



LAND AT SUTTON ROAD, WALSALL
VISION AND MASTERPLAN DOCUMENT

OCTOBER 2018

PROJECT DETAILS

Client: William Davis Ltd
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This document was prepared by: CJ/RJ/SCM and reviewed by RH

On behalf of:



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LAND AT SUTTON ROAD, WALSALL

INTRODUCTION

Purpose of the Statement

This Vision and Masterplan document has been prepared by Planning and Design Group (UK) Ltd on behalf of William Davis Ltd as part of a promotional submission to Walsall Council. The proposal is for the merits of a residential development of up to 200 dwellings on land to the east of Longwood Lane and Sutton Road, Daisy Bank. The extent of the site is shown on the accompanying location plan.

The site's development is essential to meet Walsall Council's obligations to meet both the housing needs of its own administrative area but also its contribution to the housing needs of the emerging Black Country Core Strategy and the requirement to satisfy unmet needs of the City of Birmingham. The development will require the release of the site from the West Midlands Green Belt, which has been appraised to be policy compliant through this document and the supporting Green Belt Assessment.

This document discusses the merits of bringing the site forward for allocation in the emerging Black Country Core Strategy Review, and outlines the extent of technical assessment already carried out on the site. It places a conceptual development scheme within the context of national and local planning policy and sets out how an achievable form of development could be brought forward in a way that will maximise the sustainable and locational advantages of the site and minimise the environmental and visual impact of development.

The document provides information necessary to explain and understand the proposals and sets out the processes and reasoning behind key decisions that have shaped the scheme. It should be read in conjunction with the supporting Green Belt Assessment.



Figure 1: Location Plan

LAND AT SUTTON ROAD, WALSALL

INTRODUCTION

Location and Land Use

The site measures approximately 11.9 hectares, and is located on the northern edge of Daisy Bank, a predominantly residential suburb of Walsall, West Midlands. The site benefits from close proximity to both the centre of the neighbourhood and also Walsall by virtue of its location opposite the Walsall Arboretum and the direct pedestrian links to the town centre obtainable through it. The site is accessible directly from the north of 17a Longwood Lane.

The western boundary of the site is bordered by the Rushall Canal and associated towpath, with extension land of the Arboretum beyond. To the south and east of the site lies residential ribbon development fronting onto Sutton Road, with the exception of the site access which comprises of the stable and paddocks and is fronted by dense vegetation. To the north of the site lies agricultural land and further paddocks along the edge of Longwood Lane, before meeting the edge of the town of Aldridge, only some 0.8 miles to the north.

The site is largely vacant save for its use as grazing for horses and is not subject to arable cultivation nor for livestock.

The redevelopment of the site represents an excellent opportunity within defensible boundaries set by existing built form and the canal, without prejudice upon the wider Green Belt.

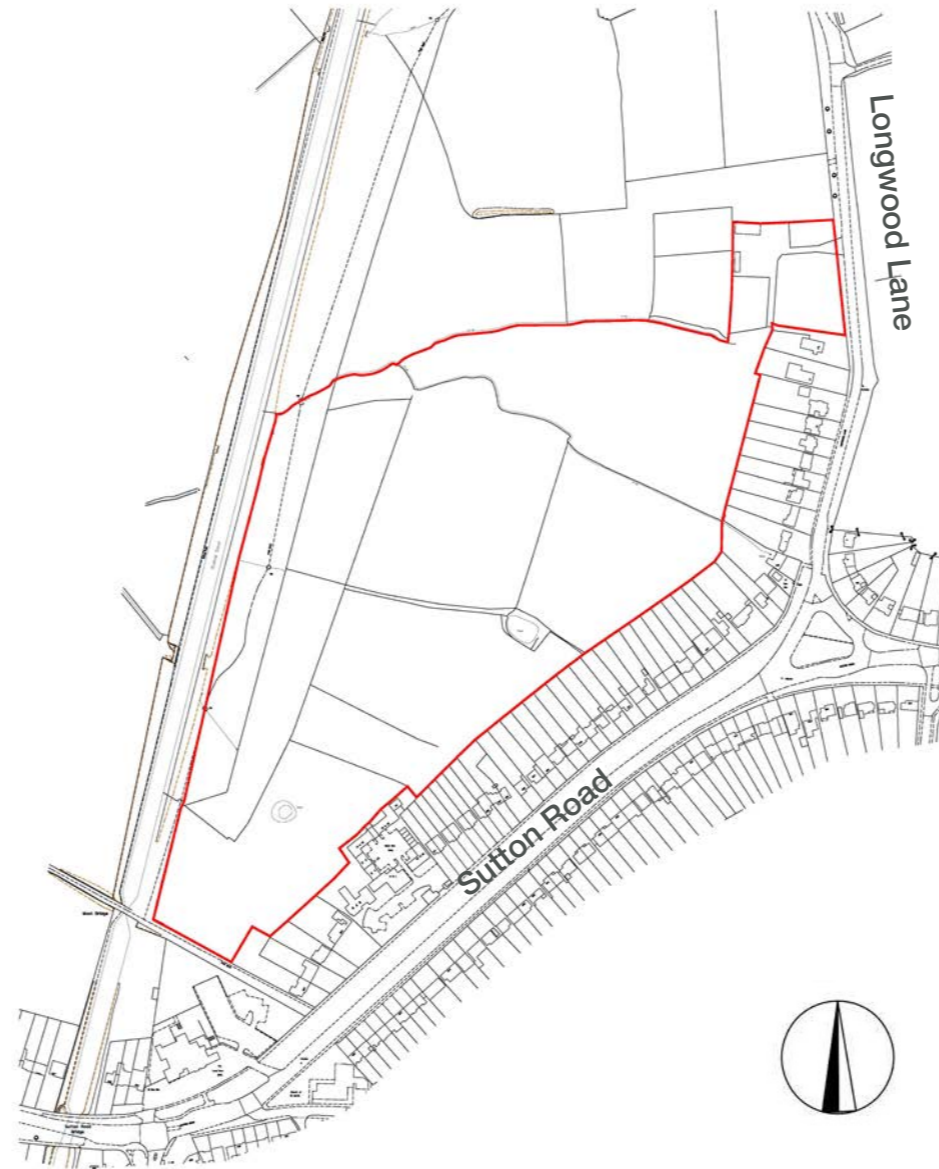


Figure 2: Site Plan



LAND AT SUTTON ROAD, WALSALL

ASSESSMENT

Local Facilities and Services

Daisy Bank has a wide range of local services and facilities within walking distance of the site, the majority of which are within 0.5 miles.

