BLOOR HOMES®

LAND EAST OF BILBROOK

Development Framework

December 2022

e*SCAPE urbanists 10 years 2009 - 2019

Quality Checked*	
Document: 022/013/000/RevA/DF	The Studio, Hartsgrove Farm Hollin Lane Sutton Macclesfield Cheshire SK11 0NN Tel: 01260 253207 Email: hello@escape-urbanists.com www.escape-urbanists.com
Compiled by: KC	
Reviewed by: RL	
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Contents

Lane Green

Phase 1
Under Construction

Square

Square

Square

Square

Square

Primary School
(1.3ha/3.2 acres)

Community Square

Central Greenspace

Extra Care
Up to 75 beds
(0.6ha/1.48 acres)

Retail
(0.5ha/
1.23 acre)

Lane Green Barns

Lane Green Road

Lane Green Farm

Shropshire Union Canal

Barnhurst Lane

Park

1. INTRODUCTION

INTRODUCTION

This document has been prepared for Bloor Homes by a multi-disciplinary, professional consultancy team. It provides a development framework for the delivery of a residential led scheme for land east of Bilbrook ('the site'), South Staffordshire.

Utilising the vision, objectives and concept masterplan produced through collaboration to date, this document outlines the progression of the proposal having regard to the identified constraints and opportunities that have been informed by the baseline evidence prepared to date.

BACKGROUND

Land east of Bilbrook is one of four key Strategic Development Locations which has been identified to support housing growth within South Staffordshire up to 2039.

The Publication Local Plan recognises that it is important to properly masterplan sites of this scale, which need to be supported by appropriate new infrastructure.

Since land east of Bilbrook was identified as a Strategic Development Location in the Preferred Options document, Bloor Homes has worked collaboratively with the Council, the Council's masterplanning consultant and a range of key stakeholders to progress a Vision, Objectives and illustrative masterplan. The work undertaken to date provides the foundations for the emerging proposal contained within this development framework.

In line with draft Policy MA1, Bloor Homes is committed to progressing the proposal by preparing a comprehensive masterplan and accompanying design code through further stakeholder and local community engagement to inform the preparation of a planning application in due course.

SCOPE

The development framework presented, is underpinned by the following key elements:

- **Land Use Framework**: Identifying the quantum and distribution of the type and mix of development proposed across the site.
- **Movement Framework and Access Strategy:** providing details of vehicular and pedestrian/cycle access points and a hierarchy of movement routes within the site and to key destinations beyond the site.
- **Green Infrastructure Framework:** demonstrating the delivery of a network of multifunctional green space including sustainable drainage, public open spaces and habitat creation.
- **Strategic Urban Design Framework:** identifying the strategic design approach to ensuring the delivery of a high-quality development.

The development framework will inform the preparation of a side-wide Strategic Master Plan (SMP) through further engagement.

This document demonstrates there are no physical, environmental, ecological or other constraints preventing the site coming forward for housing and concludes the site can achieve sustainable development that is well-designed and responsive to the local context.

1. INTRODUCTION

BLOOR HOMES

Bloor Homes Ltd was founded in 1962 and now has 60 years of continuous experience in promoting and delivering major housing schemes across the UK. Through a combination of Bloor Homes, Triumph Motorcycles and Pickerings Plant, Bloor Holdings Ltd has a combined turnover in excess of £2bn per annum and remains a financially independent, family owned business with no debt.

The business operates across the country from 9 regional offices, with a headquarters based in Leicestershire. The company now builds in excess of 4500 new homes annually and has consistently maintained its HBF rating as a 5 Star Home Builder.

The business model operated by Bloor Homes is focussed on the identification, promotion and delivery of major strategic housing sites, delivering over 70% of its plots annually from its strategic land portfolio. This requires Bloor to act as a responsible housebuilder, ensuring high quality schemes are delivered 'from cradle to grave', often over a number of individually promoted phases.

Bloor Homes have the necessary expertise, funding and capacity to deliver a high quality new neighbourhood to the east of Bilbrook, building on the successful Bilbrook Mill development.

DOCUMENT STRUCTURE

The remainder of this document is structured as follows:

- Section 3: Provides a brief summary of the national and local planning policy context relevant to the site and development proposals.
- Section 4: Sets out a proposed Vision and development objectives for the site.
- Section 5: Provides an overview of the key development constraints and opportunities affecting the site, drawing on a range of technical surveys and studies.
- Section 6: Presents the proposed masterplan for the site, including a description of key design principles and features;.
- Section 7: Presents the urban design framework underpinning the proposed masterplan.
- Section 8: Provides an initial phasing and delivery strategy for the site.
- Section 9: Summary & Conclusions.

2. THE SITE

THE SITE

The site extends to approximately 40 hectares and is located on the eastern edge of Bilbrook village, approximately 5.5km north west of Wolverhampton (see location plan opposite).

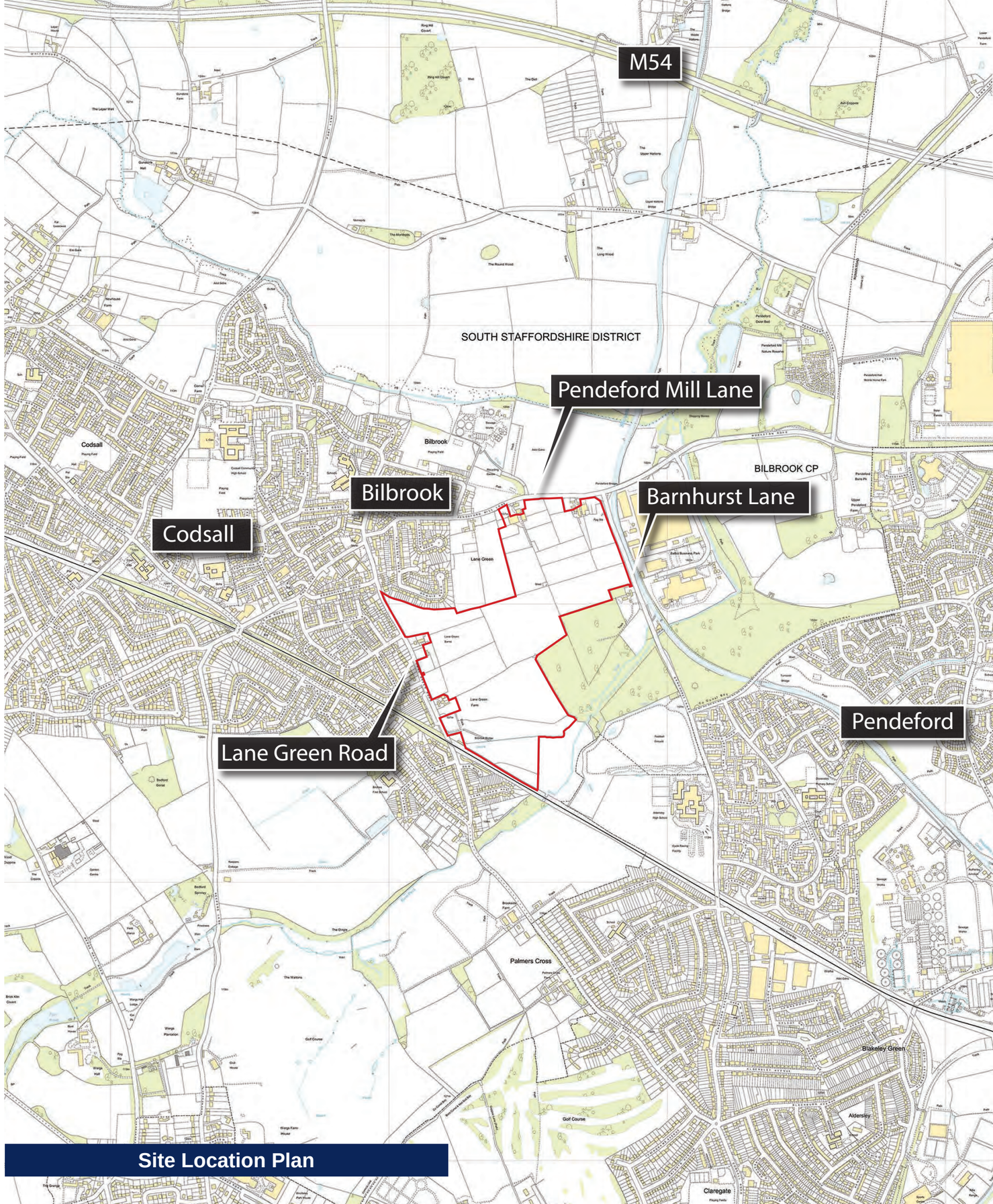
The site comprises a number of field parcels and several agricultural buildings, located off Pendeford Mill Lane, which forms the northern boundary to the site. Barnhurst Lane extends along the eastern boundary, beyond which lies the Shropshire Union Canal and Balliol Business Park. To the west, the site fronts onto Lane Green Road. The River Penk corridor runs to the south-east.

At the north-west corner of the site, a parcel of land is currently being developed by Bloor Homes as Bilbrook Mill to provide 164 dwellings, with a recently-constructed access from Pendeford Mill Lane.

The site is controlled by Bloor Homes who are committed to the delivery of a high-quality, contextually responsive and comprehensive residential-led scheme on the land.

Site Boundaries Plan

2. THE SITE



Site Location Plan

3. PLANNING POLICY

NATIONAL PLANNING POLICY

A revised National Planning Policy Framework (NPPF) was introduced in July 2021. The Government recognises that the planning system should be genuinely plan-led, with succinct and up-to-date local plans providing a positive vision for each local authority; a framework for addressing housing needs and other economic, social and environmental priorities that span a minimum 15 year period from adoption.

The NPPF requires local authorities to identify a sufficient amount and variety of land, that can come forward where it is needed, to support the Government's aim of significantly boosting the supply of homes. To determine the number of homes needed a local housing need assessment is required, conducted using the 'standard method.' This standard method identifies a housing need for South Staffordshire District of 241 dwellings per annum, including an uplift to take account of market signals and affordability.

Similarly, the standard method indicates that, collectively, the four Black Country authorities are obliged to deliver 4,004 dwellings per year, including a 35% uplift applied to the City of Wolverhampton.

