastructure will be delivered in various 'Landscape Zones' within the site;
- information about the strategy for enhancing wildlife and supporting nature recovery;
- details regarding the proposals for accommodating trees (and other) planting; and
- principles to guide the sensitive integration of SUDS within proposed areas of public open space.

## WHAT IS GREEN INFRASTRUCTURE?

The NPPF defines Green Infrastructure as '*a network of multifunctional green and blue spaces and other natural features, urban and rural, which is capable of delivering a wide range of environmental, economic, health and wellbeing benefits for nature, climate, local and wider communities and prosperity.*'

A green (and blue) infrastructure network can include street trees, green roofs and walls, parks, private gardens, allotments, sustainable drainage systems, through to wildlife areas, woodlands, rock outcrops, wetlands, and natural flood management functioning at local and landscape scale. Linear Green Infrastructure includes roadside verges, green bridges, field margins, rights of way, access routes, and canals and rivers.

Good quality Green Infrastructure is a vital component of both urban and rural environments. Well-designed and managed Green Infrastructure generates multiple benefits for people and nature; it creates greener, healthier, more climate resilient and more equitable places to live that in turn support a more productive and sustainable economy.

Green Infrastructure plays a big role in climate change mitigation by sequestering carbon and to climate change adaptation through urban cooling and reducing flood risk.

## GREEN INFRASTRUCTURE CODE

This part of the DAS provides greater detail about the proposed Green Infrastructure (GI) 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 and play provision

The GI provision is comprised of a number of landscape zones 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.







# Landscape Principles

Although only illustrative at this stage, the Masterplan has evolved around an aspiration to create a well integrated and landscape led new neighbourhood. Green spaces are designed to provide connections around the site that are of value to both 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 local character.

The high level landscape principles are set out adjacent 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 an arrival space at the entrance through the use of soft landscaping, SUDS integration, evenly spaced trees around the roundabout, and informal tree groups along the housing edge to filter views from the north.
- 3

Plant a variety of regularly spaced street trees to form a strong landscape character along the primary street.
- 4

Create a high quality community hub plaza with spill out space from the school and local centre.
- 5

A central open space at the heart of the scheme will offer play, recreation, and social activities, with surveillance from surrounding properties. It will include a NEAP, community orchard, and areas for ball games and recreation.
- 6

Create greens that acts as a focal spaces and calm traffic within the built up area.
- 7

A strong north-south green link, incorporating the existing hedgerow, will link to Bilbrook Mill footpath in the north, forming a pedestrian route that connects various community green spaces. This tree-lined avenue will link the central green and its NEAP to the community orchard and the natural parkland recreational loop.
- 8

Integrate SUDS within the open spaces to positively contribute towards the site's landscape and ecological attributes.
- 9

Establish a natural open space to the south of the development for enhancing local habitats. Designed for ecology, it will feature leisure routes and new woodland planting to create diverse habitats.
- 10

Native buffer planting reinforces the existing boundary along Barnhurst Lane to help filter views from the east. Fruiting species such plum, apple and pear will also be planted along Barnhurst Lane to contribute to the the Great Canal Orchard project
- 11

Boundary vegetation may be reinforced with additional tree planting to provide a buffer to existing properties.
- 12

Open spaces will include opportunities for seating and informal play, footpaths and native planting (including trees).
- 13

Establish corridors featuring a diverse array of wildflower species, native trees, shrubs, and SUDS features in the open spaces along the boundaries. These elements will all contribute to achieving an improved biodiversity net gain value.

## BUDGET



Note: Refer to public open space strategy (page 28) for further details and area measures.



FIGURE 16:  
Illustrative  
Masterplan





# Landscape Zones

There are five distinct 'Landscape Zones', each of which has been developed to be sympathetic to the characteristics and qualities of the site's landscape setting, to deliver climate resilient water management, to deliver opportunities for wildlife enhancement, and to support a range of well-being benefits for those anticipated to live, work, play or visit the neighbourhood.

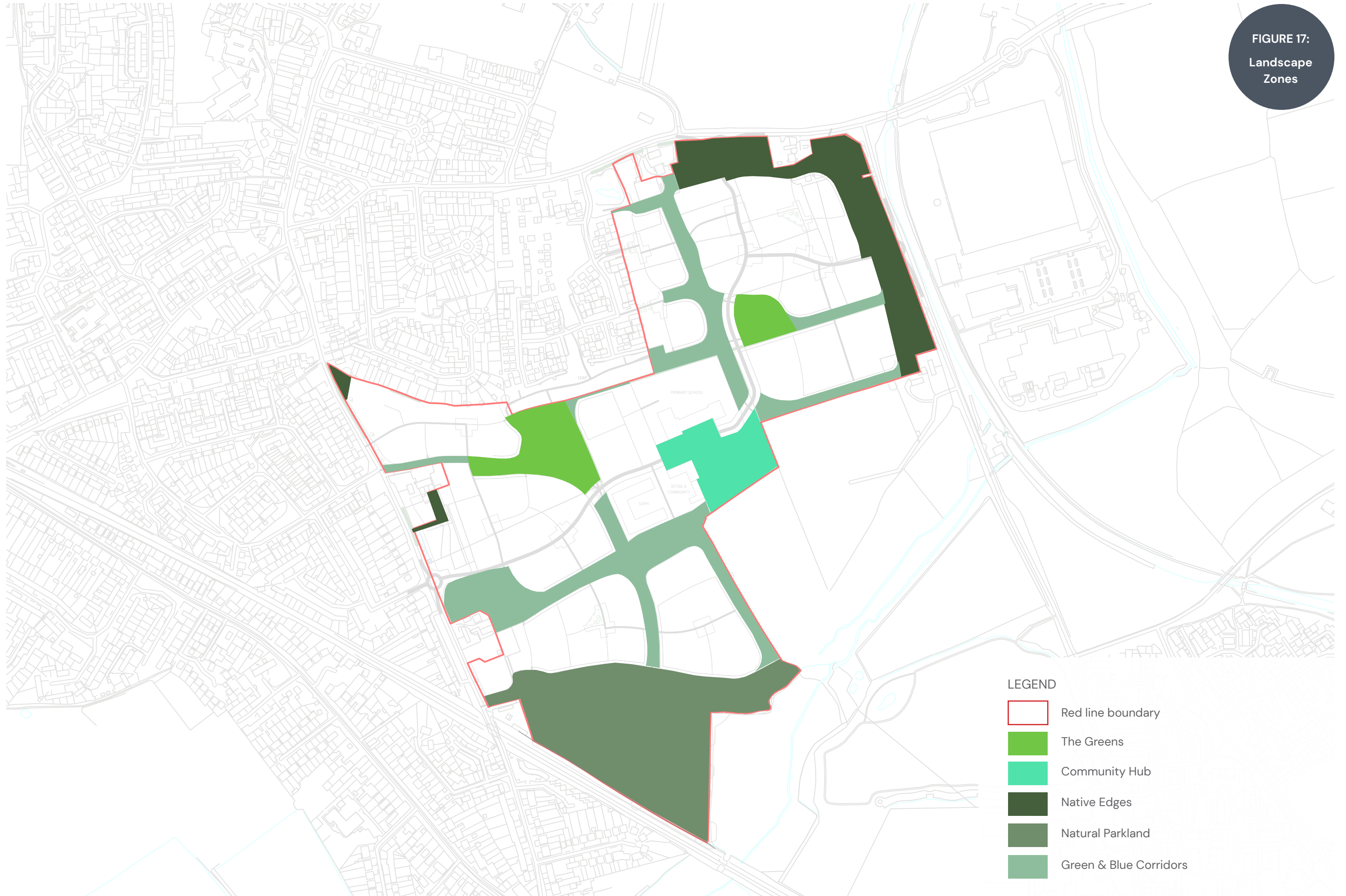
## The five Landscape Zones are:

- The Greens
- The Community Hub
- Native Edges
- Natural Parkland
- The Green & Blue Corridors



