

Hither Green Lane Redditch



DAVID WILSON HOMES

WHERE QUALITY LIVES

1.	Vision for Hither Green	5	6.	Design Principles.....	68
3.	Introduction.....	6	6.1.	Introduction	68
3.1.	DAS aims and objectives	6	6.2.	Design Opportunities	70
3.2.	Description of development	6	6.3.	Design principles	74
3.3.	Replanning the golf course	6	6.4.	A Walkable Neighbourhood	76
3.4.	Overview of wider site location	6	6.5.	Sustainable Design	78
4.	Assessment.....	8	6.6.	Urban Grain	80
4.1.	The Planning Policy Context Relating to Design	8	7.	Detailed Design.....	82
4.2.	DWH/ Barratt's Position on Placemaking & Design	10	7.1.	Layout	82
4.3.	Context	12	7.2.	Landscaping Design Principles	84
4.4.	The Golf Course	14	7.3.	Character	88
4.5.	Historic Growth	16	7.4.	Key Spaces	90
4.6.	Redditch New Town	18	7.5.	Edges	91
4.7.	Movement and Local Facilities	20	7.6.	Streetscape & Boundary Treatment	92
4.8.	Landscape Character	24	7.7.	Movement	94
4.9.	Character Study	32	7.8.	Architectural Approach	108
5.	Site Appraisal.....	48	Appendix		124
5.1.	Summary of technical assessments	48			
5.2.	Constraints and Opportunities	58			
5.3.	Involvement and Pre-Application Consultation	60			
5.4.	Design Evolution	62			

For the purposes of this Design and Access Statement, all plans are shown with standard north point orientation, unless otherwise noted



1. Vision for Hither Green

A Walkable and Connected Community

Based primarily on the principle of a walkable neighbourhood with access to a range of good public spaces, this development opportunity arose from the efficient replanning of the local golf course.

The development site sits comfortably to the west of the main course and its masterplanning became an exercise in sensitively integrating the land between the Hither Green Lane development and the houses further north at Dagnell End Road. A network of paths and connections is interspersed and enriched by a series of green spaces and places, accessible to new and existing residents alike. By its nature it also creates linkages between the existing and new community and the areas and facilities further south and west.

The development creates a broader mixed environment that improves connectivity with neighbouring development and its surroundings. It also includes formal and informal play areas, wilder spaces, sitting areas and green and woodland walkways.

Sensitive yet efficient, permeable and walkable are the key aspects of our development vision. The proposed paths, lanes, spaces and places will all ensure that those connections are safe and attractive.



3. Introduction

3.1. DAS aims and objectives

The following document outlines the proposals for the development of a section of the golf course owned by The Abbey Hotel Golf & Country Club Limited and RSM Land Holdings Limited at Hither Green Lane, Redditch. The full planning application has been prepared following collaboration between David Wilson Homes DWH (which forms part of the Barratt Developments PLC Group) with Stantec design advisors, to prepare a scheme for 214 homes and associated green spaces.

DWH are committed to creating high quality homes and places. Barratt Developments PLC have been awarded the maximum 5 Stars from the Home Builders Federation for the 15th consecutive year, the only major national housebuilder to achieve this.

The development proposals have been produced in line with the government endorsed Building for Life 12 guidance and Barratt's internal Great Places initiative.

3.2. Description of development

The full application seeks planning permission for the erection of 214 dwellings with associated open space, landscaping, drainage, infrastructure and other associated works and has been submitted by David Wilson Homes DWH.

The planning application includes the following:

- 214 dwellings, including 2 custom build plots.
- 66 affordable dwellings;
- Vehicular access from Hither Green Lane;
- Pedestrian and cycle access providing links through the site and to the surrounding areas;
- Publicly accessible open space;
- Green Infrastructure (GI) includes a Local Area for Play (LAP), informal recreational areas, SuDS (Sustainable Drainage System) features, buffer planting, retained trees, hedgerows and areas of new trees planting and other habitat creation;
- Landscaping and earthworks and surface water drainage;
- Associated amenity space and attenuation features; and
- Internal infrastructure

3.3. Replanning the golf course

Designed by Donald Steel and opened in 1985 on a site that is predominately clay, the golf course formed part of the offerings of "Abbey Park", a thirty two bed hotel and small conference room supporting a development of two hundred detached houses on Hither Green Lane and built amongst the golf holes. The hotel changed hands in 1998 and over a number of years sixty eight rooms were added along with conferencing and banqueting facilities, a health club, spa and pool. Investment also went into the golf course with a significant drainage programme for the fairways and bunkers, some new tee complexes and extensive tree and shrub planting. After an extended period of decline in membership and volumes of play, golf has seen something of a renaissance due to the emergence of new technology, new forms of the game and latterly the impact of the Covid pandemic.

Because of its current business mix, the Abbey Hotel Golf & Spa (TAGC) is well placed to take advantage of the growth in these categories of users going forward. TAGC understands its positioning and local competition, is cohort leading in its use of on-line booking and has a strong retention rate for existing business. The facility has a longstanding relationship with the main third party booking agents and a good track record in rebooking golf break business.

The proposed changes to the course and a commitment to improve the quality of the conditioning and presentation will allow the club to increase its share of the local green fee business. In summary, the proposed changes are focused on the western extents of the existing course to shorten its length, address the Health & Safety issues, align it to the desired resort positioning and produce a golf operation that will be sustainably profitable for the hotel and able to reinvest in its facilities on an ongoing basis.

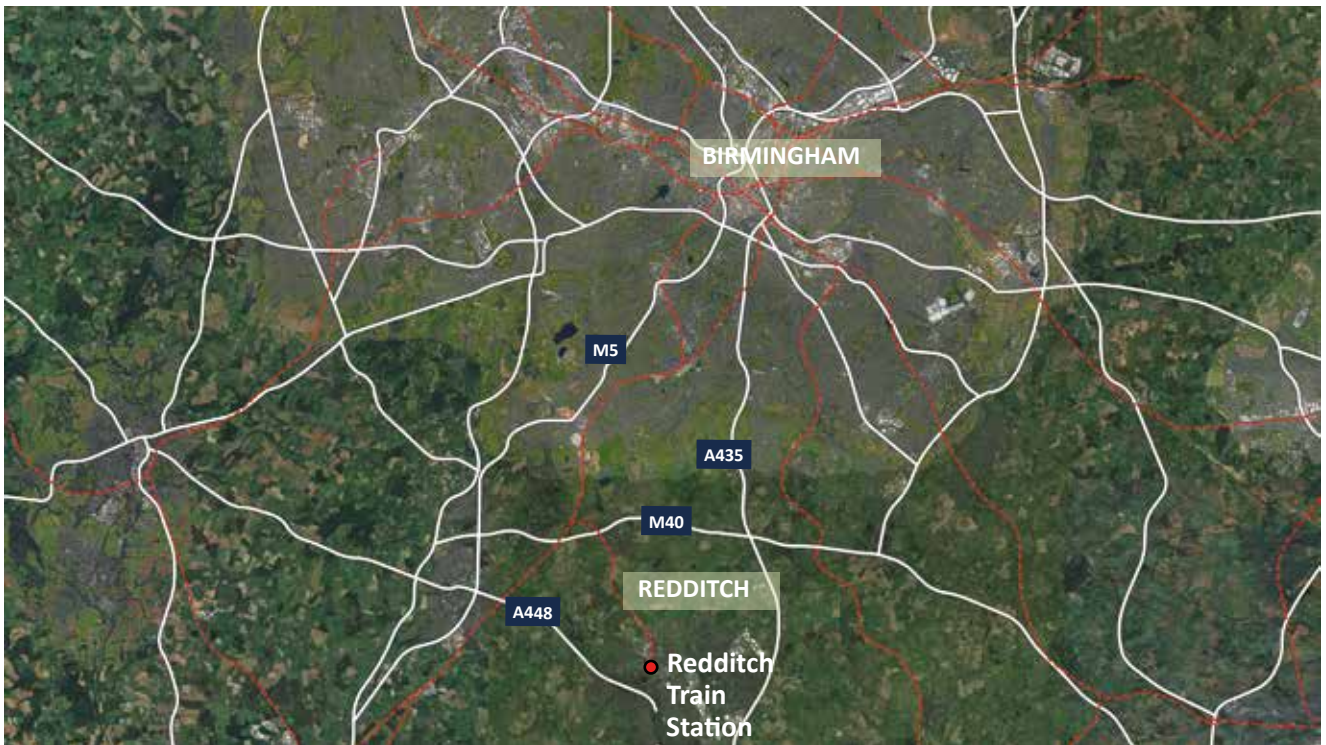
3.4. Overview of wider site location

The site is located to the very North of Redditch, which itself is 15 miles South of Birmingham. It is a Greenfield site and golf course that was formerly owned by The Abbey Hotel; the site sits at the West entrance to Hither Green Lane.

There are lots of noteworthy existing features on the site, which can be seen in the photos on the RHS of this page. These consist of an existing pond, existing mature trees and existing tree groupings; along with golf course features such as bunkers and greens as well as the ground keepers hut.

The site has excellent vehicular links to the wider area. This is due to its proximity to the A441 Birmingham Road which is a 3.4 mile drive to the M42.

The site also benefits from its nearby location to Redditch town centre which has a diverse range of community facilities, as shown on page 23.



Broader relationship with Birmingham and the Transport Network



Relationship with the edge of town and the developments identified in the character analysis

4. Assessment

4.1. The Planning Policy Context Relating to Design

The planning application was submitted in December 2021 and the submitted DAS document was subsequently amended in July 2023.

National Planning Policy and Guidance

The **National Planning Policy Framework (NPPF)**, December 2023 sets out the Government’s planning policies for England and how these should be applied. Design has been increasingly highlighted within revisions of the NPPF (2023) as important in delivering sustainable development and an integral part of the NPPF, therefore, the 2023 version affords more weight on design than the original 2012 document. The 2021 publication introduces the **National Design Guide (NDG)** and the **National Model Design Code (NMDC)** which are described in more detail below.

The NPPF at paragraph 131 states that “The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities”.

Paragraph 135 confirms that permission should be refused for the development of poor design that fails to take advantage of the opportunities available for improving the character and quality of an area and the way it functions. Paragraph 136 emphasises the need for high quality landscaping and street trees and their “important contribution to the character and quality of urban environments.”