SOUTH STAFFORDSHIRE LOCAL PLAN REVIEW

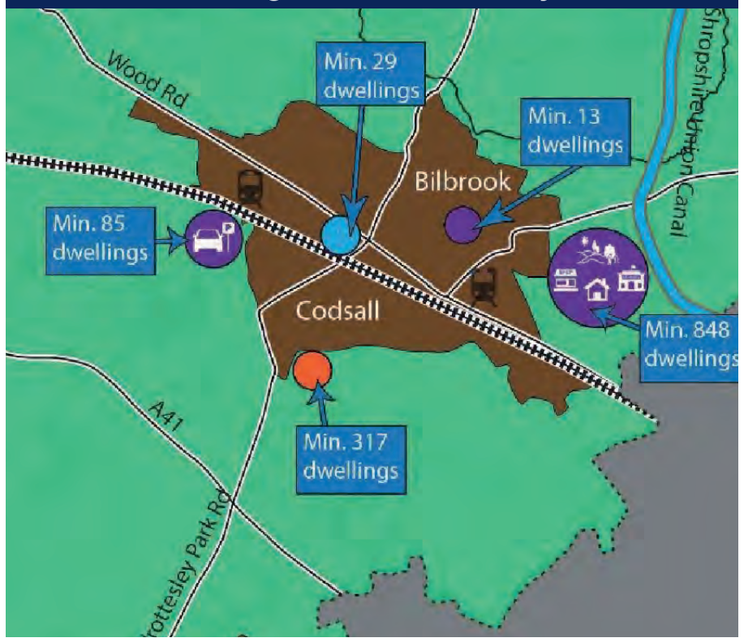
The current development plan commits the District Council to carrying out an early review of the development plan in order to respond to the increasing need for development, both within South Staffordshire and the wider housing market area.

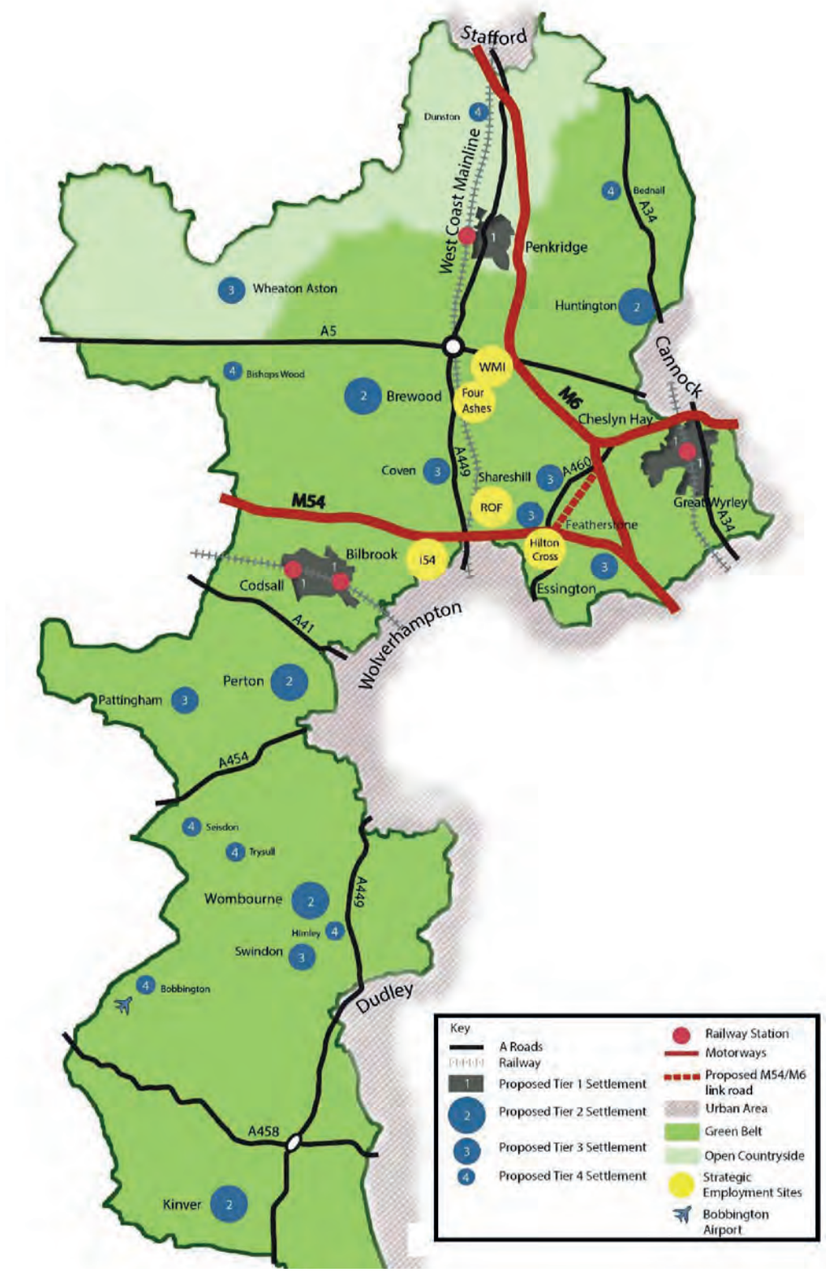
Bloor Homes supports the District Council's decision to carry out a review to ensure an up to date planning policy framework is in place to shape the District to 2039. The review is necessary to address local housing need, reflect new national planning guidance and provide a meaningful contribution to meeting needs of neighbouring authorities, where it can be demonstrated that they are unable to do so.

The proposed spatial development strategy focuses growth within Locality 4 to Bilbrook and Codsall, recognising the recommendations in the Greater Birmingham and Black Country Strategic Growth Study and the greater level of existing services and facilities in this area compared to other villages in the district, including access to two railway stations.

The Preferred Options version of the Local Plan Review identified Land East of Bilbrook as a preferred Strategic Development Location (SDL). This SDL is now identified in the Publication Local Plan as a location for major housing growth comprising a minimum of 848 homes, a new first school, a community hub and

Housing Growth in Locality 4





South Staffordshire Context Map and Proposed Settlement Hierarchy

4. VISION

VISION

The Publication Local Plan (Policy SA1) sets out a unique Vision for the site which is presented opposite. Policy SA1 also identifies a series of development objectives covering social, economic and environmental themes which are presented on Page 10.

This Vision and associated development objectives have provided the starting point for informing the emerging masterplan and the development framework which underpins it.

Particular consideration has been given to the need to create an attractive gateway into the settlement and to ensure a strong green infrastructure network which retains and enhances existing natural assets. Another important design driver has been the need to successfully integrate the proposed community and commercial uses within the wider development in a way that maximises accessibility and place-making objectives.

"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 regulated net zero carbon community".

DEVELOPMENT OBJECTIVES

Environmental

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 & 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, greenspace 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 greenspace 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 and attractive main route and promote

Social & Economic

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. A small local supermarket in the new neighbourhood could be provided to cater for 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.

4. CONSTRAINTS & OPPORTUNITIES

CONSTRAINTS & OPPORTUNITIES

The masterplanning process has been informed by a thorough understanding and appreciation of the site and surrounding context.

Desktop and physical assessments have been undertaken by a multi-disciplinary team of consultants to inform the development of the opportunities and constraints plan, which is illustrated on page 19. A summary of that work is provided below.

In summary, no technical barriers preventing the development of the site have been identified.

Landscape Character

The site is located within the Sandstone Estatelands Landscape Character Type as documented by the Staffordshire Council document: 'Planning for Landscape Change: Supplementary Planning Guidance to the Staffordshire and Stoke on Trent Structure Plan 1996 – 2011.

The site generally accords with the key characteristics and descriptions as the woodlands and parklands of the traditional rural estates characterise the more intact parts of the rolling lowland landscape type. Acid sands and brown earths predominate and, whilst some significant remnants of the original heathlands survive, the major land use is now arable cropping in large hedged or open fields of a regular pattern. The character type borders onto the urban settlement edge of Bilbrook but other settlement is sparse and characterised by expanded hamlets and wayside cottages further east and north of the proposed development site. The basic former woodlands and parklands have been almost completely lost by historical agricultural practices. Recent enclosure of the land is indicated by the ordered nature of a planned functional landscape.

The proposed development site is not within an area of Landscape Sensitivity but all proposals will have to generally be compliant with South Staffordshire Local Plan and Core Strategy (2012) Policy EQ4: Protecting and Enhancing the Character and Appearance of the Landscape:

"*The intrinsic rural character and local distinctiveness of the South Staffordshire landscape should be maintained and where possible enhanced. Trees, veteran trees, woodland, ancient woodland and hedgerows should be protected from damage and retained unless it can be demonstrated that removal is necessary and appropriate mitigation can be achieved. For visual and ecological reasons, new and replacement planting should be of locally native species".*

Throughout the District, the design and location of new development should take account of the characteristics and sensitivity of the landscape and its surroundings, and not have a detrimental effect on the immediate environment and on any important medium and long distance views.

The siting, scale, and design of new development will need to take full account of the nature and distinctive qualities of the local landscape. The use of techniques, such as landscape character analysis, to establish the local importance and the key features that should be protected and enhanced, will be supported.

Proposals should retain and strengthen the components of landscape character and local distinctiveness, with particular attention to the detailing of any proposal and its relationship with existing buildings, features and vegetation.

Visual Amenity

Visually, the wider landscape is a gently rolling, featureless landscape where the increasing intensification of the arable farming has led to almost complete destruction of the fabric of the landscape, ensuring that a high number of elements are visible. The present state of the hedgerows is generally poor and contain some remnant hedgerow oaks. Stream corridors in places provide the only intact landcover elements that provide some structure to this simple landscape however, these characteristics are not present within the site boundary.

Sensitive visual receptors are identified as being localised to the western edge accounting for the interface with the existing residential area of Bilbrook, however, most dwellings back onto the site boundary with an array of garden fences and vegetation forming the settlement edge. From within the site a number of short to medium range views look out Dam Mill, Bilbrook Bridge and Balliol Business Park.

There are no public footpaths or bridleways that cross the proposed development site but the Monarch's Way travels along the towpath of the Shropshire Union Canal which is adjacent to the site's north eastern boundary. The landscape strategy proposes that substantial landscape buffers and planting are located in these locations to reduce any potential adverse effects on the visual amenity of these receptors.

Generally, the proposed development site is visually well contained when viewed from further afield. Views from the west are totally screened by the existing Bilbrook settlement and from the south by the vegetation on the railway line. Views from the east tends to be filtered between the buildings and edges of the Balliol Business Park.