- Co-operative convenience store - 0.6 miles;
- Primary school (Park Hall Infant Academy)- 0.8 miles
- Daisy Bank neighbourhood centre - 0.6 miles

The majority of amenities in Daisy Bank are centrally located within a radius of Sutton Road and within Daisy Bank or to a lesser extent to the west of the Rushall Canal, but still in walking distance. This includes both the grammar school and the Walsall Campus of the University of Wolverhampton.

The site is also located within walking distance of existing bus stops that are served by frequent public transport services into Walsall, Birmingham, Aldridge and other parts of the West Midlands.

Where facilities are not directly available in Daisy Bank, the site is convenient for the amenities of Walsall to satisfy such requirements. Incidentally, Walsall is the both the location of the nearest railway station and offers direct links onto the M6 Motorway.

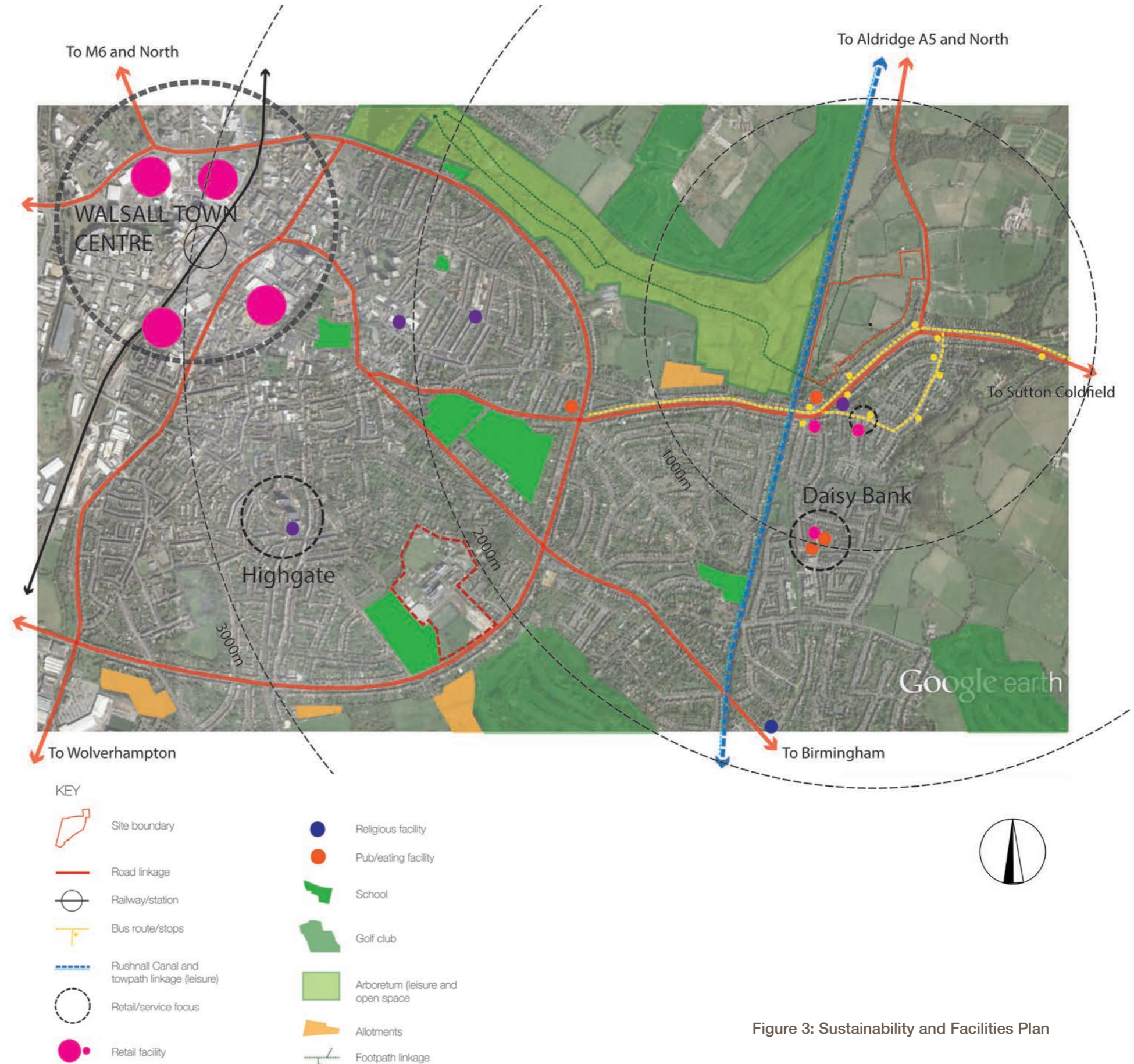


Figure 3: Sustainability and Facilities Plan

LAND AT SUTTON ROAD, WALSALL

ASSESSMENT



Local Character

The surrounding neighbourhood of Daisy Bank is suburban in character with the majority of housing stock originating from the postwar period. Sutton Road, itself an attractive, wide and tree lined route into Walsall, is bordered predominantly by detached and semi-detached postwar development, dispersed with occasional 1960s-1970s detached dwellings and the conversion of an altogether much older georgian farmstead at Wood End Farm.

Along Longwood Lane, the housing mix again is predominantly postwar dwellings, with the occasional more modern property including the final two dwellings before the edge of the settlement, and indeed the site access being two bungalows at 15 and 17a Longwood Lane.

The proposed use and amount of development recognises the morphology of the area and seeks to maximise the development opportunity within capacity limits. The scheme will incorporate best urban design principles to ensure that it fits in with the existing neighbourhood character and appearance.



The photograph montage (left), is indicative of the surrounding housing and suburban area, including the canal corridor edge and extensive mature hedgerows within and defining the site boundaries.

