



LAND AT STRAWMOOR LANE
CODSALL

SITE PROMOTION DOCUMENT

PREPARED ON BEHALF OF RICHBOROUGH ESTATES LTD BY



 Woods Hardwick
Architecture | Engineering | Planning | Surveying

JULY 2019



“Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities”



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SITE LOCATION PLAN

01 INTRODUCTION & DOCUMENT PURPOSE

INTRODUCTION

- 1.1 The land at Strawmoor Lane represents a logical and appropriate extension to the top tier settlement of Codsall. The site is sustainable, is well located to a wide range of existing services and facilities, and offers an opportunity to deliver new homes alongside supporting community infrastructure.

RICHBOROUGH ESTATES

- 1.2 Richborough Estates is a responsible and specialist strategic land promotion business founded with the aim of working in partnership with landowners. Our projects are located throughout the country ranging from residential schemes of around 50 dwellings to large urban extensions (including sites within the Green Belt), Retail, Commercial and Extra Care facilities.
- 1.3 Richborough Estates oversees the entire planning process from start to finish and works closely with local communities, Planning Officers and key stakeholders, to create mutually beneficial schemes. Richborough is seeking to apply this approach to the proposed development which is the subject of this Promotional Document.
- 1.4 Richborough Estates has an interest in the land at Strawmoor Lane. The extent of land controlled by Richborough is shown edged red on the Site Location Plan on page 2.

DOCUMENT PURPOSE

- 1.5 South Staffordshire Council is currently in the process of reviewing their Local Plan to identify and direct growth within the District to 2037. This will include consideration of an appropriate housing requirement and a spatial strategy for distributing growth, informed by an updated settlement hierarchy. This Promotional Document demonstrates that the site at Strawmoor Lane will form a logical extension to Codsall and that exceptional circumstances exist to justify its removal from the Green Belt.
- 1.6 This Promotional Document presents an analysis of the site and its surroundings and sets out in detail the case for the removal of the site from the Green Belt. This includes a review of the current and emerging planning policy position and an assessment of the site against the five purposes of the Green Belt contained in the National Planning Policy Framework ("The Framework").
- 1.7 The document also sets out the Vision for the site, informed by a consideration of the constraints and opportunities and an Indicative Masterplan demonstrating how the Vision can be achieved through a well-designed scheme. The document concludes with a concise summary of the site, the proposed development and its key benefits.

- 1.8 This document has been prepared with input from the following Consultant team:

PLANNING
Pegasus Group



URBAN DESIGN
Woods Hardwick Ltd



LANDSCAPE
Tyler Grange



ECOLOGY
RammSanderson



ACCESS & MOVEMENT
Hub Transport Planning



FLOOD RISK AND DRAINAGE
BWB



HERITAGE
CgMs




LAND PROMOTER
Richborough Estates



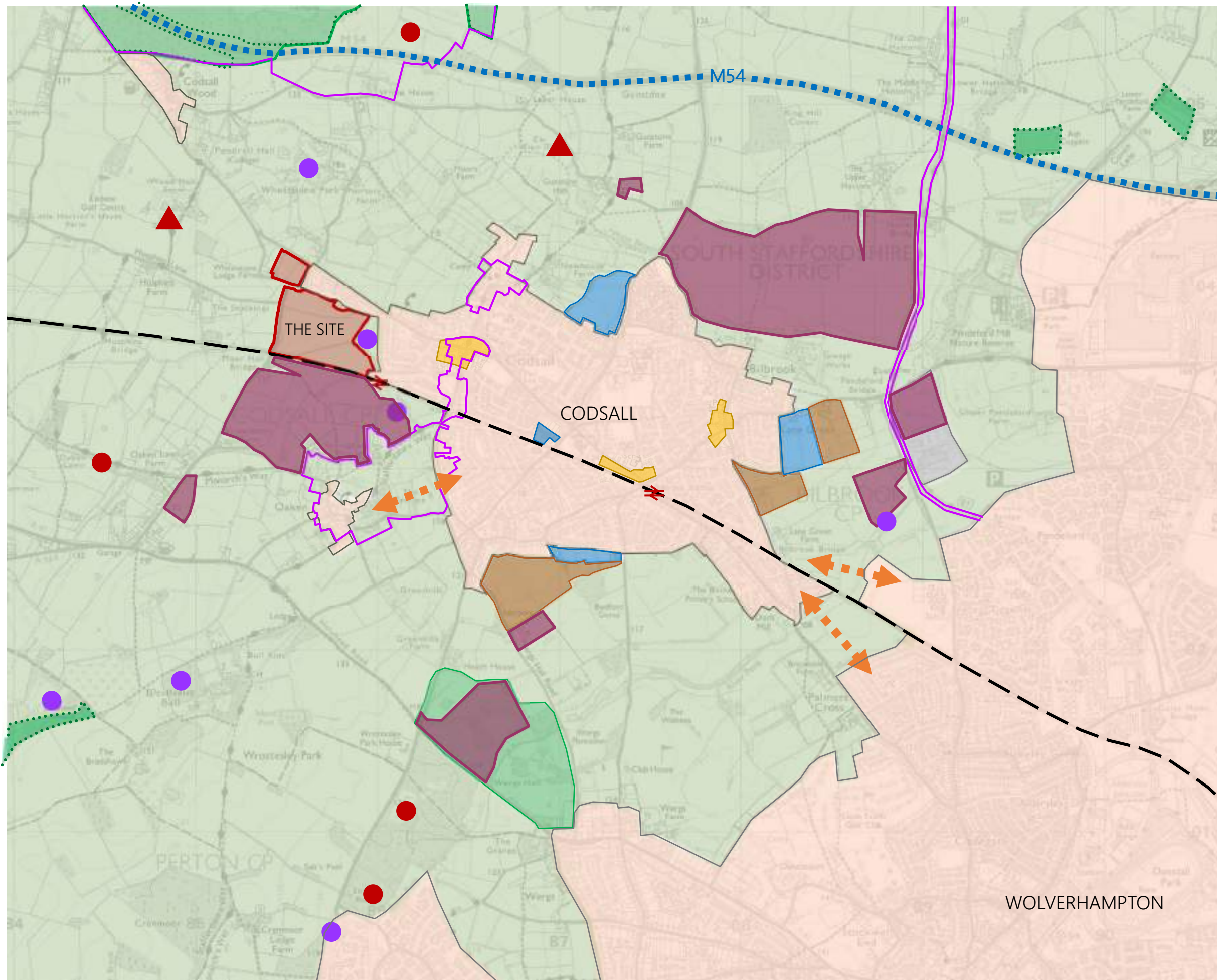


“Planning policies and decisions should ensure that developments will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development”



02

PLANNING POLICY
CONTEXT



- KEY**
- THE SITE
 - BUILT UP AREAS
 - SETTLEMENTS WITHIN CLOSE PROXIMITY OF ONE ANOTHER
 - RAILWAY LINE
 - M54 MOTORWAY
- DEVELOPMENT POLICIES**
- SOUTH STAFFORDSHIRE GREEN BELT
 - CONSERVATION AREA
 - HISTORIC LANDSCAPE AREA
 - ANCIENT WOODLAND
 - SAFEGUARDED LAND
 - HOUSING ALLOCATION SITES
 - VILLAGE/NEIGHBOURHOOD CENTRE
 - EXISTING EMPLOYMENT SITE
 - BIOLOGICAL ALERT SITE
 - SITES OF BIOLOGICAL INTEREST
 - ANCIENT MONUMENTS
- SHELLA 2018**
- SITES CONSIDERED UNSUITABLE FOR DEVELOPMENT

PLAN ILLUSTRATING SITE LOCATION, CONTEXT AND SOUTH STAFFORDSHIRE DEVELOPMENT PLAN DESIGNATIONS

02 PLANNING CONTEXT

INTRODUCTION

2.1 There is an exceptionally strong case to support amendments to the Codsall and Billbrook Green Belt boundary and for releasing the site for residential development.

PLANNING POLICY CONTEXT

National Planning Guidance

2.2 In February 2019, the Government published a revised National Planning Policy Framework (“Framework”) which replaces the previous guidance published in 2018 and provides the overarching planning framework for England. Central to the Framework is a presumption in favour of sustainable development which is the golden thread running through both plan-making and decision-taking (paragraph 11). The Framework also seeks to boost the supply of housing and requires local authorities to plan positively for objectively assessed needs and maintain a sufficient supply of housing land.

2.3 Paragraph 136 of the Framework states that once the general extent of a Green Belt has been approved, it should only be altered in ‘exceptional circumstances’ through the plan-making process and that the amended Green Belt boundary should be “capable of enduring beyond the plan period”. There are exceptional circumstances which justify alteration to the Green Belt boundary in South Staffordshire District and the site offers an opportunity to release Green Belt in a sensitive manner, without harming its purposes and functions, as set out in paragraph 134 of the Framework.

2.4 Furthermore, paragraph 8 of the Framework sets out that sustainable development has three overarching objectives: economic, social and environmental. The proposed development accords with each of these objectives, contributing to building a strong, responsive and competitive economy, supporting strong, vibrant and healthy communities and continuing to protect and enhance the natural, built and historic environment.

2.5 Chapter 5 of the NPPF sets out how local authorities should boost significantly the supply of housing in order to deliver sufficient supply of homes. The land at Strawmoor Lane, Codsall, represents a deliverable site that is available, achievable and viable and the provision of housing on the wider site would boost the supply of housing in the District.

Existing Development Plan

2.6 The Development Plan for South Staffordshire currently comprises:

- Adopted Core Strategy (adopted 11th December 2012)
- Site Allocations Document (SAD) (adopted 11th September 2018)

2.7 The Core Strategy establishes the strategic policies for the District, notably the housing requirement and distribution of housing (Core Policy 1 and Core Policy 6), whilst the Site Allocations Document provides a range of allocations to deliver the requirements set out within the Core Strategy.