Views are achievable into the site from Pendeford Mill Lane above the existing hedgerow vegetation but become limited further north due to the landform and vegetation within the existing countryside, however, the landscape strategy will ensure that appropriate planting is introduced to provide mitigation for any identified adverse effects.

Generally, it is not considered that any long term significant adverse effects will pervade in respect of the likely impacts on the landscape character and visual amenity.

Existing Vegetation & Trees

The site comprises several parcels of land currently in agricultural use and used mainly for grazing.

Existing hedgerows define a number of the site's boundaries, including along Pendeford Mill Lane, Barnhurst Lane, Lane Green Road and the boundary with the railway line in the south-west corner. Internal field boundaries are also defined by existing hedgerows creating a strong and established green infrastructure network throughout the site.

4. CONSTRAINTS & OPPORTUNITIES

Existing trees within the site are largely confined to internal hedgerows although there are a scattering of individual trees towards the northern end of the site, including around the existing farm buildings.

A tree survey has been carried out to identify the quality and retention value of any trees within the site, with the presumption being to retain existing trees of value wherever possible and to integrate these within the landscape strategy and open space network for the site.

Ecology

The majority of the site comprises species-poor semi-improved grassland managed through cattle and horse grazing and a cultivated field which are of relatively low ecological value, while habitats of greater ecological value include hedgerows, trees and the River Penk.

A suite of ecological surveys undertaken throughout the site have identified the presence of Badger setts and low usage of the site by common bat species, while three trees with the potential to support roosting bats are present within the site.

The River Penk, trees with potential to support roosting bats and Badger setts are to be retained and safeguarded as part of the development, while the proposals seek to minimize impacts to hedgerows and trees, with losses proposed only where necessary to facilitate access roads.

The large areas of proposed open space offers considerable enhancement opportunities over the existing situation. Through the creation of new habitats of greater ecological value such as wildflower grassland and attenuation features planted with native marginal species, the proposals would increase the floristic diversity of the site and represent enhanced opportunities for a range of wildlife including bats and Badgers.

At the south-west corner, adjoining the site boundary, there is a small existing pond which may present some ecological value and would be retained and enhanced as part of the development.

Topography

Ground levels within the site are generally flat with some undulations. Levels across the site average around 105m AOD, rising to around 110m AOD across central parts of the site. Towards the southern end, the site slopes gently towards an existing watercourse (The River Penk) and open drain.

Residential Amenity

The site forms a natural and logical extension to Bilbrook with existing housing development directly adjoining the site to the west. A suitable design response will be required to ensure that the amenity of existing residents living in houses adjoining the site is maintained.

The north-west corner of the site shares an interface with the Bilbrook Mill development which is currently under construction. The rear and side gardens of new properties within the Bilbrook Mill site would back onto the proposed site, requiring an appropriate design response.

Lane Green Road extends along the western site boundary. Along its eastern side are two small housing developments (Lane Green Farm and Lane Green Barns) which back onto the site. The western side of Lane Green Road is flanked by residential properties along its entire length although inter-visibility between the site and existing housing (which includes a number of single storey bungalows) is restricted by the existing hedgerow along the site boundary, tree planting in the front gardens of properties and within wide grassed verges along the street.

To the north, there are a small number of existing houses fronting onto the south side of Pendeford Mill Lane which back onto the site but which fall outside of the red line boundary.

5. CONSTRAINTS & OPPORTUNITIES

Archaeology and Heritage

There are no designated heritage assets within the site or within such close proximity to the site that they would constrain development. The Shropshire Union Canal Conservation Area is located immediately to the east of the site and has associated listed, locally-listed and non-designated built heritage assets, including a Grade II listed milepost and aqueduct, locally listed Pendeford Bridge and aqueduct and two accommodation bridges. These heritage assets offer opportunities which have informed the concept masterplan, with the creation of a landscaped public space adjacent to Barnhurst Lane and the canal which is connected to the remainder of the site via a series of green corridors.

A desk-based assessment and geophysical survey have been completed for parts of the site and these suggest a low potential for archaeological remains. A former brickworks is recorded by the County Historic Environment Record just outside the site; however there are no above-ground remains and there is no evidence to suggest that quarrying or associated works extended into the site. Based on the available information, there are no archaeological constraints to development; a phased archaeological investigation will further inform the concept masterplan as the site moves forward.

Access & Connectivity

There are currently two points of vehicular access into the site from Pendeford Mill Lane serving the agricultural buildings at the northern end of the site but which also provide access to the existing houses.

It is likely that a new primary access will be required onto Pendeford Mill Lane to serve the new housing development. There is an opportunity to provide this to the east of the current access to Bilbrook Mill (Phase 1) and west of Barnhurst Lane.

There is potential to create additional vehicular access points into the site from Lane Green road to the west; and from Barnhurst Lane Green Road to the east. This approach will ensure a permeable and connected development that ties in well with the surrounding neighbourhood and existing street network. It also allow vehicles to access the wider strategic road network (e.g. A449 and M54) efficiently and minimise the need for such traffic to use more sensitive routes in Bilbrook town centre.

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

The section of Pendeford Mill Lane along the site's northern boundary also forms part of the local strategic cycle network and National Cycle Network (NCN) Route 81. Development of the site for housing presents an opportunity to create new pedestrian and cycle routes that connect it with the surrounding neighbourhood. These new links would improve access from the village area to major local employment areas to the south and east.

Drainage

According to the Environment Agency (EA) Flood Map for Planning, the majority of the site is located within Flood Zone 1 (Low Probability), land defined as having less than a 1 in 1000 annual probability of river or sea flooding, as shown in Figure 1. A small portion of the site to the south is shown to be located within Flood Zones 2 (Medium Probability) and 3 (High Probability) of the River Penk and its tributary.

A hydraulic modelling exercise will be undertaken of the River Penk and its tributary within the vicinity of the site in order to provide flood extents and flood levels to inform the site layout and proposed mitigation. The hydraulic modelling will also, where possible, appropriately represent restrictive structures which may not be included within the flood map for planning and assess the projected impacts of climate change over the lifetime of the proposed development.

Example Attenuation Basin

Example Swale

5. CONSTRAINTS & OPPORTUNITIES

The majority of the site is shown to be at a low (1 in 1000-year) risk of surface water flooding. A pluvial flow route is shown to be present within the south of the site, attributed to the River Penk and its tributary. There are additional areas of isolated low to high (1 in 30-year) surface water flood risk, associated with topographical depressions.

Severn Trent Water sewer records show a rising main to be located within the west of the site. The rising main will require a 6m easement, 3m either side of the centreline. Two surface water sewers are also shown to outfall to the tributary of the River Penk, adjacent to the south western site boundary. These assets require 10m easement, 5m either side of the centreline. There are also several additional sewers within the site which will require associated easements.

The proposed development has also been assessed against a further range of potential flood risk sources including groundwater, canals and reservoirs. None of these flood sources have been found to represent a potential barrier to development.

An appropriate Surface Water Drainage Strategy which complies with the latest local and national advice will be implemented on the site to attenuate the increase in surface water runoff caused by development. As a first option, infiltration will be considered for the disposal of surface water. In the event that infiltration is not viable, the rate at which the runoff is discharged on site will be restricted to the equivalent greenfield runoff rate, preventing an increase in flows leaving the site and thus ensuring that the development does not have a detrimental impact upon flood risk elsewhere.

Through the application of Sustainable Drainage Systems (SuDS), the additional surface water will be stored within the site and subjected to multiple stages of treatment to guarantee that the water quality in the wider drainage network is protected. Wherever possible, SuDS features will be above ground to enhance the aesthetic amenity of the development and provide valuable habitats for the local wildlife.

The attenuation provided will be appropriately sized to include an allowance for climate change. Example SuDS features that will be incorporated into the development wherever possible include attenuation basins, permeable paving and swales.

Foul drainage from the development will likely outfall via the existing Severn Trent Water infrastructure. The levels of the site are such that it is unlikely that a gravity connection would be achievable for the entire site to the public foul water network. It is, therefore, assumed that foul pumping stations will be required to be located at the lowest point within the developable area with a 15m cordon sanitaire where no habitable dwelling is permitted.

Utilities

Electricity

National Grid Electricity Distribution provide the local area with an established network of low voltage and high voltage infrastructure. No electricity infrastructure is located within the Site. Protection woks will be required to the NGED substation located to the west of the site on Lane Green Road. The proposed site entrances on Barnhurst Lane, Pendeford Mill Lane and Lane Green Road are anticipated to requite diversionary works due to the high voltage overhead cables that intersect them. There is currently insufficient capacity within the existing network and reinforcement works will be required to provide a supply the proposed development.

Gas

Cadent Gas records confirm they have a network of Low Pressure (LP) and Medium Pressure (MP) gas mains in the local area. No Cadent Gas infrastructure located within the Site. It is anticipated the proposed site entrances on Barnhurst Lane, and Lane Green Road will require diversionary works by CG due to the LP and MP assets being adjacent to the site boundary within the verge/ footpaths. The site entrance from Pendeford Mill Lane appears clear, with a LP gas main within the northern verge of the road. The current gas network has insufficient capacity to supply the proposed development and reinforcement to the network will be required. Cadent Gas propose a point of connection can be made from the medium pressure main within Lane Green Road.

Clean Water

The clean water is provided by Severn Trent Water, clean water mains are located within the surrounding area of the Site, no clean water assets are present within the Site itself. Diversionary works are anticipated for the proposed site entrances on Barnhurst Lane and Pendeford Mill Lane due to assets being adjacent to the site boundary. The site entrance on Lane Green Road appears clear, with the clean water main being within the western verge of the road. There is insufficient capacity within the existing clean water network and reinforcement will be required, a new distribution main will be necessary to supply the proposed development. A point of connection can then be established from Pendeford Mill Lane and Lane Green Road.

Wastewater

Severn Trent Water have multiple foul water assets located within the Site, including a 100mm sewer and Section 104 surface water sewers of various diameters. The 100mm foul sewer will require an easement of 6m (3m either side of the pipe) and the S104 surface water sewers will require an easement of 10m (5m either side of the pipe). Diversionary works are anticipated for the 225mm Cast Iron (CI) foul water sewer to the southwest from South Staffordshire Street Scene depot. To the east, there is a further 225mm Vitrified Clay (VC) foul water sewer from 10 Barnhurst Lane. A PAS128GPR survey is recommended. There is a 100mm Polyethylene (PE) foul sewer along with a Section 104 sewer, which appears to be accommodated within the masterplan spine road, therefore diversionary works are not anticipated on this asset. To the southwest, STW have a surface water sewer adjacent to Staffordshire Street Scene, which runs within the boundary. The masterplan appears to accommodate this. Severn Trent Water have provided two points of connection, the 225mm foul water network off the Droveway and the 225mm foul water sewer on Lane Green Road, however, modelling will be required to assess the impact of the additional flows to each of these sewers.