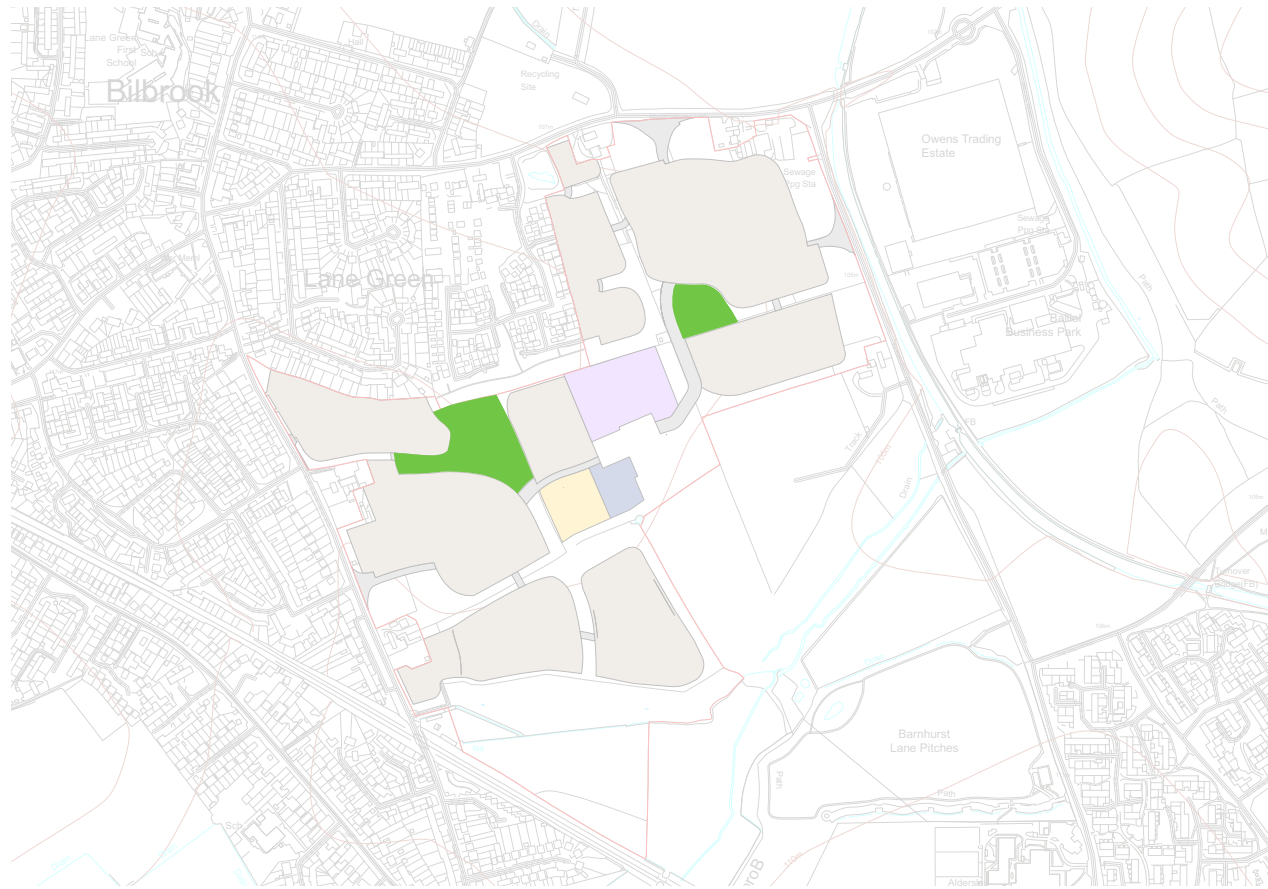


FIGURE 17:  
Landscape  
Zones





# The Greens



There are two large public open spaces central to the residential development.

At the centre of the scheme, the largest of the greens is located along a key north-south pedestrian route. This green will provide recreational space, habitats, and well-being benefits for the community. A NEAP and informal spaces will engage and inspire children and young people in a social setting.

Additionally, a formal green space will be created along the primary street in the northern part of the neighbourhood. This space will have a community garden with a lawn, orchard, and a LEAP. Surrounded by a secure hedge, it will offer a welcoming area for residents to interact and a safe place for children to play.

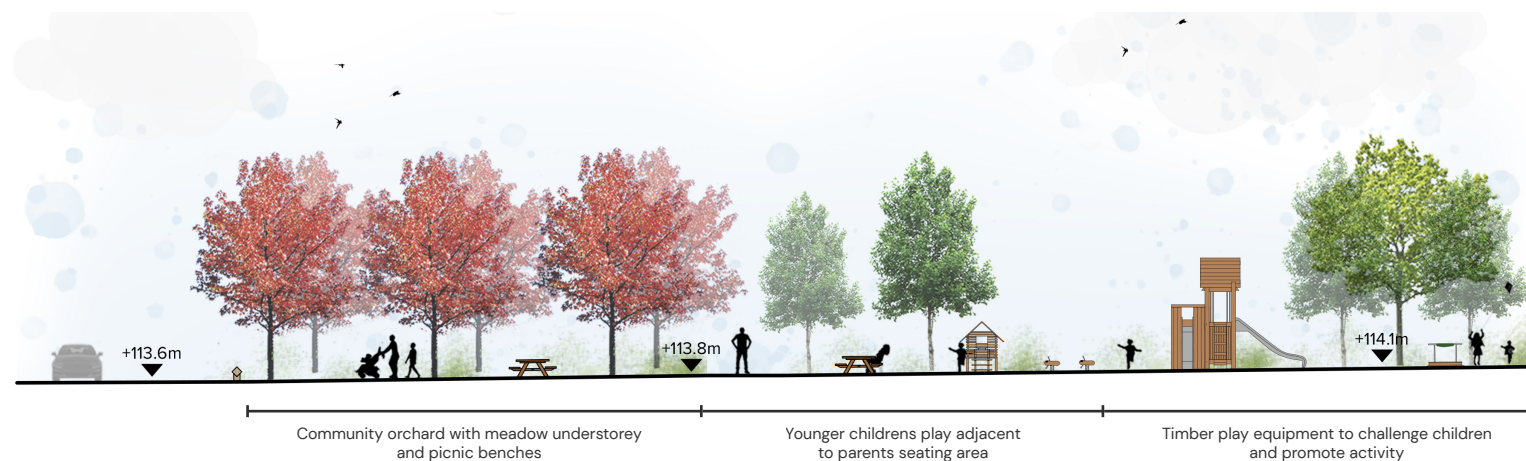






## THE GREENS CODING PRINCIPLES

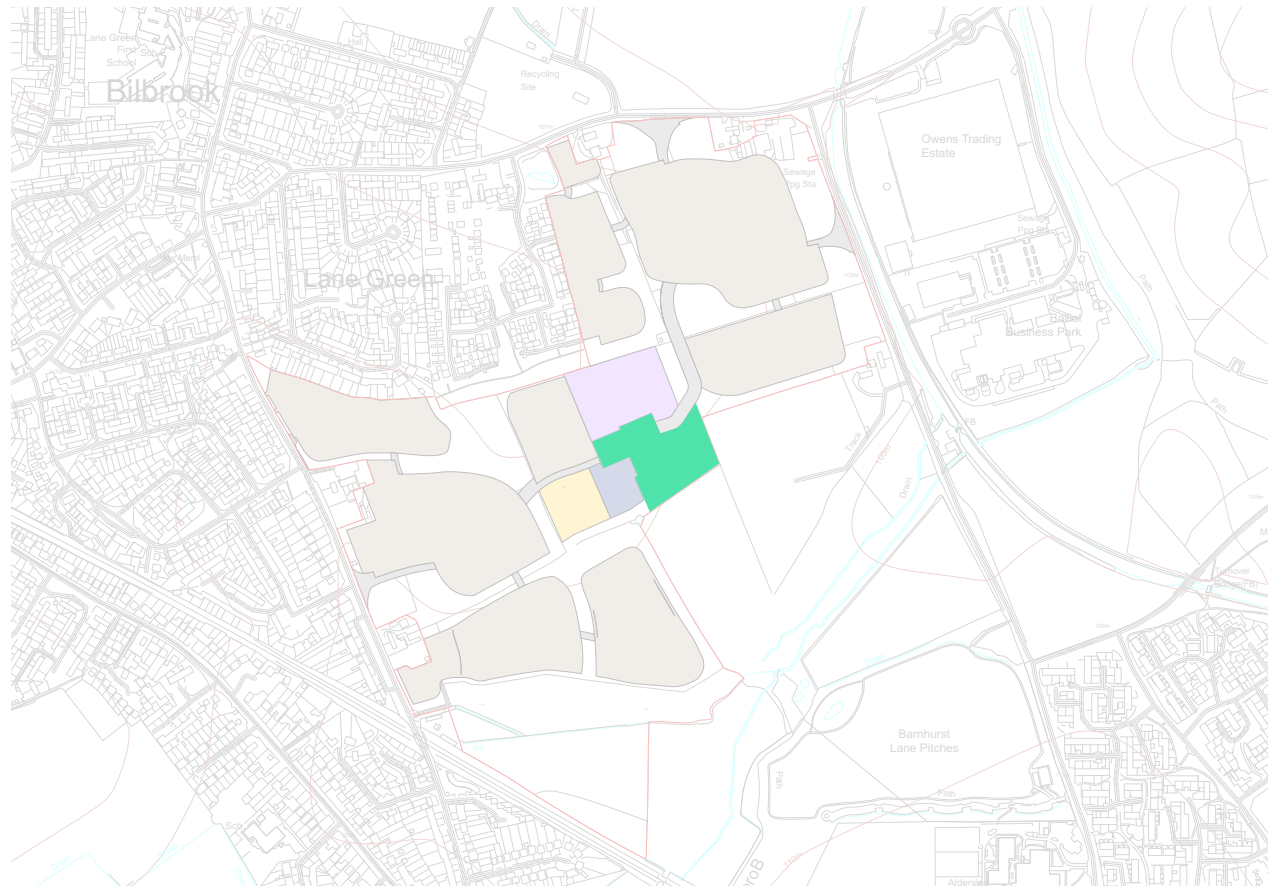
- 1 The existing hedgerow will be preserved and enhanced with additional native planting and fruit-bearing species to enhance its ecological value.
- 2 The NEAP will provide play equipment for a range of ages and abilities. To include smaller area for young children and a social space with seating away from the primary activity zone.
- 3 Orchards with a meadow under story will feature seating and amenity areas along the edges, offering local people opportunities to forage, socialise and strengthen their sense of community.
- 4 Local Active Travel Route – A 3m shared cycleway and footpath with an enhanced existing hedgerow and an avenue of parkland trees to establish route hierarchy and support local ecology.
- 5 Pockets of native wildflower meadow enhance biodiversity across the site and create seasonal interest.
- 6 Groups of native parkland trees and shrub planting provide structure through the space and provide a habitat for birds and other wildlife.
- 7 Footpath connections through the park improves site wide permeability.
- 8 Small social space with collective seating (or swings) that engenders discussion. Providing alternative uses in the park as described in 'Safer parks, Improving Access for Women and Girls'.



