

DUNSLEY ROAD

Dunsley Road, Kinver

Vision Statement December 2019



BARRATT
— HOMES —



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255 
DUNSLEY ROAD
PROPOSED
DWELLINGS



Introduction

This vision document has been prepared by Savills on behalf of Barratt West Midlands in respect of their land interests to the north and south of Dunsley Road, Kinver (hereafter referred to as 'Parcel A' northern site and 'Parcel B' southern site).

Barratt Developments PLC are the nation's largest housebuilder, having built almost 500,000 dwellings in its 60 year history. Barratt Developments PLC is proud of its industry-leading reputation for quality, innovation and great customer service. Its commitment to the highest standards of design, construction and customer service has enabled it to achieve HBF 5 star status for 10 consecutive years.

This development would be a dual brand Barratt and David Wilson Homes scheme, which will provide a varied housing product from starter to family homes.

This document has been produced to support the promotion of two separate sites for residential development through the South Staffordshire Local Plan Review process.

This Vision Statement outlines the development potential of Land at Dunsley Road, Kinver. It explains why the two sites are a suitable and sustainable location for a residential led scheme for approximately 255 dwellings and should be a preferred location for a residential allocation to help meet the growth requirements of South Staffordshire District and the Greater Birmingham Housing Market Area ('GBHMA') in the South Staffordshire Local Plan Review.

The two sites are both adjacent to the existing settlement boundary of Kinver and are currently within the Green Belt.

The two sites can deliver housing and supporting infrastructure including significant amounts of open space and a community facility in a sustainable location with good access to a range of services and facilities offered within Kinver and Stourbridge. High quality landscaping can be delivered as part of the development to help blend the site into the surrounding area and limit its impact on the landscape and adjacent heritage assets.

Site Context

The sites comprise approximately 17.8ha (41 acres) and are located in the settlement of Kinver, an area to the east of the centre of Kinver. The sites currently comprise agricultural fields.

The sites are comprised of two parcels of land;

Parcel A, of c.13ha, (32 acres) occupies land north of Dunsley Road between Grade II Listed Dunsley Hall to the east, residential dwellings at Brindley Brae to the west and the Staffordshire and Worcestershire Canal to the north. The net development area of Parcel A is considered to be approximately 7ha/17acres.

Parcel B, of c.3.5ha (9 acres), lies to the south of Dunsley Road, south of Dunsley Manor and Dunsley Manor Barns. Parcel B is bounded by agricultural fields to the south and east, and the Staffordshire and Worcestershire Canal, in part, to the west. The net developable area of Parcel B is considered to be approximately 0.4ha/0.9 acres

The village of Kinver provides a range of services and facilities required in order to support significant residential growth which includes a wide variety of shops and services (at least 43 non-convenience shops), two primary schools, a high school and sixth form, a day nursery, two GP surgeries, 5 public houses, a library, a post office and various community centres.

A path running along the northern boundary of Dunsley Road provides direct pedestrian access from the sites to Kinver village centre. Additionally, there is a bus stop located 10m from the sites on Dunsley Road which serves a bus services that operates between Kinver, Sourbridge (service 228) and Kidderminster (service 580).

The Vision

The vision is to create an attractive, welcoming, high quality housing development that will be a desirable place to live that responds to the site's distinct qualities and environmental setting.

The proposed development, of land located at Dunsley Road, Kinver will form a natural extension to the settlement of Kinver.

It will provide much needed market and affordable housing and new areas of public open space in a highly sustainable location. It will incorporate retained and additional tree planting to help blend the scheme into the surrounding environment.

The three key aspirations for the site are to:



1) Create a sustainable development that benefits from the desirable and highly accessible location of the site, being in close proximity to shops, services and local facilities.



2) Develop a distinctive place, building on positive elements of the existing built environment, both existing and evolving in order to create a site specific identity and character that is attractive to new residents.



3) Create a walkable neighbourhood, incorporating areas of new public open space and landscaping, helping to integrate and assimilate the development into the existing landscape.



Dunsley

DUNSLEY

Parcel A

A449

Dunsley Road

Parcel B

Kinver

Dunsley Hall Hotel

Kinver Skate Park & Pump Track

River Stour

River Stour

River Stour

A449

A449

A449

River Stour

River Stour

Planning Policy Context

Adopted Development Plan

South Staffordshire Council's adopted Development Plan comprises the Core Strategy (adopted 2012) and the Site Allocations Document (adopted September 2018).