5. CONSTRAINTS & OPPORTUNITIES

Telecommunications

Openreach have an overhead cable to the northeast within the site boundary from Barnhurst Lane to Pendeford Mill Lane. There are 3no. telegraph poles in this location. An assessment would be required with Openreach on the option to ground this asset, alternatively can be retained within the masterplan. Diversionary works are anticipated for the site entrances on Barnhurst Lane and Pendeford Mill Lane, with Lane Green Road appearing clear of Openreach assets. The closest Openreach exchange to the site, Codsall (Exchange Code: Codsall), is circa. 1mile to the west on Histons Hill and is Fibre enabled to the cabinet (FTTC).

Noise

From a review of available information, it is anticipated that the existing noise climate will be dominated by road traffic on Pendeford Mill Lane to the north and Lane Green Road to the west of the development site. Road Traffic flows on the remainder of the surrounding road network are not considered to be of a volume which is likely to result in significant impacts at the development.

Situated to the south-west of the development site is an existing railway line. Although it is considered likely that road traffic will be the more dominant source across the majority of the site, there is the potential for noise from the railway to be perceptible at the southern aspect of the development. It is considered that during the night-time periods noise from rail traffic is likely to be more perceptible, when background levels are considered likely to be lower.

Situated to the east of the development site is an existing commercial site with associated service yards and fixed plant. Although the site is setback from the commercial units, it is considered that during the night-time periods when road traffic is likely to be reduced, noise from the units may be perceptible at the site.

It is anticipated that with appropriate consideration to an acoustic mitigation strategy, levels of amenity could be achieved that are appropriate for residential use. Mitigation measures could include:

- The location of buildings on site. The primary control factor is distance – the greater the distance from the source (e.g. road traffic), the lower the noise level. The type of intervening ground cover (acoustically absorbent or reflecting) and the height of the proposed properties will also influence the received noise level.

- Screening. Barriers or screens can reduce noise. They can take the form of an existing feature (for example a cutting), a purpose-designed feature (for example, a solid boundary fence or an earth bund or a combination of the two) or a purpose-designed building (for example, a linear barrier block).

- Building form and orientation. Limiting the view of the source by building orientation can reduce the received noise level. The buildings themselves can also be used to screen associated external amenity areas (i.e. by locating gardens behind the buildings).

- Building envelope. The final line of defence against external noise is the building envelope and in particular the glazing unit and ventilation package.

It is recommended that a noise impact assessment of the site is undertaken, which should be based on a noise survey, to fully inform the design of any such mitigation measures.

Ground Conditions

The site is underlain by superficial geology comprising localised Glacial Till in the south and north of site, Glaciofluvial Deposits and Alluvium in the south of the site, and Head Deposits in the west of the site. The superficial deposits are underlain by bedrock of the Helsby Sandstone Formation. The Site is not located in a Coal Mining Reporting Area. Historical mapping indicates that the site has remained undeveloped, and apparently utilised for

5. CONSTRAINTS & OPPORTUNITIES

agricultural purposes. Phase 1 Geo-Environmental Assessments have not identified pollutant linkages which would represent a significant risk to human health or controlled waters associated with the proposed development.

Air Quality

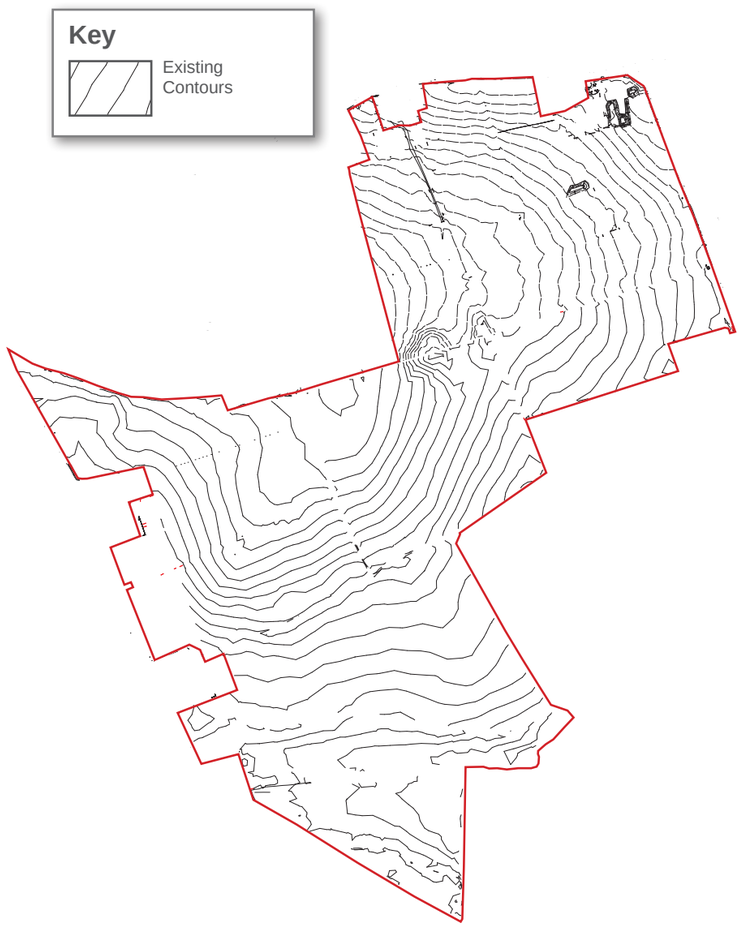
The proposed development is not located within an Air Quality Management Area (AQMA). The nearest AQMA to the site is the Wolverhampton Air Quality Management Area 2005, which is located 80m south east of the site and was designated for the potential exceedance of both the annual mean nitrogen dioxide (NO2) and daily mean particulate matter (PM10) air quality objectives.

Local air quality monitoring in the vicinity of the site recorded annual mean NO2 concentrations well below the annual mean air quality objective in recent years. The local monitoring locations are situated adjacent to heavily trafficked A-roads which experience higher levels of traffic relative to the minor roads that surround the site. Therefore, pollutant concentrations across the site are considered to be lower than those recorded and it is therefore unlikely that pollutant concentrations within the site will exceed the current relevant air quality objectives.

The Wolverhampton to Shrewsbury railway line borders the southern boundary of the site. This railway line is not identified within Defra guidance as a line experiencing heavy traffic of diesel passenger trains. In accordance with Defra guidance, emissions associated with the railway line are unlikely to significantly influence air quality within the site.

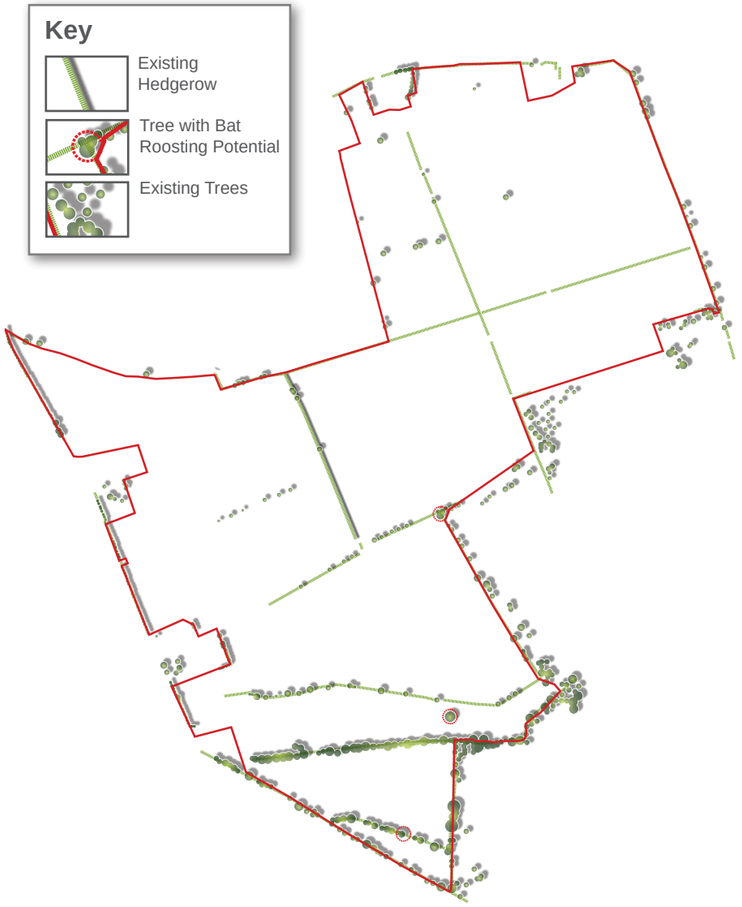
The proposed development lies in close proximity to the Cargill Meats factory; however it is understood that the factory undertakes further processing of chicken rather than the initial processing of chicken, e.g. slaughtering. It is therefore considered that operations at Cargill Meats would not represent a significant source of odours in the vicinity of the site. In addition, the Bilbrook Wastewater Treatment Works (WwTW) lies approximately 250m north of the proposed development. However, the site is located upwind of the WwTW and there are existing residential receptors located between the WwTW and the site. Therefore it is considered unlikely that odours associated with the WwTW would influence the amenity of the site.

A detailed air quality assessment will be undertaken as part of the planning application to consider potential impacts of the proposed development during both the construction and operational phases. Measures to reduce dust emissions during the construction phase and road traffic emissions associated with the operation of the proposed development will be included within the proposed development.