LAND AT SUTTON ROAD, WALSALL

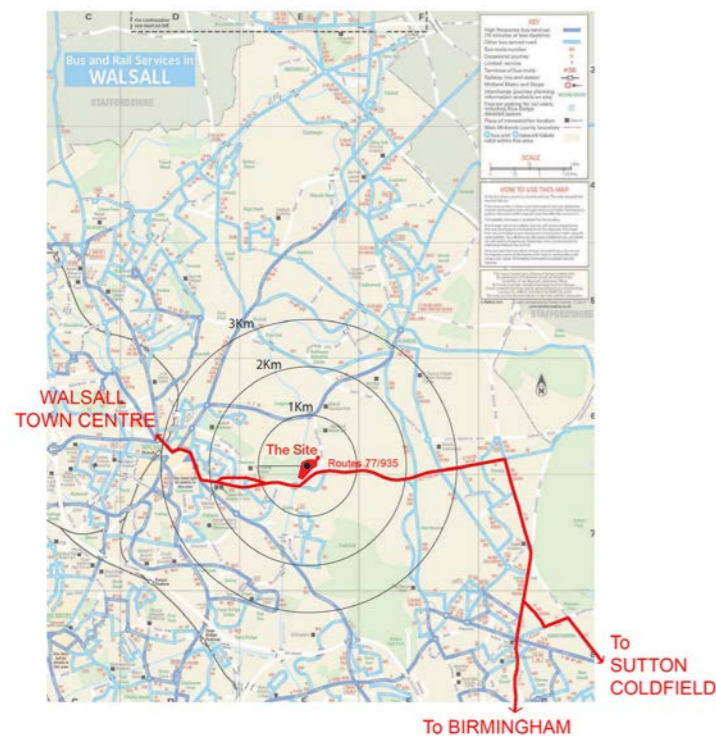
ASSESSMENT

Movement Network

The site is sustainably located in area that is served by plentiful public transport services. The northern part of the site is situated 280 metres from the nearest bus stop on Sutton Road, well within acceptable walking distance.

National Express West Midlands operate the local services. The 935 bus service operates approximately hourly throughout the day, with the exception of there being no Sunday service, between Walsall and Birmingham City Centre. Meanwhile the 77 bus service operates approximately half hourly between Walsall and Sutton Coldfield on Mondays-Saturdays, and hourly on Sundays (See bus plan below).

Both Longwood Lane and Sutton Road provide accessible vehicular links locally from the site into Walsall town centre, Pool Green, Aldridge and Sutton Coldfield. For travelling further afield the nearest connection with the M6 lies just over 3 miles away to the southeast at junction 7 (Great Barr).



Socio and Economic

The economic benefits will be derived from the scheme in terms of the development responding to the needs of the economy through financial contributions. The construction process and employment land provision will generate jobs, support local business and bring associated financial benefits into the local economy of significant weight, contributing to the vitality and viability of the area. This is alongside the direct provision of land for employment and subsequent local job opportunities.

Planning Policy

Alongside national planning policies and guidance, the relevant Local Development Plan covering the site are the Black Country Core Strategy (2011), the emerging Black Country Core Strategy Review and policies saved from the Walsall Unitary Development Plan (2005). The combined authorities have expressed a commitment to complete a full Green Belt Review as part of their update to the Core Strategy.

Walsall Council has also submitted its Site Allocations Document (SAD) to the Secretary of State for Examination and has recently undertaken a consultation on the Examination Modifications.

An up to date objectively assessed housing need for the combined authorities is set out in the Black Country and South Staffordshire Strategic Housing Market Assessment (SHMA) (2017), which determines that 78,190 homes will be required between 2014 and 2036.

Outlined below are the relevant local saved design policies from the adopted 2005 Walsall Unitary Development Plan and the emerging Black Country Core Strategy Review that have been considered throughout the preparation of this proposal:

Walsall Unitary Development Plan (UDP) – “saved” policies

- H10 Layout, Design and Dwelling Mix
- H9 Minimum Densities
- ENV11 Light Pollution
- ENV16 Black Country Urban Forest
- ENV17 New Planting
- ENV18 Existing Woodlands, Trees and Hedgerows
- ENV23 Nature Conservation and New Development
- ENV24 Wildlife Corridors
- ENV32 Design and Development Proposals
- ENV33 Landscape Design
- ENV40 Conservation, Protection and Use of Water Resources
- T1 Helping People to Get Around
- T6 Traffic Calming
- T7 Car Parking
- T8 Walking
- T9 Cycling
- T11 Access for Pedestrians, Cyclists and Wheelchair users
- T12 Access by Public Transport (Bus, Rail, Metro and Ring and Ride)
- T13 Parking Provision for Cars, Cycles and Taxis
- LC1 Urban Open Spaces
- LC3 Children’s Play Areas
- LC5 Greenways

Black Country Core Strategy (BCCS)

- CSP2 Development Outside the Growth Network
- CSP3 Environmental Infrastructure

CSP4 Place Making

- DEL1 Infrastructure Provision
- DEL2 Managing the Balance between Employment Land and Housing
- HOU1 Delivering Sustainable Housing Growth
- HOU2 Housing Density, Type and Accessibility
- HOU3 Delivering Affordable Housing
- TRAN 2 Managing Transport Impacts of New Development
- TRAN 4 Creating Coherent Networks for Cycling and for Walking
- TRAN 5 Influencing the Demand for Travel and Travel Choices
- ENV1 Nature Conservation
- ENV2 Historic Character and Local Distinctiveness
- ENV3 Design Quality
- ENV4 Canals
- ENV5 Flood Risk, Sustainable Drainage Systems and Urban Heat Island
- ENV7 Renewable Energy
- ENV8 Air Quality

Walsall Metropolitan Borough Council has adopted a number of supplementary planning documents and guidance documents, only some of which are relevant to this application:

- Affordable Housing (adopted April 2008)
- Black Country Air Quality (adopted October 2016)
- Conserving Walsall’s Natural Environment (adopted July 2013)
- Designing Walsall (adopted July 2013)
- Urban Open Space (adopted April 2006)



Walsall Council Planning Documents

LAND AT SUTTON ROAD, WALSALL

ASSESSMENT



Topography and Landscape

The main body of the site comprises agricultural land that has been compartmentalised into distinct field boundaries.

The site's current topography is broadly level and where there is a slope this is slight and moves from west to east/south-east. The highest point of the site according to the topographical survey is 143m AOD in the south east part of the site and the lowest at 135m AOD in the north west part of the site.

As a result of dense landscaping across its peripheral edges but also from the significant 'layering' contribution raised by internal hedgerows, the site benefits from relative visual enclosure from outward views into it, or views out from it. This is with exception to some of the dwellings fronting onto Sutton Road, and their rear gardens, but many of these are landscaped and all are significantly set back from the site due to the extent of their rear gardens.

The wider topographic context is generally that of a largely flat agricultural landscape. While there is not an established Landscape Character Assessment prepared for this area, from our analysis this is characteristic of the immediate context.



The illustrations on this page clearly show the development as a comfortable extension of the urban envelope, well defined by the canal corridor and contained within its landscape setting.

The illustration (above) is a view looking south west towards the urban fringe and Walsall.

(Below) is a view looking north west out across the urban fringe towards showing the site in relation to Walsall town centre and Aldridge.