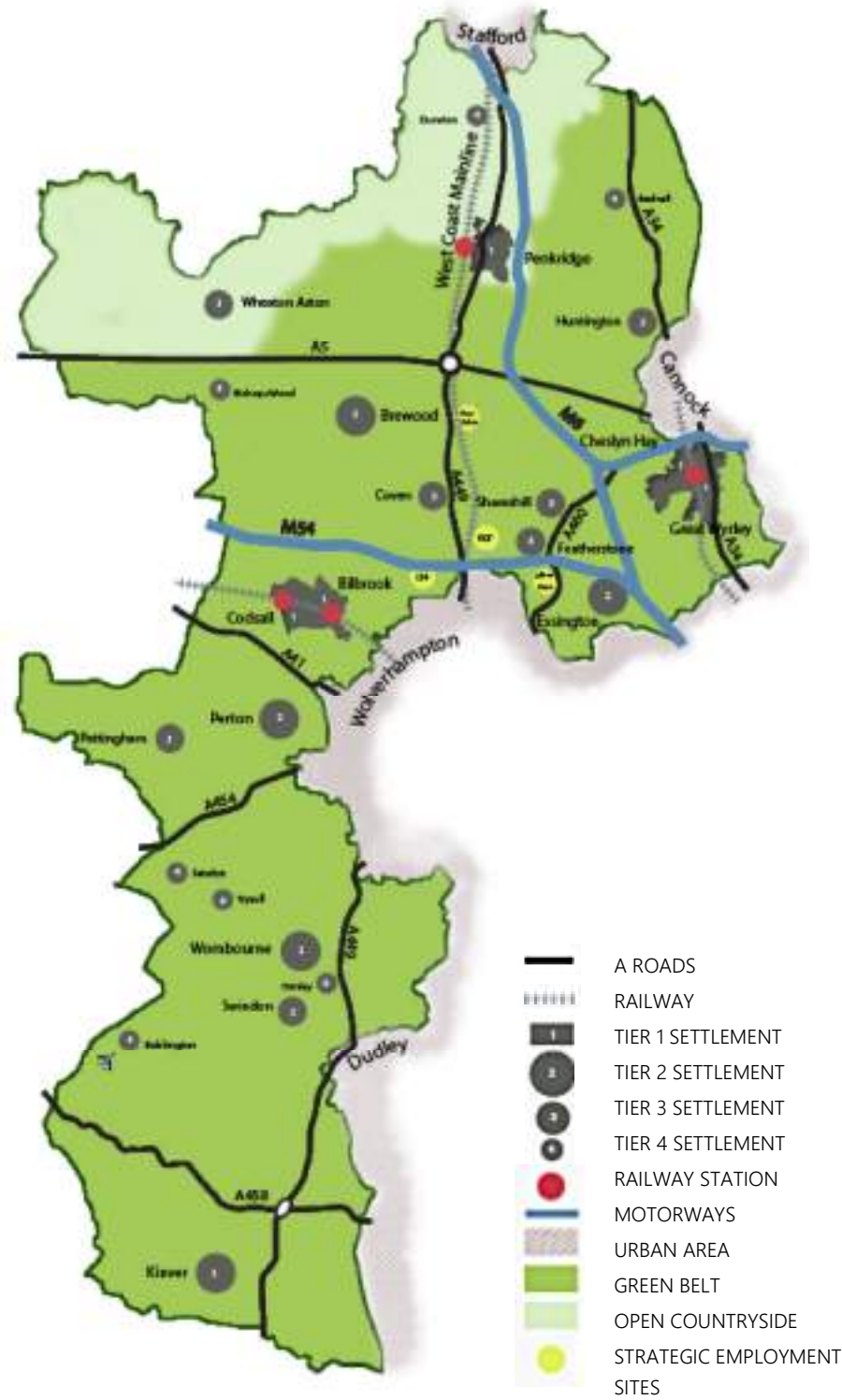
2.8 The policies map identifies the following designation for the site:

- Green Belt (Policy GB1)

2.9 Codsall does not lie within a Neighbourhood Area Designation and therefore a Neighbourhood Plan has not been progressed to date.

Emerging Local Plan

2.10 South Staffordshire District Council has commenced work on a review of the adopted Local Plan which is essential to respond to unmet housing needs within the District and those confirmed within the wider Greater Birmingham and Black Country Housing Market Area (GBBCHMA). The Local Plan Review provides an opportunity for the Council to establish a robust housing requirement, having regard to local housing needs and cross boundary requirements and comprehensively review the vision, strategic objectives, spatial development strategy and policies for shaping detailed development proposals. The review process will also ensure consistency with the new National Planning Policy Framework (NPPF), which seeks a requirement for local planning authorities to keep their Local Plan up to date by undertaking a review at least every five years.



SOUTH STAFFORDSHIRE PLAN SHOWING SETTLEMENT TIRES (FROM *ISSUES AND OPTIONS* OCTOBER 2018)

2.11 The Issues and Options consultation document identifies an objectively assessed housing need of 5,130 dwellings for South Staffordshire District to 2037, utilising the Government’s standard method. In addition, it highlights a range of growth options for contributing towards meeting the housing shortfall within the wider GBBCHMA and commits to testing the delivery of a minimum of 4,000 additional dwellings. This would provide a minimum requirement of 9,130 dwellings between 2018 and 2037; representing a significant uplift compared with past delivery rates experienced within the District.

2.12 The Issues and Options document also identifies a range of spatial distribution options to be tested, including an option to focus development to the District’s larger and better connected villages, such as Codsall. A revised Settlement Hierarchy has informed these options, which highlights Codsall as a “Tier 1” settlement.

2.13 The Tiers are set out in the new *Rural Services and Facilities Audit* (2018), which assessed the sustainability of the district’s settlements relative to one another. This has involved a high level assessment of the services and facilities in each rural settlement, as well as sustainable transport links to higher order services, such as employment, retail centres and hospitals.

2.14 Tier 1 settlements are considered the most sustainable of the District’s villages, with the greatest access to services and facilities. It is concluded that:

“These settlements typically have food stores, a wider range of facilities than other villages, a range of education establishments, access to a train station and good access to employment and wider facilities outside the village via public transport.”

2.15 Approximately 80% of South Staffordshire lies within the West Midlands Green Belt. The Council acknowledges that it may be necessary to consider Green Belt boundaries in some locations to accommodate the necessary levels of growth in a sustainable manner. The combined requirements of an increased OAN and the potential for meeting an element of the overspill requirement is likely to increase pressures for Green Belt releases, given the lack of urban capacity and the small proportion of the district that lies outside the current Green Belt designation.

2.16 Codsall is completely constrained by Green Belt, with the exception of an area of Safeguarded Land to the south of the village. In the context set out above it is clear that further release of Green Belt land is required to assist in the delivery of the housing requirement in sustainable locations such as Codsall. In addition, further housing growth within the village will be required in the longer term, beyond the proposed plan period and therefore further safeguarded land should be identified within Codsall to allow for future needs to be met.

CASE FOR GREEN BELT RELEASE

2.17 Paragraph 136 of the NPPF confirms that:

“Once established, Green Belt boundaries should only be altered where exceptional circumstances are fully evidenced and justified, through the preparation or updating of plans.”

2.18 Given the need to accommodate an increased amount of housing and employment land, South Staffordshire District Council concluded there were exceptional circumstances to release land from the Green Belt through the adoption of the Site Allocations Document in September 2018. However, as part of undertaking the Local Plan Review, it remains that there is the need to consider the further release of Green Belt land, partly due to South Staffordshire District Council’s obligations under the Duty-to-Cooperate with neighbouring Black Country authorities. As such, in the context of significant unmet development needs, exceptional circumstances exist to justify further release of Green Belt land.

2.19 The Local Plan Review Issues and Options document confirms that a joint Green Belt review covering both the Black Country and South Staffordshire is currently being prepared. This is anticipated to be published in ‘early 2019’, to inform the Preferred Options version of the Local Plan Review.

2.20 An assessment of Land at Strawmoor Lane against the purposes of the Green Belt (as defined at Paragraph 134 of the NPPF) is included below, to assist the Council with their consideration of the site:

TO ASSIST IN SAFEGUARDING THE COUNTRYSIDE FROM ENCROACHMENT

2.21 By definition, development of any greenfield site beyond the boundary of a settlement results in encroachment into the countryside. Nevertheless, as set out above, the identified site boundaries align with existing residential or agricultural buildings to the western edge of Codsall. There are therefore clear urbanising features surrounding the site, reducing the extent to which the site encroaches into the open countryside.

2.22 As set out above, the site’s western boundary is currently defined by a mixture of features. The development of the site for residential purposes represents an opportunity to strengthen this boundary to provide one which would endure in the long-term, creating a clear transitional arrangement between the urban area and the countryside.

2.23 Lastly, the site is currently in private ownership and no public rights of way exist across it. As such, the site does not offer any opportunities for recreation. The Concept Plan illustrated later within this Vision Document includes significant areas of open space, particularly to the south-east of the site, increasing opportunities for recreation and promoting access into the countryside.

TO PRESERVE THE SETTING AND SPECIAL CHARACTER OF HISTORIC TOWNS

2.24 There are no listed buildings or other heritage assets within the vicinity of the site. Similarly, Codsall as a settlement has a limited number of listed buildings, located to the centre of the settlement and around St Nicholas C of E Church. Codsall is accordingly not considered to constitute an ‘historic town’ in the context of the NPPF. As such, the development of the site for residential purposes would not compromise the setting or special character of an historic town.

TO ASSIST IN URBAN REGENERATION BY ENCOURAGING THE RECYCLING OF DERELICT AND OTHER URBAN LAND

2.25 Whilst the intention of this purpose is recognised, the Local Plan Review Issues and Options document acknowledges that there is insufficient brownfield land within South Staffordshire (and Codsall) to accommodate identified development needs. As such, the development of the site would not prejudice the redevelopment of derelict or other urban land.



“Planning policies and decisions should ensure that developments are visually attractive as a result of good architecture, layout and appropriate and effective landscaping ”

A landscape photograph showing a large field of tall green grass in the foreground. In the middle ground, there is a row of houses with dark roofs and some trees. The sky is blue with scattered white clouds. A semi-transparent light green rectangular box is overlaid on the right side of the image, containing the text.