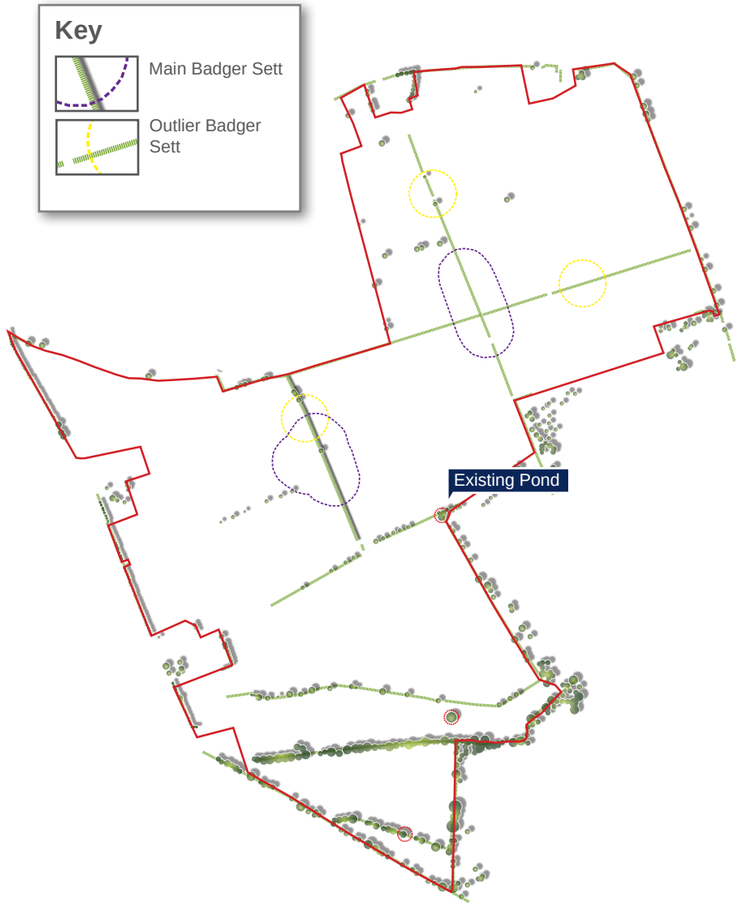
Topography

- Ground levels within the site are generally flat with some undulations.
- Levels across the site average around 105m AOD, rising to around 110m AOD across central parts of the site.
- Towards the southern end, the site slopes gently towards an existing watercourse (The River Penk) and open drain.



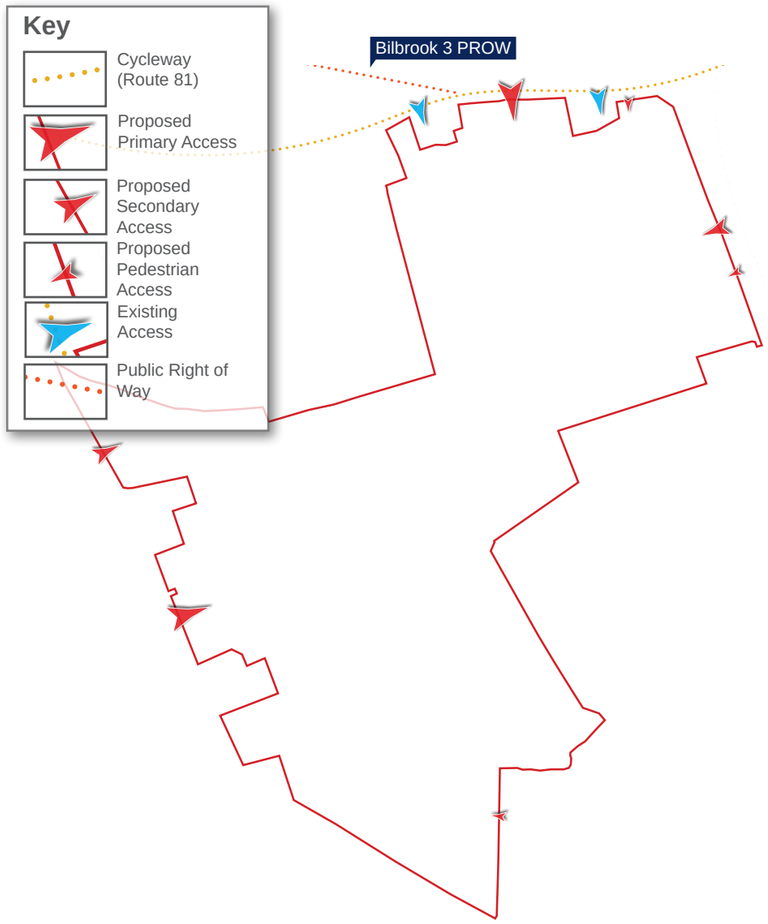
Vegetation

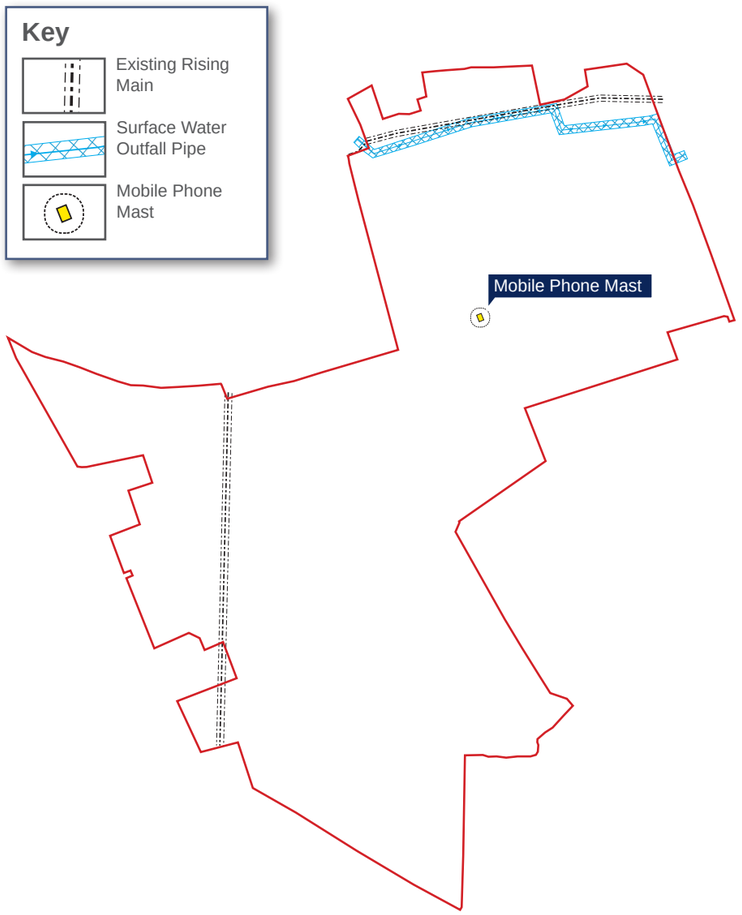
- Existing hedgerows define a number of the site's boundaries.
- Internal field boundaries are also defined by existing hedgerows creating a strong and established green infrastructure network throughout the site.
- Existing trees within the site are largely confined to internal hedgerows.
- Three trees with the potential to support roosting bats are present within the site.

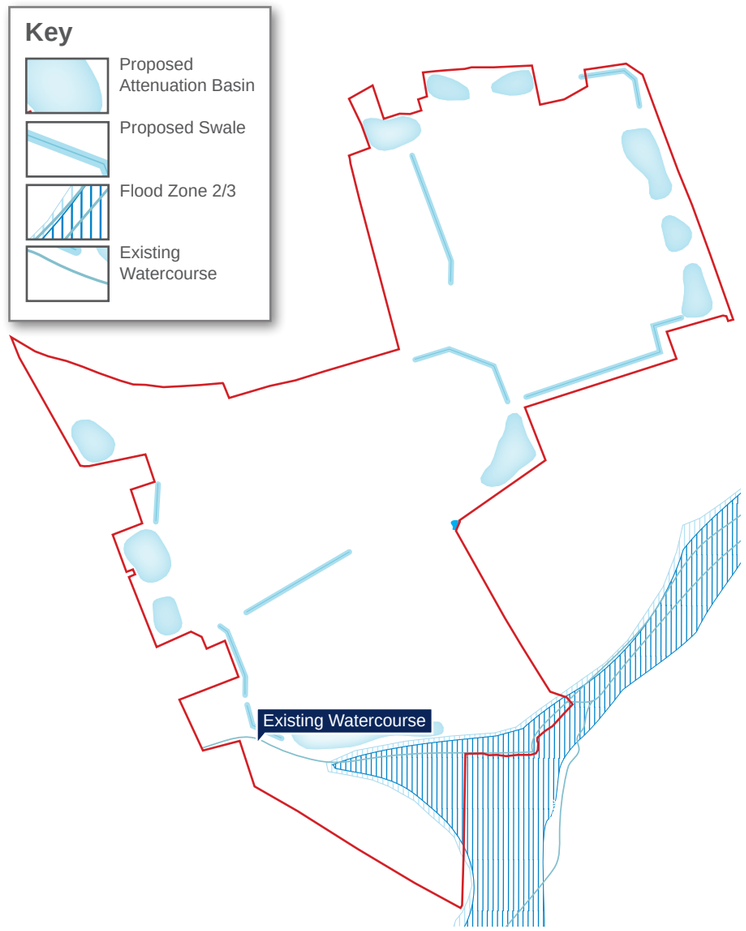


Ecology

- The majority of the site comprises species-poor semi-improved grassland and a cultivated field which are of relatively low ecological value.
- Habitats of greater ecological value include hedgerows, trees and the River Penk.
- Surveys have identified the presence of Badger setts (main and outliers) which will require a 30m exclusion zone.
- At the south-west corner, adjoining the site boundary, there is a small existing pond which may present some ecological value and would be retained and enhanced as part of the development.







Access & Connectivity

- Two existing points of vehicular access into the site from Pendeford Mill Lane. Opportunity to provide new primary access to the east of the current access to Bilbrook Mill and west of Barnhurst Lane. Potential to create additional vehicular access points into the site from Lane Green road to the west; and from Barnhurst Lane Green Road to the east.
- There are no existing Public Rights of Way crossing the site. Public footpath (Bilbrook 3) cuts across the recreation ground/skate park and connects Joeys Lane with Pendeford Mill Lane.
- Pendeford Mill Lane along the site's northern boundary forms part of the local strategic cycle network and National Cycle Network (NCN) Route 81.

Utilities

- Existing rising main crosses north-south across western part of the site (assumed 3m easement from centreline).
- Existing rising main and surface water outfall from Bilbrook Mill crosses northern part of the site and will require diverting.
- An existing mobile phone mast is located towards the centre of the site and will remain in situ within an area of open space.

Flooding & Drainage

- The natural topography of the site lends itself to a network of swales and attenuation features located on lower ground around the edges of the site.
- The majority of the site falls within Flood Zone 1 (low risk). However a small part of the site at the southern end falls within Flood Zones 2 & 3.
- An existing watercourse crosses the southern part of the site (partly within an open drain).