LAND AT SUTTON ROAD, WALSALL

INVOLVEMENT

Preliminary Technical Assessment

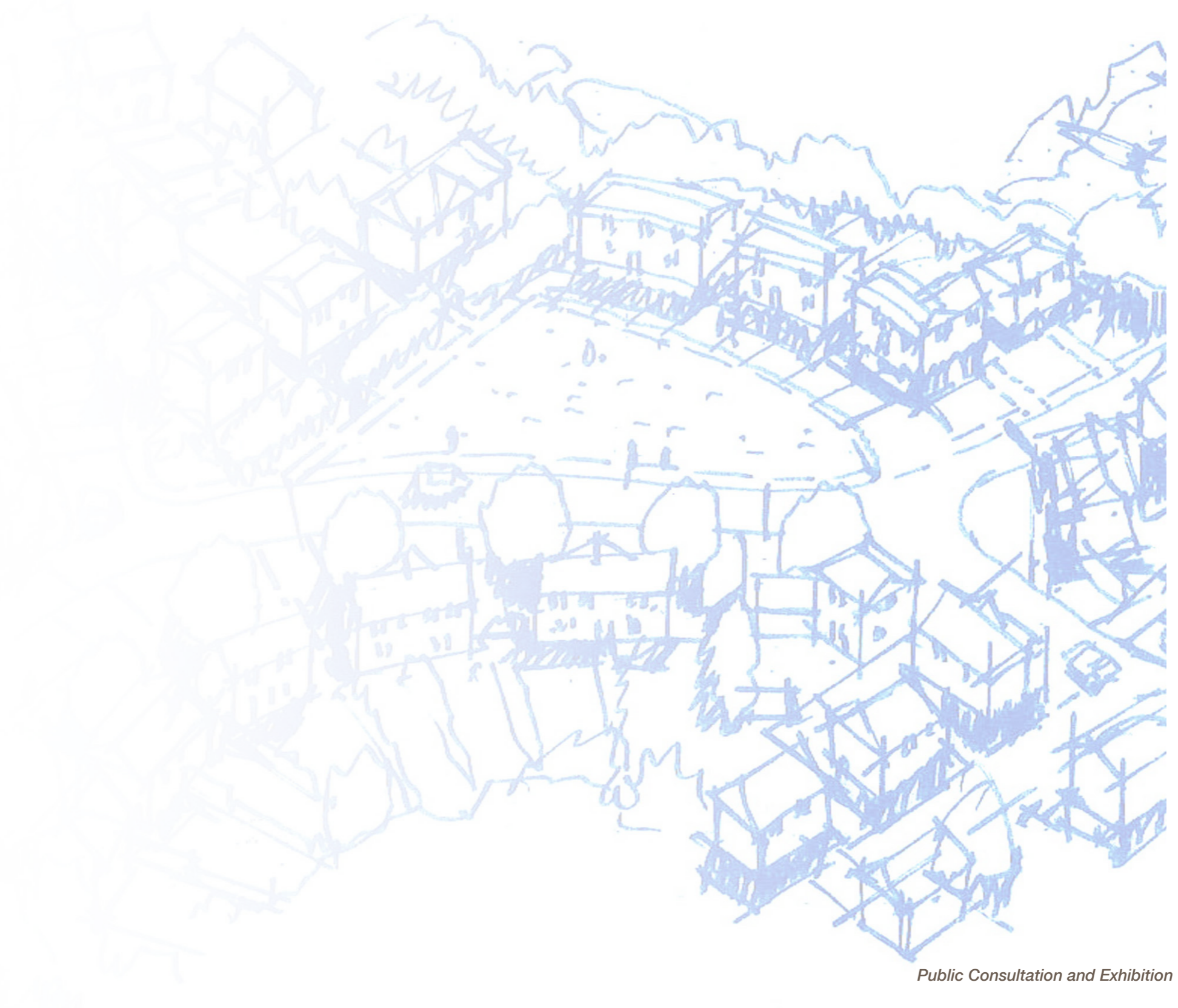
The promotion of this site has been informed by specialist consultant advice. A range of assessments have been carried out by a team of consultants in order to identify constraints and opportunities in relation to specialist evidence areas and to inform and shape the development proposals. The main recommendations, insofar as they relate to design and access considerations, are identified in the evolution of the development masterplan or in the design parameters specified in this statement.

This promotion has been informed by the following documents:

- Preliminary Landscape Visual Impact Appraisal (LVIA);
- Preliminary Ecological Appraisal, Great Crested Newt and Bat Surveys;
- Drainage Strategy;
- Archaeological Desk Based Assessment;
- Green Belt Assessment; and
- Site Access.



Specialist Consultants Advice



Public Consultation and Exhibition

LAND AT SUTTON ROAD, WALSALL

EVALUATION



Looking across the rearmost plot within the site, with the landscaped edge of the Rushall Canal (right) and the adjacent field forming the site (left)



Rushall Canal towpath

Green and Blue Infrastructure

The site is located in the vicinity of significant green infrastructure resources, comprising of the Walsall Arboretum and pathways aligning the Rushall Canal. Such resources have improved over time as part of significant change to the landscape from agricultural context to one of public and recreational benefit.

The proposal will facilitate enhanced, safer linkages through to green infrastructure corridors internally within the site and outwards towards amenity land to the east of the Rushall Canal. These linkages are proposed to enhance the circulation through the site and to provide an eventual connection with the pathways to the south of the site into the Walsall Arboretum. Within the development it is proposed to also bring forward a series incidental green spaces to influence the site's character.

Landscaping

The promotion of this site is accompanied by a Preliminary Landscape and Visual Appraisal, produced by Liz Lake Associates.

The Appraisal states that the site has a high capacity to accommodate change to residential development of up to 2.5 storey in height. Due to local development and the introduction of historical engineering infrastructure, the site is now fragmented and isolated from the wider agricultural landscape. There are no statutory landscape designations that affect the site.

The appraisal notes the following landscape qualities:

- Mostly consistent with the landscape character judgement in the Black Country HLC ' Barr Beacon and Aldridge Fields';
- Some interruption to the tranquility of the existing landscape character, tempered by the presence of existing housing and recreational land uses;
- Moderate to low visual prominence;
- There are partial views of the urban edge;
- Limited public accessibility in and immediately surrounding the site;
- Visual impacts are limited and concentrated on residents of Longwood Lane and Sutton Road and users of the informal paths adjacent to the eastern edge of the Rushall Canal. Other viewpoints may be possible as described in the appraisal, but these are heavily filtered and/or exist only sporadically during the winter season.
- Mitigation, through additional and/or replacement planting, is possible.

Landscape features involved here include integrated green spaces and woodland/hedgerow screening belts, retained where possible if their significance is prominent and replaced as part of the development if their removal is necessary. In response to landscape advice and the need to preserve views of the site from its surroundings. The canopy cover of landscaping that is retained within the site will offer a layering effect to the development to soften the appearance and apparent density of the site from the minimal points of viewing possibility that have been identified in the appraisal.