03

THE SITE AND ITS
SURROUNDING CONTEXT



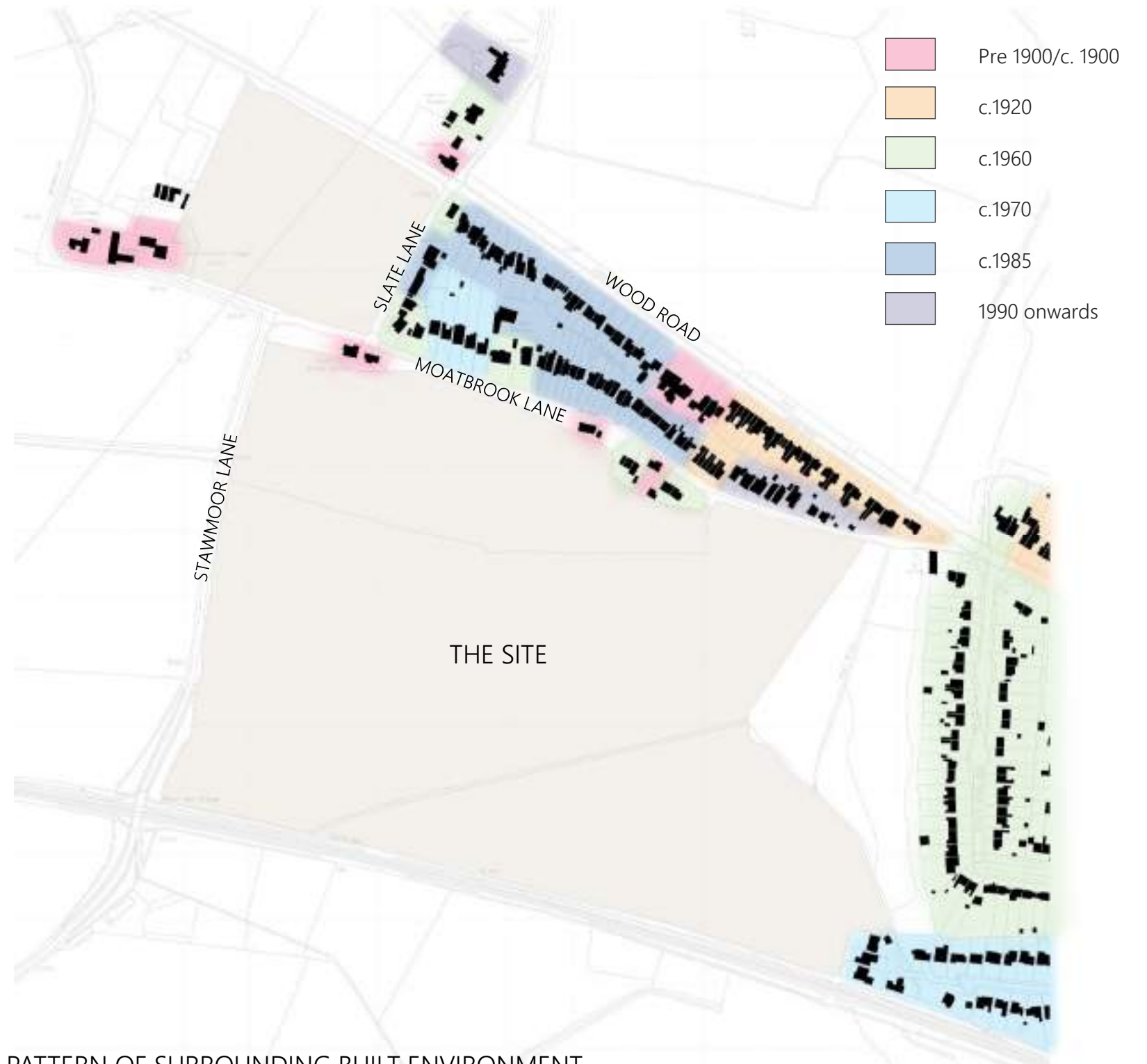
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2



3



PATTERN OF SURROUNDING BUILT ENVIRONMENT

IMAGES

- 1 Post office, shops and café on Station Road
- 2 The Crown Joules pub, Wood Road
- 3 Shopping parade, The Square

03 THE SITE AND ITS SURROUNDING CONTEXT

THE SITE

3.1 Land at Strawmoor Lane adjoins the western edge of the urban area of the settlement, immediately north of the Birmingham to Shrewsbury railway line; to the west and south of a residential area lying between Wood Road; and Moatbrook Lane. The site extends to approximately 17.7 hectares and comprises three pieces of land managed as arable fields and pasture.

3.2 The site is generally flat with the lowest point located within the south of the site.

SURROUNDING BUILT FORM

3.3 The main development parcel is surrounded by existing dwellings to the north and to the east, while the smaller northern development parcel is bounded by existing residential development to the east, along Slate Lane.

3.4 On the south-side of Moatbrook Lane, adjoining the northern site boundary of the main parcel is a scattering of existing dwellings comprising two pairs of semi-detached houses built c. 1960, (highlighted in green on the image to the left) and several older dwellings dating back to around the turn of the century, including Moatbrook House (highlighted pink).

3.5 The parcel of existing dwellings between Moatbrook Lane and Wood Road has developed gradually over time. This gradual development has resulted in a piecemeal character. Existing dwellings fronting Moatbrook Lane (north side), comprise a mixture of one

and two-storey development, and a mixture of detached, semi-detached and terraced dwellings. Generally, the frontages are landscaped, with varying set-backs.

3.6 The existing development to the east of the main part of the site comprises 1960s and '70s residential development.

3.7 The 1960s development (shaded green) comprises semi-detached two- and single-storey dwellings with front gardens enclosed by low brick walls, hedges and shrubs. Dwellings are constructed in red facing brick with red/brown plain tiles.

3.8 The c.1970s development (shaded blue) comprises detached two-storey dwellings; materials are a mixture of red brick, pale red/buff brick and cream render, with brown pantiles. Set backs are consistent, and gardens are left open, with no boundary treatment. Parking is accommodated on plot.

3.9 The later developments are less compactly built than the existing dwellings along Moatbrook Lane.

SURROUNDING AREA

3.10 Codsall provides a good range of shops, including supermarket, and community and health care facilities. South Staffordshire Council offices are based in Codsall, and there are both middle and high schools and a leisure centre. Codsall has a frequent bus service to Wolverhampton and has good access to the M54 motorway.

3.11 Codsall is close to significant new high quality job opportunities that continue to be created at i54 and the railway station provides frequent services to Birmingham and Shrewsbury.


3.12 Codsall is well-placed geographically and through good transport links to provide an appropriate location for meeting cross boundary pressures. Direct train links to Birmingham and good links to the M54 and Wolverhampton suggest a strong functional relationship exists between Codsall and the conurbation, where current housing pressures are evidenced.

3.13 Land at Strawmoor Lane, Codsall, is in a sustainable location within close proximity to the village centre and Codsall railway station. The site is very well located to take advantage of local facilities within the centre that are typically used on a day-to-day/weekly basis, such as convenience stores, post office, bank, dining and coffee facilities, surgery, dental practice and a range of schools. All of these services can be reached easily and quickly by foot from the site.

3.14 The site provides an opportunity to deliver much needed housing, together with all necessary supporting infrastructure.

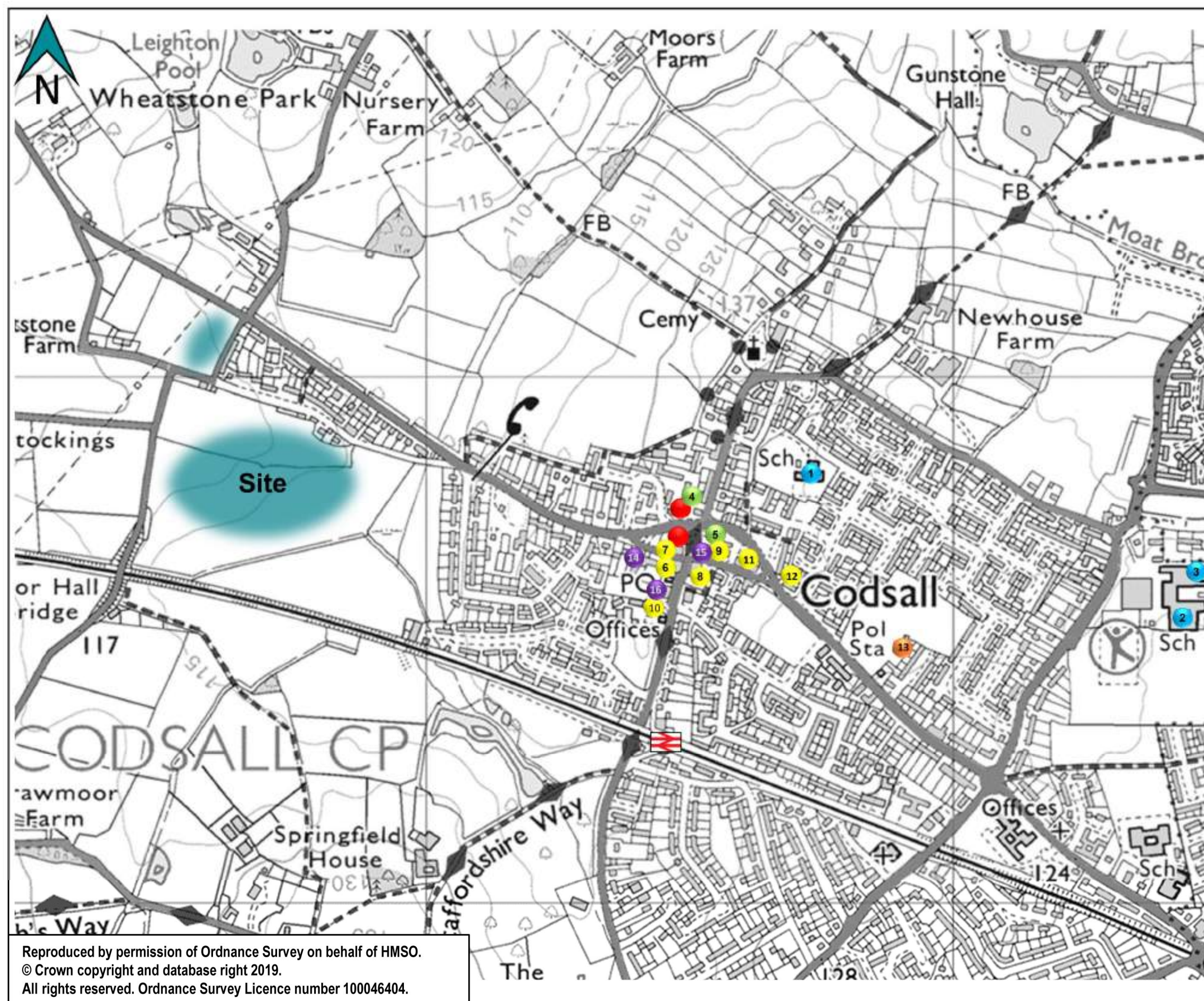
“Planning policies and decisions should ensure that developments are sympathetic to local character and history, including the surrounding built environment and landscaping setting, while not preventing or discouraging appropriate innovation or change”