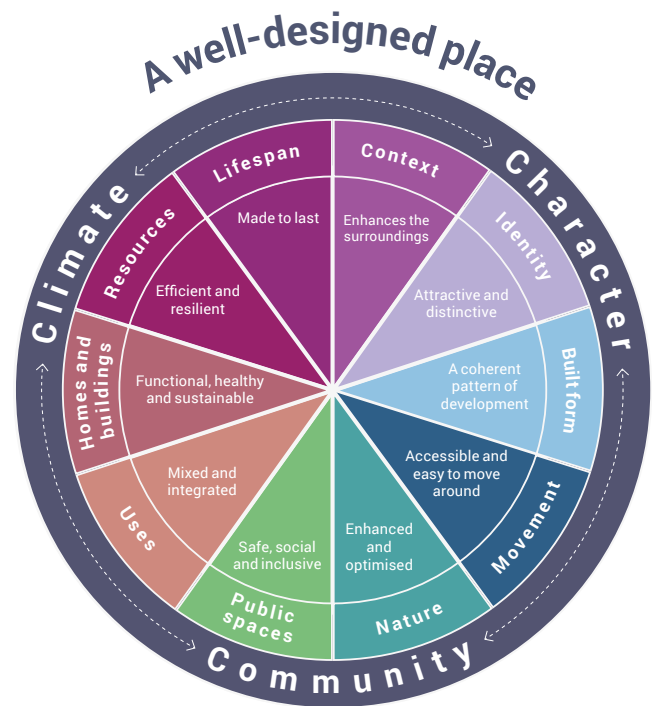
Section 11 of the NPPF remphasises the importance of making effective use of land, and with respect to density, Paragraph 129 states that “where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning policies and decisions avoid homes being built at low densities and ensure that developments make optimal use of the potential of each site.”

The National Planning Practice Guidance (NPPG), which was published in November 2016 and last updated in June 2021, also contains relevant guidance and will be referred to as necessary. In particular, section ID 26: Design: process and tools, is of relevance.

National Design Guide (2021) and National Model Design Code (2021). The Government’s priorities for well-designed places are outlined and illustrated in the NDG in the form of ten characteristics. The NDG and NMDC provide guidance on what constitutes well-designed and beautiful places as well as providing a default checklist of issues that schemes are expected to address. The NDG should be read alongside the NMDC (Part 1 and 2), which sets out detailed guidance that needs to be considered in the production of local design codes, guides and other design policies.

Each DAS section is signposted with a symbol to indicate which of the ten characteristics is being covered. For example a page relating to understanding the site context will be marked:

CONTEXT C1



The 10 characteristics of the the National Design Guide (NDG) and the National Model Design Code (NMDC)

Local Planning Policy and Guidance

Policy 39 of the Redditch Local Plan states that development in the Borough should contribute positively to the local character of the area, responding to and integrating with distinctive features in the surrounding environment. All development proposals should:

- Seek to optimise the potential of the site to accommodate sustainable development through making the most efficient use of the space available
- Be resilient to the effects of climate change, whilst also protecting and enhancing local distinctive and historic features to improve the character and quality of the local environment
- Incorporate features of the natural environment including infrastructure.

Policy 40 of Local Plan refers to good design and states that good design should contribute positively to making the Borough a better place to live, work and visit. All development should be of a high-quality design that reflects or complements the local surroundings and materials. It should incorporate distinctive corner buildings, landmarks, gateways, and focal points at key junctions.

It states that: Good design improves the local environment, helps new development to fit in with its wider surroundings and creates a distinctive sense of place. A well planned environment in which to live and work can help to fight crime and the fear of crime. By using good design the opportunities to commit crime can be limited and this can have an effect on the quality of people's lives.

All development, including proposals for individual buildings, public and private spaces and wider development schemes will be expected to:

- i. be of a high quality design that reflects or complements the local surroundings and materials;
- ii. be of an appropriate siting and layout with distinctive corner buildings, landmarks, gateways and focal points at key junctions and other important locations;
- iii. protect and enhance key vistas to create visual links between places in the Borough;
- iv. include where appropriate, public art that is well designed, takes into account the risk of crime, is integrated within the overall design and layout of the development, located where it can be easily observed, improves public outdoor space and legibility and creates landmarks;
- v. aid movement by ensuring all developments benefit from accessibility, connectivity, permeability and legibility, particularly aiding sustainable modes of movement such as walking, cycling and access to public transport;
- vi. encourage community safety and 'design out' vulnerability to crime by incorporating the principles, concepts and physical security standards of the 'Secured

by Design' award scheme; providing infrastructure for policing and emergency services; and considering the incorporation of fire safety measures;

- vii. provide appropriate space for waste and recycling to minimise any adverse visual impact on the property or the street-scene; and
- viii. incorporate any relevant guidance contained within Supplementary Planning Documents, for example Designing for Community Safety and Encouraging Good Design.

Policy 5 of Local Plan refers to the potential density of housing that should be encouraged in the Borough. The NPPF also requires local planning authorities and developers to make effective use of land, especially if this would help meet identified housing needs where land supply is constrained. Policy 5 of the Local Plan requires a general density of 30-50 dwellings per hectare.

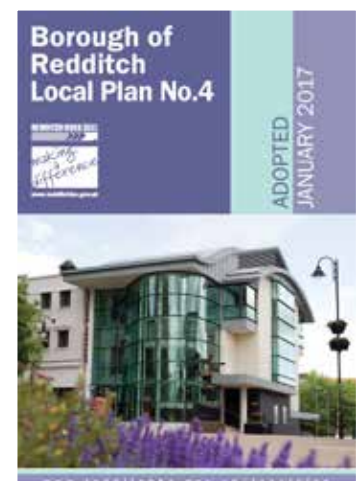
Redditch High Quality Design SPD

This Supplementary Planning Document (SPD) supplements the Boroughs adopted Development Plan and therefore reflects the Council's policies. As such it is a material consideration in the determination of planning applications and will be given substantial weight in the decision making process.

It provides guidance relative to character analysis, respecting views and vistas as well as practical advice on landscape, private amenity, boundary treatment, parking and bin storage. Section 4 of the Borough of Redditch High Quality Design SPD, adopted June 2019, sets out that new developments should respond to local character and distinctiveness as follows;

Paragraph 4.2.11 New residential developments should embody the particular characteristics of the built and natural environment in which it is located to provide a sense of place and identity. The use of particular materials and details in construction, the mix of building types, periods and styles, the street pattern and street furniture, the layout, scale and massing of buildings or arrangement and landscaping of spaces can be reflected in new development to ensure it retains and enhances the local character of an area.

Para 4.2.12 Applicants should identify the features that make a place locally distinctive and then identify how the proposal can retain these features and enhance them. Parish Design Statements, made Neighbourhood Plans, or other locally produced guidance may provide a useful indication of local character for prospective applicants to consider.



“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.”

National Planning Policy Framework. P 38.

4.2. DWH/ Barratt’s Position on Placemaking and Design

Great Places

Creating Great Places is one of DWH/ Barratt Developments’ four key priorities in our Building Excellence vision, and demonstrates their dedication to creating the highest quality developments across the UK. Barratt have a reputation as the industry leader in the quality of residential design, and they want to make sure that this continues.

The design approach detailed in DWH/ Barratt’s internal design initiative, Great Places, is aligned with government-endorsed Building for Life 12 principles, which cover the key design concerns of residential placemaking. Not only do these principles help them to build developments that are a pleasure to live on, but it also enables them to achieve official Built for Life accreditation, which demonstrates to customers and other stakeholders that their developments have been designed to the highest standards.

However, they want to go further. DWH/ Barratt’s vision is to lead the future of housebuilding by putting the customer at the heart of everything they do. That’s why Great Places doesn’t just cover design; it can also be used to help structure and encourage engagement and communication between all the relevant stakeholders - from local residents and customers to local authorities and statutory bodies – to ensure that everyone’s views are taken into account.

DWH/ Barratt also want to make sure they stick to their commitments, which is why Great Places goes beyond Building for Life and assesses the final delivery of schemes through their internal Great Places Awards, to ensure they have delivered to the standards promised at the outset.

Green Spaces Awards

The DWH/ Barratt Green Spaces Awards were developed in 2023 to celebrate divisional commitment to the principles of good landscape design, implementation and appropriate management.



Building for Life 12

BfL12 is the government endorsed, industry standard for well designed homes and neighbourhoods. Its 12 questions are structured under three headings relating to the design stages that all sites typically go through. They are:

Integrating into the Neighbourhood (Q1-4)

This is mainly concerned with an analysis of the local area and site context so that the design can properly respond to it in accordance with current design thinking.

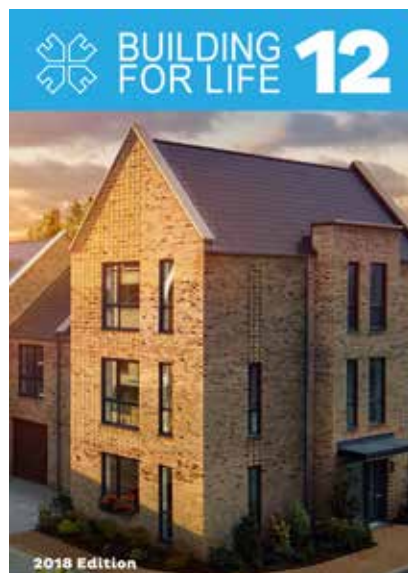
Creating a Place (Q5-8)

This is about understanding the site specific characteristics, then setting out a vision which responds to those features and to its local context. Doing so will form a logical foundation for a good design structure, which can be further developed by applying current design thinking and methods.

Street and Home (Q9-12)

This is about dealing with all the practical aspects of the design such as how people can use the street spaces, how to accommodate parking, how to define public and private spaces, and how to provide adequate bin and cycle storage. These are all important elements in modern life which will impact on the character and quality of the place once it is established.

A Building for Life assessment was produced to support this application and can be found as part of the submitted documents. The scheme passed its Building for Life assessment, following a review by Homes England on 22nd October 2020.



Building for a Healthy Life (2020)

This is the latest edition of - and new name for - Building for Life 12, which has been written by Design for Homes in partnership with Homes England, NHS England and NHS Improvement. It has the original 12 point structure and underlying principles of Building for Life 12 at its heart. Building for a Healthy Life uses its 12 considerations to help those involved in new developments to think about the qualities of successful places and how these can be best applied to the individual characteristics of a site and its wider context.