Overall, there are no significant landscape visual impact concerns that would give concern to the development of housing on this site.

Figure 4: Green Infrastructure Plan



KEY

-  Site boundary
-  Trees
-  Hedgerows
-  Significant ecology area
-  Key countryside edge
-  Countryside
-  Golf club
-  Arboretum
-  Gardens
-  Water habitat



LAND AT SUTTON ROAD, WALSALL

EVALUATION

Opportunities

The sustainable development of this site offers numerous strategic opportunities, including:

- Ability to deliver a residential development which will enhance the variety of the local housing stock and offer more diversity of family homes to be of benefit to the market
- An excellent location for access to extensive green infrastructure resources, benefitting from direct links onto the Rushall Canal and Walsall Arboretum
- Close proximity to frequent local amenities and public transport services
- Within reach of local schools at all tiers
- Highway junction improvements inclusive of ghost island on Longwood Lane
- Favourable site topography and strong visual enclosure from wider perspectives
- Helping to meet long-term housing needs of Walsall Council
- Integration with the existing community in Daisy Bank
- Incorporate high quality design principles and vistas throughout
- Retention of significant hedgerows where possible, and their replacement if not possible
- Integration of sustainable drainage and public open space provision
- An overall level of growth compatible with the scale of the existing settlement
- Provision of landscaped corridors and other green spaces to facilitate leisure and recreation, and support health and well-being



Figure 5: Opportunities Plan

LAND AT SUTTON ROAD, WALSALL

EVALUATION

Constraints

- The site is located to outside edge of the existing built form and settlement boundary of Daisy Bank
- Site is currently located entirely within the West Midlands Green Belt
- Although there is significant setback distance, consideration is required of the interface between proposed built development and the existing urban edge to the east along Sutton Road and Longwood Lane
- Site of Interest in Nature Conservation (SINC) is located within public land to the east of the site
- Residual traffic impact associated with new housing development
- Established archaeological remains exist from the former medieval moat in the southern part of the site and monument further north
- Some of the internal hedgerows are described as significant during preliminary assessment.
- There is an existing stormwater sewer and easement crossing the southern part of the site.

Figure 6: Constraints Plan



LAND AT SUTTON ROAD, WALSALL

EVALUATION

Ecology

A Preliminary Ecological Appraisal has been completed which determines that the open areas of the development, being agricultural land, offer more limited habitat opportunities and a biodiversity value that can be attributed to the site is no more than local. This is since Poor semi-improved grassland field compartments cover the majority of the site, with only hedgerows facing the canal offering a moderate ecological suitability.

Internal and peripheral hedgerows, some with trees, have been assessed as species-poor. Supplementary Great Crested Newt and Bat Surveys have also been commissioned which provide no evidence the site currently supports such habitats.

The development of the site presents an opportunity in the recommended mitigation to deliver habit and biodiversity enhancements, working in tandem with the landscape proposals. The loss of, or adverse impact on, any areas of on-site ecological value will be mitigated for and offset during the subsequent scheme design and development process. The provision of integrated green spaces and enhancement of on-site species-rich vegetation for example will support existing and new habitats, whilst improving the ecological value of the site overall. Precautionary methods of work will be followed to avoid any possible habitat disruption and a long-term ecology management strategy is likely.

Flood Risk and Drainage

The assessment of flood risk and preliminary drainage strategy concludes that the site is in Flood Zone 1 and therefore is at a very low risk of flooding from all sources. Developing the site would not result in an increased flood risk to neighbouring or surrounding areas.

SuDS mitigation will be enhanced across the site through the development, and this is being considered by means of two attenuation basins across the western part of the site within the proposed public open space, using the existing canal culverts as outfalls. Foul pumping will be required and for this the FRA recommends two potential options that can be explored.

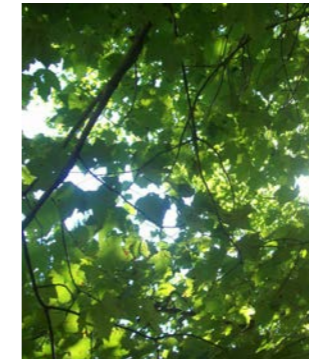
The on-site attenuation will be necessary in order to restrict surface water flow rates, able to accommodate a 100 year plus climate change event with a 30% climate change allowance. Levels With appropriate mitigation development of the site will not increase the risk of pluvial flooding across the site itself or in the surrounding network and/or surroundings.

Archaeology

The Archaeological Desk Based Assessment prepared by Lanpro concludes that there are no designated heritage assets within the study site, nor will there be any impact upon any designated or non-designated heritage assets within a wider 1km search area.

In summary there is low potential to contain archaeological remains of a late prehistoric, Roman, or early medieval date.

The southern part of the site does however contain the partially extant remains of a medieval moat which will require sensitive masterplanning to be left in situ.



Design Concept and Principles

The design ethos for this site is focused on quality, place making, environmental protection and contextual sensitivity to the adjacent countryside and the openness of the Green Belt. The result is a development that will be characteristic, sympathetic and attractive, using locally appropriate traditional materials to assimilate with the adjacent, predominantly traditional post-war residential context.

These principles have shaped early approaches to the amount, layout, scale and appearance of the development and the way that it is accessed, landscaped and constructed. The design approach can be summarised as follows:

- **Creating a sense of place** – The layout of the proposed development on the site will establish a sympathetic character and a common language of façade treatment, roof finishes and material use will unite the variety of buildings proposed so as to read as one place. This is exactly the type of site where the overall philosophy can be agreed to seek quality solutions, setting high standards of design that adopts a progressive design ethos. Attractive landscaping will complement the buildings and the spaces around them, reinforcing the feel of a robust and quality development that sits within the high levels of enclosure afforded by its surroundings.
- **Creating continuity and enclosure** – Roads and footpaths leading from the access will progress through an open and established parkland setting. Initial built development will be sited behind the existing development along Sutton Road and will initially be dispersed within the parkland setting. Careful use of hard and soft landscaping will mark clear distinctions between public and private outdoor spaces. The northern and eastern boundaries of the site are relatively contained, this will be complemented by soft landscaped screening allowing for permeable links onto surrounding rights of way. The northern and southern boundaries of the site will also be screened to reduce visual impact, in the south there is an opportunity in the proposed public open space to substantiate landscaping from the views of the footpath to the Rushall Canal and the Walsall Arboretum.
- **A quality public realm** – Public spaces and routes within the development will be attractive and welcoming to the pedestrian, with the development creating a defined circulatory route. Hard and soft landscaping will be carefully detailed and integrated with style and materials of each building. Well-designed landscaping and lighting will create a place that is safe, uncluttered and accessible for people of all ages and abilities.
- **Good connectivity** – The development will be designed in such a way to be legible throughout. Site entrances will be clear and linked with the existing footpath network.