The sites are located within the Green Belt (Policy GB1) and is immediately adjacent to the development boundary of Kinver. Parcel A is located to the south of the 'Canal Conservation Area' (Policy E3) and Parcel B is located to the east of it. In the adopted Core Strategy and Site Allocations Document, Kinver is identified as a 'Main Service Village' which are the main focus for housing growth and service provision.

Local Plan Review

The Council is currently reviewing their Development Plan and is undertaking a Local Plan Review which will include additional housing allocations to meet the District and Housing Market Area's needs up to 2037. The two sites were submitted to the Council for consideration for residential development during the Issues and Options consultation in November 2018.

A consultation on the Strategic Spatial Strategy & Infrastructure Delivery Consultation is being undertaken between 21st October – 16th December 2019.

The consultation document sets out 7 Spatial Housing Strategies (A-G) and it states that the Council's preferred strategy is 'Option G - Infrastructure-led development with a garden village area of search beyond the plan period'. This option will direct 60% of growth to Tier 1 – 4 settlements and 40% of growth to urban extensions. Although there are no figures provided in the document stating the amount of growth that will be directed to each settlement, from the Option G key diagram, approximately 1/8 of the growth proposed in Kinver will be met by additional housing than those already identified in the adopted Site Allocations Document.

Local Plan Review Timescale

The April 2019 Local Development Scheme for South Staffordshire sets out the following timetable:

- Strategic Spatial Strategy & Infrastructure Delivery Consultation – 21st October – 16th December 2019
- Preferred Spatial Strategy and Sites Document – Spring 2020.
- Publication Document – Winter 2020/21
- Submission of Local Plan – Autumn 2021.
- Local Plan Examination – Winter 2021/2022
- Adoption of Local Plan – Summer 2022

DUNSLEY ROAD NORTH



249



17.12Ha

14.5
PER HECTARES



DUNSLEY ROAD SOUTH



0.94Ha

6.38
PER HECTARES

SHELAA 2018

The latest Strategic Housing and Economic Land Availability Assessment (SHELAA) was updated in October 2018. In the 2018 SHELAA, both Parcels A and B have been assessed and are located within 'Locality 5'. It should be noted the SHELAA assessment is based on a larger site area for both parcels which has now been reduced.

Parcel A - Land north of Dunsley Road (Site 549)

Parcel A described in the SHELAA as having a gross area of 19.45Ha with a capacity of 373 dwellings using SHELAA assumptions. With regards to deliverability, the site is assessed as being 'potentially suitable but subject to policy constraints – Green Belt'. The site assessment for Parcel A reads: 'Site is directly adjacent to the Kinver development boundary and borders a Canal Conservation Area to the north. Village edge site modelled at 32 dwellings per hectare'.

The only major constraint identified for this site is the Green Belt. The Green Belt is currently under review and consider that Parcel A is a suitable location for release from the Green Belt and allocation for residential development.

Parcel B - Land south of Dunsley Road (Site 550)

Parcel B is assessed using a site area of 8.67Ha which is greater than the circa 0.94Ha and 6 dwellings which is now being proposed. The SHELAA assessed the site's capacity for 166 dwellings and concludes that the site is 'not suitable - the site is disassociated from any village development boundary'. The site assessment for Parcel B states that 'The site is not directly adjacent to the development boundary of Kinver, and can only access the village via a narrow lane and a road with no formal footway (Dunsley Road). Site modelled at 32 dwellings per hectare'.

It is considered that the site is not disassociated from the settlement as it is immediately adjacent to existing properties on Dunsley Road. It is acknowledged that a limited number of dwellings can be served off the existing access. Therefore the proposed housing yield has been amended as part of the Submission. The revised site area and proposed yield is considered to be more suitable for the site. Therefore, the site is a suitable option for release from the Green Belt and allocation for residential development.



Site Specific Technical Assessments

Preliminary Ecological Assessment

An Ecological Assessment of the two sites was undertaken to identify potential ecology constraints to development and to inform recommendations to the masterplan design.