Key

- Site Boundary
- Badger Setts (30m buffer) Outliers/Main Setts
- Existing Hedgerows
- Existing Trees
- Green Infrastructure/ Buffer/Wildife Corridor
- Existing Public Rights of Way/Footpaths
- Existing Strategic Cycleway Route
- Existing Contours
- Mobile Phone Mast
- Flood Zone 2/3
- Sensitive Interface Residential Uses
- Existing Watercourse/ Ditch
- Primary Access Point
- Secondary Access Point
- Potential Footpath/ Cycle Link
- Key Views
- Surface Water Outfall (10m easement)
- Existing 150mm Foul Rising Main
- Potential Pedestrian/cycle links to Bilbrook Mill
- Trees with Potential to support roosting bats
- Proposed Attenuation Basins and Swales

Constraints & Opportunities Plan

6. THE MASTERPLAN

THE MASTERPLAN

Introduction

An illustrative masterplan has been produced for the site which is presented below and described over the following pages.

The masterplan demonstrates that a high quality residential-led development can be accommodated on the site in a way that responds positively to the unique constraints, opportunities and local context and meets the Council's vision and objectives for the site.

The masterplan is consistent with the Concept Plan included within the Publication Local Plan in terms of land-use, landscape strategy, access and connectivity. However the masterplan also takes into account a range of technical constraints and surveys that have impacted on the structure and layout of the development. This includes, for example, drainage information and detailed ecological surveys that were not factored into the initial Concept Plan. Nevertheless, there remains broad consistency between the two plans in terms of the key design principles and parameters.

The masterplan has been informed by the relevant site-specific vision, objectives (summarised opposite) and concept plan as set out in Policies SA1 – SA4 and is intended to ensure that development for the whole site is delivered in a comprehensive and coordinated manner and is of sufficient quality.

At this stage, the masterplan is intended as an illustrative plan and will be subject to further refinement following consultation with the Council and other stakeholders.

Policy SA1 – Strategic development location: Land East of Bilbrook

The SMP will include the following:

a) Up to 800 new homes;

b) 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;

c) 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)**

d) Vehicular accesses onto Pendeford Mill Lane, Lane Green Road and Barnhurst Lane and appropriate public transport provision to support sustainable travel from the scheme;

e) 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;

f) A network of green and blue infrastructure consistent with the indicative layout on the Concept Plan, 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 south of the site in accordance with Policy DS2;

g) 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;

h) Any necessary historic environment mitigation 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

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

j) 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.

6. THE MASTERPLAN

Key Design Features

1. Primary vehicular access into the site from two locations along Lane Green Road and Pendeford Mill Lane.
2. Secondary vehicular access off Lane Green Road and Barnhurst Lane.
3. Tree-lined avenue forms central spine road through the development and will be designed to accommodate bus services.
4. Community hub comprising new First School, small scale local retail, play area and Community Square linking with the adjacent public open space.
5. Network of green corridors centred along retained hedgerows and accommodating pedestrian and cycle links.
6. Large area of retained open space located at the southern end of the site that will be managed and improved for biodiversity gain.
7. Central greenspace connecting with the proposed Community Square and wider green infrastructure network.
8. Network of attenuation basins set within areas of greenspace and located at key gateways into the site, providing amenity and biodiversity benefits.
9. Secure boundary created to rear gardens of existing houses along Downie Road.
10. Houses along eastern boundary setback from Shropshire Union Canal to preserve setting of the canal and provide opportunities for introducing tree planting and soft landscaping.
11. Layout ensures appropriate interface with Bilbrook Mill development to ensure acceptable levels of amenity, privacy and security to new and existing houses.
12. Green buffers to site edges to filter views of the development from surrounding countryside.

6. THE MASTERPLAN

USE & QUANTIUM

The masterplan proposes a residential-led development comprising up to 800 new homes with associated access, infrastructure and open space.

The masterplan identifies approximately 20.14ha of developable land for housing. An additional 2.7ha is set aside for other uses including a new local centre, extra care facility, primary school and community square. Approximately 17.0ha is undeveloped land, comprising public open space, green corridors, buffer planting, play areas or land required for drainage and attenuation.

The housing mix is likely to include a mix of apartments, terraces, detached and semi-detached houses ranging in size from 1 and 2 bed apartments to 2,3,4 and 5 bed houses. The proposals also include a specialist Extra Care facility of up to 75 beds.

At the heart of the development will be a new mixed-use community hub and local centre that will likely include a small convenience store and other small scale retail units serving a local need. A new primary school is also proposed.

The centrepiece of the community hub will be a new Community Square. This will be designed as a flexible space providing opportunities for a range of local events and activities (e.g. outdoor market, performances, community events etc). The Community Square space will also accommodate a children's play area.

The Square will have a strong physical and visual relationship with the adjacent greenspace which will provide an attractive green backdrop as well as providing opportunities for activity within the Square to spill out into the wider landscape.

ACCESS

The major objectives of the site access strategy are:

- To create a permeable development that encourages walking and cycling, particularly to local facilities in the village and the railway station.
- To enable the development to be served by bus services thus bringing all residents within a reasonable walking distance of the public transport network.
- To provide efficient vehicle access to the external highway network without giving rise to significantly increased traffic demands within Bilbrook village centre.

To achieve these objectives, the development would be served by a network of connected streets together with traffic free walking and cycling routes that are attractive and safe.

There would be new vehicle accesses at the following locations:

- Pendeford Mill Lane (west of Barnhurst Lane);
- Barnhurst Lane;
- Lane Green Road.

A Spine Road would connect the Pendeford Mill Lane, Barnhurst Lane and Lane Green Road accesses. It would be designed to serve the needs of the development and distribute traffic onto the external highway network such that development traffic with destinations to the east and south of Bilbrook does not need to use Duck Lane or other sensitive routes within Bilbrook village centre. It would enable such traffic to efficiently reach the strategic highway network (A449 and M54) via Wobaston Road, and Wolverhampton city centre via Barnhurst Lane.

To enable the Spine Road to serve as a bus route, it would be constructed to the standards required by Staffordshire County Council (SCC) and is expected to have a carriageway width of 6.5m and 3.0m wide foot/cycleways to each side. However, the Spine Road is not intended as a through-route for non-development traffic and is expected to include design features to reduce vehicles speeds and give priority to pedestrians and cyclists where required.

It is anticipated that internal connected roads not forming part of the bus route would have a reduced carriageway width and 2.0m wide footways to each side.

It is recognised that the development and proposed school could also attract traffic with origins and destinations to the north and west via Duck Lane and Lane Green Road through the centre of Bilbrook. The need to manage traffic within this area is recognised and proposals have been presented within the Strategic Transport Assessment for further discussion and development. This includes both traffic management arrangements and upgraded pedestrian/cycle facilities to maximise the use of non-car modes for such trips.

To improve access to the strategic cycle network, the Wobaston Road/Barnhurst Lane junction would be upgraded to traffic signal control with integrated pedestrian/cycle crossing facilities. The new crossing points would be directly connected to the site via a dedicated Non-Motorised User (NMU) access. The new facilities would significantly improve access to the canal towpath and the existing foot/cycleway on the north-side of Wobaston Road. The latter is an important link to the i54 employment area and would also be upgraded as part of a package of off-site highway improvements.

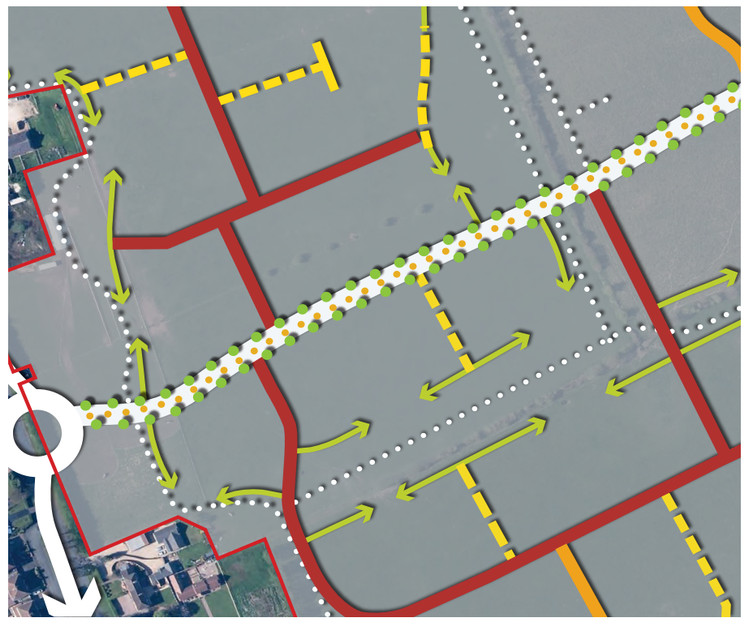
7. URBAN DESIGN FRAMEWORK

URBAN DESIGN FRAMEWORK

The images over the following pages illustrate the urban design framework underpinning the illustrative masterplan.

The images illustrate the proposed land-use mix and distribution, movement pattern/street hierarchy, green and blue infrastructure network and location of key gateways, feature buildings and focal spaces.

These elements have created the basic structure around which the masterplan for the site has evolved.