- **Ease of understanding** – The treatment, scale and location of the proposed new dwellings will aid orientation and allow people to easily find their way.



A Placemaking Approach to Design

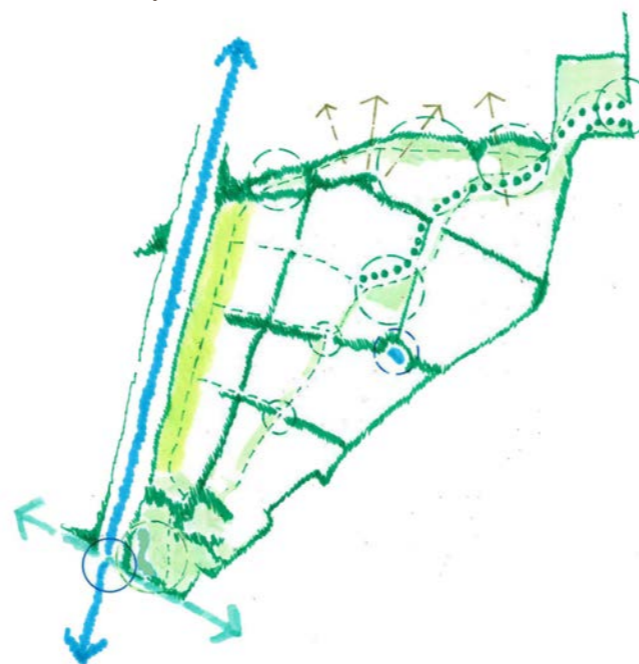
Placemaking capitalises on a local community's assets, inspiration, and potential, with the intention of creating public spaces and a built environment that promotes people's health, happiness, and well-being.

Design layout, built form, spatial structure and sequence all contribute towards a physical 'sense of place'. This should result in a built environment that has distinct character, positive and varied townscape and a strong sense of identity.

The plans on this page show stages and component elements of the placemaking design thought process that have resulted in the indicative master plan on the next page.

Figure 7: Initial Placemaking Plans

Green Spatial Framework



Spatial Hierarchy Framework



Block Structure Framework



LAND AT SUTTON ROAD, WALSALL

DESIGN

Master Plan

A masterplan-led approach had been adopted to best unlock the development potential whilst maximise the sustainable and locational advantages of the site. This can be seen in the illustrative masterplan of the site:

The scheme seeks to deliver a range of high quality housing of different types and tenures responding to local demand. The proposal seeks to increase the quality and choice of local housing stock.

Structural landscaping and individual tree planting are proposed along the site's boundaries and amongst the proposed dwellings, with the retention of existing trees and hedgerows wherever possible. A soft green edge lies along the western and southern boundaries, where it meets the existing adjacent canal and Walsall Arboretum, to enhance and create a wide and permanent boundary and interface between urban and countryside areas.

The large areas of green space across the site offers opportunities for ecological enhancement and new landscaping. To the south are areas of recreational space comprising informal open space, SUDs across the western part of the site reflecting the latest Drainage Strategy, and landscaping.

To facilitate the proposed scheme a new vehicular access would be created off Longwill Lane serving the internal road layout.



Figure 8: Indicative Masterplan

LAND AT SUTTON ROAD, WALSALL

DESIGN

Creating a 'Sense of Place'

A successful housing layout is comprised of a series of linked spaces with different and varying urban/green characteristics. Spatial variety and linked focal spaces - 'nodes', will contribute to the unique identity to different parts of a scheme.

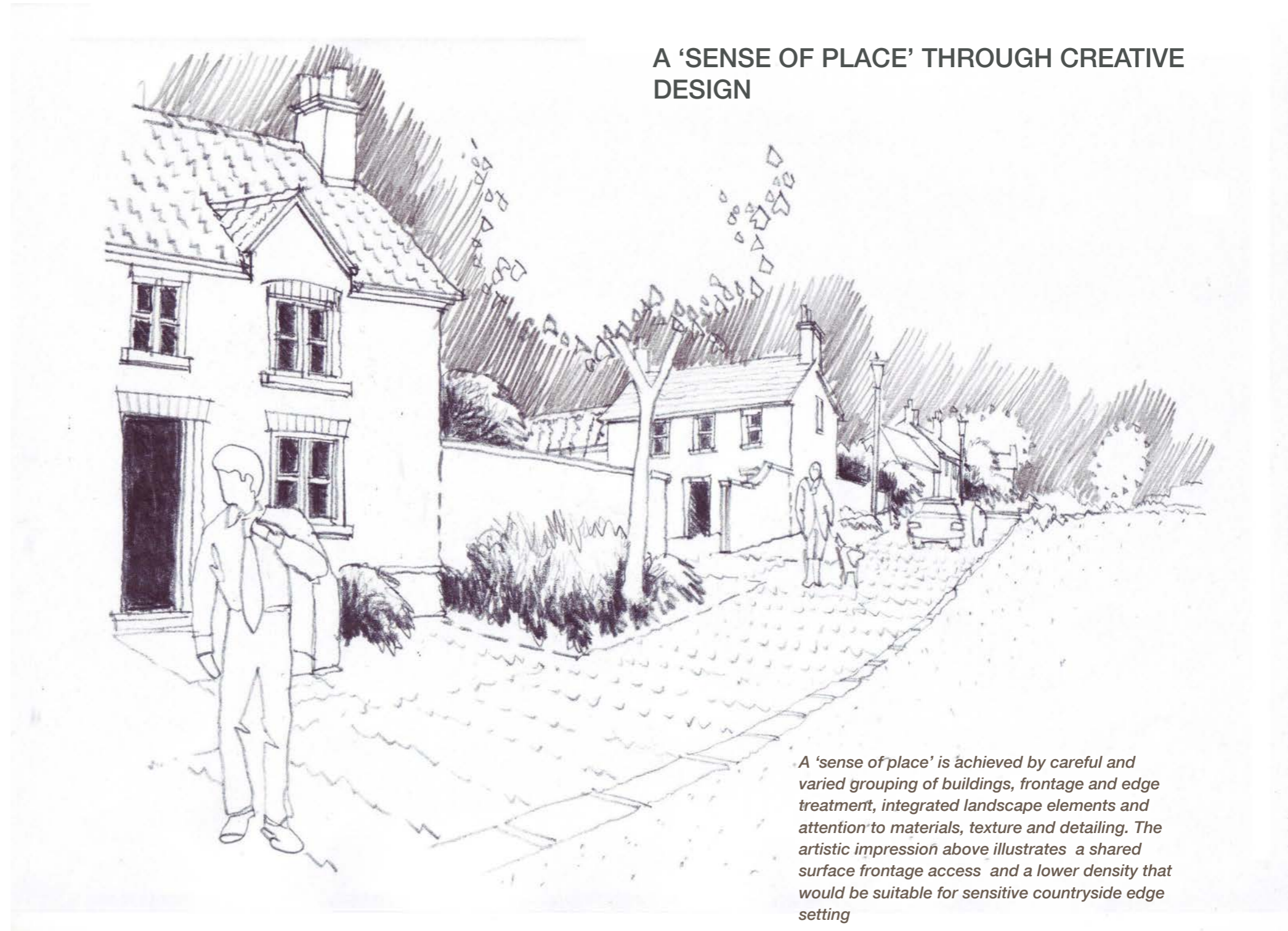
A scheme should be structured around a sequence of linked spaces, each defined by spatial shape and built form of enclosing edges. The attention to townscape and architectural detailing can subtly define neighbourhood character.