04

ENVIRONMENTAL
CONSIDERATIONS



- Legend**
- Site
 - Bus Stops
 - Rail Station
 - St Nicholas CE (VC) First School
 - Codsall Community High School
 - ABC Early Learning & Childcare Centre
 - Russell House Doctor's Surgery
 - Llyods Pharmacy
 - Zen Spa & Beauty
 - The Crown Joules Public House
 - The Bull Public House
 - Lacey's Bistro
 - Coffee Shop
 - Codsall Fish Bar
 - Urban Hair & Beauty
 - Codsall Village Hal
 - Co-operative Food
 - Nationwide Building Society
 - Post Office

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04 ENVIRONMENTAL CONSIDERATIONS

INTRODUCTION

4.1 This section assesses the relevant environmental considerations at the site. It demonstrates that there are no constraints that prevent the development of the site for a residential-led scheme.

PROXIMITY TO LOCAL FACILITIES

4.2 The plan opposite indicates the location of the local facilities within Codsall.

4.3 St Nicholas CE First School is located at about a 1.4km walk from the centre of the proposal site with a signalled crossing of Wood Lane/Baker's Way provided *en route* with the final leg of the journey along Church Road. Codsall Middle School and St Christophers Catholic Primary school can be reached further to the east at around a 1.9km walk from the centre of the site. Codsall Community High School is located off Elliotts Lane at about a 2.0km walk; the leisure centre is located alongside the school.

4.4 The post office is located in the centre of Codsall at about an 925m walk from the centre of the site. A number of local restaurants, takeaways, and public houses are located in the centre of Codsall at about an 900m-955m walk from the site.

4.5 Several foodstores are available in the village along with facilities such as pharmacies, banks, and other typical high street shops and services.

4.6 Russell House provides GP facilities off Bakers Way at an approximate 890m walk from the centre of the site and Codsall Dental Practice is located on Bakers Gardens at about a 740m walk.

4.7 Bus service number 5 provides a frequent 7-day service between Wolverhampton and Codsall via Dunstall and Bilbrook (half-hourly or better on weekdays). The service is supplemented further by service 5A that runs mon-Sat on an approximate half-hourly frequency along a slightly different route. Service 10B provides three services in each direction on weekdays between Wolverhampton, Perton and Codsall.

4.8 Codsall railway station provides regular, frequent services between Birmingham New Street and Shrewsbury via Wolverhampton via Wolverhampton and Telford Central amongst other stations.

Amenity	Distance
Co-operative Food	830m
Zen Spa and Beauty	850m
The Crown Joules Public House	860m
Russell House Doctors Surgery	890m
The Bull Public House	900m
Nationwide Building Society	900m
Lacey's Bistro	915m
Lloyds Pharmacy	925m
Post Office	925m
Coffee Shop	955m
Codsall Fish Bar	955m
Urban Hair and Beauty	1.0km
St Nicholas CE (VC) First School	1.4km
Codsall Village Hall	1.4km
Codsall Community High School	2.0km
ABC Early Learning & Childcare Centre	2.1km

ACCESS AND MOVEMENT

Local Highway Network

- 4.9 The main body of the proposal land is located on the western side of Codsall; fronting Moatbrook Lane to the north and Strawmoor Lane to the west. A railway line lies to the south of the development with housing lying beyond a treeline to the east. A smaller parcel of proposal land lies to the north of Moatbrook Lane, south of Wood Road, and west of Slate Lane.
- 4.10 The speed limit on Wood Road along the site frontage is 40mph, Slate Lane is subject to a 30mph speed limit, Strawmoor Lane and part of Moatbrook Lane are subject to the national speed limit with the majority of Moatbrook Lane that fronts the site being subject to a 30mph speed limit.
- 4.11 Strawmoor Lane is approx. 5.5m wide and has the nature of a country lane with verges present; no lighting or footways are currently provided. Strawmoor Lane turns first eastwards at Moatbrook Lane and then northwards at right angles to become Slate Lane; Slate Lane is relatively narrow in places at about 3.8m and has housing on its eastern side with frontage access to the lane; the lane is lit but no footways are present.
- 4.12 Wood Road forms part of the route from the site, through Codsall and Bilbrook, and towards the A449 Stafford Road. The route carries only modest traffic levels. Strawmoor Lane and Moatbrook Lane are lightly trafficked routes by any standard.
- 4.13 Staffordshire County Council (SCC) have been consulted through the official pre-application process to discuss the proposed access strategy and potential highway impacts of the proposed development site. Positive feedback has been received from SCC with regard to the access proposals. Furthermore, the potential scope of the Transport Assessment which would support any subsequent planning application has been agreed.

IMAGES

- 1 View south along Stawmoor Lane
- 2 View south-east along Wood Road
- 3 View south along Slate Lane
- 4 Moatbrook Lane/Strawmoor Lane junction
- 5 Slate Lane/Moatbrook Lane junction
- 6 Wood Road/Slate Lane junction





4



5



6

Policy Considerations

4.13 The Staffordshire LTP 2011 covers the plan period 2011-2026 and has among its stated aims:

- Enabling economic growth without causing congestion
- Providing opportunities for residents and visitors to access jobs, training and education
- Keeping the highway safe and serviceable whilst achieving value for money
- Improving on our excellent safety record
- Encouraging and providing for active travel

4.14 Policies 5.1 and 5.2 of the Plan address the promotion of alternatives to private motor vehicles and encouraging low-emitting vehicles and vehicle efficiency.

4.15 Policies 6.1 and 6.2 deal with encouraging walking and cycling for health benefit reasons and helping residents to access services (sustainably) by integrating transport and land use policies. Policy 6.4 aims at improving Staffordshire’s road safety record and Policy 6.6 deals with reducing emissions from road transport.

4.16 The content of this Vision Document for the proposed development demonstrates that the location of the land is well placed to make use of existing local facilities and sustainable transport services/infrastructure with the need for only limited mitigation works to provide connections from the site to these facilities, sustainable infrastructure, and sustainable services.

4.17 Any subsequent planning application will be supported by a Travel Plan alongside a Transport Assessment. The Travel Plan will address the policy considerations set out in the LTP and seek to promote the residential development in a sustainable manner.

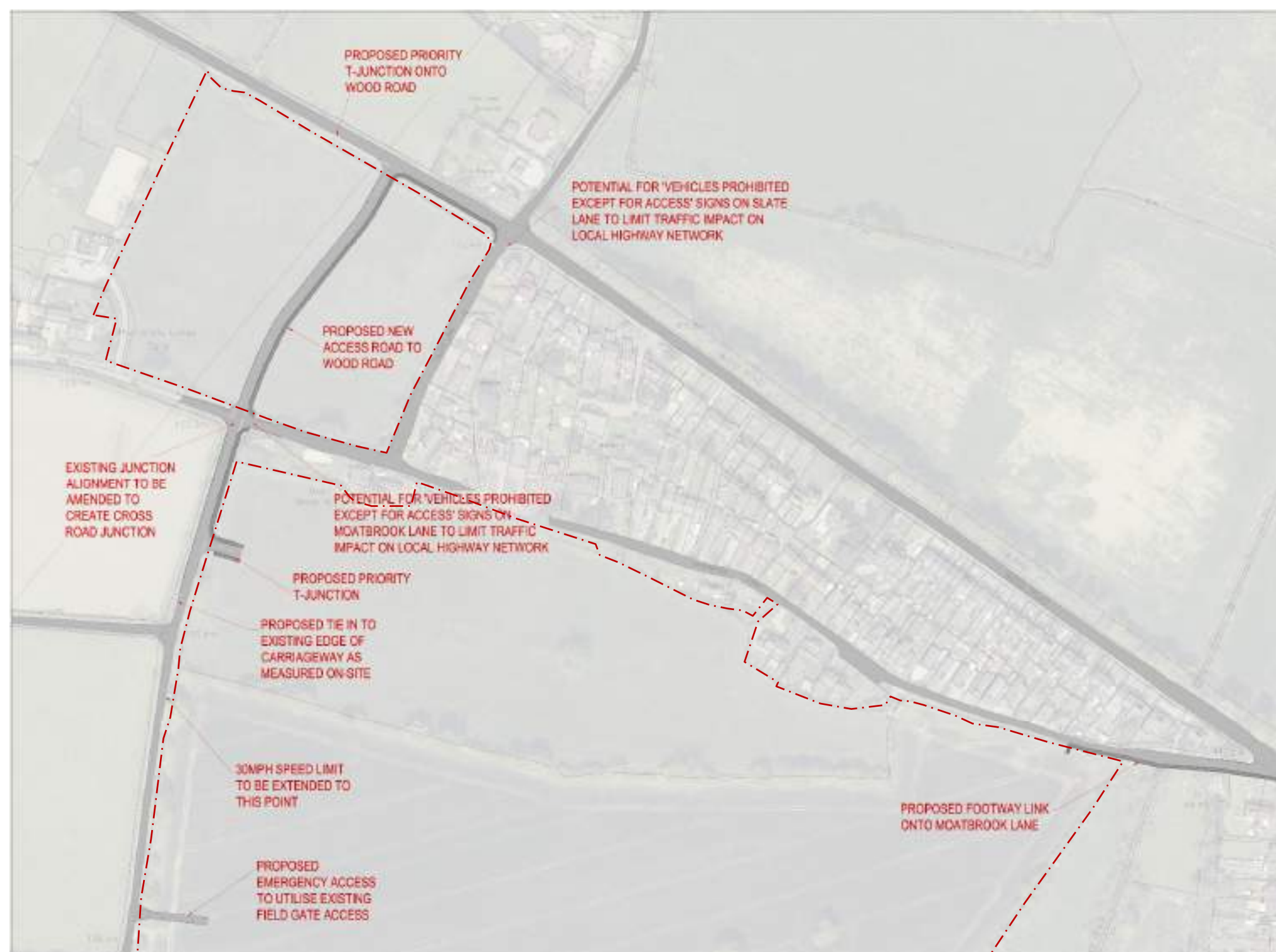
4.18 The relevant national policy is set out in the National Planning Policy Framework (NPPF) which states that:

“Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.”