Protected Sites

There is a single European designated site within 10km of the sites (Fens Pool Special Area of Conservation (SAC)) and a single nationally designated site within 2km of the sites (Kinver Edge Site of Special Scientific Interest (SSSI)). It is considered unlikely that development of the two sites for housing would affect the Fens Pool SAC or the Kinver Edge SSSI. Increased visitor pressure on the SSSI will be assessed and mitigated against at planning application stage.

There are also five Sites of Biological Interest (SBIs) within 1km of the two sites (Staffordshire and Worcestershire Canal, Hyde Lock, The Hyde, south west of The Hyde and Potters Cross).

It is envisaged that the potentially adverse impacts could be mitigated by providing suitable recreational open space and creation/enhancement of multi-functional green infrastructure within the Site.

Protected Habitats

Parcel A supports the following habitats:

- Buildings;
- Boundary fences;
- Hedgerows;
- Species-poor semi-improved grassland;
- Scattered broadleaved trees;
- Standing water.

Parcel B supports scattered broad leaved trees along the boundary and species-poor semi-improved grassland

Habitats directly adjacent to the sites include:

- Arable fields;
- Plantation woodland.

It is proposed that the boundary trees and hedgerows across the sites are retained, where possible, within the green infrastructure enhancements proposed as part of the comprehensive development proposals.

Preliminary Ecological Assessment

Protected Species

Although no protected species surveys have been undertaken, the Preliminary Appraisal identified that there is potential for the presence of several protected and priority species within the sites and their vicinity including:

- Great Crested Newts;
- Badgers;
- Bats;
- Breeding Birds;
- Doormouse;
- Hedgehogs;
- Invertebrates.

Recommendations

It is considered that through appropriate and sensitive masterplanning that the development could be designed to be in conformity with local and national planning policy and legislation afforded to wildlife. The following main principles have been adopted:

- Focused built development in the areas of lowest ecological importance (grassland fields);
- Retain the existing hedgerows and scattered trees, as far as is practical, within multifunctional green infrastructure;
- Creation of new areas of native species-rich grassland, hedgerows, waterbodies, and scrub, which would benefit local biodiversity by providing nesting, foraging, and shelter for a range of species and species groups including birds, mammals, and invertebrates; and
- In the future, a management strategy could be developed for public access to and maintenance of the green infrastructure, to provide interpretation and education materials for new residents to promote ownership and encourage the conservation and protection of these features.

Preliminary Arboricultural Assessment

A high level arboricultural appraisal has been undertaken on the sites to provide a preliminary review of the current context and condition of trees on and within influence of the sites.

The majority of the trees on the sites are in a typical condition for its context, age and species and are largely influenced by farming practices and adjoining highway. Some of the internal hedgerows, suffer from poor management and have notable gaps in places. Individual mature trees are notable features of the site of moderate to high value and quality. The Parcel A boundary trees adjacent to Dunsley Road form a cohesive tree belt, providing a degree of visual screening into Parcel A from Dunsley Road. The majority of trees adjacent to the proposed access route to the land south of Dunsley Road are of low arboricultural value. However, a moderate value group of ash trees and a mature lime tree of high arboricultural value were identified.

The following recommendations were made by the Tree Consultant and have been incorporated into the illustrative masterplan for the site where possible:

- Individual mature trees are areas of tree belt and woodland which should be retained and protected from development activities where practicable.
- There should be an allowance for development offsets from retained trees to accommodate the Root Protection Areas and canopy shading.
- Boundary tree and hedgerow enhancement adjacent to Dunsley Road should be sought to maintain a visual screen and noise barrier into Parcel A.
- Explore options for strengthening tree and hedgerow cover along existing roadsides and field boundaries to enhance the containment and habitat connectivity across the periphery of the sites.



Drainage

A desktop study into the possible sources of flood risk and a preliminary surface water drainage assessment was undertaken for the site.

The sites are in Flood Zone 1 and are at low risk of flooding from all flood risk sources.

The existing sites are wholly greenfield in nature, with no formal drainage infrastructure evident. Given the geology of the sites it is expected that surface water runoff largely infiltrates into the ground. When the infiltration potential of the ground is exceeded, runoff would flow overland towards the low points of the site.

Given the current drainage regime and the geological characteristics, it is likely that the sites will prove conducive for the use of soakaways.