Building for a Healthy Life can help local communities to set clear expectations of new developments by offering a series of easy to understand considerations that will also allow local communities to more easily identify the qualities or deficiencies of development proposals.

The document goes further than Building for Life to highlight the importance of improving health and wellbeing, with greater emphasis on active travel (walking and cycling), physical activity and green and blue infrastructure.

In line with these changes, the 2020 update of Barratt's own Great Places document also includes a new section on Health and Wellbeing, providing guidance on shaping environments so that healthy activities and experiences are an integral part of people's everyday lives.



4.3. Context

Wider Context

The site is located to the north of the existing developed area of Redditch, to the west and south is the development known locally as Hither Green which is sandwiched between golf course fairways. Directly to the north is Dagnell End Road, with open agricultural land beyond.

Bordesley Lodge Farmhouse, a Grade II listed building (now hotel and restaurant) is located directly to the west of the site.

Redditch is a large, well-established town and offers a range of public and private health services, retail facilities, industrial facilities, a thriving shopping centre, hotels and guest accommodation, recreational facilities and education facilities. Redditch town centre offers a good public transport network, including a bus service which stops on Dagnell End Road near The Abbey Hotel. A National Cycle Route (no.5) connects Abbeydale to the south of the site with Redditch Town Centre, continuing south toward Studley and finally terminates in Stratford-upon-Avon.

Redditch train station is situated 2.1 miles to the southwest, a 50min walk, 14min cycle and 8min drive away.

Local Context

The existing settlement edge of Redditch forms part of the northern boundary of the site. The application site is bordered by the Hither Green golf course housing development to the east and south, Dagnell End Road and development to the north, Meadow Farm and agricultural field to the west and agricultural fields and golf course to the south. The application site is located over the western golf course fairways and part agricultural fields. The housing development along Hither Green Lane to the east is situated behind mature landscape. An existing hedgerow with interspersed tree planting forms part of the field boundary to the existing golf course and agricultural fields. To the north and west, a mature hedgerow and tree plantings forms the boundary to Dagnell End Road and the agricultural field adjacent Meadow Farm. The southwestern boundary is formed by mature hedgerow and tree planting adjoining Meadow Farm. The southern most corner of the site is open to views from the existing golf course fairway. A pond is located to the northwestern part of the application site.

Edges

Southern edge (Residential, golf course, woodland and agricultural field)

The southern edge of the site is characterised by particularly low density residential development which backs onto the boundary. Part of the boundary is formed by mature landscape adjoining the River Arrow, while a short open section is situated over golf course fairway land. A footpath connects the southern part of the application site and connects to Birmingham Road near Bordesley Bridge.

Western edge (agricultural land and Meadow Farm)

The western boundary is defined by a mature hedgerow and clusters of trees of varying height, though most of the hedgerow is over 3m in height. A small group of trees in the southern part of the adjacent agricultural field provides screening to the Listed Building Meadow Farm. Tree planting along the boundary to the new hotel building is more sporadic, though still well established and set within hedge planting. The most recent new building constructed near the western boundary is situated approximately 5m-7m from the boundary. The southern part of the western boundary overlooks a pair of adjoining agricultural fields.

Eastern edge (Residential and Hither Green Lane)

The eastern edge is defined by an existing rear boundary associated with dwellings fronting Hither Green Lane. The northern section of the eastern boundary is partially open to views into the site, with some trees and low shrub/hedge planting defining the back edge of Hither Green Lane. Residential development along the boundary is mostly two storeys in height, with extensions such as garden rooms and garages provided as single storey or 1.5 storey in height. Development along Hither Green Lane backs onto the site, some 'siding on' to the south and very north.

Northern edge (agricultural land)

This boundary is defined by a mature hedgerow with mature tree planting, most of the hedgerow is over 2m in height. Long distance views out are truncated by the hedge and limit views into and out of the site. A footpath connection is proposed through the northern boundary onto Dagnell End Road.



Aerial view of the Site

4.4. The Golf Course

Whilst the planned changes to the golf course will result in a period of disruption for members, greenfees and golf breaks there is robust evidence to suggest that the remodelled facility will deliver a shorter and more compact golf course, and a good visitor experience in terms of operating standards and speed of play. As such the facility will be in a position to continue the growth in the golf income lines to become sustainably profitable.

- **Architecture and design:** the golf course re-design has been undertaken by a well-respected independent Golf Course Architect. The key changes include: a reduction in length from the current 6,463 yards to around 6,000 yards ;changes to the current 5th hole (very long and with significant ball escape issues) is split into two shorter holes which play away from the nearby houses and incorporate safety bunding for added protection. The proposed changes retain many of the features characterised in the original Donald Steel design of 1983 but refined to reflect the improvements in equipment and the expectations of the modern golfer. Conditioning and greens presentation: the construction of the new greens, associated complexes, tees and bunkers will reflect the original build but using modern construction methods to improve the quality of the course and provide a template for the future planned upgrade for the balance of the holes.
- **Consistency (of hole and course design):** the new shorter layout reorders some of the existing holes to balance the course as much as possible producing a more challenging front nine and a more comfortable finish in keeping with the proposed resort course positioning. With one exception the more compact layout produces standard walks from green to tees and will lend itself to good speeds of play and the mixed usage one sees at facilities of this kind.
- **Health & Safety:** modern materials leading to lighter equipment, faster swing speeds and straighter golf ball flight means that the incidents of ball escape from golf courses is on the rise and properties alongside golf courses not previously at risk are now being struck. Incidents of ball escape at The Abbey have



Abbey Hotel Course Redevelopment Masterplan



been increasing in number since 2017 and need to be addressed. The proposed changes to the layout address the points in the south-west corner of the site close to the existing Hither Green community where ball escape has historically occurred and should prevent new incidents arising going forward.

- **Scenery/ surroundings/ ambience:** the revisions make good use of the aesthetic, mature setting. It reduces the impact of existing housing upon the course and provides an attractive finish in front of the clubhouse. The proposed new development is sensitively located to the west of the main course and will have minimal impact upon views from the course itself.
- **Playability:** the changes align the course more closely with the intended resort positioning. At 6,064 yards from the white tees and a par 70, new tee complexes will allow the course to be set up for member competition play, large corporate days, golf break and greenfee traffic whilst maintaining acceptable speeds of play. Ten holes of the existing layout will be available for play whilst the works are ongoing.

The catchment maps, demographic profiling and Acorn profiling of the markets serving TAGC as included in the appendices, provide robust evidence for the club to be confident that they can produce a sustainable golfing model following the changes to the course.

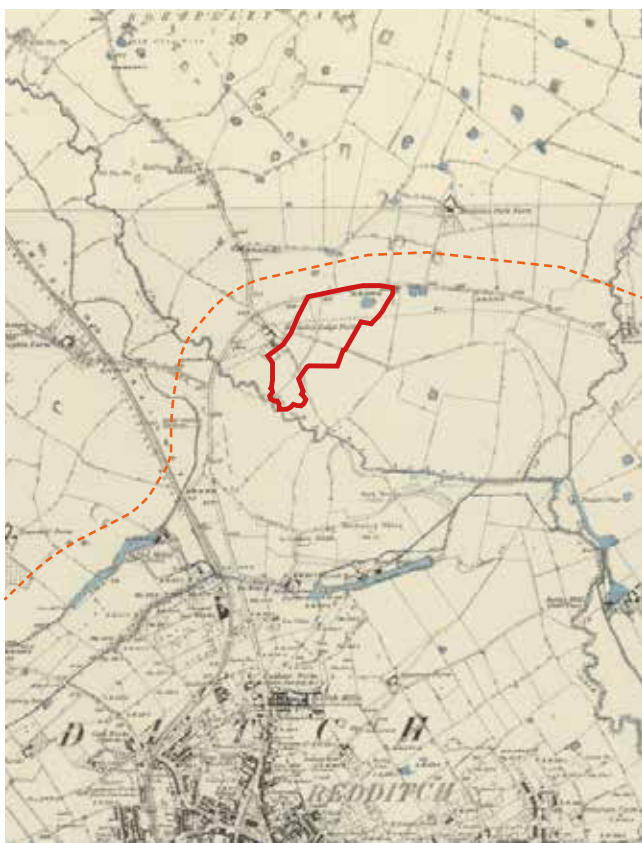
4.5. Historic Growth

Although Redditch began its existence in the 12th Century, the population remained at very low levels until industry (and specifically the production of needles came to the area in the 17th Century). By 1800, the population began to increase and during the 19th Century it increased nearly tenfold. As new industries arrived this rapid increase continued through the 20th Century, the designation of Redditch as a 'New Town' in 1964 accelerated this high rate of growth.

The first recorded mention of Redditch (Red-Ditch, thought to be a reference to the red clay of the nearby River Arrow)

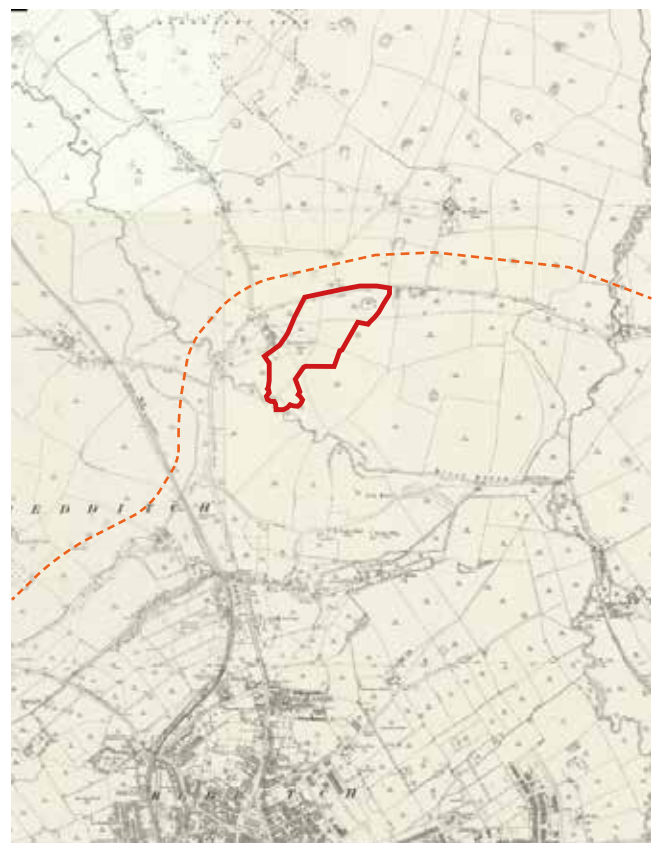
is in 1348, the year of the outbreak of the Black Death. During the Middle Ages, it became a centre of needle-making and later prominent industries were fish-hooks, fishing tackle, motorcycles and springs, the last of which was notably undertaken by Herbert Terry and Sons.