4.19 We shall, of course, be aiming for the much higher standards that that set out in local policy by encouraging active modes of travel alongside public transport as realistic opportunities to private car use.

Proposed Access Strategy

- 4.20 At a potential site capacity of up to 230 dwellings we are proposing an access strategy that extends Strawmoor Lane northwards to serve the northern parcel of land, meeting Wood Lane at a priority junction and providing a more attractive route to Wood Lane for traffic (rather than along Slate Lane) from the development proposal and elsewhere. To help enforce this, signs indicating '*motor vehicles prohibited except for access*' are proposed to the western extent of Moatbrook Lane and on Slate Lane on its junction with Wood Road.
- 4.21 The main vehicle access to the major body of the development will be from Strawmoor Lane in the form of a priority junction, with Moatbrook Lane forming a priority crossroads junction with Strawmoor Lane and on through the northern development parcel to Wood Lane. A separate pedestrian access is provided to Moatbrook Lane in the northeast corner of the site. The access arrangements are indicated on the accompanying drawings to the left and right.
- 4.22 The site access points can accommodate a refuse lorry, which is typically the largest vehicle that might be expected to access site on a week-to-week basis.
- 4.23 The proposed development of around 230 dwellings would be expected to generate around 120 two-way peak hour vehicle trips; two vehicle movements per minute with the majority of traffic expected to head north along Strawmoor Lane. The site access strategy can easily accommodate such levels of traffic and the impact of the development traffic is such that it will be barely perceptible to existing road users on the local and wider highway network away from the site access.
- 4.24 The visibility splay requirements at the proposed site access junctions have been based on recorded traffic speeds and are in line with guidance set out in Staffordshire County Council's Residential Design Guide (Appendix A).



PROPOSED SITE ACCESS STRATEGY OVERVIEW

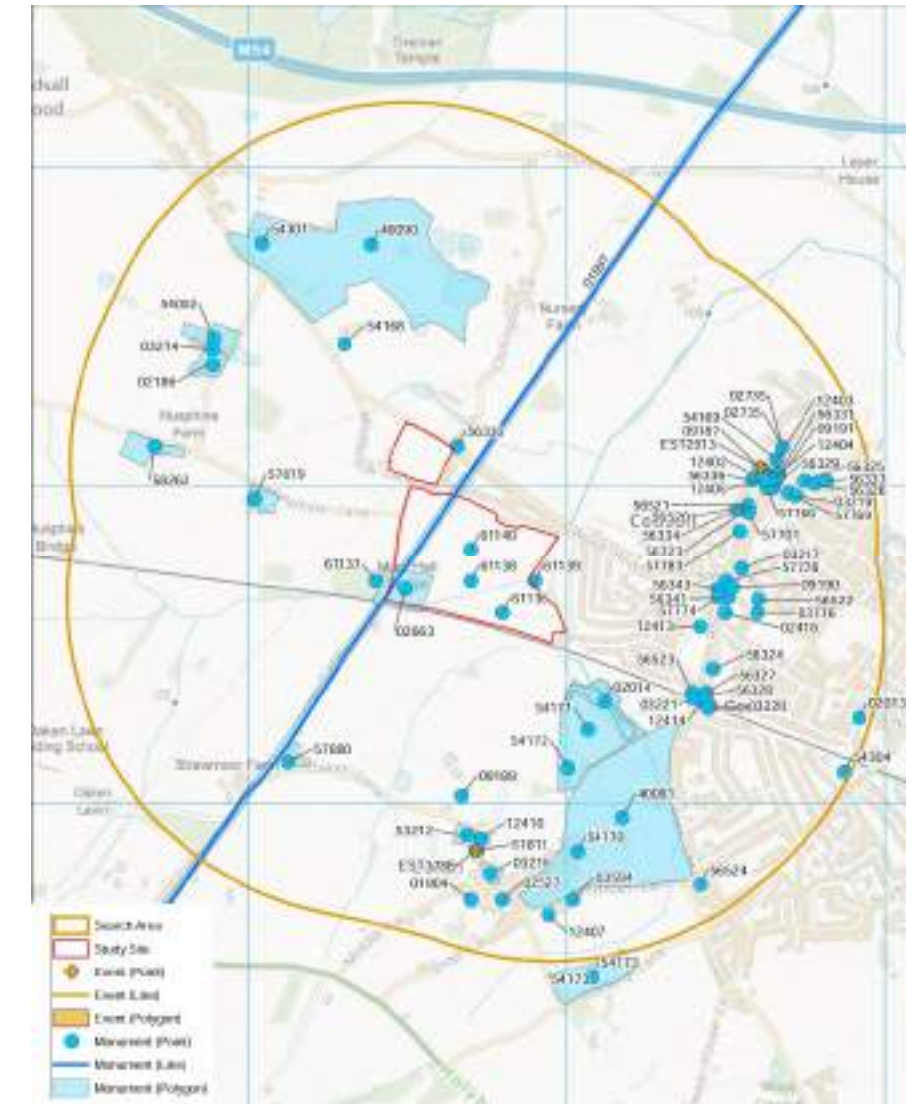
HERITAGE AND ARCHAEOLOGY

- 4.25 Archaeological Desk Based and Built Heritage Statements have been undertaken which identify and consider heritage assets within a 1 km search radius. These assessments draw together the available archaeological, historic, topographic and land-use information in order to clarify the heritage impacts and below ground archaeological potential for the site.
- 4.26 There are no designated heritage assets on the proposed development site, and the proposed development will have no impact upon the significance of any designated heritage assets outside of the study site.
- 4.27 The site forms a neutral element of the wider settings of two of the identified built heritage assets: the Church of St Nicholas (Grade II*) and the Codsall & Oaken Conservation Area (designated 1973). However, the proposed development of the site could be sensitively designed to protect their respective significance. Therefore the proposed development of the site would cause no harm to the significance of any built heritage assets.



VIEW EAST FROM STRAWMOOR LANE ACROSS SITE

- 4.28 The study site contains no evidence for remains of Prehistoric date, and only very limited evidence has been recovered from within the 1km search area pertaining to Prehistoric activity.
- 4.29 There are two records of Medieval activity within the study site: the remains of Moor Hall and Moat (see 1831 plan) and a Medieval padlock. In addition, the LiDAR imagery indicates that the site formerly contained ridge and furrow which may be of Medieval date. No remains of Saxon/Early Medieval date area recorded within the study site on the HER.
- 4.30 Except for the southwest corner of the study site, the site is considered to have a negligible potential for significant remains of Saxon/Early Medieval or Medieval date. The southwestern corner of the study site however is considered to have a high potential for remains of Medieval date relating to the former Moor Hall and Moat. It should be noted that the current Illustrative Masterplan for the proposed development envisages limited development within the area of Moor Hall and Moat.



MONUMENT AND EVENT DATA



PLAN OF THE TOWNSHIP OF CODSALL, 1831

LANDSCAPE AND VISUAL



Policy Context

- 4.31 The site is not subject to any national landscape designations. The site lies within the Green Belt.
- 4.32 The site is located within the South Staffordshire district, located to the north western edge of Wolverhampton and to the west of Codsall residential suburb. Applicable local policy objectives address the need to enhance the landscape of the Green Belt and the green infrastructure of the District.
- 4.33 There are no public footpaths running through or adjacent to the four fields; however, a network of Public Rights of Way are present across the wider landscape.

IMAGES

- 1 View facing south from Moatbrook Lane
- 2 View facing west from junction located at Wood Road and Slate Lane
- 3 View facing south west from Moatbrook Lane
- 4 View facing east from Strawmoor Lane



Landscape Character

4.34 At a regional level, within the Staffordshire County Council Planning for Landscape Change SPD (2000), the site is identified as being located within the 'Ancient Clay Farmlands'.

4.35 The key characteristics of the Ancient Clay Farmlands include:

- *A gently rolling landform with localized meres and mosses*
- *An irregular field pattern defined by ancient hedgerows*
- *Narrow winding, often sunken lanes*
- *Hedgerow damsons and occasional native black poplars*
- *Marl pits and field ponds*
- *Dispersed settlement pattern of farmsteads and wayside dwellings*
- *Traditional red brick and clay tile buildings*

4.36 Detracting features in the area identified by the SPD include the following:

- *Busy main roads and motorway*
- *Powerlines*
- *Large modern farm buildings*
- *Industrial developments*
- *Electrified railway line*
- *Urban edge*
- *Improved and new commuter dwellings*
- *Introduction of wire fencing for tock control associated with deteriorating field pattern*



Site-Specific Context

4.37 PARCEL A: Bounded by dense hedgerow planting; the eastern boundary influenced by the existing residential edge of Codsall. Three of the four boundaries are surrounded by roads with access from Moatbrook Lane along its southern boundary. This parcel comprises a singular grassland field which slopes gently to the east with no internal landscape features.