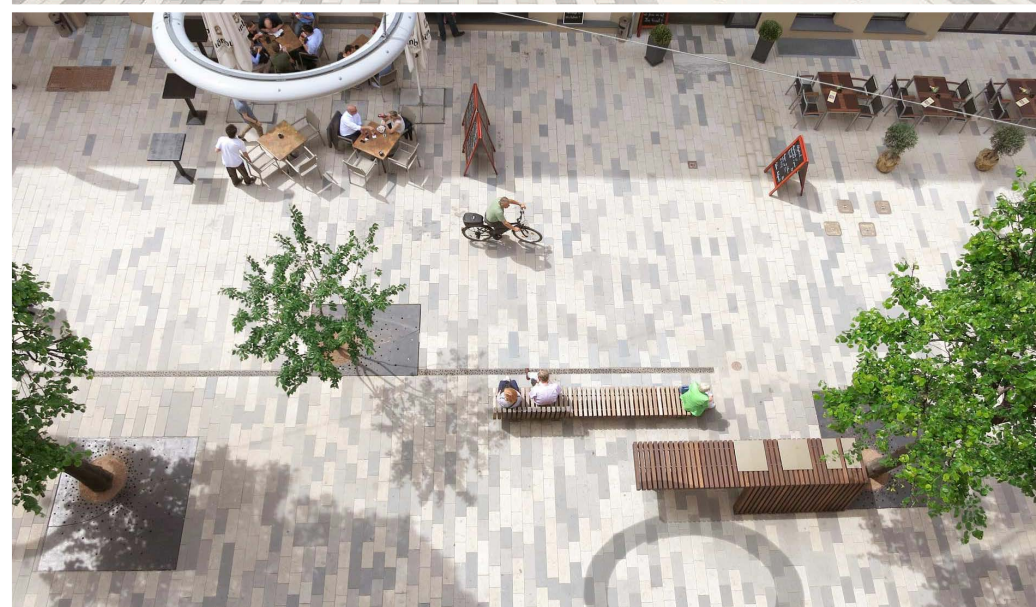
### SECTION 01



# Community Hub



Situated at the heart of the development, the Community Hub will be a focus for social interaction and education. This high quality hard space will include spill out spaces at ground level of the school and retail as well as opportunities for green space and a feature SUDS basin to the west. This space will deliver a range of amenity and well-being benefits for the future community.



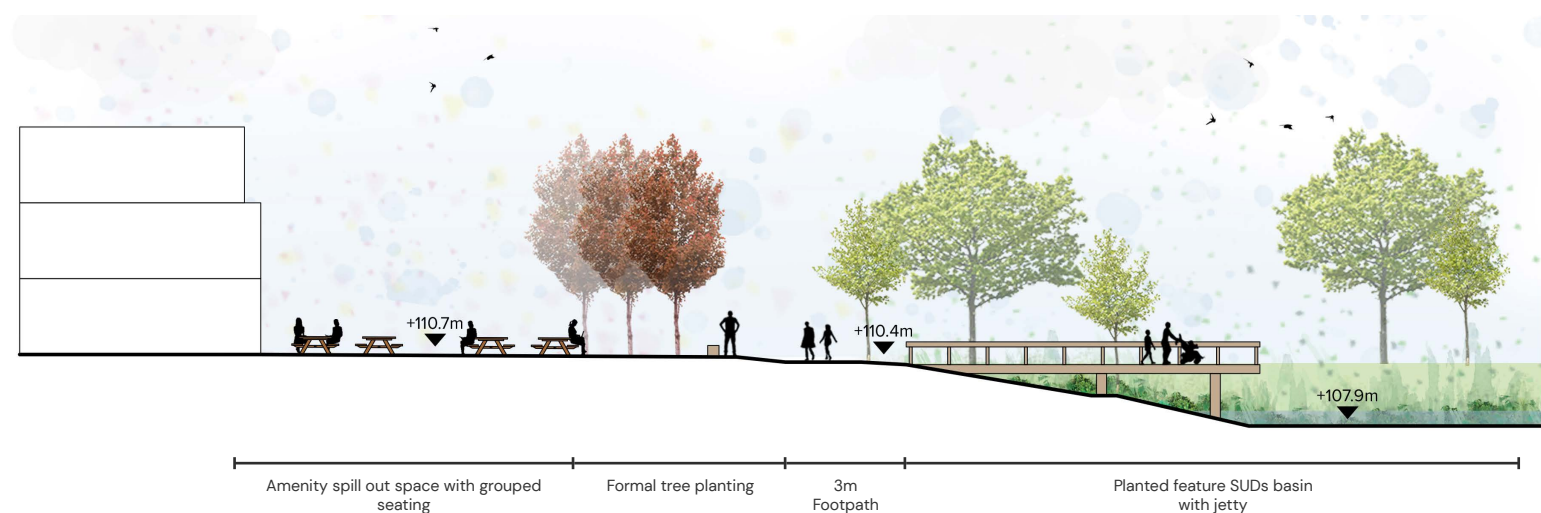




Indicative Community Hub Sketch

## COMMUNITY HUB CODING PRINCIPLES

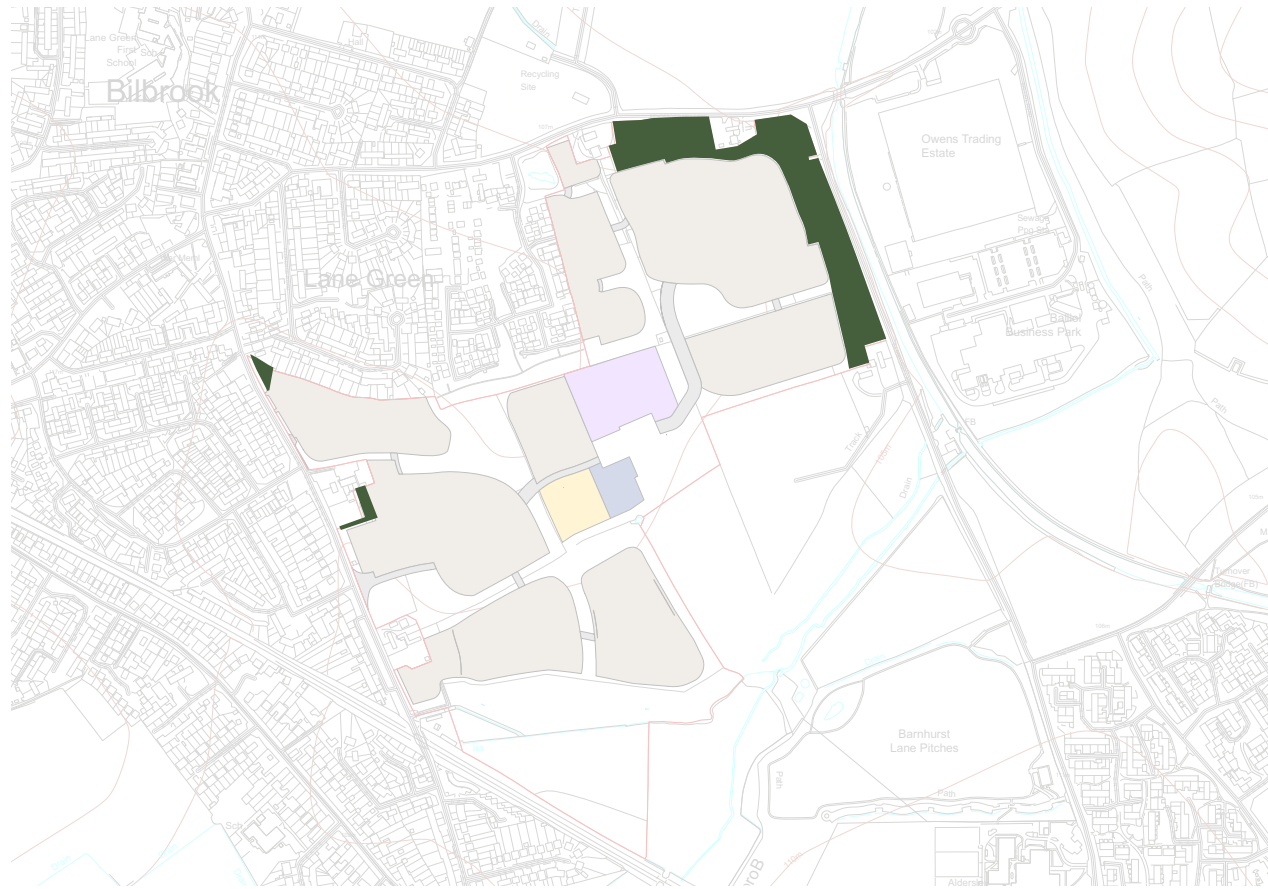
- 1 Surface materials will change as the highway transitions into the community hub plaza, where high-quality paving will create a sense of hierarchy and a strong sense of arrival.
- 2 The street tree typology will transition to more formal and ornamental species.
- 3 Amenity spaces with street furniture will extend from the school and ground floor retail.
- 4 The central SUDS basin will differ in typology from others in the scheme, serving as a vista with more planting and standing water. It will provide a pleasant outlook from the community hub plaza.
- 5 A 2m-wide looping footpath with occasional seating will provide a leisure route around the pond, connecting to wider green corridor links.
- 6 The primary street active travel routes will extend through the hub, offering a safe route to school and connecting to broader areas of the scheme.