Where standard density residential development is proposed, a 60% impermeability has been assumed. Where higher density residential development is proposed, a 65% impermeability has been assumed. To provide a conservative approach, a 10% allowance for urban creep has been made for the entire development as the specific density is unknown. As the development proposals progress, the urban creep allowance may be able to be reduced in line with the above table.

A conceptual drainage strategy has been prepared which demonstrates that a suitable solution can potentially be achieved for surface water drainage at the sites. The primary option, in line with the drainage hierarchy, is infiltration.

Heritage

A Heritage Appraisal was undertaken to outline the significance of the designated and non-designated heritage assets and their settings within the sites and in the vicinity of the sites which may be sensitive to the proposals, and consider the potential impacts of the proposed development of the sites on the heritage assets therein and in the vicinity of the Site.

The sites does not contain any designated heritage assets. The Staffordshire and Worcestershire Canal Conservation Area runs to the North of Parcel A and West of Parcel B. Parcel B is also adjacent to the Kinver Conservation Area. The Grade II Listed Dunsley Hall is located to the east of the Parcel A. Further Listed Buildings are located to the north and south of Parcel A and North and West of Parcel B, including the Grade II* Whittington Inn and Grade II Listed Dovecote at Hyde Farm. However, these are not considered sensitive to the proposed residential development at the sites due to the intervening distance, topography and landscape.

The Staffordshire Historic Environment Record (HER) details several features and structures which may be considered non-designated heritage assets or of note within the historic environment at Kinver and Dunsley. The HER identifies the site of a windmill (also known as Dunsley Mill) within Parcel A.

In order to limit the impact of the proposed development on the adjacent heritage assets, Dunsley Hall and the Staffordshire and Worcestershire Canal Conservation Area, and their settings buffer zones are proposed in order to restrict built development adjacent to these assets. Additionally the design of the development will incorporate an appropriate scale, density and use of materials to further limit the developments impact on adjacent heritage assets and no built development is proposed on the site of the former Dunsley Mill in Parcel A.

Green Belt Review

South Staffordshire has published a Green Belt Study (2019) with the Local Plan Review consultation. Parcels A and B are located within Parcel S81A. Part of Parcel A is identified as forming part of parcel S81As1 which has a 'High' Green Belt rating. However the western part of Parcel A and the whole of Parcel B is located within parcel S81As3 which has a 'Moderate' rating. We have assessed the sites' against the five purposes of the Green Belt and set out responses on each of the purposes below:

Checking Unrestricted Sprawl

- There is the potential for development to contribute towards sprawl if ribbon development extends along Dunsley Road adjacent to Parcel A. It is proposed that development should be set back from the road and soft landscaping should be utilised to provide a robust and permanent offset. Development of Parcel B will sit adjacent to existing properties off Dunsley Road so it is not considered to make a contribution to this purpose.

Preventing Neighbouring Towns Merging

- Parcels A and B are not considered to play a major role in maintaining separation between settlements and therefore do not contribute towards this purpose. The incorporation of development offsets from the eastern boundary of Parcel A can ensure a robust and permanent

enclosure to development that restricts any physical or perceived merging of Kinver with the settlement of Stourton.

Safeguarding the Countryside from Encroachment

- The Council's evidence identifies a 'Strong' contribution to this purpose with little explanation. The Green Belt Study states, '...Land contains the characteristics of open countryside and does not have a stronger relationship with the urban area than with the countryside'. However, as previously described, Parcels A and B are located adjacent to the existing settlement of Kinver, and whilst development of both parcels would constitute a loss of grassland fields, avoiding sensitive areas could allow for a suitable improved development edge without impacting on the wider landscape. Avoiding development on the high ground of Parcel A will limit visual impact from distant views.

Green Belt Review Continued

Preserve the Setting and Special Character of Historic Towns

- The sites do not form part of the setting of a historic town and therefore they do not contribute towards this purpose.

To assist in Urban Regeneration by Encouraging the Recycling of Urban/ Derelict Land

- All parcels in the District are considered to make an equal contribution to this purpose.

Opportunities for the Release of Green Belt

In summary, both Parcels A and B make a limited contribution to the wider landscape when careful mitigation is incorporated. Whilst the development of Parcel A and B would lead to a loss of grassland fields, the function of the wider Green Belt in checking unrestricted sprawl, preventing coalescence of settlements would be retained. Any loss of land to development would be limited and localised.