4.38 The larger southern parcel comprises 3 irregular-shaped fields (B, C and D). The northern boundary is influenced by existing properties off Moatbrook Lane, although intervening hedgerows separate the site from the residential edge. Mature hedgerows and trees strongly distinguish the individual parcels, with a scattering of mature trees providing the only internal landscape features.

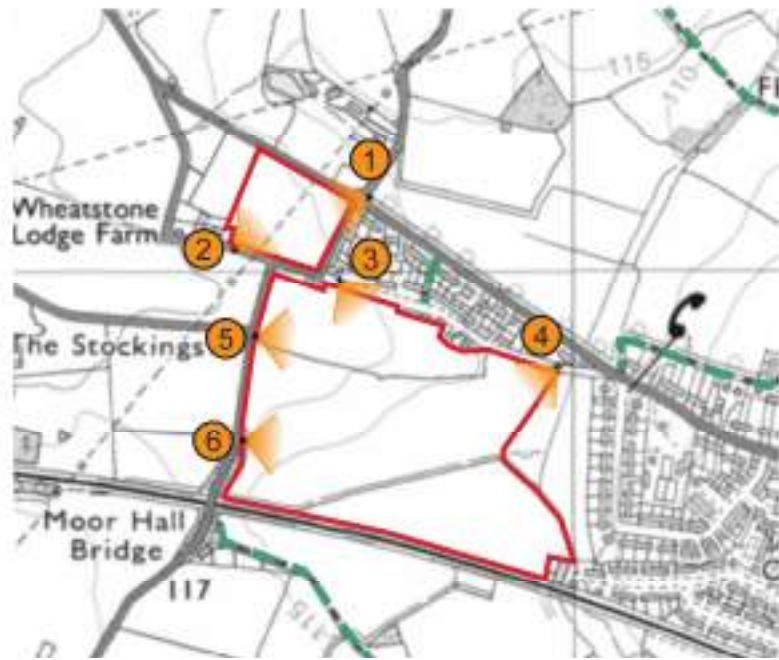
4.39 To the south of the site lies the railway line and associated vegetation. Strawmoor Lane bounds the western edge to parcel B and C with small fields surrounded by dense vegetation to the east of parcel C and D.

4.40 The hedgerow field boundaries along with hedgerow tree planting provide containment and structure and are also characteristic features within the local landscape. They will be retained and enhanced wherever possible to strengthen the contained nature of the site and filter the new development and existing built edge.

4.41 Development fronting Moatbrook Lane and Wood Road will respect the character of existing properties that are set back from the road frontage, retaining good quality tree stock.

4.42 Field parcels B, C and D are irregular-shaped and expansive with a small number of internal hedgerows to separate them. Scattered field trees are located within parcels B and C.

4.43 Parcel C and D are divided by a ditch with associated vegetation. The Flood Zone covers a large part of Parcel C and D as shown on the Landscape Opportunities and Constraints Plan.



Views

- 4.44 Both parcels relate visually to the existing settlement edge. The northern parcel lies adjacent to properties on either side of the road junction (see view 1), with dense hedgerow filtering views into the site. Slate Lane to the left of the viewpoint is a single track road that runs adjacent to the boundary vegetation of the northern parcel.
- 4.45 Viewpoint 2 shows a view from Moatbrook Lane facing east with filtered views across the site. There are no internal hedgerows or trees, with topography sloping gently to the east. The northern parcel is further influenced by built form in the way of Wheatstone Lodge Farm, accessed via the gate shown in the view.
- 4.46 Viewpoint 3 shows the view from Moatbrook Lane facing south-east towards the southern parcel. The site land is slightly raised adjacent to the roadside, although bound by mature hedgerow and trees restricting views into the site itself.



4.47 Viewpoint 4 is from the north-eastern corner of the main parcel looking south-west across the site. The residential influence is highlighted by the properties along Moatbrook Lane. All field parcels are bound by mature hedgerows and vegetation, although the site itself is expansive with no internal trees. The hedgerow along the eastern section of Moatbrook Lane is gappy and allows for clear views into the site.



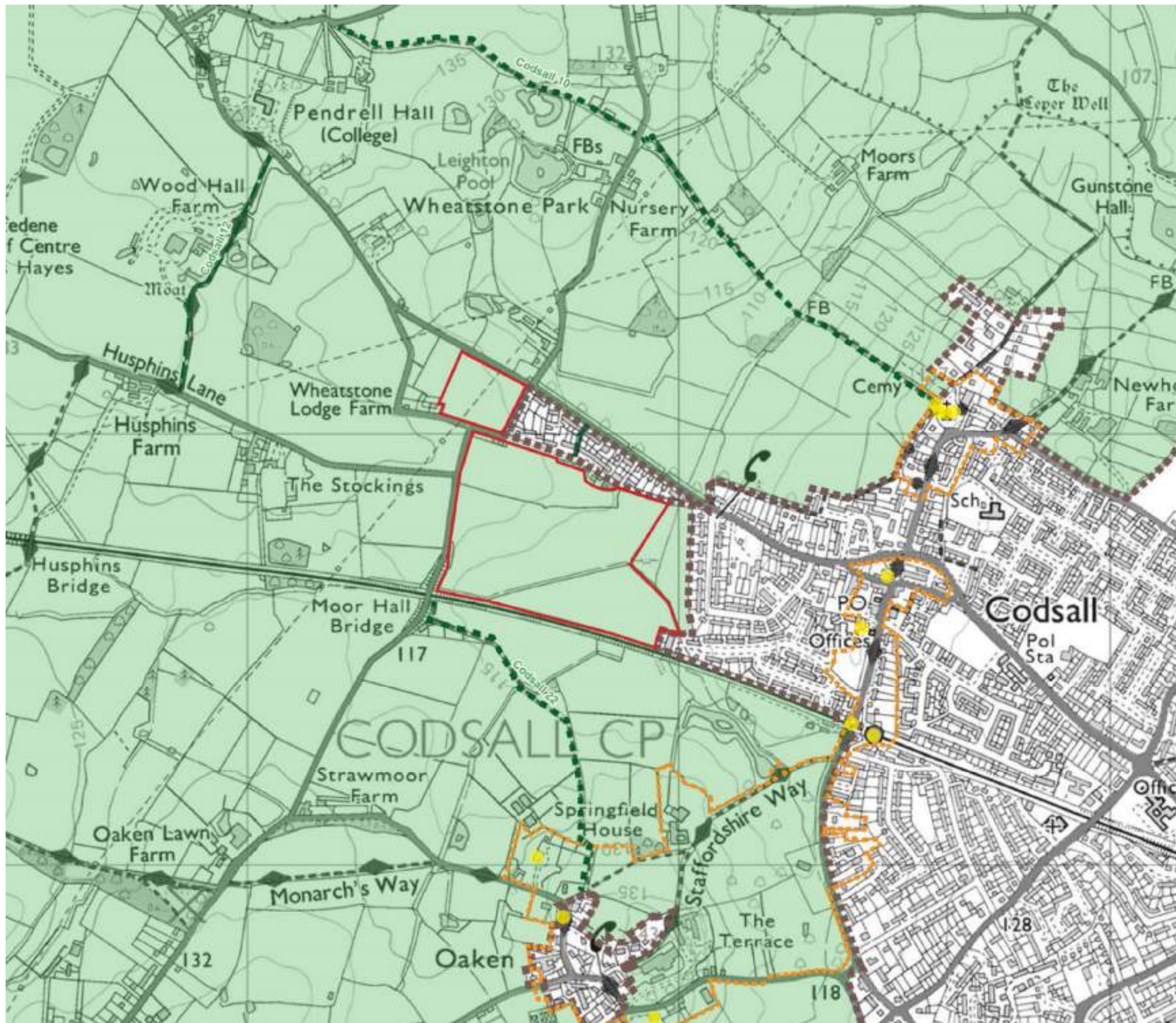
4.48 Viewpoint 5 is from the western boundary of the main parcel; existing properties along Moatbrook Lane visibly providing a developed backdrop. The internal hedgerows are well-maintained and provide a strong distinction between parcels. The topography of the southern, larger parcel slopes gently towards the brook which dissects the site from east to west.



4.49 Viewpoint 6 is from the western boundary of the main, open field parcel, the southern extent of the site. Expensive views are possible with boundary vegetation providing a backdrop between existing properties to the east. The railway line lies to the right hand side of this view point, bound further by mature vegetation which restricts the possibility of any distant views towards the site.

IN SUMMARY

Overall, the site relates well to the existing residential edge of Codsall, with the proposed development providing no uncharacteristic or incongruous features. Views are limited and localized and all feature urban influences, with the railway line and associated vegetation to the south further restricting distant views.



-  Site Boundary
- South Staffordshire Local Plan (2012):*
-  Development Boundary
-  Green Belt: Policy GB1
-  Conservation Areas: Policy EQ3
- Public Rights of Way:*
-  Footpaths
-  Bridleways
- Other Designations:*
-  Listed Buildings

LANDSCAPE PLANNING ANALYSIS AND PUBLIC RIGHTS OF WAY

4.50 The site is largely contained by development along Moatbrook Lane and Wood Road to the north, and the edge of Codsall to the east, placing the site within the built extents of the settlement. The parcel of land within the site to the west of Slate Lane is similarly well contained by roads that form robust boundaries. Development would not extend beyond the existing development of Moatbrook Lane and would be contained by the existing roads. Considering the above, any sprawl would be well contained within the existing fields, built edge and infrastructure network.

4.51 Trees along Woods Road and hedgerows and trees to fields bounding the site provide further physical and visual containment. To the south, the site is contained by the railway line and lies adjacent to the extents of existing residential on the edge of Codsall to the east, therefore the site does not prevent coalescence of Codsall Wood to the north and Oaken to the south. There are opportunities for the strengthening of the boundary along the railway line with additional tree belt/woodland planting.