## SECTION 02



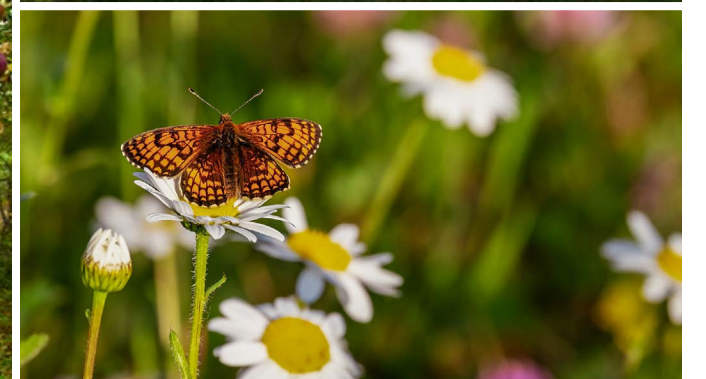
# Native Edges



The Native Edges are linear green spaces around the edges of the development that will accommodate structural planting alongside the existing boundary vegetation to soften the visual appearance of the development edge, ensuring the new neighbourhood is sensitively integrated with the surroundings. The proposed planting will be planted in groups, typical of a naturalistic character and will use species which are native.

The Native Edges will create a landscaped buffer between the residential areas, Banks Field to the north and the industrial estate to the east. They will connect ecological habitats and in some areas, contain sensitively integrated planted SUDS.

They will also form part of the site wide active travel network, and provide opportunities for informal recreation, natural play on the way and foraging.

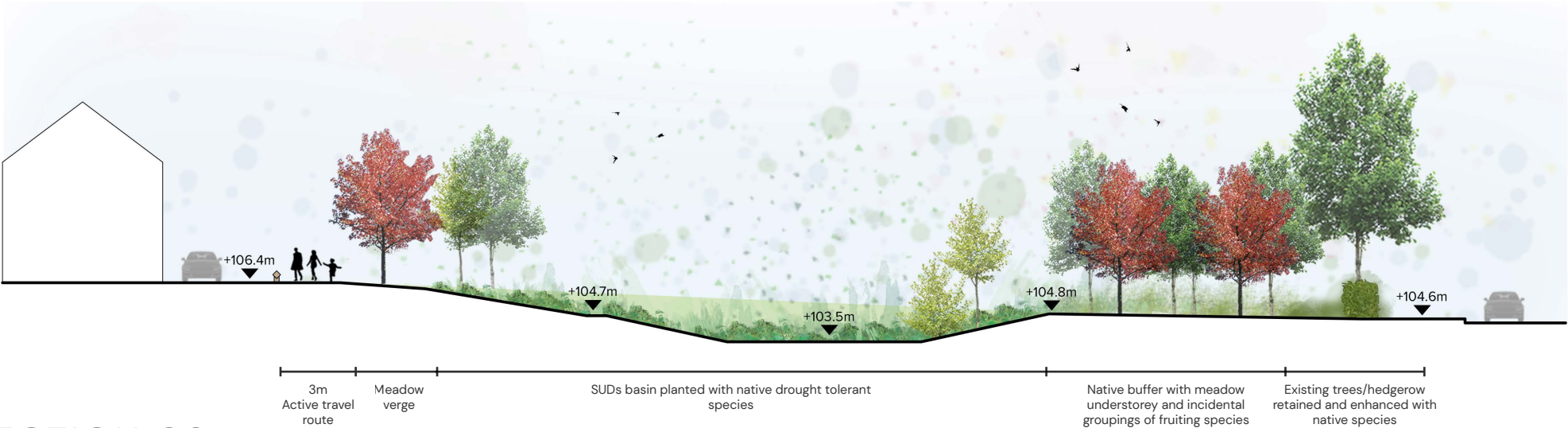




## NATIVE EDGES CODING PRINCIPLES



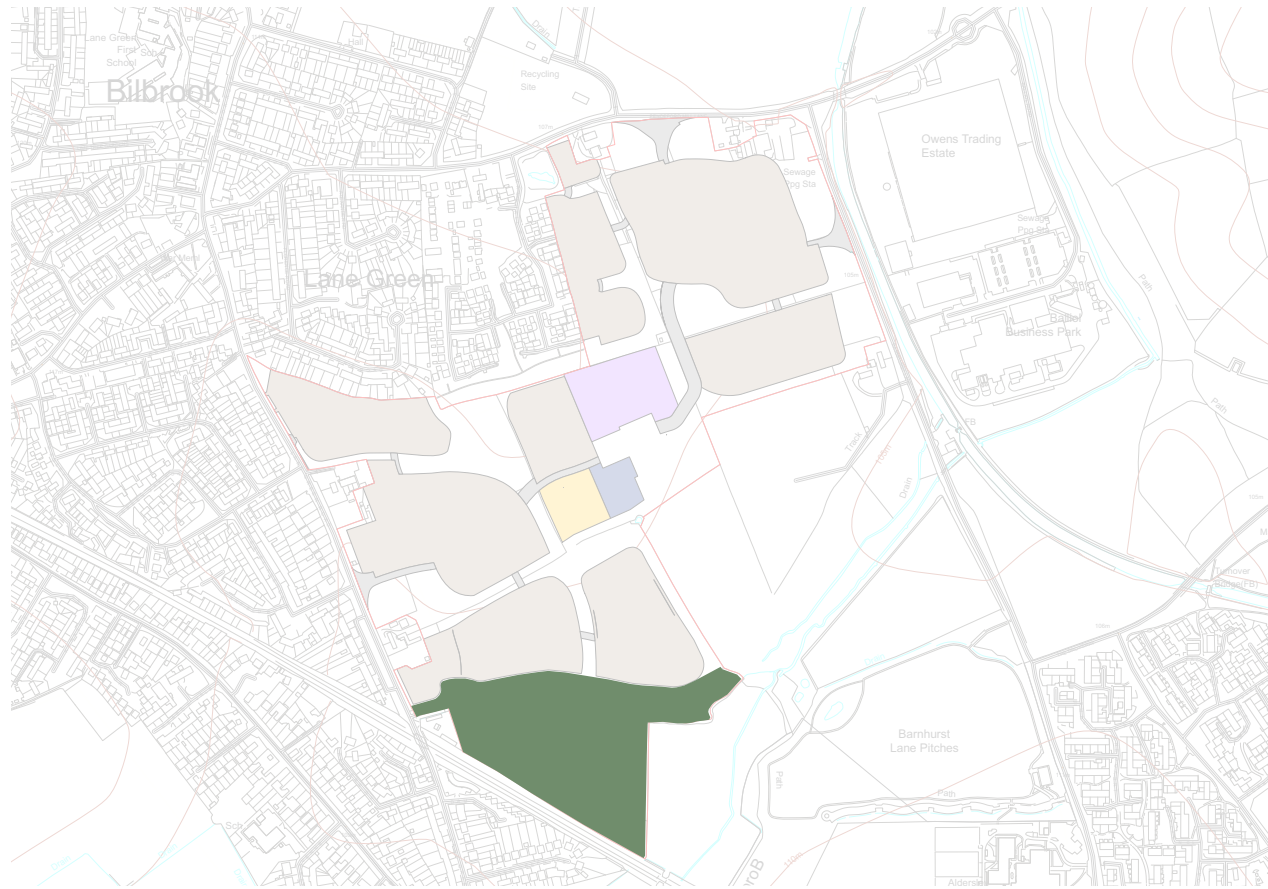
- 1 Entrances will be framed by ornamental trees creating a sense of arrival.
- 2 Large areas of native planting used to define the site's boundary and provide long continuous wildlife corridors. Any existing hedgerows within the boundaries are to be enhanced with additional native varieties.
- 3 SUDS at the site entrances will serve as a prominent feature while also providing functional and ecological benefits.
- 4 Picnic benches provide areas for the community to spill out into the natural edges of the site and enjoy nature together.
- 5 Informal groups of native under storey planting within wildflower meadow to provide a transitional ecological edge to the denser native tree planting.
- 6 Occasional areas of natural play on the way improve the site wide opportunities for recreation and activate the edge of the residential development. (See Play strategy for all play on the way locations).
- 7 3m footpaths around the site provide additional active travel connections.
- 8 Incidental fruiting tree species will be interwoven within the eastern corridor to align with the Canal and Rivers Trust's 'Great Canal Orchard' scheme as well as promote healthy living and community interaction within nature.