The release of both sites for development also offers opportunities for enhancements through the provision of accessible open space.

Both Parcels A and B contain physical boundaries which are recognisable and defensible in the form of hedgerows and hedgerow trees.

Green Belt Review Continued

Opportunities for Release of Green Belt Land

As considered above, the sites make a limited contribution within the wider Green Belt and landscape when careful mitigation is incorporated. The northern sites are contained by existing recognisable and permanent boundaries formed by Dunsley Road to the south, existing development to the east (Dunsley Hall and farm), woodland and a residential dwelling to the north. Whilst development of the site would lead to a loss of 4 grassland fields, the function of the wider Green Belt in checking unrestricted sprawl, preventing coalescence of settlements would be retained. Any loss of land to development would be limited and localised.

As set out at paragraph 139 of the 2019 NPPF, when defining Green Belt boundaries, plans should, 'define boundaries clearly using physical features that are readily recognisable and likely to be permanent.' As stated above, the sites contain physical boundaries which are recognisable and defensible in the form of woodland, Dunsley Road, Dunsley Hall and a sloping topography to the east. This provides the opportunity to reinforce and enhance these hedgerow boundaries with additional planting to further filter views.

In addition to requiring the release of Green Belt land to be clearly defined by robust new Green Belt boundaries, the NPPF also considers at paragraph 138 that plans should, '...set out ways in which the impact of removing land from the Green Belt can be offset through compensatory improvements to the environmental quality and accessibility of remaining Green Belt land.'

Although the sites do not offer the opportunity for enhancement of land retained in the Green Belt (in line with the 2019 NPPF), They do offer the opportunities for enhancements through the provision of accessible open space especially within the northern parcel on the higher land absent of development. As illustrated on the Opportunities and Constrains Plan, there are further opportunities for this space to be enhanced with characteristic new structural planting to assist with filtering views of the proposed development, as well as being managed for wildlife and biodiversity benefits. Currently, review of the sites are publically accessible but if developed, public open space will be provided as part of the development proposals which will benefit the local community.

Landscape

South Staffordshire's Landscape Assessment 2019 has been reviewed in regards to the Parcels A and B.

Landscape Sensitivity

Both Parcels A and B are located within parcel 'SL2' within the Landscape Assessment 2019 which scored a 'moderate-high' sensitivity rating. This rating is in relation to a considerably larger area than the sites. The assessment commentary for this option states that 'gently undulating areas with a good level of containment (due to topography or vegetation) and that relate well to the existing settlement edge of Dunsley north and south of Dunsley Road, have moderate sensitivity to development'. This directly relates to both Parcels A and B, where the reduced judgement of 'Moderate' sensitivity is appropriate; both sites relate well to the existing residential edge of Kinver and development considerations avoiding the upper contours will reduce the overall impact on the local landscape.

Visual Context

Visually, Parcel A is well enclosed to the north by existing boundary vegetation with the area of land and woodland corridor adjacent to the River Stour and Staffordshire and Worcestershire Canal, in addition to the existing residential edge to the west. Parcel B is well-

contained both physically and visually, with existing properties to the south of Dunsley Road screening views from the north, existing properties off Dunsley Drive to the west and mature tree belt to the south.

Landscape Recommendations

A series of recommendations were made by Barratt West Midlands' landscape consultant which have been incorporated into the Concept Masterplan. The recommendations for Parcel A include; the retention of the existing mature trees along Dunsley Road, restricting development on the higher ground in the south eastern part of the site and a landscape buffer towards the northern part of the site. Recommendations for Parcel B include; retaining existing vegetation where possible between the site and existing dwellings and providing a robust landscape buffer at the eastern edge of the site to provide a new defensible and permanent edge to the proposed built development.

It is considered that the actual area of land being promoted for built development within both sites along with the significant green infrastructure proposed will result in less impact on the wider landscape than has been assessed as part of the wider parcel SL2.