By the 21st century, needle-making and other traditional industries had been replaced by modern light industry and services, with Redditch also functioning as a dormitory town for Birmingham. The automotive retailer Halfords and engineering company GKN both have their headquarters in Redditch.



1850

source: maps.nls.uk



1910

source: maps.nls.uk



1960

source: maps.nls.uk



1999

source: google earth pro

4.6. Redditch New Town

Redditch was designated a new town on 10 April 1964, and the population increased dramatically from 32,000 to around 77,000. Housing developments such as Church Hill, Matchborough, Winyates, Lodge Park, and Woodrow were created to accommodate a large overspill from the industrially expanding Birmingham.

Redditch was built as a “flagship” town using new methods and new town planning: all the main roads (mostly new dual carriageways as well as a ring road for the town centre) were banked to reduce noise to the new housing estates, and the whole of Redditch was landscaped.

Redditch was already a market town of notable size when in October 1964 it was designated as the second New Town (after Telford) aimed at relieving overcrowding in the West Midlands conurbation. It was designed to accommodate around 33,000 people (mainly from Birmingham) over a period of 15 years, with the existing town forming the nucleus of the New Town.

Redditch was one of the first New Towns with a distinctive emphasis on public transport rather than the private car. It developed largely as the masterplan envisaged. Today, the New Town accounts for 50% of the borough area and 93% of its population.

Redditch was built as a “flagship” town using new methods and new town planning: all the main roads (mostly new dual carriageways as well as a ring road for the town

centre) were banked to reduce noise to the new housing estates, and the whole of Redditch was landscaped. As part of the New Jerusalems project, the colourful basic plan illustrates the intended re-development for Redditch New Town. The bead-like districts were designed to be relatively self-contained, each with their own local amenities. The beads are on a transport route ‘string’. The unique design sought to integrate the old and new town along with accommodating the incoming population.

It became the first town plan in the UK with ecology as a central guiding principle. Watercourses were retained rather than culverted, a network of green spaces permeated the built fabric and earth mounding, with careful planting of native species to improve microclimatic conditions. The masterplan introduced a human scale to the landscape, it used sinuous paths, scattered groves of trees and subtly contoured brick surfaces or grass banks to achieve a quiet sense of adventure.

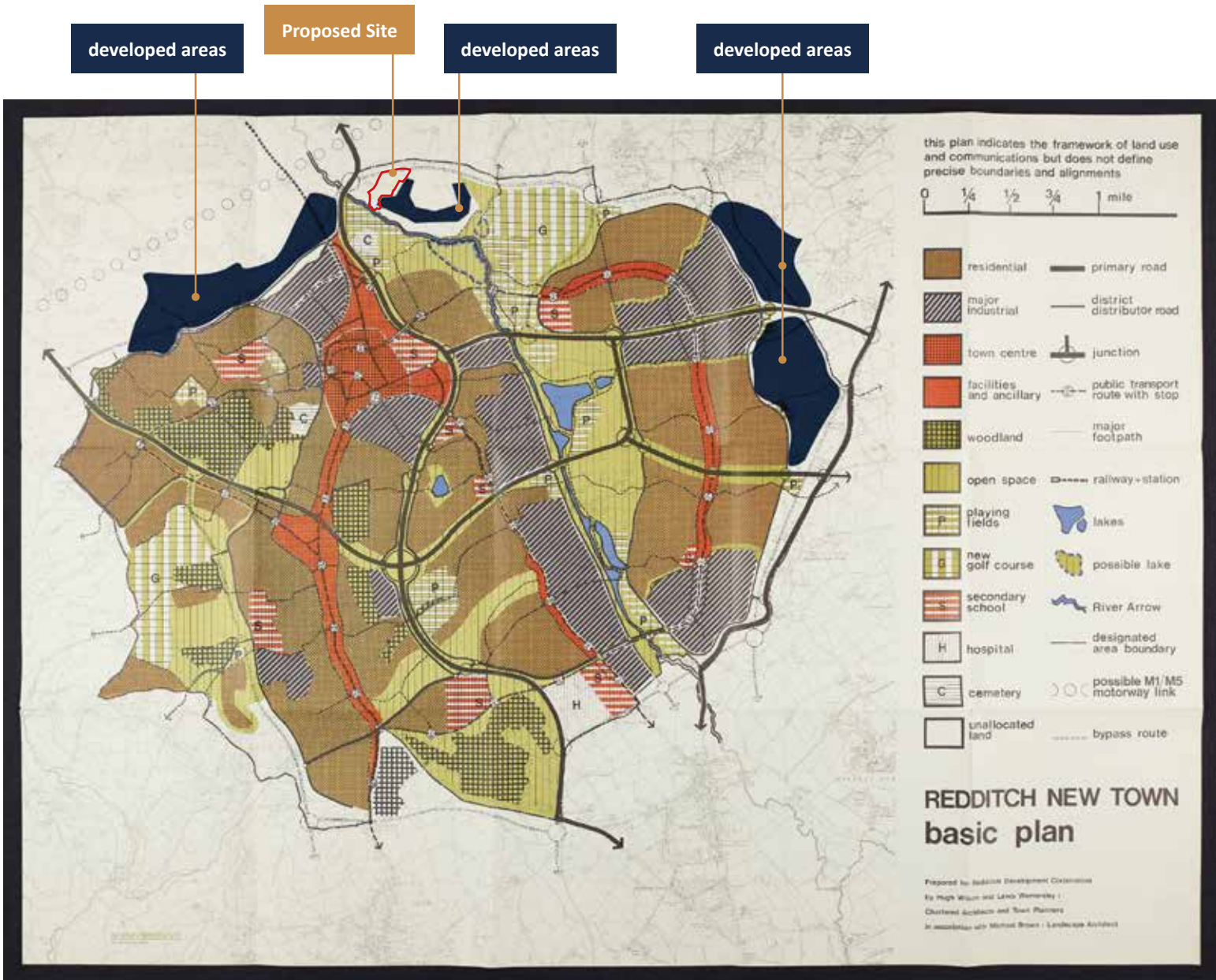
The Development Corporation designated to relieve congestion and provide housing and employment for people in the Birmingham area, aimed to enable residents to work in the town; provide social and commercial facilities; integrate existing and proposed development; provide open space for recreation and amenity; and develop to a high standard of layout and design.

The Corporation was wound up 31 March 1985.



Redditch New Town Housing





Redditch New Town and New Jerusalems Masterplan with areas developed since marked in dark blue

4.7. Movement and Local Facilities

Public Transport

The site benefits from existing transport links. Redditch Town centre is only 2.2 miles south of the site, and can be reached in around seven minutes via a car. Junction 2 of the M42 is 3.7 miles North, with convenient connections to the M5 and M6. Birmingham International Airport is located within close proximity to Junction 6 of the M42 which is 19 miles away.

By virtue of its position the site has access to the various bus stops along Dagnell End road B4101 and Birmingham road A441. These have direct links to Birmingham so the development site is positioned to promote public transport use.

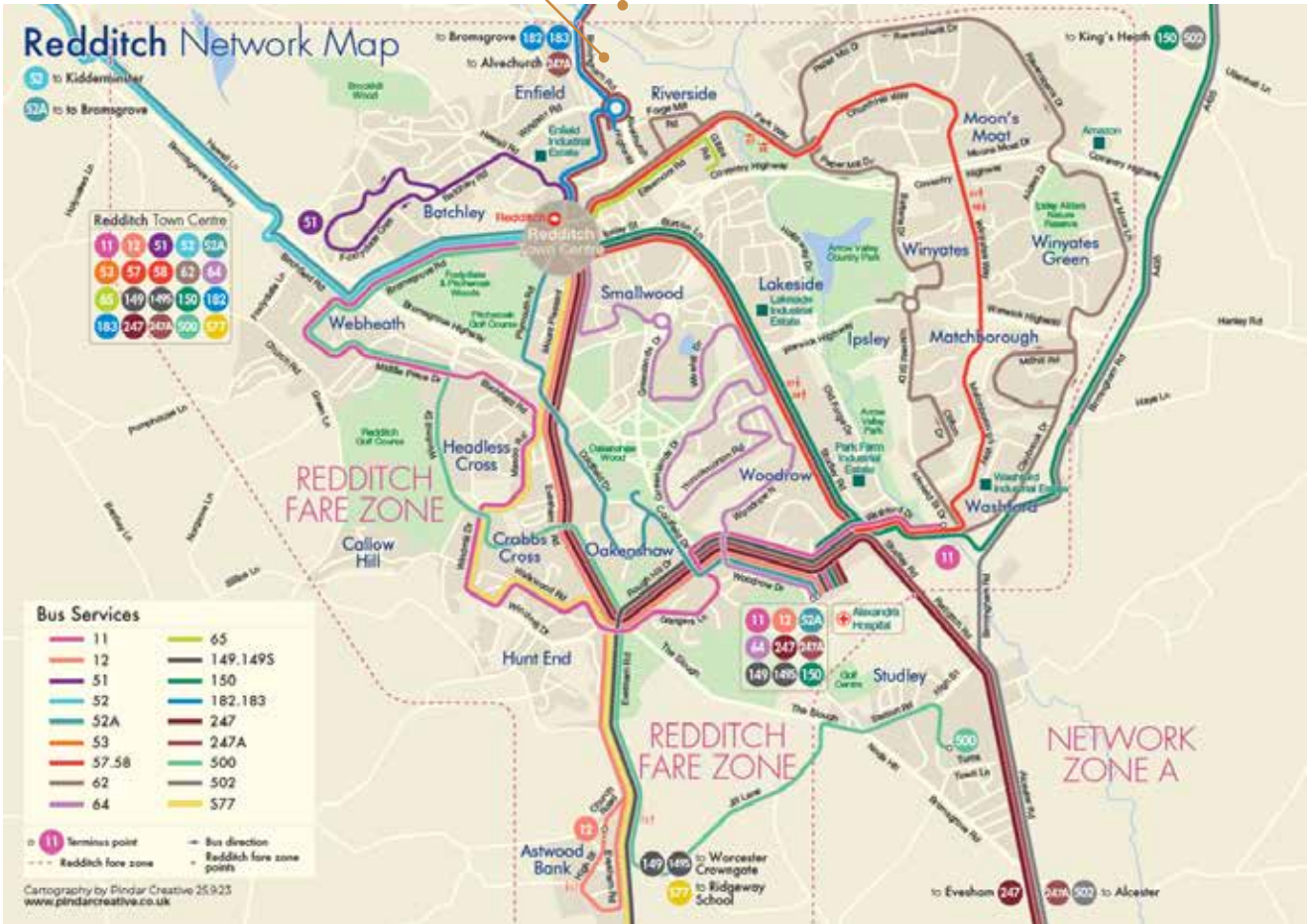
The immediate area is served by a good range of bus services to various destinations, including:

- 247A Redditch to Alcester
- 182, 183 Redditch to Bromsgrove
- S45, from South Bromsgrove High School (Entrance) to Beoley First School.
- 517, Coventry Minibuses from Redditch to General Stores.