SECTION 03



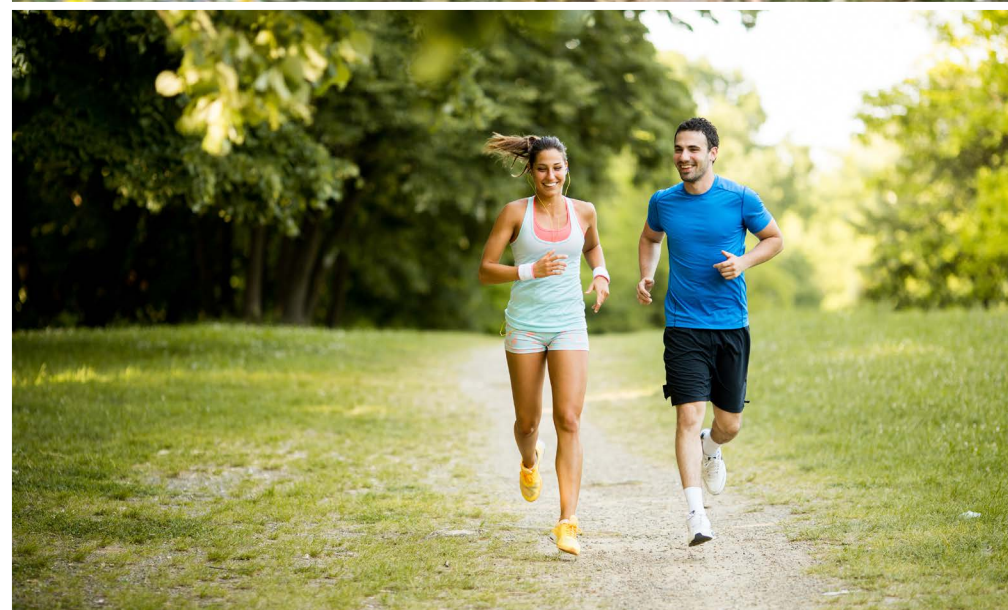
# Natural Parkland



The Natural Parkland, situated at the southernmost part of the site and partially within the River Penk flood zone, will serve as a key public open space for escaping into nature and enjoyment of the riverside woodland.

The main access will be at the end of the Green Link, connecting the Central open space, Community Hub, and Natural Parkland, with secondary access via green corridors to the east and west.

Circular mown paths will cater to informal recreation and dog walking, while a formal bound gravel path will suit leisure activities like running. The landscape will feature a naturalistic character with habitat creation, biodiversity enhancement, and SUDS ponds for stormwater management and habitat support.

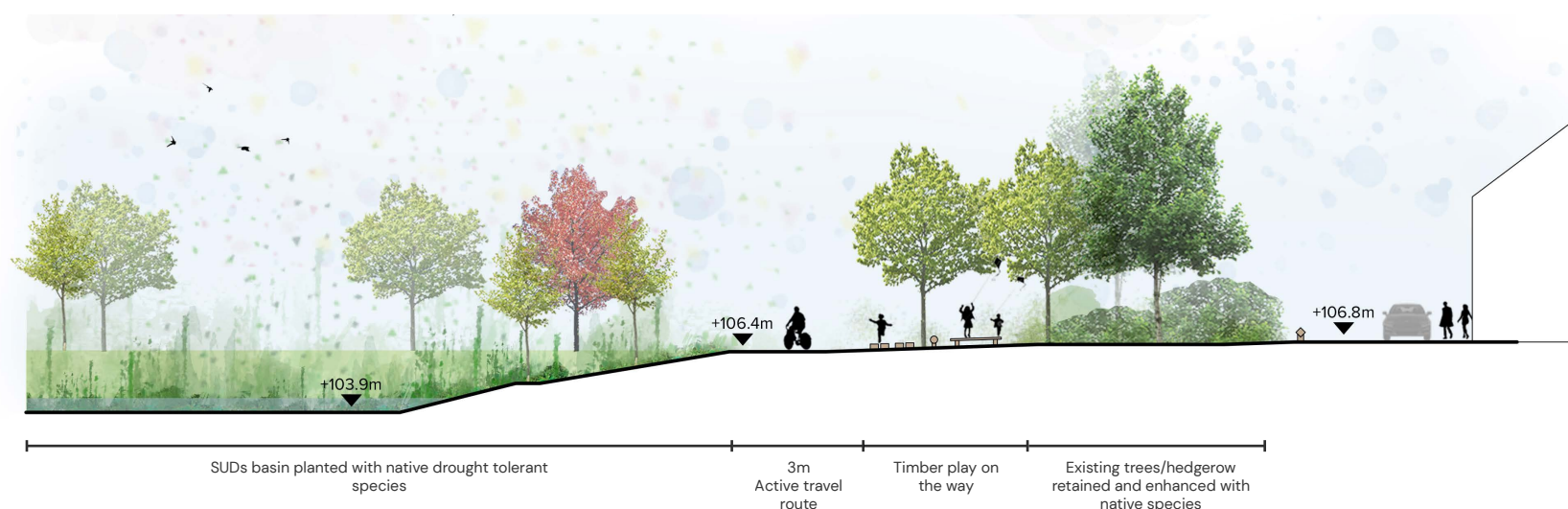






## NATURAL PARKLAND CODING PRINCIPLES

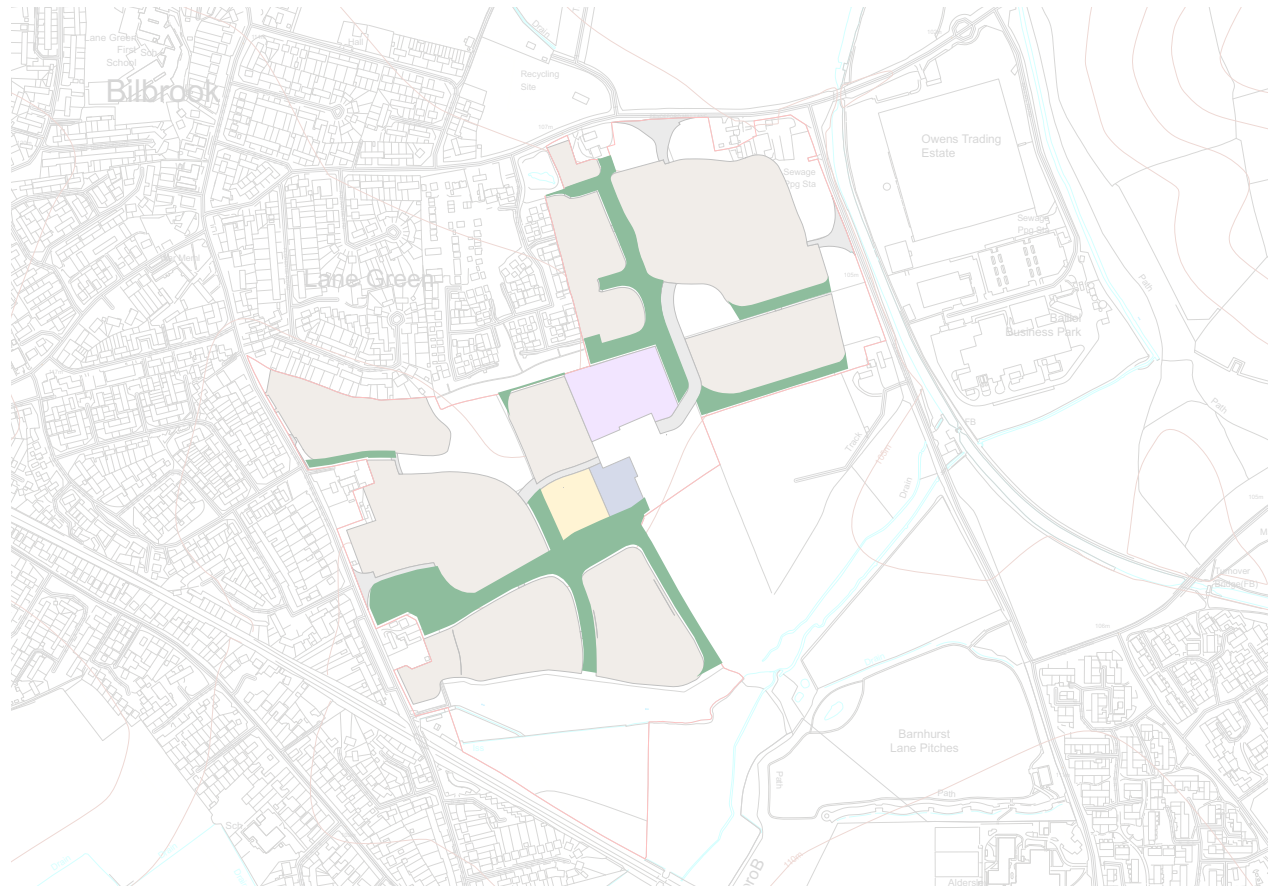
- 1 3m wide active travel route through the park connecting to wider active travel links.
- 2 Small groupings of native tree species, such as oak, will define the more open character of the northern half of the parkland.
- 3 Meadow planting and tussock grassland will be sown throughout the parkland to create seasonal interest and provide safe habitats for ground nesting wildlife.
- 4 Play-on-the-way provides opportunities for children to interact with the landscape and add interest and character.
- 5 A large planted SUDS feature integrated into the landscape will serve as focal points, providing functional benefits and supporting local ecology.
- 6 Picnic seating area aligned with views over the SUDS ponds.
- 7 A Green Infrastructure enhancement area will be established in the southernmost part of the parkland with new native woodland planting. This will increase opportunities for biodiversity and habitat creation, while also reducing the visibility of the adjacent rail line.
- 8 Meadow areas within the Green Infrastructure enhancement area to the south will adopt a low maintenance strategy (cut, max 2x a year). This will help support a greater abundance of habitats and prevent too much human disturbance.
- 9 Mown grass paths cut through the Green Infrastructure enhancement area will provide informal footpaths for walking and enjoying nature.