- Site Boundary
- Development Frontage Considerations
- Potential Development Parcels
- Potential Development Parcels with a higher density consideration
- Potential Public Open Space and Development Offsets with Potential Additional Open Space Planting
- Existing Public Rights of Way
- Hedgerow Enhancement/Development Offset to Filter Distant Views
- Potential Site Access
- Former Dunsley Mill
- Opportunity to Reinstate Historic Field Boundaries
- Potential Area for SuDS / Landscaping

A development offset is recommended from the eastern part of the northern site to address the more rural character in this area as well as the open nature of the higher ground. The approach to the village of Kinver from the east can be respected and enhanced by retaining this development offset so that the character of the street-scene on the approach is retained.

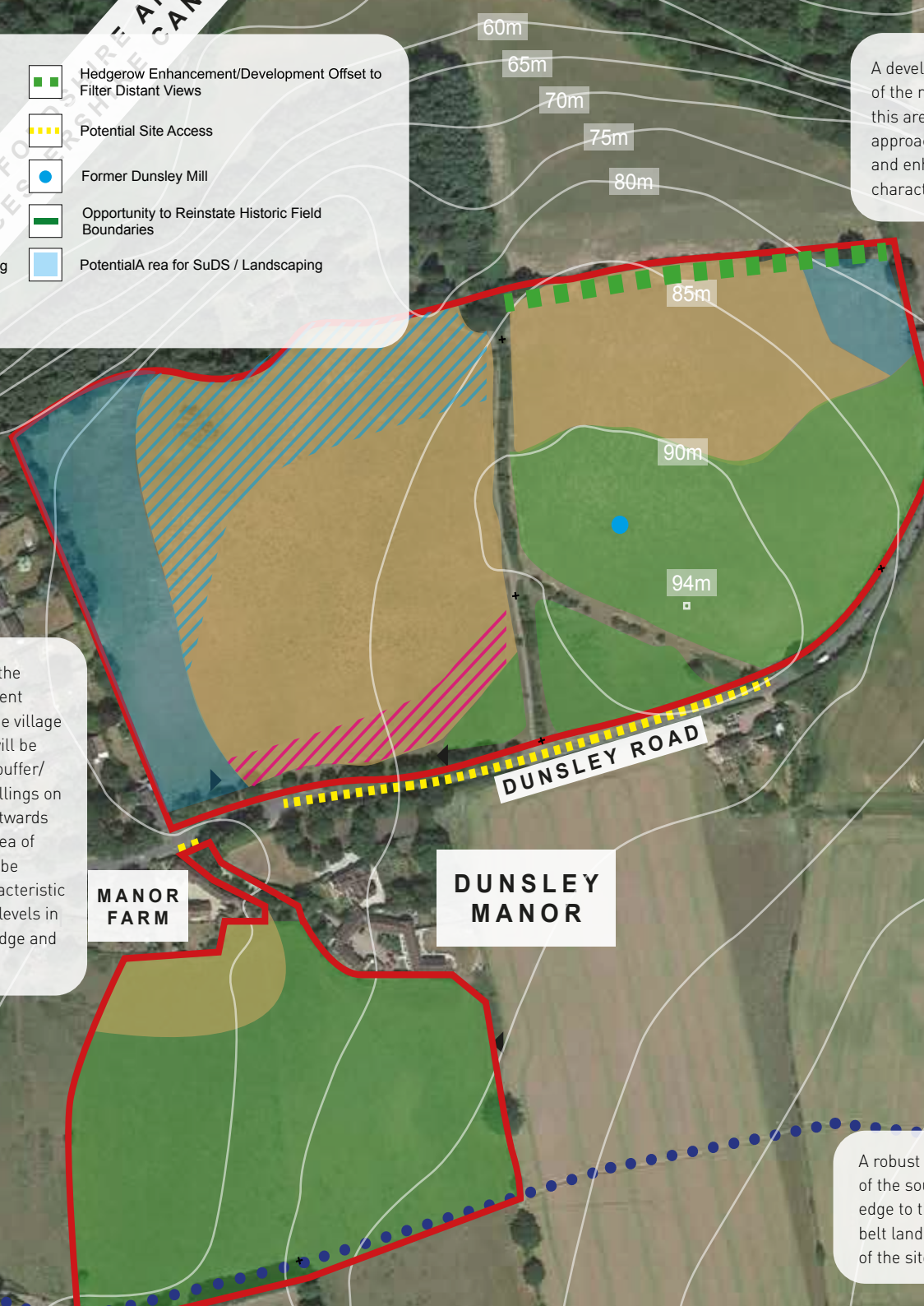
RIVER STOUR

Development of the sites will represent an extension of the settlement eastwards and the creation of a new settlement approach. In order to ensure the existing character of the village approach is retained and where possible, enhanced, it will be important to consider the incorporation of a landscape buffer/development offset, and the appearance of the new dwellings on the eastern and southern edges of the development. Outwards facing properties, with scattered tree planting and an area of open space at the outer edge of the development would be consistent with the existing edge of the village and characteristic features can be incorporated. The gentle rise in ground levels in this location can be utilised to define the development edge and landscape buffer width.

Development should be restricted on the higher ground in this location to avoid new built form being overly prominent in the surrounding landscape and when the settlement edge is viewed from the public footpaths to the south.

The existing mature trees along the roadside should be retained and protected, with development set-back from the road to ensure their protection, as well as to provide a visually filtered view of new built form and the new settlement edge.

A robust landscape buffer should be provided at the eastern edge of the southern site to provide a new defensible and permanent edge to the proposed 6 dwellings to secure the remaining green belt land beyond, as well as to ensure the open aspect of this part of the site is respected.



DUNSLEY HALL

DUNSLEY HALL FARM

DUNSLEY MANOR

MANOR FARM

DUNSLEY ROAD

60m
65m
70m
75m
80m
85m
90m
94m

Transport



Existing Highways Network

The site are situated on land adjacent to the north and south of Dunsley Road, approximately 950m northeast of Kinver Village centre. To the east Dunsley Road connects to the A449 which provides links to Stourbridge and Kidderminster. Dunsley Road ranges in width between 5.3m at its narrowest to 6.75m. Along the site frontage Dunsley Road is subject to a 60mph speed limit. The limit reduces to 30mph at the junction with Hampton Grove to the west of the site.