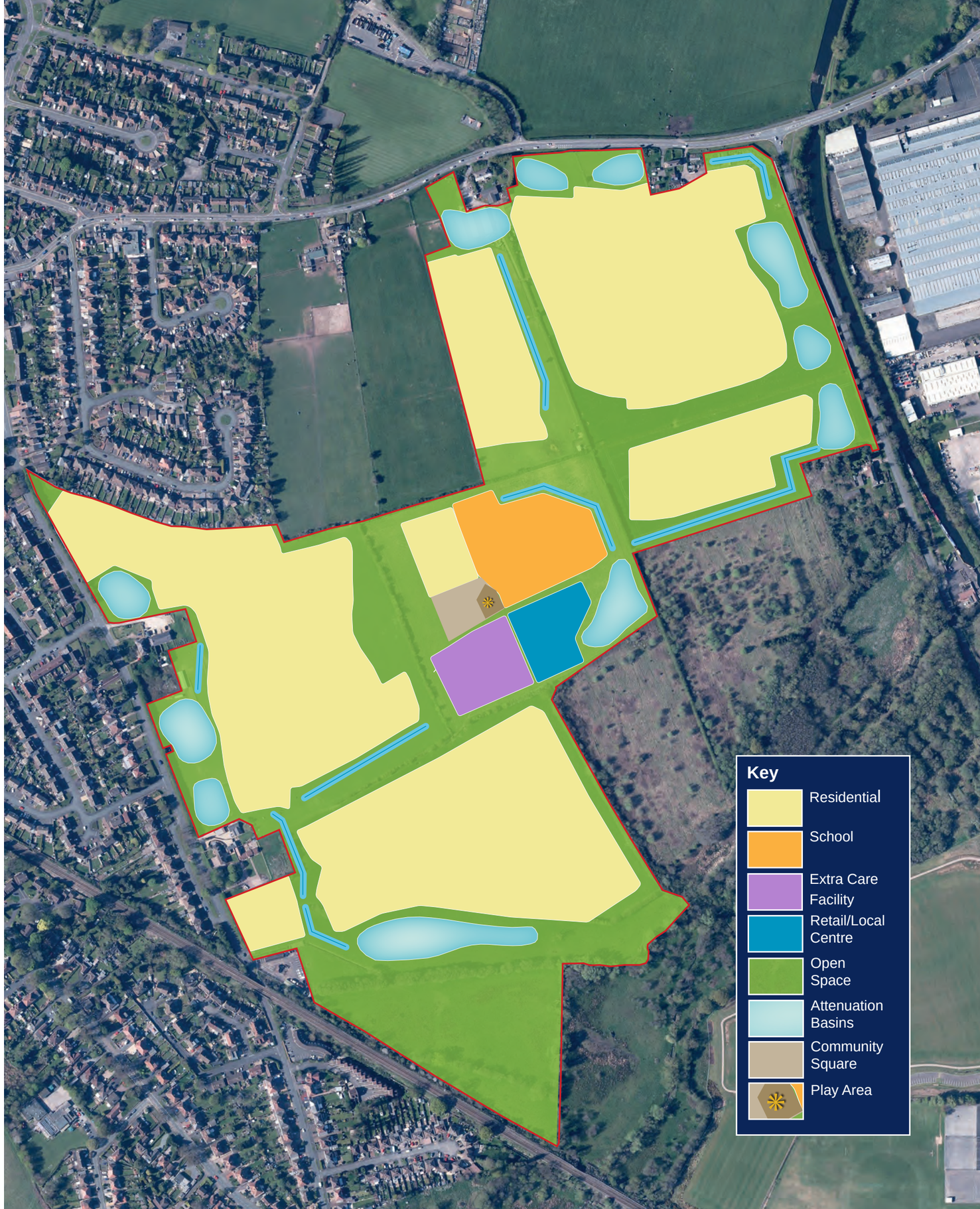
7. URBAN DESIGN FRAMEWORK

LAND-USE

The plan opposite illustrates the proposed distribution of different land-uses across the site. The proposal is for a residential-led development set within an attractive landscape setting with ancillary community and commercial uses to create a vibrant and sustainable community. At the heart of the development will be a new mixed-use community hub and local centre. The community hub is located centrally within the site for ease of access by new and existing residents and benefits from direct access onto the proposed spine road and public transport corridor.

In summary, the development will comprise:

- Up to 800 new homes;
- Extra-care accommodation (0.6ha) - minimum 40 beds (up to 75);
- A new first school (1.3ha) with associated playing fields and areas for outdoor play and learning;
- A new local centre (0.5ha) with potential for a small convenience store, children's nursery and/or other small retail and commercial units;
- A new Community Square - a flexible space providing opportunities for a range of events and activities (e.g. local market, outdoor performances, community events etc);
- A centrepiece equipped play area will be located within the Community Square, and additional 'trim trail' and natural 'play on the way' facilities will be located in the green corridors throughout the site; and
- On-site open space in the form of amenity spaces, green corridors, buffer planting and incidental open spaces together with a network of attenuation basins and swales.



7. URBAN DESIGN FRAMEWORK

MOVEMENT HIERARCHY

The development will comprise a clear and legible movement hierarchy comprising an inter-connected network of primary and secondary streets and shared private drives.

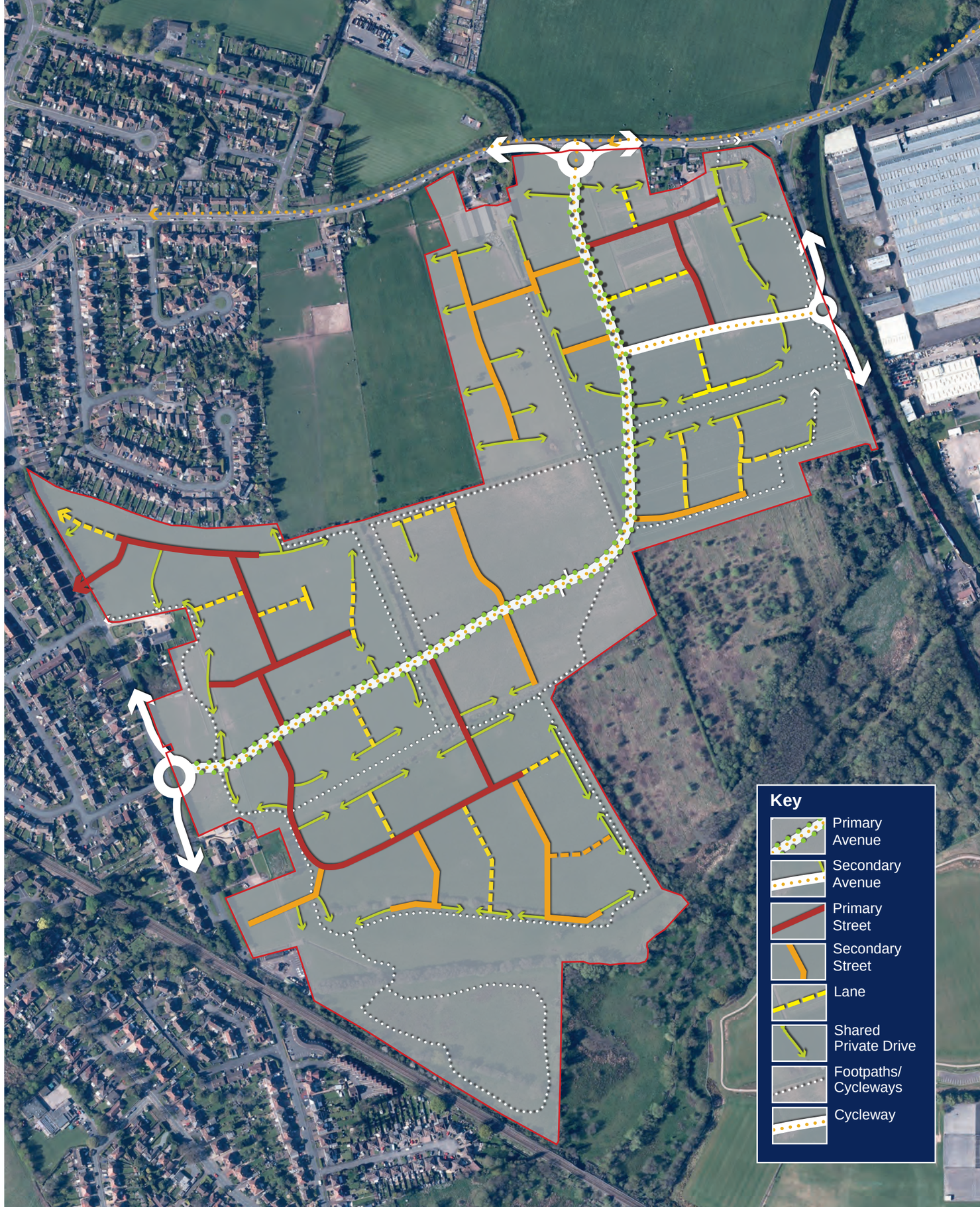
A tree-lined avenue connects Pendleford Mill Lane and Lane Green Road and provides the primary route through the site. The Spine Road would be to SCC Residential Design Guide standard for a bus route with a 6.5m carriageway, 3.0m foot/cycleway on at least one side and a 2.0m wide footway on the other.

A series of primary and secondary streets extend off the primary avenue serving development parcels off the main route.

A series of intimate lanes will be introduced to provide character to the development will be designed along home-zone principles with a shared-surface carriageway finished in high quality block paving to give a strong residential character.

Around the edges of the site and adjacent to green corridors, houses are typically served by shared private drives for a softer transition with the adjacent green spaces.

Below the formal street hierarchy, a network of pedestrian and cycle routes will be provided through the development's green spaces. Where possible, footpaths will follow likely desire lines and are directed to pass balancing ponds and other landscape features to provide points of interest along the routes. Paths would be between 2 and 3 metres depending on the nature and intended use of the paths by pedestrians and/or bicycles.



7. URBAN DESIGN FRAMEWORK

GREEN INFRASTRUCTURE

The masterplan adopts a landscape-led approach which seeks to retain and enhance the site's existing green infrastructure network as the structuring framework around which development parcels are organised. A key feature of the development will be a series of green corridors/linear parks focussed along retained hedgerows and field boundaries. These linear landscape features will help to provide a sense of openness within the development, providing visual relief to the built form. They also provide corridors for the movement of wildlife and allow visual connections to the wider countryside. Pedestrian and cycle routes through the green corridors will provide circular recreational routes through the site. Key elements of the landscape strategy for the site include:

- A clear hierarchy of open spaces catering for a range of different needs including a Central Green located at the heart of the development;
- A network of green corridors centred along existing/retained hedgerows;
- A positive tree strategy designed to assist way finding and reinforce character areas within the development;
- Retention of a large area of open space at the southern end of the site (west of the River Penk) which will be managed for biodiversity gain;
- Provision of appropriate buffers and development offsets to the site edges, including along Land Green Road, Pendeford Mill Lane and Barnhurst Lane; and
- Sustainable Urban Drainage features incorporated into the landscape structure of the Site in the form of a network of naturalistic attenuation basins and linear swales.

7. URBAN DESIGN FRAMEWORK

BLUE INFRASTRUCTURE

The proposed development will include a positive surface water drainage system that will intercept the majority of run-off generated within the Site itself, hence minimising the risk to new buildings and also reducing the incidence of overland flow causing flooding at the Site or across adjacent land.