4.52 The land between Moatbrook Lane and the railway line comprises agricultural fields including hedgerows and trees to field boundaries. To the east, tree belts and woodland provide separation with the adjacent built edge. Away from the influence of properties on Moatbrook Lane, the southern site area has a more rural character and sense of being in the countryside, although the railway line, passing trains and influence of the adjacent settlement place the site within an urban fringe/peri urban context. Whilst there are hedgerows and trees dividing the southern site area, these are degraded and gappy in places, with field trees indicating former field boundaries and railway line being open along much of its length. There are therefore opportunities for reinstating and enhancing field boundaries and providing new hedgerow, tree and woodland planting in this area to strengthen the landscape character and the physical and visual boundaries to the site at the interface with the wider landscape and Green Belt to the south. The development site therefore makes a limited contribution to Green Belt purposes.

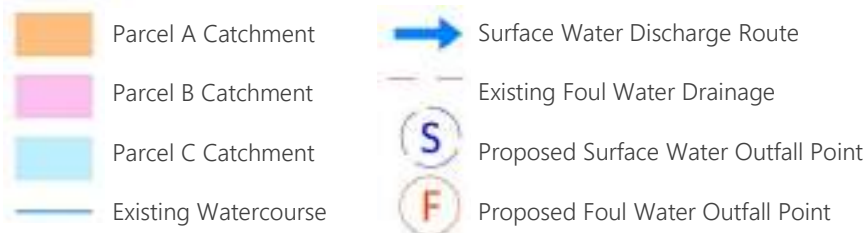


LANDSCAPE OPPORTUNITIES AND CONSTRAINTS

FLOOD RISK AND DRAINAGE



DRAINAGE STRATEGY PLAN



- 4.53 The site is shown to be predominantly in Flood Zone 1, which is land considered to have a low probability of fluvial/tidal flooding. There are some lower areas of the site which are in Flood Zones 2 & 3 these are not proposed for development.
- 4.54 One ordinary water course is present, entering from the west and flowing eastwards, becoming a Main River on the eastern boundary.
- 4.55 No record of historic flooding on the site exists, however, anecdotal evidence suggests that the lowest parts of the site (i.e., those adjacent to the watercourse) are seasonally wet, which is to be expected. A sequential approach to the development layout is sufficient to reduce the risks relating to the watercourse.
- 4.56 The area is not considered to be at notable risk from groundwater-flooding and there are no small or large waterbodies that pose a risk to the site should they fail.
- 4.57 Tidal and canal sources are not considered to pose a risk due to the distance and terrain between the site and such features.
- 4.58 The topography of the site supports the use of gravity storm drainage, with a general fall towards existing watercourses.
- 4.59 It is anticipated that some foul drainage will require pumping. A pumping station will therefore be required on the site at a location which is to be determined based on the final layout requirements.
- 4.60 An initial surface water drainage strategy has been produced for the site and is incorporated within the indicative masterplan. It is proposed that on site attenuation is provided up to the 1 in 100 year plus climate change event, using sustainable drainage systems with a networks of swales and ponds providing suitable flow conveyance, attenuation and a controlled outfall at greenfield runoff rates.
- 4.61 The drainage strategy has been developed with an aim of making parcels self-sufficient wherever possible to remove a reliance on large, site-wide infrastructure and to promote the interception of exceedance flows, working with the natural topography to locate attenuation features in the low points of each parcel.
- 4.62 The development parcels and associated sustainable drainage infrastructure have been located so as to avoid encroachment into the flood zones as presently shown on EA mapping. Pre-application advice has been sought from the Lead Local Flood Authority who are accepting of these principles and the general strategy. There may be opportunity to provide further betterment along Moatbrook Lane by capturing and diverting overland flows into the on site drainage, subject to further technical studies.

ECOLOGY

4.63 An initial preliminary ecological appraisal and desk-based study was undertaken in August 2018, by RammSanderson. The purpose of the preliminary ecological appraisal was:

- To classify the habitat types on the proposed site
- To evaluate any potential for protected species to be present
- To identify any significant ecological impacts likely to result from the proposed development
- To provide recommendations for further surveys that might be required

Habitats

4.64 The site was dominated by arable fields and improved grassland bounded by hedgerow, drains and scattered trees, with field margins of scrub and poor semi improved grassland. No ponds were identified on the site, however there were eleven ponds identified within 500m of the site. Several of these were beyond major dispersal barriers. Three ponds were identified that may provide suitability for great crested newt (GCN).

4.65 The majority of habitats onsite are considered to be of low inherent ecological value. However, the dense continuous scrub hedgerows and trees are of ecological and intrinsic value at the site level. These habitats where possible shall be retained. Any of these habitats that will be lost shall be mitigated through landscape replanting.

Protected/Priority Species

4.66 The site offers potential for protected species, notably: bats, breeding birds, GCN, otter, water vole and white clawed crayfish dedicated surveys for these species will be undertaken to identify their presence and inform the scale of any required mitigation. Badger, reptiles and local biodiversity action plan (LBAP) species such as brown hare shall be mitigated for on site accordingly with sensitive vegetation management and precautionary methods of works during construction.

Designated Sites

4.67 No statutorily designated sites were recorded within 2km of the site and the closest site was over 4km away (Donington and Albrighton Local Nature Reserve) from the site boundary.

4.68 The closest non-statutory designated site was a Biodiversity Alert Site (BAS). The site has been retained due to the type of habitat (wet pasture) and plant diversity within the drain running through the BAS. Due to proximity of this site considerations will be taken into account, to ensure the site is not disturbed during and post construction. Reduction in footfall to this site shall be undertaken through solutions designed to reduce pedestrian access to the BAS.

Opportunities for Enhancement

4.69 The recently revised NPPF 2018 requires sites to deliver biodiversity net gains and benefits. Therefore, additional enhancements shall be provided within the development plan to achieve this objective. Where new landscape

planting is proposed species commonly occurring locally shall be used. Where losses of hedgerows, or individual tree removals cannot be avoided planting will be of a "like for like or better" basis.

4.70 Areas of the site to the south are proposed for Green Infrastructure provision, which provides a corridor through the site, linking the existing Moat Brook BAS, to the woodland and farmland to the west. The current drain that flows into Moat Brook will be retained and provides suitable commuting and foraging for several different species. The features shall be retained and enhanced with additional native planting to buffer the ditch from the proposed development.

4.71 Other additional enhancements that can be provided include the incorporation of bat boxes and bird nest boxes. Implementation of hedgehog(/mammal) friendly fencing and gaps in gravel boards will also be implemented to prevent isolation and fragmentation for these species.



ECOLOGICAL OPPORTUNITIES AND CONSTRAINTS PLAN



- KEY**
- - - SITE BOUNDARY
 - EXISTING TREES AND HEDGES
 - ➔ POTENTIAL ACCESS LOCATIONS
 - - - OPPORTUNITIES FOR HIGHWAY IMPROVEMENTS
 - ⋯ EXISTING PUBLIC RIGHTS OF WAY
 - ➔ OPPORTUNITIES FOR FOOTPATH CONNECTIONS
 - ➔ RESIDENTIAL AMENITY CONSIDERATIONS
 - ▭ FLOOD ZONE
 - ▭ ELECTICITY CABLES AND CLEARANCE ZONE
 - ⋯ INDICATIVE TOPOGRAPHY
 - ▭ POTENTIAL LAND TO BE ENHANCED AND RETAINED AS GREENBELT
 - ▭ POTENTIAL FOR ARCHAEOLOGICAL REMAINS OF MOORHALL AND MOAT

SUMMARY OF ANALYSIS

4.72 Richborough Estates have considered landscape character, ecology, highways, flood risk and drainage, heritage and archaeology, and it has been demonstrated that there are no constraints that would preclude development at the site. The analysis has shown:

- The site is well-located in terms of local facilities and services, in particular to local bus and train services
- The site access strategy can easily accommodate levels of traffic envisaged to be associated with the proposed development; it is considered that the impact of such development traffic will be barely perceptible to existing road users on the wider highway network
- There are no designated heritage assets on the proposed development site, and the proposed development will have no impact upon the significance of any designated heritage assets outside the study area
- The site relates well to the existing residential edge of Codsall, with the proposed development providing no uncharacteristic or incongruous features
- Views are limited and localised and all feature urban influences, with the railway line and associated vegetation to the south further restricting distant views
- The development site makes a limited contribution to Green Belt purposes
- The majority of habitats on site are considered to be of low inherent ecological value
- Dense continuous scrub hedgerows and trees are of ecological and intrinsic value; these habitats will be retained wherever possible


4.73 Principal considerations and opportunities that a development proposal should take into consideration are as follows:

CONSIDERATIONS

- Site topography and associated high/low points;
- Existing landscape comprising mainly hedgerows and trees at field boundaries
- Areas of the site subject to surface water flooding
- Ecological value of existing habitats
- Existing electricity cables and associated no-build easements
- Residential amenity of existing dwellings
- Local vernacular and character of existing residential areas
- Transitional location of the site between built up areas and the wider countryside
- Impact on the existing highway network
- The potential for development to extend north-westwards along Wood Road to cause the perceived visual coalescence and merging with adjacent properties

OPPORTUNITIES

- To provide access into the site from existing road network (Strawmoor Lane)
- To create an attractive new walkable neighbourhood
- To create a high quality, distinctive and landscape led development supported by public open space, children's play, sports and community allotments
- To create a highly sustainable living place which offers a range of dwelling types, sizes and tenures and increases housing choice
- To make efficient use of land, though the application of a range of appropriate densities
- To create development identity areas which draw upon local vernacular and complement existing character
- Provide a fully interconnected landscape structure, based on retention of existing mature trees and hedgerows, and enhancement where necessary
- Improvements to Strawmoor Lane/Moatbrook Lane junction and provision of new link road between Moatbrook Lane and Wood Road
- Provision of new footpath network through public open space and connectivity to existing Public Rights of Way

A scenic landscape photograph. In the foreground, a large, leafy tree with thick branches frames the top and right sides of the image. Below the tree, there is a dense thicket of green bushes and shrubs. In the middle ground, a bright green field stretches across the scene. In the background, a road or path leads into a line of trees under a bright sky. The overall scene is lush and green, suggesting a rural or park-like setting.