SECTION 04



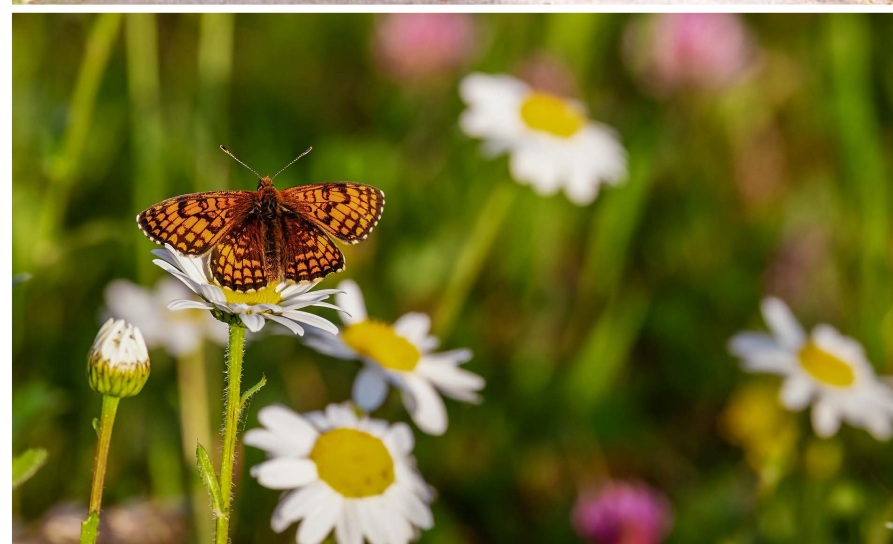
# Green & Blue Corridors



A network of green and blue corridors will connect new neighbourhoods, engaging the community through outdoor activities and social interactions, contributing to a healthier, more sustainable environment.

Aligned with existing and restored historic landscape features, these corridors will offer attractive, safe active travel routes linking housing with community spaces.

They will preserve and enhance natural spaces between residential areas, creating an appealing setting for new homes and providing various community and environmental benefits, including opportunities for informal play, recreation, and direct access to nature from residents' doorsteps.





## GREEN & BLUE CORRIDORS CODING PRINCIPLES

- 1 Existing hedgerows will be preserved and enriched with fruit-bearing species to encourage foraging and support local wildlife.
- 2 Native trees, including some fruiting varieties, will be planted throughout the corridors. All species will have a naturalistic form, such as feathered or multi-stem.
- 3 3-meter active travel paths through the corridors will support a connected network of locations.
- 4 SUDs channels within the corridors will offer a soft approach to drainage and surface water attenuation, while also creating new habitat networks.
- 5 "Play-on-the-way" features will provide opportunities for children to engage with the landscape, adding interest and character.
- 6 Occasional seating will offer local spots for meeting others or reflecting amongst nature.



SECTION 05



# Ecology

The Masterplan has been designed, where possible, to minimise and mitigate the impact of development on habitat loss and fragmentation. Through its delivery of multi-functional green infrastructure, it will also buffer and strengthen existing valued habitats and contribute positively and proportionately to nature's sustained recovery through the phased creation of new linked habitats.

## Creating Effective Links

Significant green links across the site will be maintained through the retention of existing hedgerows and additional tree / scrub planting and creation of species rich / tussock grassland areas. This will ensure that species can move through the site, and will also provide breeding and foraging opportunities.

## Supporting Biodiversity Targets

The development as a whole will achieve a minimum 10% net gain to biodiversity by creating valuable habitats can be created where there is currently arable land of low ecological value. There are opportunities for the creation of extensive areas of locally important habitats such as ponds, hedgerows, deciduous woodland and species rich neutral meadows.

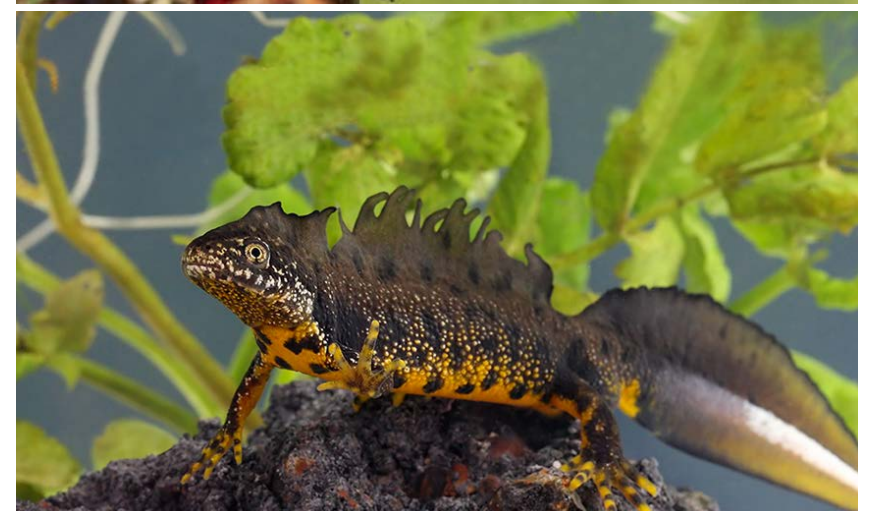
## Integrating Features

The green space will be designed to integrate the retained existing boundary hedgerows. Existing trees and patches of woodland will be integrated into green corridors and supplemented with additional tree and scrub planting and species rich grassland.

Creation of wooded areas using large canopy native species such as oak, ash, beech and hornbeam will integrate the development into the surrounding area. These will be complimented with smaller canopy edge species such as cherry, hawthorn, blackthorn, willow and elder to create transitional zones between the woodland and grassland and provide further habitat variety.

## Securing Implementation

The creation and subsequent management of habitats within the green infrastructure and the relevant biodiversity net gain it achieves will be secured through Section 106 Agreements attached to the grant of the planning permissions.









# Play Strategy

The Play Strategy illustrates that there is a clear and even distribution of formal play facilities across the site. One NEAP and two LEAPs will be located at key nodes, each with a distinctive design mirroring local surroundings.

The play provision will cater for children of all ages and abilities by offering a range of play equipment. This includes incidental play-on-the-way alongside active travel routes, creating fun and engaging routes for young children, and climbing frames for older children looking to challenge themselves.

In reference to 'Safer Parks: Improving Access for Women and Girls' and 'Making Space for Girls' guidance, alternative spaces for teenagers will also be provided for those who don't wish to use more formal sports facilities in the wider area, ensuring there is a safe space for outdoor socialising.

## LEGEND




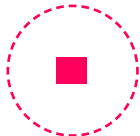
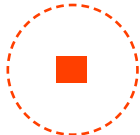


-  Red line boundary
-  Proposed site development
-  Proposed landscape
-  NEAP - Neighbourhood Equipped Area for Play (1000m, 12 minute walk)
-  LEAP - Local Equipped Area for Play (400m, 5 minute walk)
-  Play on the way & Fitness Trail
-  Social Space designed using guidance; Safer Parks Improving Access for Women and Girls.



FIGURE 18:  
Play  
Strategy



# CENTRAL GREEN NEAP

The Parkland NEAP will have a modern character responding to it's higher density setting and location near to the community hub. It will feature a diverse selection of equipment suitable for various age groups. The active play spaces will feature rubber safety surfaces and provide ample opportunities for exploration while maintaining an open layout conducive to children's free movement and fostering a sense of independence.



# SOCIAL SPACE

These areas are designed in line with current best practice to make open space more accessible and feel safe and inviting, especially for girls. By doing this, a more inclusive environment is available to all user groups. This might include group seating, swing seats, fitness equipment and sunken spaces.



# NEIGHBOURHOOD GREEN LEAP

The neighbourhood green LEAP will be more formal in character. The materials will be more focused on hard surfaces such as concrete, tarmac with painted lines accentuating loop routes and materials that mirror those of the surrounding architecture. Formal hedges around the perimeter of the space will provide a sense of containment from the adjacent road and give the feeling of a formal green.



# HEDGE PLACE LEAP

The Hedge Place LEAP will take on a naturalistic character prioritising imaginative play to foster creativity and interaction. Opportunities for play will be created within swales, wildlife zones, and incorporate natural elements like logs and stepping stone boulders. Native trees will enhance local habitats, while willow walks will highlight local materials and craftsmanship, creating a connecton with the wetland environments of the nearby River Penk.





# SuDS Strategy

Blue Infrastructure forms an integral part of the Masterplan, with sustainable drainage solutions (SuDS) proposed the movement of water within the site, deliver improvements to water quality and bring water closer to people.




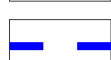
The layout of the Masterplan responds to the natural landform of the site and seeks to protect and, where possible, enhance features in the existing drainage network. Water will be captured and transferred to outfall to the River Penk by a network of swales and detention basins.

The detailed design of the SuDS features will need to be sensitively considered as part of the future reserved matters applications.

They must be designed to enhance the local landscape character and in naturalistic landscapes should not appear as engineered features with steep sides. All drainage infrastructure (headwalls, spillways etc) should be designed specifically for their location, and standard heavily engineered solutions avoided.

In all cases they will be designed to enhance biodiversity by providing a range of habitats including some permanent water at their base. However, depending on their location in the scheme the basins and channels will be designed to either have an amenity focus with some human access or more of an ecological focus with minimal human access.