The two inset examples of 'nodal space' within the scheme illustrate two link space sequences providing focal elements to the layout.

This includes (a) linked space that is urban in character and (b) and example of a linked urban/green space sequence.

The artistic impressions are indicative of potential urban character, illustrating variety in built edge street and space enclosure, frontage perimeter block principles (security and surveillance adding to community safety) and 'hard' and 'soft' landscape treatment to the public realm and space.

Variety of built form with careful grouping and orientation of buildings contribute to a distinctive visual character and reinforce sense of local community and identity.



A 'SENSE OF PLACE' THROUGH CREATIVE DESIGN

A 'sense of place' is achieved by careful and varied grouping of buildings, frontage and edge treatment, integrated landscape elements and attention to materials, texture and detailing. The artistic impression above illustrates a shared surface frontage access and a lower density that would be suitable for sensitive countryside edge setting

LAND AT SUTTON ROAD, WALSALL

DESIGN

Use and Amount

The concept of the development is centred around the distinctive quality and access to green infrastructure and local amenities that make this site sustainable. To assist in meeting the now critical housing needs in the Borough of Walsall, the site will be able to deliver a significant contribution towards this through the provision of exceptional family homes.

Density and Type

The scheme design recognises the opportunity to make the most efficient use of the site, within capacity limits and constraints, reducing the impact on the wider countryside by maintaining a landscape buffer. A variety of density is offered with reductions in the northern and eastern parts of the site to account for a need to improve the outlook over amenity land or protect the openness in these locations.

It is envisaged that the site could accommodate the desired density expectations of the emerging Core Strategy with the average of 30-35dph.

The development is envisaged to deliver predominantly two storey dwellings that will maintain enclosure from views within the residential area of Daisy Bank, or beyond the peripheral landscaping and visual impact from adjacent countryside.

The residential layout will include an appropriate mix of two to five bedroom, detached and semi-detached properties, some with garages. These will be placed sensitively around the site respective of variations in ground floor level and surrounding context on the peripheral areas of the site. The size and position of each plot will be sensitive to character of the immediate environment so not to introduce overbearing or uncharacteristic vernacular.



The illustrations are indicative and show the varying built form that can be achieved with different housing density. (Above top) illustrates a lower density informal 'homezone' cul-de-sac whereas (above bottom) illustrates a higher density part of the for example facing onto the focal green development

CREATING A DEVELOPMENT WITH DISTINCTIVE CHARACTER

The main illustration (below) is an indicative impression of the main residential access road within the site



LAND AT SUTTON ROAD, WALSALL

DESIGN

A Spacious Site Approach and Focal Green

A particular focus of this development is the approach into it from Longwood Lane and the preservation of an open parkland setting as part of this that contributes towards the site's physical openness in the northern part of the site. This significantly enhances its urban design quality and establishes its distinctive character from the point of entry.

The site approach will harness the importance of the development in creating an open parkland setting initially into the site, allowing the ability for circulatory walks around the site and lower density homes dispersed around the front of the site to characterise the development as high quality, spacious and with green infrastructure and dispersed across parts of the site.

The illustrations on this page show an indicative artistic impression of how a new focal green could be created in the central part of the site. The illustrations on this page show an indicative artistic impression of how this will feature within the development, to create a high profile 'civic' focal point. The proposed space has a positive built frontage onto, enclosing and overlooking the village green, and it provides a natural point of both visual and physical convergence.

CREATING A COMMUNITY FOCUS



Figure 9: A new Focal Green Inset Plan



Positive housing frontage



LAND AT SUTTON ROAD, WALSALL

DESIGN

GREEN INFRASTRUCTURE AND COUNTRYSIDE INTEGRATION

Indicative artistic impression of new housing overlooking the ecology area and canal side corridor



The main illustration on this page is an indicative artistic impression of new housing looking north emphasising the green infrastructure and fully integrated setting



Development Approach Corridor from Longwood Lane

The aerial perspective (below), highlights the green corridor elements along the main access approach. It clearly shows the parkland edge 'buffer', the avenue tree approach leading to the new focal green at the heart of the proposed development.

Figure 10: Green Infrastructure and Canal Corridor Setting

GREEN INFRASTRUCTURE AND COUNTRYSIDE INTEGRATION



Indicative artistic impression of new housing overlooking the parkland setting of the site's approach



Indicative artistic impression of new executive homes overlooking the site approach

The main illustration on this page is an indicative artistic impression of new housing looking south showing the countryside edge integration on the northern edge of the development showing a sensitive lower density housing edge with parkland buffer and a tree lined avenue approach emphasising the green infrastructure linkage into and through the layout concept



Figure 11: Countryside Setting

LAND AT SUTTON ROAD, WALSALL

ACCESS

Connectivity, Transport and Access

To serve the proposed development, vehicular access is to be taken from the north east of the site from Longwood Lane, and to the north of the existing bungalow at 17a.

The development is ideally situated to benefit from an exemplary and inviting network of footpaths, and while local cycle routes are not fully defined, the site does benefit from being located next door to a route over the Rushall Canal into the town centre that uses the same footpath next to the Longhorn pub. As an alternative, a comparatively wide carriageway exists along Sutton Road and Longwood Lane, while absent of a cycle route, does create possibilities to make such journeys with the short distance into Aldridge. For alternative opportunities on foot, the site is located only a short distance from the Beacon Way and Hay Head Nature Trail, both accessible via Longwood Lane without having to walk along the carriageway, but either via the Rushall Canal towpath or the informal routes to the rear of the site.