Automatic Traffic Count (ATC) surveys were undertaken to record traffic volume and speeds on Dunsley Road. The result of the ATCs show that the average daily traffic flow was recorded as 4,708 two-way vehicles with an 85th percentile speed of circa 38mph in both directions. Peak hour movements were recorded as 240 two-way vehicles in the morning peak hour and 368 in the evening peak hour.

The nearest public transport infrastructure to the sites are bus stops located on Dunsley Road on both sides of the carriageway these stops are served by bus routes 227 and 228 operated by Diamond Buses which provide connections to Stourbridge centre, with a bus serving the road every 60 minutes in both directions on weekdays.

Proposed Development Impact on Highways

For the purposes of calculating the traffic generation for these assessments it has been assumed that maximum total of 450 dwellings could be provided. The potential impact of the vehicle trip generation on the local highway network would be minimal with a 10% impact daily predicted on the A449 to the east of the sites.

The existing footway on Dunsley Road will be required to be improved to provide pedestrian facilities between the site and the village to the west. Appropriate footways and crossing facilities will also be required to ensure that the southern site is accessible for pedestrians.

The results of the ATC speed surveys indicated that the 85th percentile speeds of vehicles using Dunsley Road is 38mph compared to the posted 60mph speed limit. The access junctions have therefore been designed with 120m visibility splays.

To enhance the future more residential nature of Dunsley Road, a case could be made to reduce the road speed to 40mph in line with the recorded speeds.

Transport Continued



Access

The northern site is currently accessed via a track that serves an existing building and varies from 2.31m to 2.58m in width, the southern site is currently accessed via a track that ranges from 2m to 2.4m. in width.

It is recommended that two access points are provided into the northern plot, as either two formal access points or one access and an emergency access. A single access point would be sufficient for the southern site which could serve 6 properties.

The ATC survey identified that the background traffic flows on Dunsley Road are relatively low. Hence, the capacity of the site access junctions would not be a constraint to the number of dwellings on the site. Instead the number of accesses will be a determining factor. Therefore, it is anticipated that the sites could be accessed via simple priority-controlled T-junctions.

The illustrative masterplan set out in this document demonstrates suitable potential access point locations.

Developing the Masterplan

Both sites are capable of delivering a high quality, residential-led environment with associated open space and potential community use which will blend in with the existing settlement.