## LEGEND

-  Red line boundary
-  Basins with part amenity focus and some human access
-  SuDS conveyance route
-  Culvert conveyance route

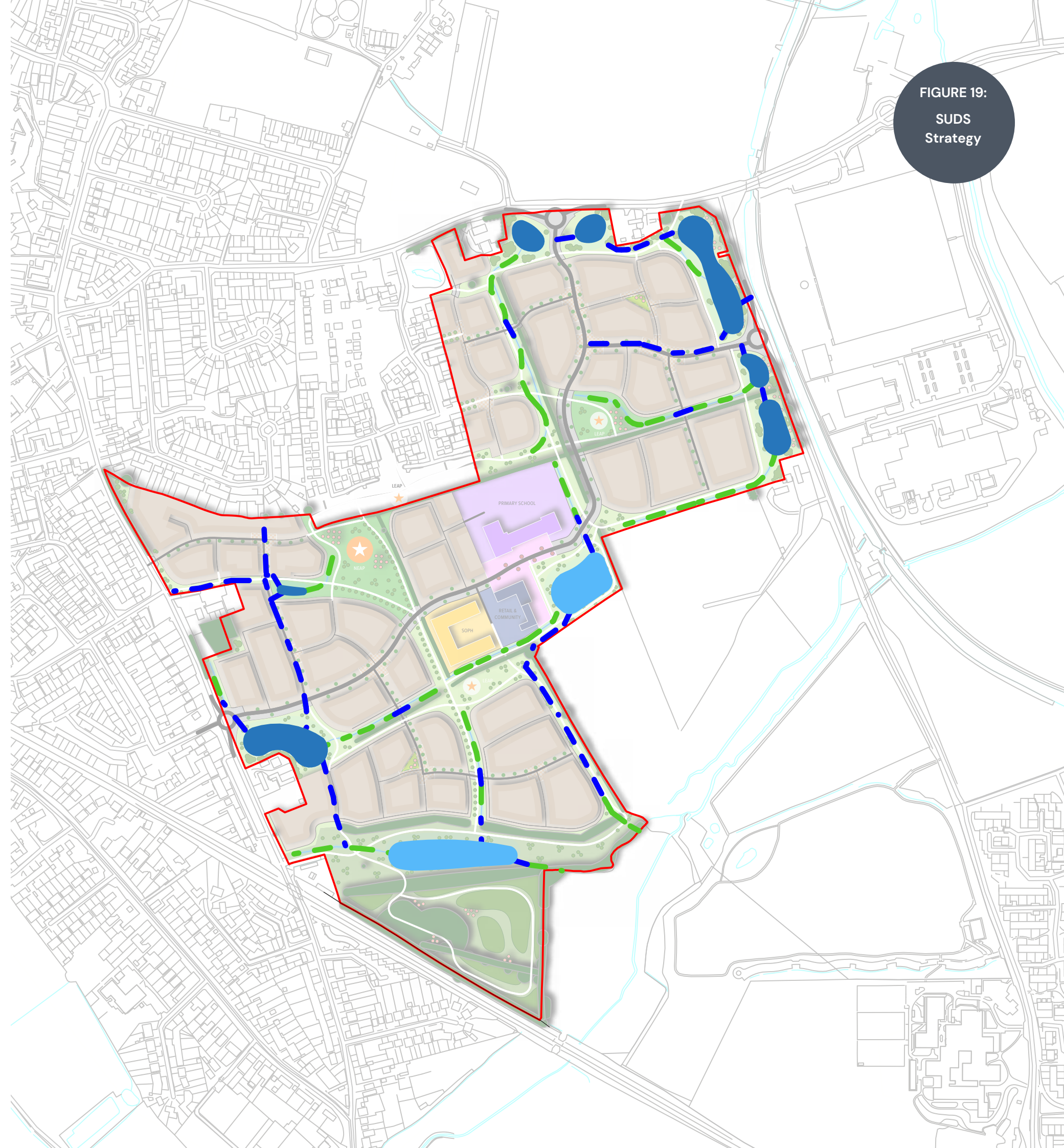


FIGURE 19:  
SuDS  
Strategy



# SUSTAINABLE URBAN DRAINAGE

## AMENITY SUDS FEATURES

These basins are located adjacent to the Community Hub and Natural Parkland. They will be open and accessible with elements of play, walkways and jetty's encouraging people to view or cross the space.



## ECOLOGICAL SUDS FEATURES

The ecological basins are located along the green and blue corridors and within the native edges. These will be planted with a range of biodiverse wetland plants, shrubs and trees to increase biodiversity. They will limit access so as to maintain an untouched space for local wildlife.





# Planting Strategy

The planting strategy provides a site wide guide that will determine planting characters within the landscape strategy typologies and in focal areas within the scheme.

## PLANTING CHARACTER

- Residential Area:**  
Verges along the streets will feature wildflower, mown grass, ornamental planting, or formal hedgerows.
- Community Hub:**  
Distinctive public realm trees, providing an attractive setting to the key buildings.
- Central Green:**  
Small groups of native parkland trees and an orchard showcasing diverse fruit-bearing species.
- Neighbourhood Green:**  
A traditional neighbourhood green with areas of ornamental planting and a formal hedge lined perimeter.
- Natural Parkland:**  
Naturalistic arrangement of native trees, shrubs, and meadow, evoking a parkland character.
- Native Edge:**  
Informal groups of native planting that create a soft edge to the development and wildlife edge.
- Ecology Area:**  
Woodland featuring native trees and scrub, interspersed with occasional fruit-bearing species. Within the flood zone, water-tolerant species will be included to enhance the wetland habitat.
- Primary Street:**  
Double verge of formal avenue tree planting.
- Secondary Street:**  
Single verge of formal tree planting.
- Green Link:**  
A single row of parkland tree species with ground cover understory planting running through the site, connecting various public open spaces.
- Green & Blue Corridor:**  
A variety of native trees and shrubs with a naturalistic appearance, including opportunities for shrub planting within SUDS corridors.
- Existing Vegetation:**  
Maintained and reinforced with similar tree species.



**Note:** The removal of existing trees and hedgerows will be minimised, focusing on trees that are of poor quality, dead, dying, or located at proposed highway entrances.



	TREE SPECIES	HEIGHT	GIRTH	NOTES	SHRUBS & HEDGEROWS		
	COMMUNITY HUB <ul style="list-style-type: none"><li>Acer rubrum</li><li>Ginkgo biloba</li></ul>	4–5m	18–20cm	Minimum 1.8m clear stem; formal habit.	 		
	PRIMARY STREET <ul style="list-style-type: none"><li>Acer campestre ‘Elsrijk’</li><li>Ulmus ‘New Horizon’</li><li>Amelanchier x grandiflora ‘Robin Hill’</li></ul>	4–5m	18–20cm	Minimum 1.8m clear stem; formal habit.	  		
	SECONDARY STREET <ul style="list-style-type: none"><li>Carpinus betulus ‘Frans fontaine’</li><li>Betula utilis ‘jacquemontii’</li><li>Ginkgo biloba</li></ul>	3–4m	16–18cm	Clear stem; formal habit.	  		
	GREEN LINK <ul style="list-style-type: none"><li>Tilia x europaea</li><li>Corylus columna</li><li>Acer campestre ‘Elsrijk’</li><li>Acer platanoides</li></ul>	3–4m	14–16cm	Native trees with parkland appearance, 1.8m clear stem, reinforcing the existing hedgerow and native tree species.	   		
	CENTRAL GREEN / NEIGHBOURHOOD GREEN	<ul style="list-style-type: none"><li>Quercus robur</li><li>Quercus petraea</li><li>Tilia x europaea</li><li>Populus tremula</li></ul>	A range of heights including 3m, 4m and 5m.	12–14cm and 18–20cm	Tree and shrub planting will have a natural appearance and include specimens with a bushy and wild character	<ul style="list-style-type: none"><li>Crataegus monogyna</li><li>Corylus avellana</li><li>Betula pendula</li></ul>	   
		<ul style="list-style-type: none"><li>Acer platanoides</li><li>Prunus avium</li><li>Betula pendula</li></ul>	A range of heights including 3m and 4m.	12–14cm and 14–16cm	Amenity species to have a 1.8m clear stem to allow natural surveillance.	<ul style="list-style-type: none"><li>Carpinus betulus (Hedge)</li></ul>	   
	NATURAL PARKLAND / ECOLOGY AREA <ul style="list-style-type: none"><li>Quercus robur</li><li>Castanea sativa</li><li>Acer camestre</li><li>Aesculus hippocastanum</li><li>Corylus avellana</li><li>Alnus glutinosa</li><li>Salix alba</li><li>Salix caprea</li></ul>	A range of tree planting heights including 2m, 3m and 4m high trees.	8–10cm and 12–14cm and 14–16cm	Tree and shrub planting will have a natural appearance and include specimens with a bushy and wild character	<ul style="list-style-type: none"><li>Corylus avellana</li><li>Illex aquifolium</li><li>Prunus spinosa</li><li>Cratagus monogyna</li></ul>	       	
	GREEN & BLUE CORRIDOR <ul style="list-style-type: none"><li>Malus sylvestris</li><li>Prunus avium</li><li>Malus domestica sp.</li><li>Acer campastre</li><li>Prunus domestica sp.</li><li>Alnus glutinosa</li><li>Betula pubescens</li></ul>	A range of tree planting heights including 2m, 3m and 4m high trees.	8–10cm and 12–14cm and 14–16cm	Tree and shrub planting will have a natural appearance and include specimens with a bushy and wild character	<ul style="list-style-type: none"><li>Prunus spinosa</li><li>Coryluss avellana</li><li>Cornus mas</li><li>Crataegus monogyna</li><li>Cornus ‘Midwinter Fire’</li></ul>	       	
	NATIVE EDGE <ul style="list-style-type: none"><li>Betula pendula</li><li>Quercus robur</li><li>Acer campastre</li><li>Malus sylvestris</li><li>Malus domestica sp.</li><li>Prunus domestica sp.</li><li>Alnus glutinosa</li></ul>	A range of tree planting heights including 2m, 3m and 4m high trees.	8–10cm and 12–14cm and 14–16cm	Tree and shrub planting will have a natural appearance and include specimens with a bushy and wild character	<ul style="list-style-type: none"><li>Coryluss avellana</li><li>Cornus mas</li><li>Crataegus monogyna</li><li>Alnus glutinosa</li></ul>	       	