The mitigation of surface water run-off from the site will be achieved through the incorporation of a Sustainable Urban Drainage Scheme (SUDs). Such systems provide the potential to significantly reduce the risk of flooding, enhance the habitat potential for wetland species and avoid the need for highly engineered drainage solutions. Features such as swales and attenuation basins allow discharge to local outfalls at greenfield runoff rates and can significantly reduce the level of pollutants and other contaminants.

An indicative SUDs strategy is shown on the masterplan, key elements being:

- A network of naturalistic attenuation basins working with the natural topography of the site and located to provide attractive gateway features where possible;
- Incorporation of linear swales within green corridors and landscape buffers; and
- Minimising the amount of hard-surfacing and impermeable surfaces across the site through the incorporation of large areas of open space, retention of existing hedgerows and provision of generously sized private gardens.

7. URBAN DESIGN FRAMEWORK

GATEWAYS, LANDMARKS & NODES

The plan opposite illustrates the key pedestrian and vehicular gateways into the development. It also shows potential locations for feature buildings and focal spaces within the development.

Gateways are crucial in providing the all important first impression of a development and creating a sense of arrival. In this instance, gateways into the site from Lane Green Road, Pendeford Mill Lane and Barnhurst Lane are flanked with naturalistic attenuation basins that will be planted with marginals and wildflower mixes to create attractive green gateways into the site. Houses will be orientated to benefit from attractive views towards these attenuation features and provide an outward-looking development.

A series of focal squares are proposed throughout the development to provide features of interest and focal points within the development. Located at key intersections in the movement hierarchy, these spaces will be designed as features of public realm, providing opportunities for introducing high quality block paving and softer landscape treatments.

Several locations have been identified where it would be appropriate to provide landmark or feature buildings. Typically, these buildings would be larger or taller buildings, with strong or bespoke design features or highlighted by a change of materials. Their role is to provide landmarks, aid wayfinding and provide enclosure/ containment to key public spaces. Landmark buildings also help to provide a strong sense of identity and character to the development. The illustrative masterplan shows a number of potential locations for these elements of built form:

- Framing focal squares and key access points into the site;
- Terminating key vistas along primary streets; and
- Adjacent to key open spaces such as the proposed Community Square.

7. URBAN DESIGN FRAMEWORK

COMMUNITY HUB

Located towards the centre of the site, along the main spine road and within easy access of all parts of the site will be a Community Hub serving the development and wider community.

The Community Hub will be anchored by a small local centre offering convenience food shopping and other small scale retail. An Extra Care facility is also proposed in this location along with the proposed primary school.

These uses will be clustered around a new Community Square - a flexible space providing opprtunities for a range of local events and activities (e.g. market, outdoor performances, community events etc). The Community Square space will also accommodate a children's play area.

Framing the square to the north will be a small apartment building with potential for commercial uses such as a cafe on the ground floor to help activate the space.

From within the Community Square, attractive views will be possible towards and along the green corridor and Central Green flanking its western edge, which will function as an informal extension to the space and attractive natural backdrop.

8. PHASING & DELIVERY

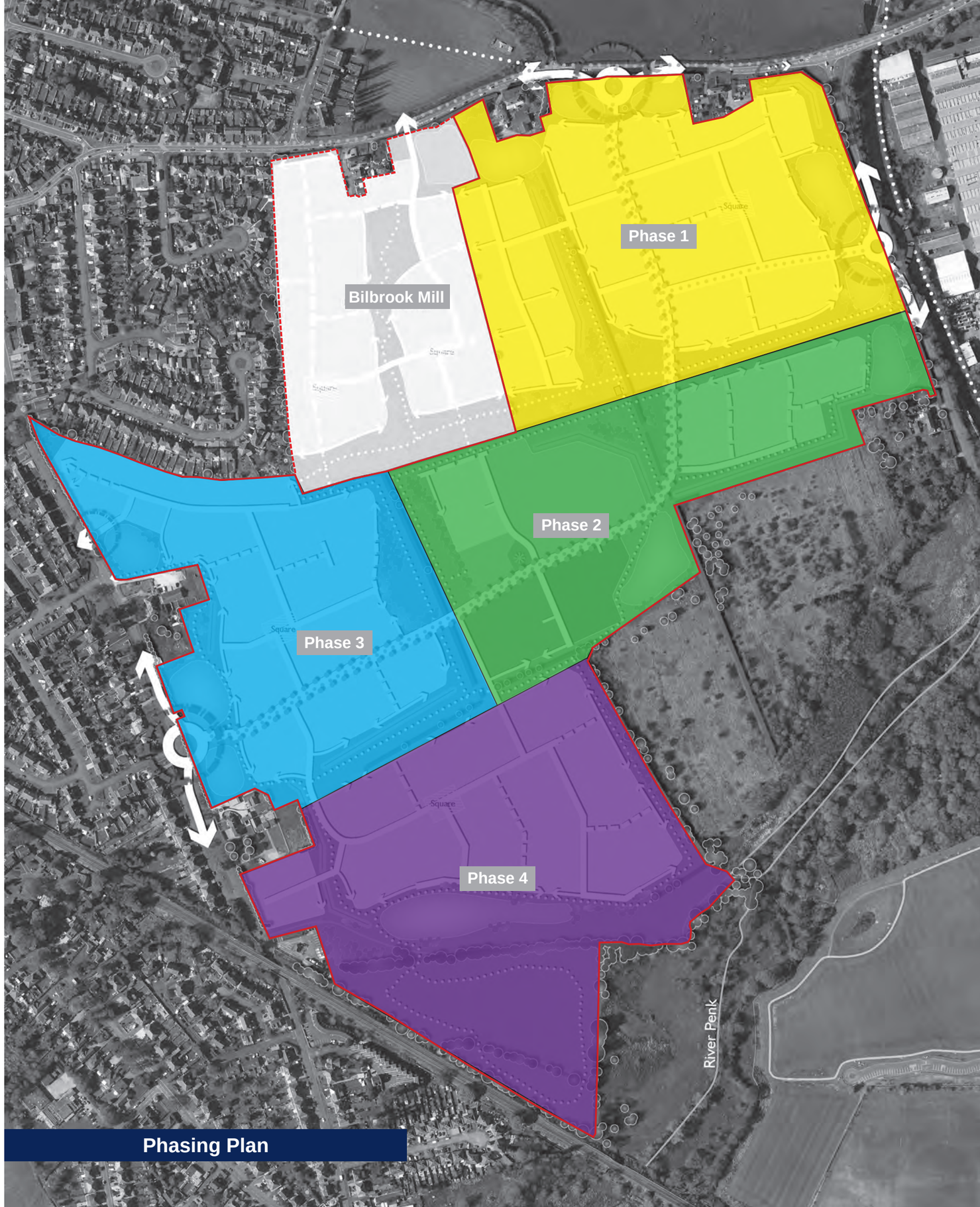
PHASING

The development would be delivered in four phases which will each deliver around 60 new homes per annum, comprised of both market homes delivered by a housebuilder and affordable homes delivered by a registered provider. This reflects the strength of the market in and around Bilbrook, the scale of pent-up demand for new homes, and Bloor's recent experience of delivery in other similar and nearby housing markets.

The delivery of new infrastructure will be phased throughout the build period via a programme agreed with South Staffordshire Council and other stakeholders. This infrastructure will include the following:

- Primary spine road
- Drainage infrastructure
- Play Areas
- Community Hub including local centre and Extra Care facility
- Public Open Space and Recreational areas
- A new primary school

The first phase of development will take place in development parcels to the east of Bilbrook Mill, extending eastwards to the canal. This initial phase is expected to comprise 260 new houses including a mix of dwelling sizes ranging from 1 & 2 bed flats to 2, 3, 4, and 5 bed houses. This phase would also include a new accesses onto Pendeford Mill Lane and Barnhurst Lane, the first section of spine road, areas of public open space and series of attenuation basins.



Phasing Plan

8. SUMMARY & CONCLUSIONS

SUMMARY

This document has been prepared for Bloor Homes by a multi-disciplinary, professional consultancy team. It provides a development framework for the delivery of a residential led scheme for land east of Bilbrook, South Staffordshire.

The emerging masterplan presented within this document, together with the development framework which underpins it, demonstrates the commitment of Bloor Homes to deliver a high quality development befitting of the site's strategic importance and location at a key gateway into Bilbrook.

The masterplan responds positively to the unique constraints and opportunities of the development site and has regard to best practice in the design and layout of new housing developments. The development framework will successfully deliver the Council's vision and objectives for the site and is consistent with the key design principles illustrated by the Concept Plan.

This document demonstrates that there are no physical, environmental, ecological or other constraints preventing the site coming forward for housing and concludes that the site can achieve sustainable development that is well-designed and responsive to the local context.

The development framework presented here will inform the preparation of a side-wide Strategic Master Plan (SMP) through further stakeholder and local community engagement to inform the preparation of a planning application in due course.

KEY DELIVERABLES

Homes for all

Up to 800 market and affordable homes with a variety of housing sizes and tenures to appeal to a range of people including first time buyers, young families and elderley persons. The development will also include a specialist elderley housing element in the form of an Extra Care facility providing up to 75 beds.

Open Space for Recreation & Well Being

The development will deliver approximately 17ha of open space, circa 40% of the site, focussed on maximising the retention of existing hedgerows which will break up the form of the site creating a more rural appearance. These improvements will also allow the existing community and potential new residents to have better access to nature and open space, benefitting health and well being whilst reinforcing the local character within Bilbrook.

New Primary School

A new first school will be provided in a central location, adjacent to green space and accessible by walking and cycling as well as by motor vehicles. Located adjacent to the proposed Community Square, the school will be a focal point within the development.

Improving Connectivity

Provision of a new link road between Lane Green Road and Pendeford Mill Lane, to relieve congestion in Bilbrook. A network of pedestrian and cycle connections that connect the development to its open spaces and surrounding community including the recreational green space to the north, local shops and rail station in Bilbrook and the Sustrans network to the east.

Community Hub

The development will include a Community Hub located centrally within the site and serving the development and wider community. The Community Hub will be anchored by a local convenience store and other small scale retail. A new Community Square will provide a flexible outdoor space for a range of community events and activities.

Produced on behalf of
Bloor Homes by:

e*SCAPE
urbanists

The Studio
Hartsgrove Farm
Hollin Lane
Sutton
Macclesfield
Cheshire
SK11 0NN

01260 253207

hello@escape-urbanists.com

www.escape-urbanists.com