Road Hierarchy

The internal road hierarchy will be designed to be accessible, permeable, logical and legible for vehicular users, and pedestrians and cyclists.

The residual cumulative impact of the development in regard to highways and access will not be severe and, as such, the proposal is acceptable in highways terms.

It is essential to create legibility in the scheme, which can be achieved through an appropriate and effective road hierarchy.

The internal road layout will be constructed to an adoptable standard based on a legible hierarchy of streets and shared surfaces.

The internal roads do not need to provide for regular use by large vehicles with the exception of full integration for refuse vehicles and will likely be designed to 20mph and typically 5.5m wide with 2m wide footways, as appropriate. The promotion of lower vehicle speeds will go a considerable way to create a pedestrian friendly environment and a positive sense of place.

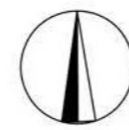
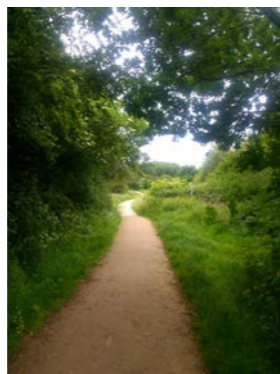
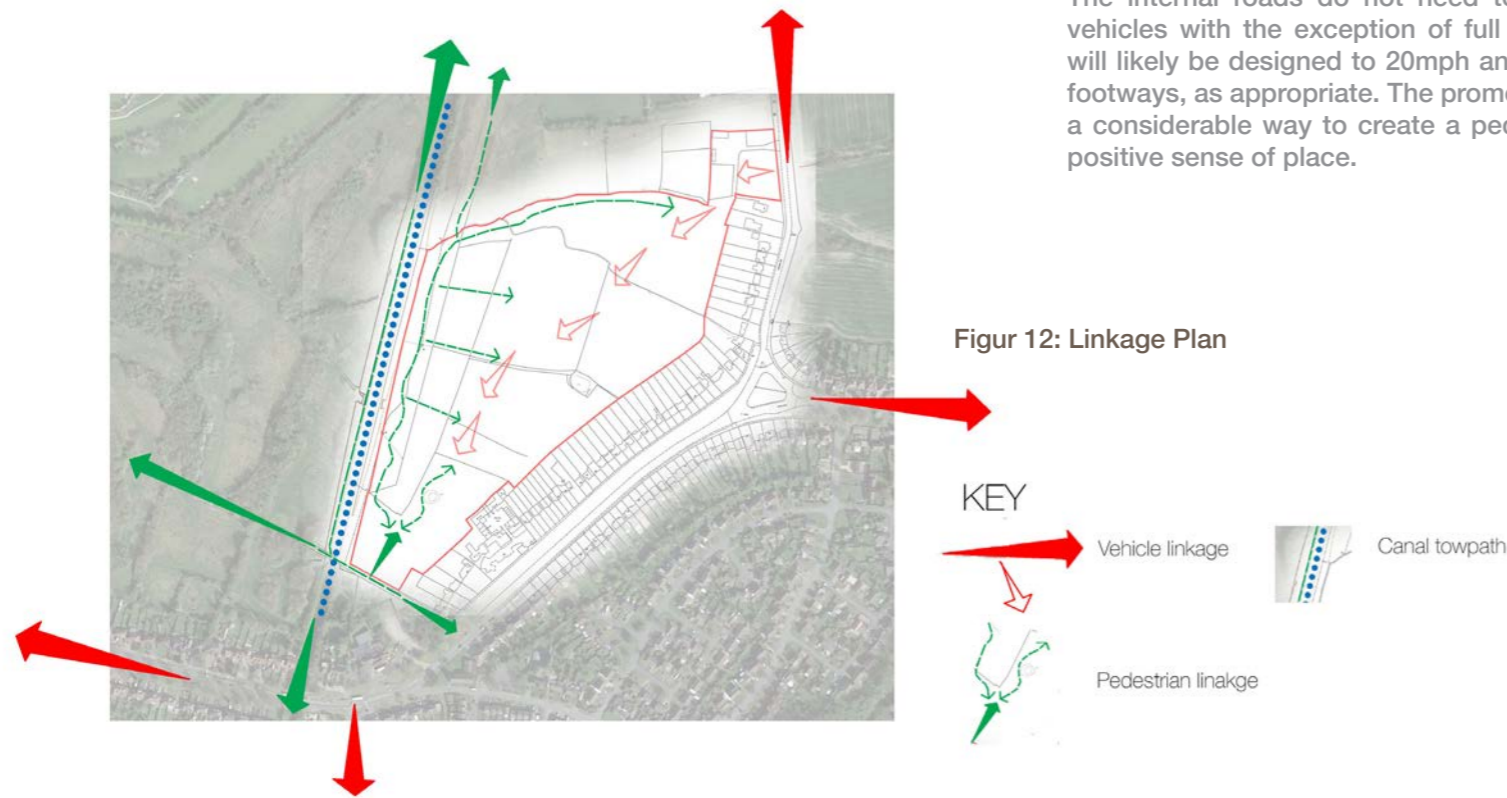


Figure 13: Indicative Road Hierarchy Plan

LAND AT SUTTON ROAD, WALSALL

ACCESS

The internal road layout will be constructed to an adoptable standard based on a legible hierarchy of streets and shared surfaces.

Beyond the access provision the development will be technically appraised with an initial Transport Assessment. Detailed design parameters for this will progress along with the scheme.



DEVELOPMENT ACCESS APPROACH VISUALISATION

The main avenue approach in to the site

Executive housing overlooking parkland



The photograph (above left) show the existing vehicle access point into the site from Longwood Lane, with the proposed location being taken further south of this along the landscaping buffer (left)

The main illustration on this page is an indicative artistic impression of the avenue approach access road from a slightly elevated aerial perspective viewpoint clearly illustrating design elements of the countryside edge integration

LAND AT SUTTON ROAD, WALSTALL

CONCLUSION

This document has, through an assessment of the characteristics of the site and surrounding context, identified constraints and opportunities that need to be considered in the detailed design of the development. The sustainability of the site and proposed development is central to this document, whereby it is clear that the land west of Sutton Road offers unequivocal opportunities to design an excellent residential development with clear enclosure from surroundings, links positively with adjacent green infrastructure and creates a distinct housing quality.

The proposal responds directly to the site's context and reflects the requirements of national and local planning policy with the potential to generate a positive sustainable community that caters for its residents needs through a range of land uses.

Integration

The illustration (right) is an indicative artistic impression of the proposed development site and how it will assimilate within the surrounding residential built form and the canal corridor.



Figure 14: Illustrative Aerial Overview