# Public Open Space Strategy

## OVERALL PUBLIC OPEN SPACE PROVISION

The exact quantum and breakdown of POS will be defined at the detailed design stage, when the final details of the approach to be taken in relation to the built form, landscape scheme, highway design, drainage strategy, etc will be considered in greater detail.

However, the Masterplan identifies a generous range of multi- functional POS that significantly exceeds the overall POS requirements of the extant and emerging Local Plans. This is set out below:

- POS requirement for 750 dwellings (extant plan): 7.50 hectares
- POS requirement for 750 dwellings (emerging plan): 4.50 hectares
- Overall POS provision as per Strategic Masterplan (excluding SUDS): 12.21 hectares.

## TYOLOGIES:

The breakdown in typologies will similarly be subject to refinement through the detailed design scheme, in particular to take account of the landscape strategy.

However, the Masterplan highlights how the POS standards for each typology, as set out in SSC’s Open Space Study Standards Paper will be exceeded.

This is set out in the below table and adjacent plan:

PUBLIC OPEN SPACE PROVISION VS STANDARDS (OPEN SPACE STUDY STANDARDS PAPER ("OSSSP"), JANUARY 2020)

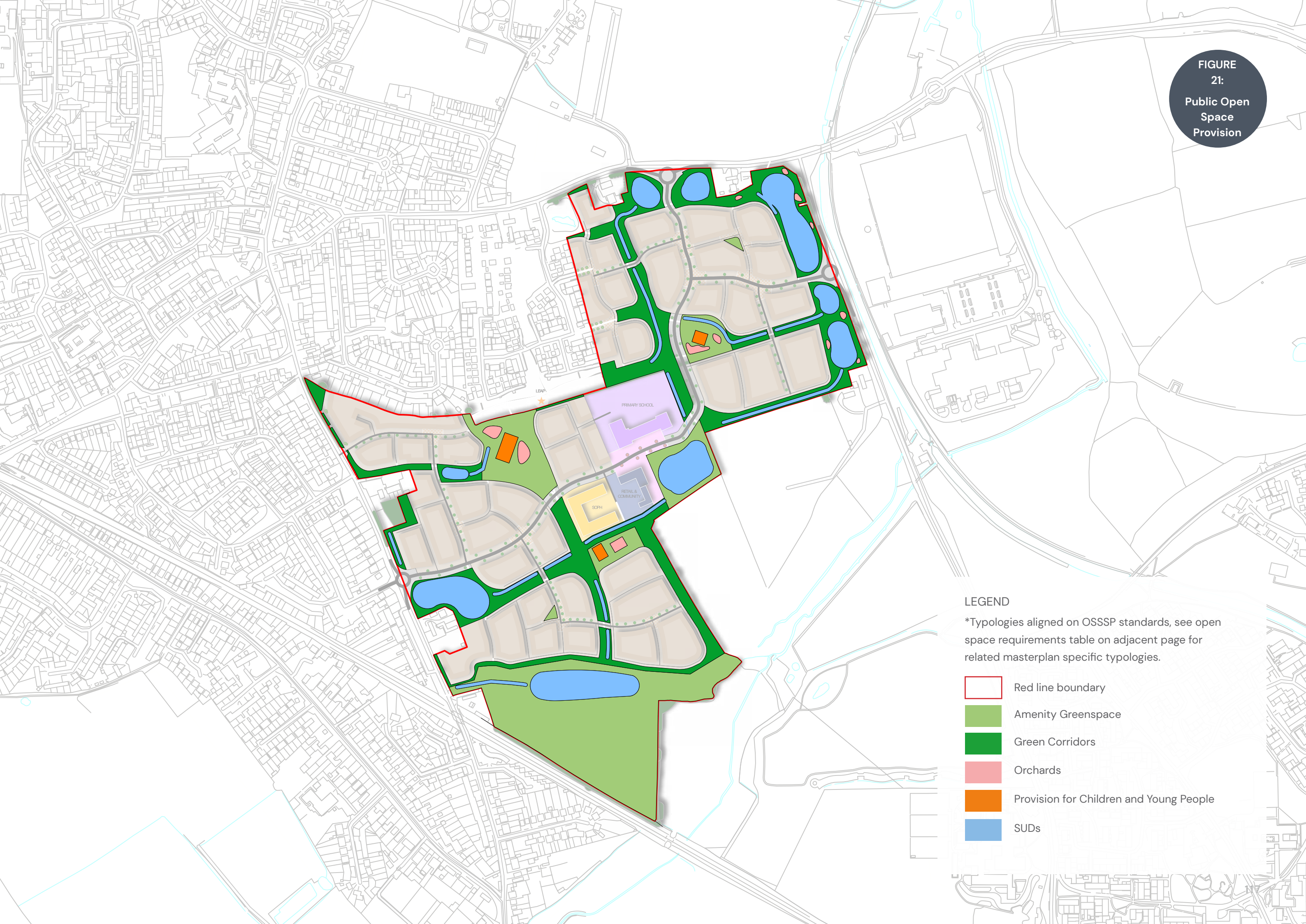
Requirement				Provision	
OSSSP Typology	Definition / Primary Purpose	Requirement per dwelling (hectares)	Requirement for 750 dwellings (hectares)	Masterplan POS Typology	POS Provision (as per Masterplan RevC)
Amenity Greenspace	Accessible, high quality opportunities for informal recreation and community events.	0.004	3.00	Amenity Space (excluding SuDS)	6.59
Green Corridors	Wildlife conservation, biodiversity and environmental education and awareness.	0.002	1.50	Green Corridors (excluding SuDS)	5.20
Allotments	Opportunities for people who wish to grow their own produce as part of the long term promotion of sustainability, health and social inclusion.	0.0003	0.23	Orchards	0.24
Provision for Children and Young People	Areas designed primarily for play and social interaction involving children and young people, such as equipped play areas, MUGAs, skateboard areas and teenage shelters.	0.0001	0.08	LEAP and NEAP	0.18
Total Requirement		0.0064	4.80	Total Provision (excluding SuDS)	12.21

Note: The total requirement when adding up the requirement for each typology (4.80ha) does not equate directly with the total POS requirement from the eLP (4.50ha), due to rounding within the eLP requirement.

It is evident, therefore, that the Masterplan incorporates a very generous quantum of multi-functional POS and that responds to the needs and demands of the new community.



FIGURE  
21:  
Public Open  
Space  
Provision



LEGEND

\*Typologies aligned on OSSSP standards, see open space requirements table on adjacent page for related masterplan specific typologies.

- Red line boundary
- Amenity Greenspace
- Green Corridors
- Orchards
- Provision for Children and Young People
- SUDs







# 8. Sustainability



# Sustainability

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

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.

Specifically, the Masterplan's landscape-led approach has resulted in a generous open space / green infrastructure offer. This includes a number of green links through The Site that will provide a green setting within which the built form will sit. Green links will incorporate retained trees and hedgerows, swales and direct and attractive leisure routes, whilst providing substantial new tree planting.

This 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 highly sustainable standard of living.

## SUSTAINABLE MOVEMENT

The development will promote active travel through the creation of a robust and permeable network of direct and safe routes that prioritise walking, cycling and scooters over car. The scheme will also provide off-site links, like for example connections to the adjacent new housing scheme, Bilbrook village centre, train station and other local amenities. Apart from the network of functional active travel routes, emphasis will be also given on leisure routes that bring residents closer to nature and encourage a healthier and more sustainable lifestyle.

Car-sharing will also be introduced as an alternative to private car use.

## ECOLOGY & BIODIVERSITY

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.

The naturalistic parkland to the south of The Site will combine existing mature landscape with new native planting, adding significant ecological value.

Similarly, the native edge to the north and east, with its semi-natural landscape and SuDS features will contribute to the increase in biodiversity.

## SUSTAINABLE URBAN DRAINAGE

The Site will largely drain to the south and east, reflecting the existing topography. The biggest volume of SuDS will be located in the northern, southern and eastern parts of The Site and along the green corridors to drain the residential development. Those features will form an integral part of the green infrastructure and will be enhanced to provide ecological benefits.

## 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 the following principles will be incorporated 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.
- Optimum plot orientation for solar gain with south facing windows to maximise sunlight.
- 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.



- 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.
- 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.





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