Redditch train station is 2.2 miles from the site and passengers can reach Birmingham New Street in 40 minutes.

Mobility Hub/
Bus interchange/
ChargeYourCar
Charging Station

Proposed Site



Public Transport routes in the local area
(source: <https://www.diamondbuses.com/about-us/network-maps/>)

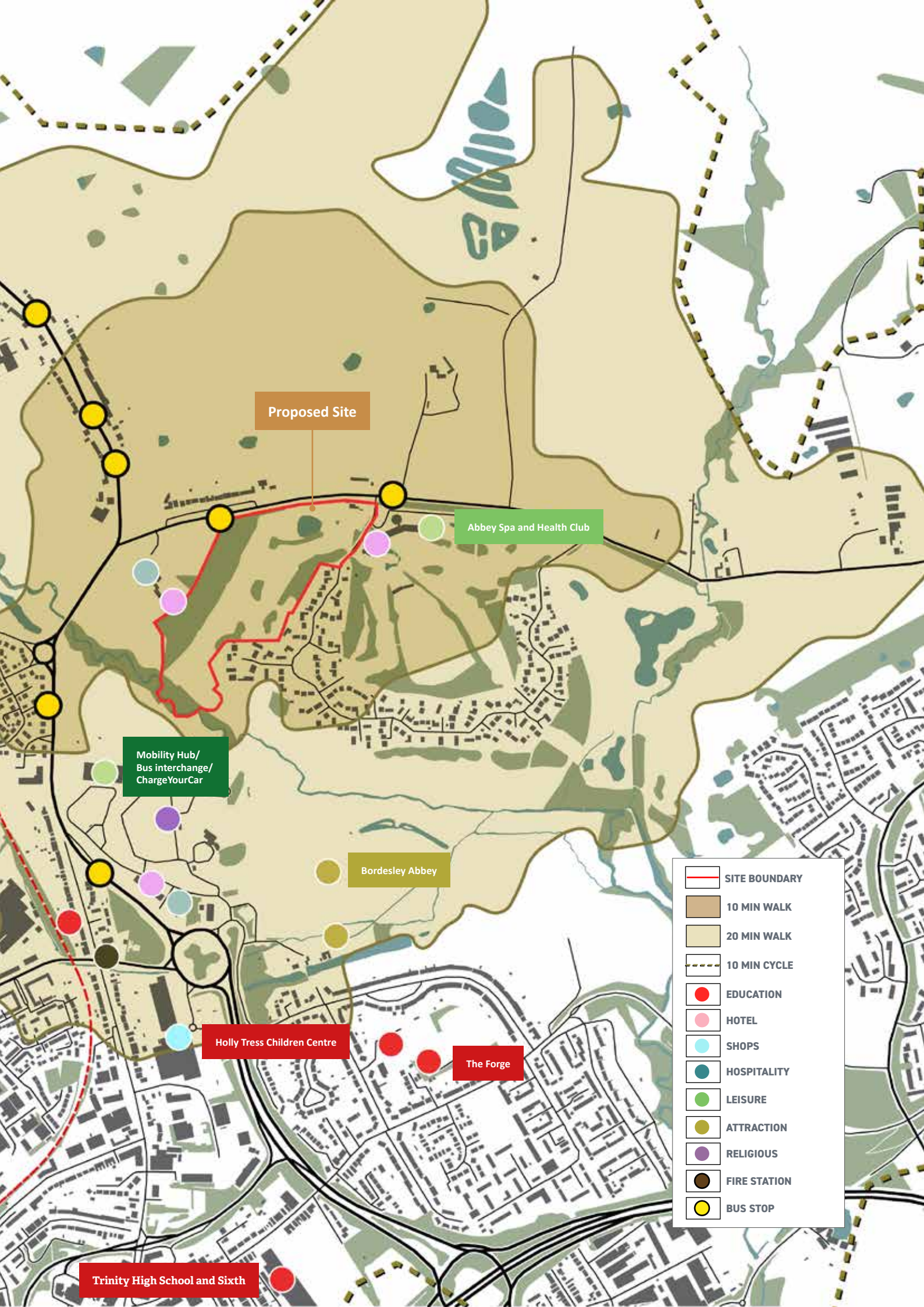
Local Facilities

Although Hither Green Lane is on the edge of Redditch it is reasonable accessible on foot and by cycle, especially post the development of the site. To date the private nature of the golf course did not lend itself to comfortable pedestrian movement through that land. The creation of more direct routes and linkages has the potential to create a much more direct and supervised set of paths and connections to local facilities.

The schools for the catchment area are: North Bromsgrove High School (approx. 17km), South Bromsgrove High School (approx.13.5 km), Alvechurch Middle School (approx.4.9km). These distances necessitate the use of a vehicle as they are not within reach for active travel. The first school within the catchment is the Beoley First School, which is approximately 2.5 km from Hither Green Lane.

There is a Mobility Hub/ Bus interchange/ ChargeYourCar Charging Station (Electric vehicle charging station) 14 mins walk from the site.





Proposed Site

Abbey Spa and Health Club

Mobility Hub/
Bus interchange/
ChargeYourCar

Bordesley Abbey

Holly Tress Children Centre

The Forge

Trinity High School and Sixth

- SITE BOUNDARY
- 10 MIN WALK
- 20 MIN WALK
- 10 MIN CYCLE
- EDUCATION
- HOTEL
- SHOPS
- HOSPITALITY
- LEISURE
- ATTRACTION
- RELIGIOUS
- FIRE STATION
- BUS STOP

4.8. Landscape Character

CONTEXT C1 C2

NATURE N1

IDENTITY I1

Landscape character

A landscape appraisal has been carried out, using both a desk top assessment and site survey.

At a national scale the site is included within Natural England's National Character Area (NCA) 97, Arden.

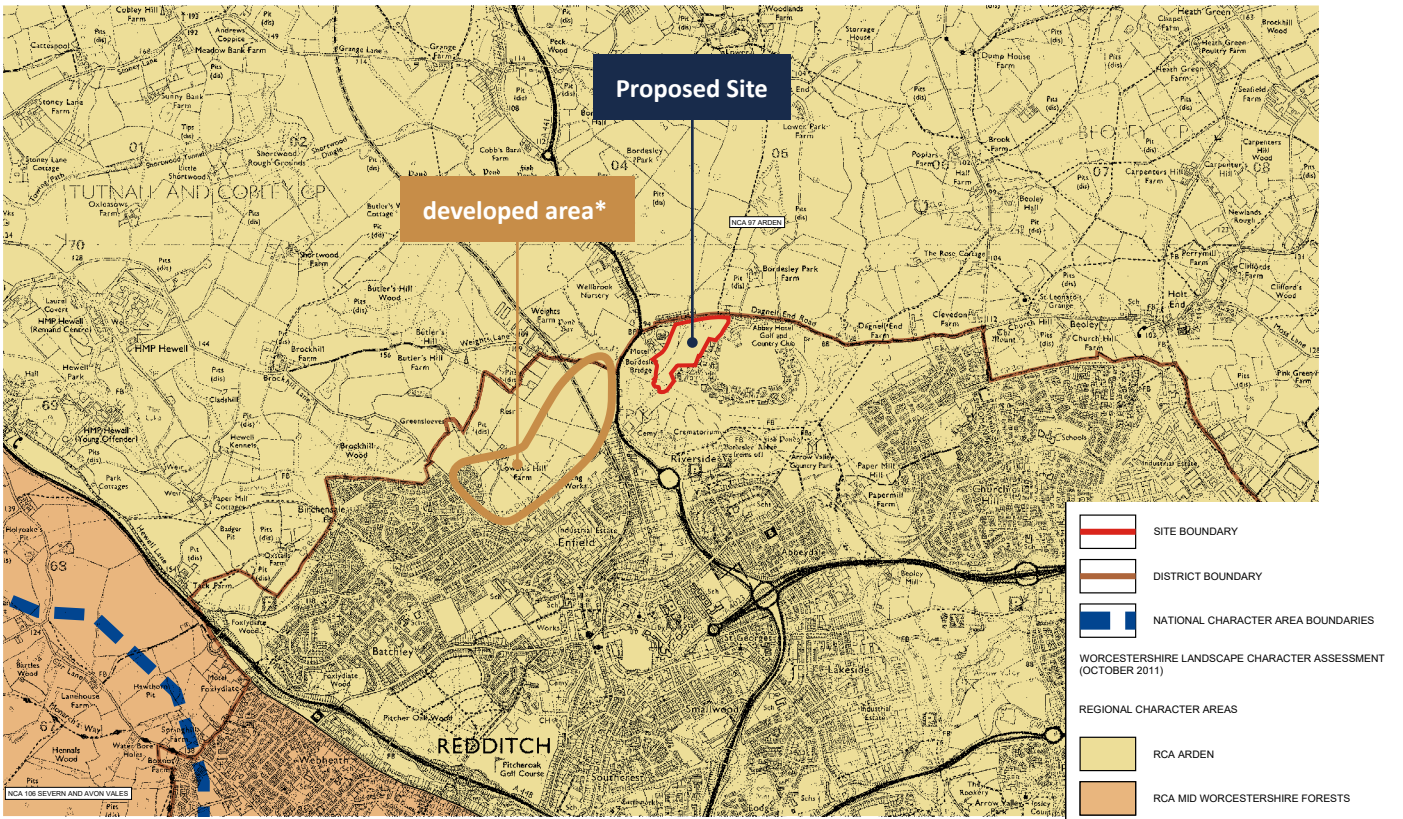
At a county scale the site is identified within the Worcestershire Landscape Character Assessment as part of the Arden Regional Character Area and the Wooded Estatelands Landscape Type.