An indicative masterplan has been prepared by Barratt to illustrate how a scheme here could be developed. Through its development, the constraints and opportunities identified, both on and off site, have been considered, which will incorporate landscape and historical influences.

It is anticipated further engagement with the Local Authority will be undertaken through the Local Plan and ultimately the pre-application process, along with a public consultation, to ensure views are taken into account to prepare the final masterplan for the sites.





Forecast Delivery

As a national housebuilder, Barratt have the ability to deliver housing on the site swiftly and to assist in meeting the Housing Requirements of the District in the short term.

In this instance, this will be a joint development between Barratt and David Wilson Homes. As such there will be two outlets which would deliver circa 70 dwellings per annum.

	2022/2023	2023/2024	2024/2025	2025/2026
Private Units Completed	27	42	42	42
Affordable Units Completed	18	28	28	28
Total	45	70	70	70

*The above figures are based upon Barratt's financial years which end on the 30th June.

Summary and Conclusions

The Vision Statement demonstrates how Barratt Homes can create a high quality residential development to include a community use and public open space on land off Dunsley Road, Kinver making a valuable contribution to the District and GBHMA's housing requirement as well as providing public benefits.

South Staffordshire Council is currently reviewing their Local Plan. It is considered that Parcels A and B are suitable and sustainable sites for residential development which should be considered for allocation in the Local Plan Review document. The Sites are immediately adjacent to the settlement of Kinver and are within walking distance of the village centre which offers a range of services and facilities. The Sites are also within 10m of a bus stop on Dunsley Road which provides frequent services between Kinver and Stourbridge.

No significant environmental or heritage constraints have been identified through the technical work that has been undertaken by various consultants. The only constraint identified is a policy constraint as the site is located within the Green Belt which is currently under review as

part of the Local Plan Review. It is not considered that the site performs well against the purposes of the Green Belt and should therefore be considered for release.

The Masterplan for the sites has been landscape and heritage led and it is therefore considered that the development proposals will have a limited impact on adjacent landscape and heritage assets. The development will provide significant areas of open space and potential community uses to the benefit of both existing and future residents. Barratt are keen to engage with both the Council and local residents and will undertake public consultation with regard to matters such as the design of the development, public open space and the type and scale of potential community uses that the community may require.



Developing the West Midlands Socio-Economic Footprint in 2019

The infographic provides an illustration of our socio-economic footprint for the financial year 2019.

The assessment was carried out by independent consultants Lichfields, who analysed socio-economic impacts through the delivery chain for new housing based upon Barratt Developments PLC datasets, published research and national statistics. All figures are based on the financial year ending 30th June 2019.

INVESTING IN NEW HOMES



592

new homes (including joint ventures) of which 127 are affordable



44%

of homes built on previously developed land

EMPLOYMENT AND SKILLS DEVELOPMENT



1,261 jobs

Direct, indirect and induced employment through direct employees, sub-contractors and suppliers equivalent to 2 jobs per dwelling



£80m

of Gross Value Added (GVA), contribution to UK economic output



27

graduates, apprentices and trainees on programme

SUPPLY CHAIN NETWORKS



90%

of components manufactured in the UK



380

sub-contractor companies supported (including through joint ventures)



460

supplier companies supported (including through joint ventures)

SUPPORTING PUBLIC SERVICES



£3.7m

New Homes Bonus
payments by Government over 4 y of components manufactured in the UK



£23m

tax generated
Corporation Tax, NI, PAYE, SDLT and local Council Tax generated (p.a.) by our activities

BUILDING STRONGER COMMUNITIES



£1.6m

local contributions including s106 and equivalent contributions



£17m

expenditure on physical works benefiting local communities (including highway and environmental improvements and community facilities)



57

school places provided



£9.9m

spending in shops and services by residents of new homes (p.a.) supporting 100 retail and service-related jobs (p.a.)

SAFEGUARDING THE ENVIRONMENT



2,882

trees or shrubs planted or retained on developments



26.2ha

of green space created through public open space and private gardens



82%

of developments using above ground landscape-led Sustainable Urban Drainage Systems



2.57

tonnes of CO2e emissions per 100m.sq. completed build area (scope 1, 2 and limited scope 3)



7.88

tonnes of waste per 100m.sq. completed build area



97%

of construction waste diverted from landfill