“Planning policies and decisions should ensure that developments establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit”



05

VISION FOR LAND AT
STRAWMOOR LANE



KEY

- ① Continuous north-south linear green space corridor
- ② Continuous east-west linear green space corridor accommodating retained field boundary landscaping
- ③ Proposed central open space feature straddling east-west linear green space
- ④ Proposed pedestrian footpath connections
- ⑤ Proposed road framework linked for vehicle permeability
- ⑥ No vehicular access along Slate Lane (existing roadside hedgerow to be retained and enhanced where necessary)
- ⑦ Existing landscaping to be retained and enhanced where necessary
- ⑧ Proposed surface water attenuation (to incorporate permanent water features and opportunities for ecological and biodiversity enhancements)
- ⑨ Continuation of building frontage
- ⑩ Proposed 'Multi Use Games Area' (MUGA)
- ⑪ Proposed 'Local Equipped Area for Play' (LEAP)
- ⑫ Proposed Allotments (approx. 0.5 ha)
- ⑬ Proposed parking for Allotments and MUGA

- Existing Public Rights of Way
- Existing electrical cables and clearance zone
- Existing Watercourse

PROPOSED HIGHWAY WORKS

- A Strawmoor Lane/Moatbrook Lane junction improvements
- B New road link (as northwards 'extension' of Strawmoor Lane) between Moatbrook Lane and Wood Road
- C Proposed footway link onto Moatbrook Lane
- D New continuous footpath within site along Strawmoor Lane frontage

PROPOSED MOVEMENT HIERARCHY

- ➡ Proposed site entrances
- ➡ Proposed Emergency access off Strawmoor Lane
- Proposed primary residential access road
- Proposed secondary residential access road
- Proposed shared surfaces
- Proposed private driveways
- Proposed black-top footpath
- Proposed informal pathways through open space

05 VISION, CONCEPT PLAN AND DESIGN PRINCIPLES

VISION FOR STRAWMOOR LANE

- To produce a new living environment of the highest standard, with a clear recognisable identity which is complementary to the vernacular and character of Codsall
- To provide the right ingredients for a balanced and sustainable new development, which provides a range of high quality homes and a range of publicly accessible open spaces
- To provide a range of new community infrastructure to benefit existing and new residents of Codsall alike
- To establish safe, attractive and secure neighbourhoods, streets and places which promote social interaction and afford access and movement priority to pedestrians and cyclists
- To apply the practical use of environmentally friendly technology and techniques through the development, with the emphasis on carbon reduction, energy-saving and the avoidance of waste
- To provide a locally-inspired and meaningful new green space network which enhances the character of the site and natural environment and creates a robust and enduring new Green Belt boundary
- To create a place which will enhance the attraction of Codsall as a place to live, incorporating aspects of local character, landscape, heritage, visual amenity and biodiversity

MAIN DESIGN PRINCIPLES

- Continuous north-south linear green corridor
- Continuous east-west linear green space corridor accommodating retained mature field boundary landscaping
- Proposed central open space feature straddling east-west linear green space
- Proposed pedestrian footpath connections
- Proposed road framework linked for vehicle permeability
- No vehicular access along Slate Lane (existing roadside hedgerow to be retained and enhanced where necessary)
- Highway improvements to Strawmoor Lane/Moatbrook Lane junction
- Proposed footway link from site onto Moatbrook Lane
- New continuous footpath within site along Strawmoor Lane frontage
- Existing landscape to be retained and enhanced where necessary
- Proposed surface water attenuation (to incorporate permanent wet features and opportunities for ecological and biodiversity enhancements)
- Continuation of building frontage along Moatbrook Lane
- Proposed areas for play, including 'Multi Use Games Area' and 'Local Equipped Area for Play'
- Proposed allotments and associated parking facilities

SUMMARY OF PROPOSALS:

- Number of dwellings provided = Approx. 230
- Net Developable Area = 6.980 Ha (17.25 Acres)
- Approximate residential density = 33/34 dph
- Total Open Space Area = 10.740 Ha (26.540 Acres)

PROPOSED COMMUNITY FACILITIES:

- Allotments (approx. 0.5 Ha)
- Multi-use Games Area (MUGA)
- Local Equipped Area for Play (LEAP)
- Proposed parking for Allotments and MUGA

PROPOSED HIGHWAY IMPROVEMENTS:

- Strawmoor Lane/Moatbrook Lane junction improvements
- New road link (as northwards 'extension' of Strawmoor Lane) between Moatbrook Lane and Wood Road)
- Proposed footway link onto Moatbrook Lane
- New continuous footpath within site along Strawmoor Lane frontage



INITIAL PROPOSALS



REFINED PROPOSALS

KEY

- EXISTING ROADS
- INDICATIVE PROPOSED PRIMARY ROADS
- INDICATIVE PROPOSED SECONDARY ROADS
- INDICATIVE PROPOSED PRIVATE DRIVES
- PROPOSED ALLOTMENT PARKING AREA
- ➔
 PROPOSED VEHICULAR ACCESSES
- ➔
 PROPOSALS FOR PRIVATE DRIVEWAY ACCESSES ONTO EXISTING ROAD NETWORK
- ➔
 PROPOSED EMERGENCY ACCESS
- POTENTIAL FOR 'VEHICLES PROHIBITED EXCEPT FOR ACCESS' SIGNS

DESIGN EVOLUTION

- 5.1 Initial scheme proposals comprised two main vehicular accesses, as well as a number of private driveways, onto Strawmoor Lane. In addition, while the proposed northern extension of Strawmoor Lane (connecting to Wood Road) was included at an early stage, these initial proposals included a number of individual private driveway accesses onto Slate Lane.
- 5.2 Proposals were further developed and refined to take on board feedback from Staffordshire County Council (SCC) following pre-application advice.
- 5.3 The concept layout was subsequently amended and improved as follows:

- Vehicular access to the northern parcel taken from new Strawmoor Lane road extension link road
- No direct private driveway accesses onto Slate Lane
- No private driveway accesses onto Strawmoor Lane
- One single vehicular access from Moatbrook Lane to main development parcel
- Vehicular loop arrangement link road to southern land parcel (within main parcel)
- Potential location for proposed allotment parking area indicated
- Southern vehicular access from Strawmoor Lane moved northward to utilise existing gap in hedgerow; access to be for emergency vehicles only
- Potential for 'vehicles prohibited except for access' signs included at the Moatbrook Lane/Strawmoor Lane junction, as well as on Slate Lane at its junction with Wood Road, to limit traffic impact on local highway network

DESIGN ASPIRATIONS

- 5.4 South Staffordshire Council's Supplementary Planning Document (SPD) *Village Design Guide* (adopted 15 September 2009) states that large scale developments have the potential to enhance or regenerate the character of a settlement significantly, perhaps involving the creation of new neighbourhoods or places, which should complement and strengthen the character of an existing village.
- 5.5 In line with 'Key Development Design Principles' set out in the SPD, it is envisaged that the scheme will be designed to create a new character area; one which is 'highly permeable and closely integrated both with the established village fabric and its enclosing countryside.'

- 5.6 The building materials typically and frequently seen in the village, and as identified in *Village Design Guide* are as follows:

Tiles: Red clay
Bricks: red
Facing: Render, some painted
Doors & windows: Timber

- 5.7 It is envisaged that proposed dwellings will be designed to complement this already-established materials palette.
- 5.8 New dwellings, whilst being 'contemporary', will be designed to form part of the evolving built tradition in respect of their form, siting, materials and features.





“Planning policies and decisions should ensure that developments optimise the potential of the site to accommodate and sustain an appropriate mix of development (including green and other public open green space) and support local facilities and transport network”

A high-speed train is shown from a high-angle perspective, traveling away from the viewer on a track that curves through a lush, green, hilly landscape. The sky is filled with white and grey clouds. The train is yellow and white, and its tracks are dark with gravel. The overall scene is bright and natural.

06

SUMMARY AND CONCLUSION



POTENTIAL FUTURE IMPROVEMENTS TO ADDRESS ACCESS TO THE PLAY AREA TO BE DETERMINED BY LOCAL AUTHORITIES

100 TREES CONTRIBUTION TO ADDRESS RANGE OF SUBSEQUENT AND CHANGES OF LEVELS

Club House

122.0m

123.1m

122.0m

118.0m

123.1m

117.0m

110.0m

119.2m

118.0m

06 SUMMARY AND CONCLUSION

SUMMARY AND CONCLUSION

- 6.1 This Promotional Document demonstrates that there is a need to accommodate an increased amount of housing land within the Green Belt and there are exceptional circumstances that exist for the targeted release of Green Belt land as part of the Local Plan Review in order to meet this identified need.
- 6.2 The site presents an exceptional opportunity to deliver approximately 230 new market and affordable dwellings to meet the future housing need of South Staffordshire without undermining the purposes of the Green Belt or adversely impacting upon the environment.

6.3 In summary, this promotional document has illustrated that the site would:

- Positively contribute to the identified need for new housing and create a range and mix of housing types that will make a positive contribution to the District's housing requirements by providing a mix of types and tenures of dwellings, including new affordable homes;
- Represent a logical and natural extension to the existing urban area that has strong physical boundaries and is well-contained;
- Be sustainably located on the edge of Codsall and within proximity to a wide range of local facilities and services, with Codsall neighbourhood centre located only approximately 0.5 miles from the site;
- Accommodate a high quality residential development that nestles within the surrounding landscape and green space network;
- Deliver an overall development vision for the site that provides a well-designed and sympathetic development in a sustainable location in Codsall;

- Generate growth and provide significant social benefits as well as benefits to the local economy, including construction spend and investment generated by new residents; and
- Have no identified technical or environmental constraints that will prevent its delivery

6.4 The site can support South Staffordshire District Council in planning for its future development needs and achieving long term sustainable development. The site is appropriate for Green Belt release and allocation for housing development because it is well contained, has physical and defensible boundaries, and will not impact on the core purposes of the Green Belt. The site forms a logical extension to the residential area of Codsall.



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