The site lies within a transitional landscape between the northern urban edge of Redditch and the wider landscape, with the more rural parts of the Wooded Estatelands landscape type further to the north beyond the B4101 and associated built form. Outside of the site there are two main character sub-areas which have potential to be affected, the urban/suburban areas to the east and south, and the more rural Wooded Estatelands to the north and west, although the latter has been altered as a result of the recent residential development off the A441.

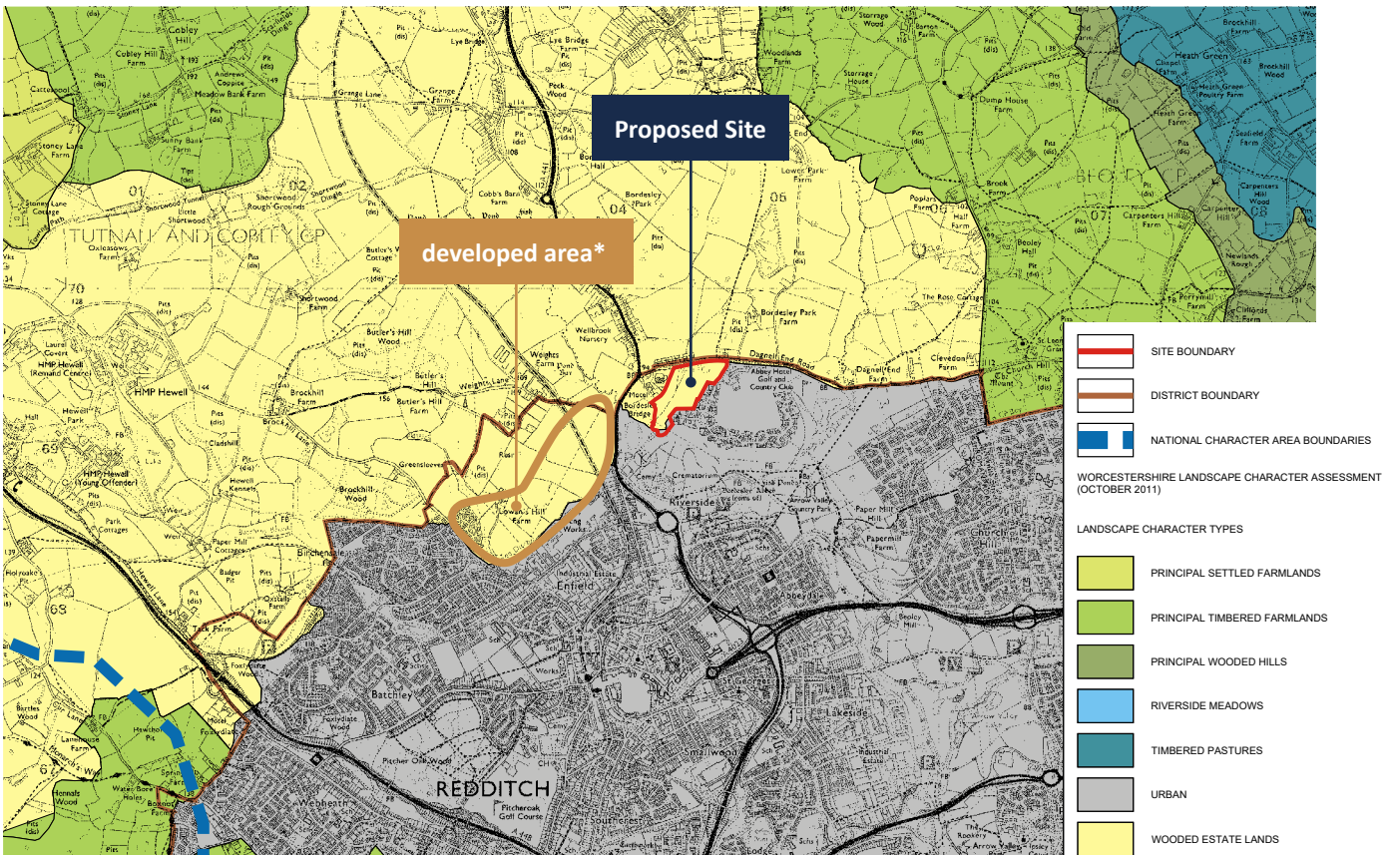
The B4101 which bounds the site to the north and the A441 within the immediate setting to the west alongside associated existing built form and the existing mature vegetation structure within the Site and the immediate setting combine to provide a degree of separation between the site and the wider landscape. In addition to this the site itself is formed in part of the existing golf course, a continuation of the wider golf course that forms the setting for the existing development along Hither Green Lane. It is therefore considered that the majority of the site reflects the character of the wider golf course which is itself assessed as urban within the published character assessment.

Further to this the character of the linear field of rough grassland with scrub that defines the western part is influenced by the adjacent Meadow Farm complex, a series of overhead powerlines and the local road network.

Overall the site is considered to be peri urban in character and has both characteristics of the adjacent urban area and wider Wooded Estatelands, although the existing mature vegetation, road network and built form within the immediate and local area provide a strong degree of separation with the wider landscape. The existing road network and built form has an urbanising influence on the character of the site alongside the overhead powerlines which form a detracting feature within the southern part of the site. The combination of these reduce the tranquillity and remoteness of the site and reflect a typical settlement edge character.

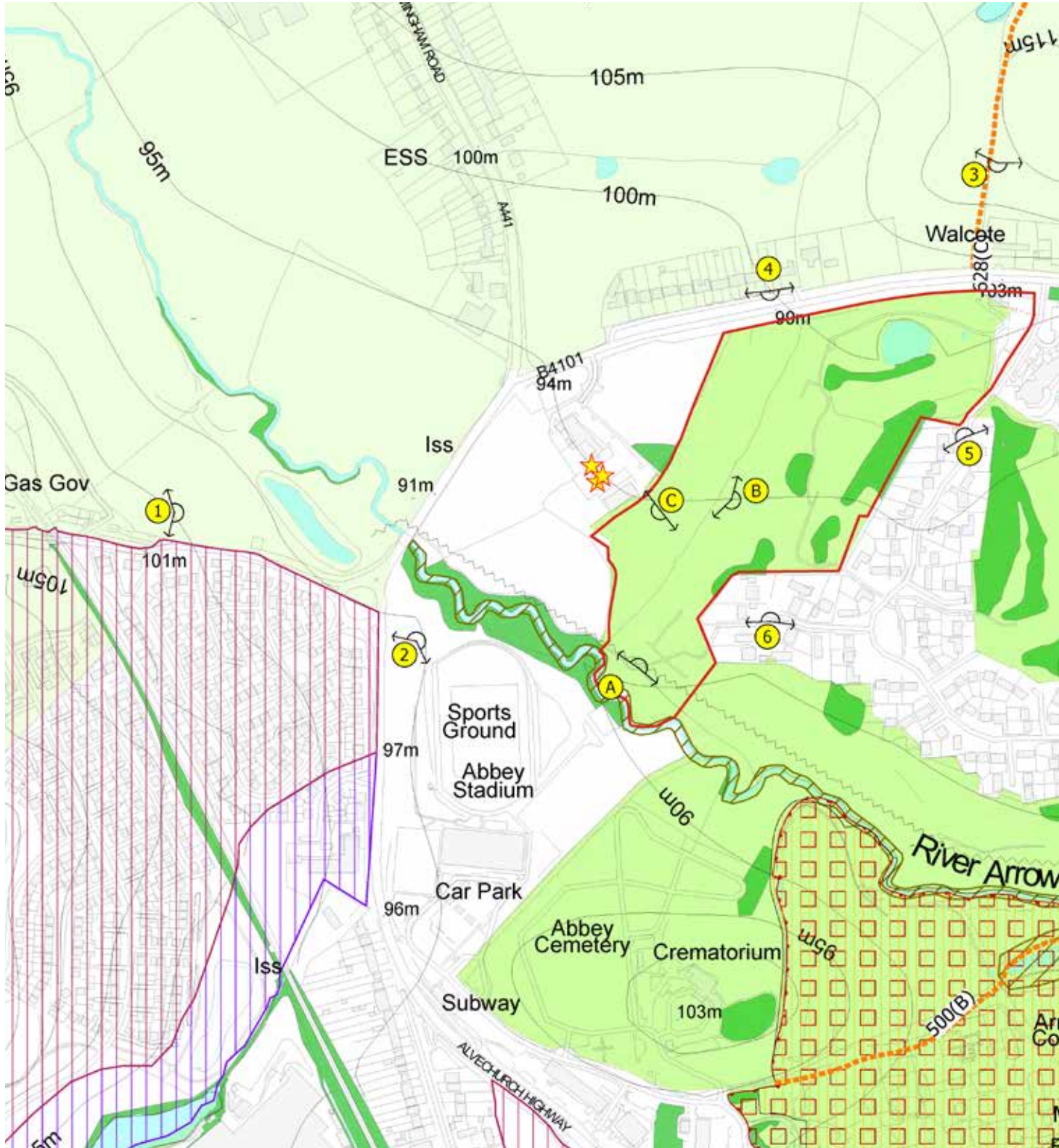


National and District Landscape Character Plan



Local Landscape Character Types Plan

*Recently developed areas: Odell Street, Hawling Street 'The View' - shown on p.32-33 (5 and 6), p.42-45 of the Character Study and on p.126-131 in the Appendices.



Local Landscape Character Types Plan

Visual Assessment

The overall visibility of the site is defined by existing topography in combination with existing housing to the east and by structural vegetation within the site and the immediate setting.

- To the west views are contained by High Ground at Butlers Hill (156m AOD), and filtered by intervening vegetation and buildings – Site context photographs 1.
- To the south, views are contained by high ground at Enfield (c. 115m AOD), but with filtering of views by intervening built form and mature vegetation – Site Context Photograph 2;
- To the north, views are contained and limited to the immediate setting by higher ground at Bordesley (around 140m AOD), and filtered by intervening hedgerows and trees – Site context photograph 3;
- To the east, views are contained by the buildings and vegetation associated with existing houses, around the Abbey hotel and Hither Green Lane – Site context photographs 4, 5 and 6.





Site Context Photograph 1



Site Context Photograph 2



Site Context Photograph 3





Site Context Photograph 4



Site Context Photograph 5



Site Context Photograph 6



4.9. Character Study

Redditch has a variety of attractive neighbourhoods that provide an array of design approaches. This section outlines the findings from an analysis of the local context which has been used to inform the development proposals. Section 4 of the Borough of Redditch High Quality Design SPD, adopted June 2019, sets out that new developments should respond to local character and distinctiveness as follows;

New residential development should embody the particular characteristics of the built and natural environment in which it is located to provide a sense of place and identity. The use of particular materials and details in construction, the mix of building types, periods and styles, the street pattern and street furniture, the layout, scale and massing of buildings or arrangement and landscaping of spaces can be reflected in new development to ensure it retains and enhances the local character of an area.

This character analysis will focus on the progressive development to the north of the town, as the development site relates to the northern edge of Redditch. This approach will ensure the proposals respond to the relevant character of Redditch. The areas studied include;

1. *Meadow Farm Hotel, Pub & Restaurant*
2. *Hither Green Lane - residential immediately east of the site*
3. *Dagnell End Road (north) - residential north of the site*
4. *Paper Mill Drive - residential further east of the site*
5. *Odell Street - recent residential further west of the site*
6. *Hawling Street 'The View' - recent residential further west of the site*

As set out in the SPD, the analysis of the residential context will be discussed under the following headings;

- Building types, periods and styles
- Materials
- Details
- Layout and street pattern
- Scale and massing of buildings
- Boundary treatment & arrangement and landscaping of spaces



CONTEXT C1

IDENTITY I1

BUILT FORM B2

Proposed Site



Existing Context Figure Ground



Meadow Farm Hotel, Pub and Restaurant

Adjoining the site to the west is Meadow Farm Hotel, Pub and Restaurant. The site comprises 3 Grade II Listed buildings converted into a Pub and Restaurant, and the more recent addition is the Hotel by Marston's Inns immediately to the southwest. The listed buildings are described in further detail below. The hotel is a multi brick to the ground floor with waney edge cladding above and brown plain tiles. The building has casement windows with horizontal bars.

Listed Buildings

Bordesley Lodge Farmhouse

Grade II. List Entry Number 1100038

The Farmhouse, c1600, with alterations being carried out mid C19 and C21, has been converted into a pub and restaurant. The building is 2 storeys high, timber-framed with brick infill, sections of timber cladding, and roughcast render. The roof is pitched with gable ends, with brown plain tiles and several chimneys. Currently casement windows with horizontal bars.

Granary About 1 yard north of Bordesley Lodge Farmhouse

Grade II. List Entry Number 1157529

The Granary, c17 with alterations being carried out mid C19 and mid C20, now forms part of the Meadow Farm Hotel. The building is 2 storeys high, timber-framed with brick infill, sections of timber cladding, and roughcast render. The roof is pitched with gable ends, with brown plain tiles and several chimneys. Currently casement windows.

Water Pump about 3 yards north east of Bordesley Lodge Farmhouse

Grade II. List Entry Number 1348643

The cast iron water pump is mid C19 and located close to Bordesley Lodge Farmhouse



Figure Ground



Hither Green Lane

1990's Development with a mock Tudor aesthetic comprising predominantly large, detached homes set in larger than average gardens with landscaping and garages dominating the street picture. A development designed for the car.

Density

- Gross- 14 dwellings per hectare
- Net- 15 dwellings per hectare

Materials

- Brick, varied ranging from red to multi/burnt orange shades
- **Mock timber framing effect**
- White or cream Render panels
- Brown or grey/brown plain roof tiles
- Generally brown uPVC casement windows with fake lead lights to some properties (one property has green windows)

Details

- Gateway feature brick walling
- Low boundary walling
- Occasional projecting brick porches
- Bay windows
- Projecting brick chimneys
- Dry verges to gables, occasionally barge boards to front elevations
- Exposed rafter feet on some properties
- Subtle brick detailing at eaves
- Garage doors painted brown a strong feature

Layout and street pattern

- Organic street pattern with short cul-de-sac development off the meandering 'spine' road
- 2m wide footpath one side, grass verge the other side
- Properties set back from the road around 6m-8m
- Large front and rear gardens
- Generally wide fronted homes, with integral garages
- Generally 2 – 3m between properties
- On plot car parking, garage doors compete with landscaping to dominate the street picture
- Occasional laybys for visitors provided
- Black metal, Victorian styled street lamps

Scale and massing of buildings

- Generally 2 storey development
- Occasional catslide roofs, some with gable fronted dormer windows
- Garage doors dominate many front elevations
- Consistent roof pitch

Boundary treatment & arrangement and landscaping of spaces

- Very large back gardens
- Large front gardens laid to lawn with shrub planting
- Extensive hedgerows and tree planting
- Occasional low brick front boundary walls



Figure Ground



Dagnell End Road (North)

1960's paired estate style homes, occasional detached homes. Generally hipped roofs and central brick chimneys where semi-detached. Garages to the side, with a variety of roofs including parapets or a variety of hipped roofs. Large front and rear gardens. A variety of boundary treatments, but generally hedgerows with some low brick walls. Garage doors compete with front doors on elevations.

Density

- Gross - 12 dwellings per hectare
- Net - 12.5 dwellings per hectare

Materials

- Brick, varied ranging from red to brown to multi/burnt orange shades
- Very little render
- Generally brown plain roof tiles
- White uPVC windows in a variety of casement styles
- Tile hanging to 2 storey bay windows

Details

- Brick chimneys positioned centrally on ridge over party wall to semi-detached units, or to the side of the detached houses.
- Variety of porches, flat, dual-pitch gable fronted and monopitch
- 2 storey bay windows
- Combination of brick detailing, dry verges and bargeboards to gables
- Boxed eaves

Layout and street pattern

- Linear street pattern
- No footpaths
- Properties set back from the road around 7m-10m
- Large front and rear gardens
- Generally 1 – 2m between properties
- On plot car parking
- No visitor parking provided

Scale and massing of buildings

- Generally 2 storey development with many side extensions
- 2 Storey splayed bay windows
- Hipped roofs with occasional gable frontages

Boundary treatment & arrangement and landscaping of spaces

- Large/ long rear gardens
- Large front gardens generally paved for car parking
- Hedgerows and shrub planting
- Occasional low brick front boundary walls



Figure Ground



Paper Mill drive (east of development site)

1980's development comprising largely detached houses with integral garages. Characterised by red brick, generally white window frames, white barge boards and eaves, and white garage doors. Pitched roofs, with occasional catslide roofs. No chimneys.

Density

- Gross - 14.5 dwellings per hectare
- Net - 17.5 dwellings per hectare

Materials

- Red/brown brick
- Brown or grey/brown profiled roof tiles
- White uPVC casement windows

Details

- Projecting garages and/or porches
- Occasional dormer windows
- White barge boards and fascias
- Boxed eaves
- No brick detailing
- Garage doors generally white a strong feature

Layout and street pattern

- Organic street pattern with short cul-de-sac development

- Generally 2m wide footpath on both sides
- Properties set back from the road around 6m- 8m
- 6m-8m front gardens
- Integral garages
- Generally 2m between properties, occasionally space for additional parking to the side of the house
- On plot car parking, cars and garage doors compete with landscaping to dominate the street picture
- On street visitor parking
- Standard highway street lamps

Scale and massing of buildings

- Generally 2 storey development
- Occasional catslide roofs, some with flat roof dormer windows
- Garage doors dominate many front elevations
- Generally consistent roof pitch, occasionally asymmetrical roof pitch

Boundary treatment & arrangement and landscaping of spaces

- Front gardens laid to lawn with shrub planting
- Tree planting forms back drop to development
- Red brick walls enclosing the side of rear gardens
- Variety in rear garden size



Figure Ground



Odell Street (west of development site)

2000's development comprising a range of house types including detached, semi-detached and terraces. A variety of car parking solutions incorporated including set between houses, in front of properties and in rear courtyards. Garages set back between houses. Characterised by red brick, some render and red and grey roof tiles. White window frames, white bargeboards and eaves, and white garage doors. A variety of eaves and gable fronted properties. No chimneys.

Density

- Gross - 31.6 dwellings per hectare
- Net - 35.7 dwellings per hectare

Materials

- Varying red brick
- Limited use of cream render
- Red brick detailing
- Red or grey flat profiled roof tiles / slates
- Red and grey tile hanging
- White uPVC casement windows

Details

- Generally pitched porches on brackets, with occasional brick or rendered enclosed porches
- White bargeboards and fascias
- Both boxed eaves and exposed rafter feet
- Flat and arched brick heads and canted or soldier brick cills
- Occasional dormer windows

Layout and street pattern

- Linked streets with limited legibility
- Generally 2m wide footpath on both sides
- Properties set back from the road around 2m – 3m, where frontage car parking then 7m- 8m
- Parking generally to the side of properties, occasionally to the front
- Generally 1m- 2m between properties, unless car parking positioned between properties
- Limited visitor parking, parking on footpath / kerb.
- Standard highway street lamps

Scale and massing of buildings

- Generally 2 storey development with some 2.5 and 3 storey buildings
- Generally consistent roof pitch, occasionally asymmetrical roof pitch

Boundary treatment & arrangement and landscaping of spaces

- Front gardens laid to lawn with shrub planting
- Limited tree planting
- Red brick walls and/or timber fencing enclosing the side of rear gardens
- Smaller, efficient rear gardens

Planning Reference

Odell Street (2012/120/OUT): Outline planning permission for up to 200 dwellings was approved on 11th March 2014. Reserved Matters consent (2015/265/RM) was permitted on 16th December 2015. For RM layout plan see Appendix p.122-123.



Figure Ground



Hawling Street 'The View' (west of development site)

2000's development comprising a range of house types including detached, semi-detached and terraces. A variety of car parking solutions incorporated including set between houses, in front of properties and in rear courtyards. Garages set back between houses. Characterised by red brick, some render and red and grey concrete roof tiles. White window frames, white bargeboards and eaves, and white garage doors. Predominantly eaves fronted properties with some projecting gables. Very limited landscape, no street trees, street and car dominant layout. Significantly less detailing than the adjacent development off Odell street. No chimneys.

Density

- Gross - 20.5 dwellings per hectare
- Net - 38.8 dwellings per hectare

Materials

- Varying red brick
- Limited use of cream render
- Red brick detailing
- Red or grey flat concrete roof tiles / slates
- White uPVC casement windows

Details

- Generally pitched porches on brackets, with occasional lean to roofs over enclosed entrance porches
- White bargeboards and fascias
- Both boxed eaves and exposed rafter feet
- Soldier course brick window heads and soldier course brickwork below uPVC windows cills.
- Occasional dormer windows with pitched roofs

Layout and street pattern

- Linked streets with limited legibility

- Generally 2m wide footpath on both sides
- Properties set back from the road around 2m – 3m on secondary roads, where frontage car parking then 7m- 8m. Main spine road setback is 5m-7m.
- Parking generally to the side and front of properties for secondary / tertiary streets. Main spine road features rear courtyard parking.
- Generally 1m- 2m between properties, unless car parking positioned between properties
- Limited visitor parking, parking on footpath / kerb.
- Standard highway street lamps

Scale and massing of buildings

- Generally 2 storey development with some 2.5 storey buildings
- Generally consistent roof pitch.

Boundary treatment & arrangement and landscaping of spaces

- Front gardens laid to lawn with shrub planting
- Tertiary streets have lots of frontage parking resulting in no landscape treatment.
- No street trees. Very limited tree planting to green edges.
- Red brick walls and/or timber fencing enclosing the side of rear gardens. Rear retaining walls very prominent across steeper parts of the site.
- Smaller, efficient rear gardens

Planning Reference

Hawling Street (2014/256/OUT): An outline application for 296 dwellings was approved on 29th March 2017. To note, no matters are reserved for the residential element of this phase. For outline layout plan see Appendix p.124-127.



Figure Ground



Character Assessment Conclusion

The character assessment set out in this chapter has illustrated how Redditch has developed outward from the town centre in line with architectural styles and development standards relevant and popular at the time.

The character of the area north of the town centre can be described as largely varied, with no single architectural style defining the character of the northern neighbourhoods.

Common material themes, such as the use of red, brown, orange and russet coloured brick, brown pitched roofs with limited brick detailing, chimneys on some development, and sparing use of render provide some basis to help inform any development proposals.

What is clear from the character area analysis is that, while the area is generally two-storey family housing in nature, there is some real variety in housing mix, housetypes and plot and garden sizes and layout / density. There is no clear pattern in surrounding communities that could offer an absolutely clear piece of guidance relative to either density or character.

It is notable that past the focus on efficiency exercised during the construction of the new town, density got significantly lower. In the 1990's, however, this tide turned and more recent developments have a much higher density and focus on efficient use of land.

There are some good examples alongside some less successful approaches to placemaking. Therefore, the approach that has been adopted is to pick some of the better placemaking approaches locally and pursue these in the masterplan, layout and architecture of this scheme.

The gross density of the site is 21.7dph which sits in the middle of the density range (12-31dph) identified in the character assessment.

One notable point is that the more successful residential environments have used landscaping and to a lesser extent streetscaping, successfully, to provide a soft green backdrop for homes to sit within, with a more intimate smaller scale landscape for private frontages and larger structural landscape elements to form the backdrop. The potential exists to do this quite successfully on this project and this has been investigated further in the design development.





5. Site Appraisal

CONTEXT C1 C2

MOVEMENT M1 M2

NATURE N1 N2 N3

5.1. Summary of technical assessments

The application site is made up of an irregularly shaped parcel of land that extends to 9.85 hectares.

To the northeast of the site are patches of tall grassland, scrub, mature and semi-mature trees, and a pond. To the centre and south of the site is an active golf course and hotel complex (The Abbey Golf Club). The application site slopes from 100m AOD (Above Ordnance Datum) to 90m AOD at the northern end, adjacent to Dagnell End Road, to approximately 90m AOD at the southern end of the site, close to the River Arrow, encompassing three main land-uses: a maintenance yard, hedgerow-bound grassland fields, and golf course fairways. Views of existing houses, Meadow Farm hotel, and elevated ground at Brock Hill East influence the site, while traffic noise from A441, Dagnell End Road, and Hither Green Lane also affects the area.

The application site is not crossed by any public footpaths. The closest public rights of way are found to the east and north of the site, respectively, along Dagnall End Road and Hither Green Lane. South of the site, there is an open pathway.

Two Tree Preservation Orders (TPO) protect all the trees on the site. Hither Green Lane in the east currently offers access to the site. The Environment Agency's online mapping system confirms that the site is situated in Flood Zone 1. The site's existing pond is located at the northern most point, and there are minimally flooded portions throughout the southern and western boundaries.

There are no heritage assets located within the site. There are several Listed assets located approximately 200m to the west, this includes:

- Grade II Listed Bordesley Lodge Farmhouse; Land off Hither Green Lane, Redditch
- Grade II Listed Granary about one yard north of Bordesley Lodge; and
- Grade II Listed Water pump about 3 yards northeast of Bordesley Lodge Farmhouse.

Bordesley Abbey Scheduled Monument is also located approximately 450m to the south.

A Transport Assessment and Travel Plan has been prepared in support of the proposals at Land off Hither Green Lane.

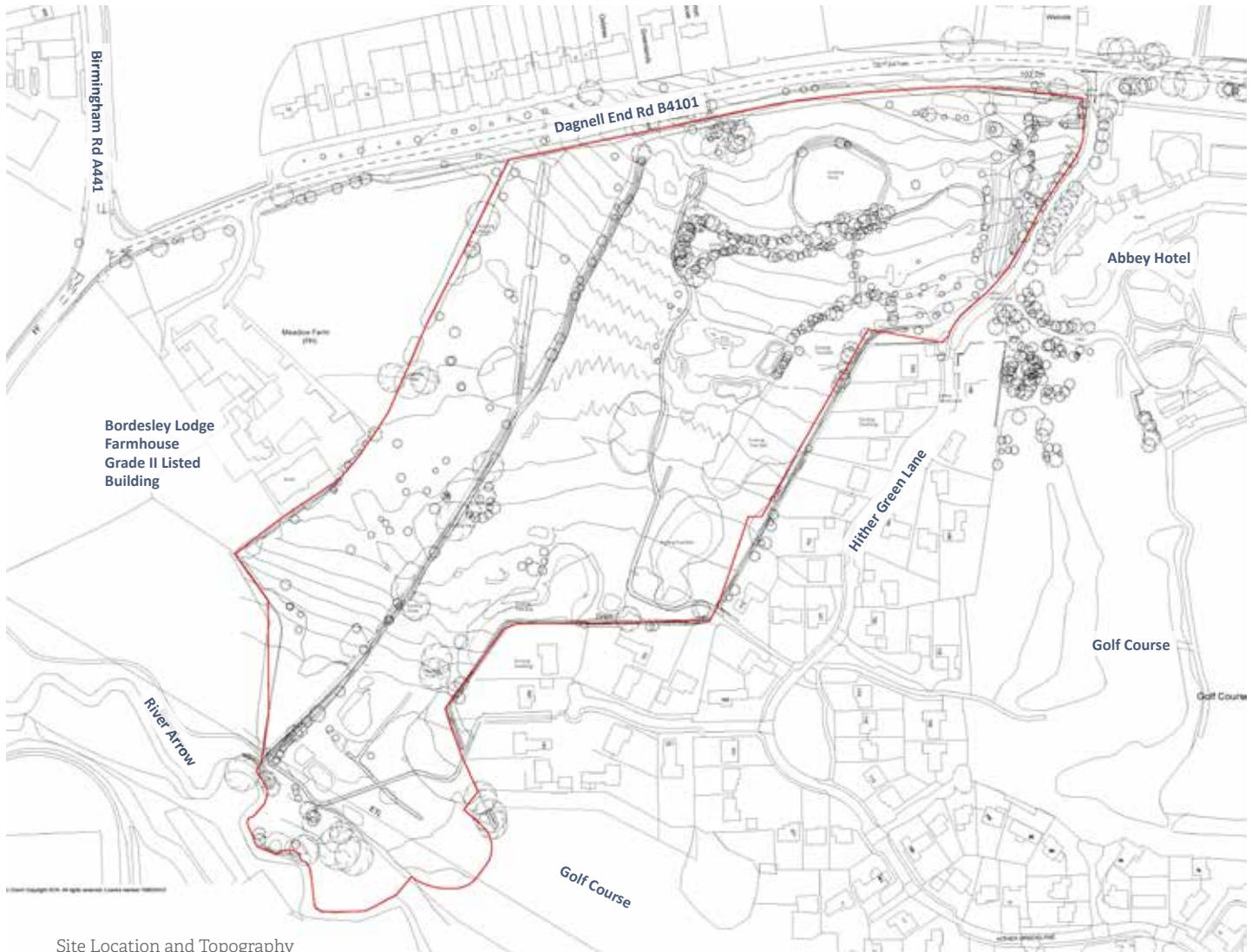
In terms of road safety, it is considered that there are not any inherent highway safety issues on the local highway network surrounding the Site which would likely be exacerbated by the development.



Existing pond



Ground keepers track



Site Location and Topography



Site Appraisal Photograph A



Site Appraisal Photograph B



Site Appraisal Photograph C





Landscape Site Appraisal

At present the majority of the site comprises of an existing golf course – 3 holes, which defines the eastern portion of the site, approx. two thirds of the site – Site Appraisal Photograph A and B. The wider golf course extends from the south western corner of the site, effectively wrapping around existing residential development located off Hither Green Lane, which bounds the eastern site boundary and along with the golf course defines the landscape character of the immediate setting and local area to the east. There is a small surfaced car park and maintenance area, at the north-eastern corner. The western portion of the site is defined by an area of rough grassland, scrub, mature and semi-mature trees – Site Appraisal Photograph C.



The site as a whole contains notably areas of mature vegetation associated with both the golf course and the linear field to the west. Another notable feature associated with the golf course is a pond located within the northern part, in addition to this there are a number of other waterbodies / features associated with the golf course, to smaller waterbodies located more centrally around a green and a small drainage basin located near the southern boundary.



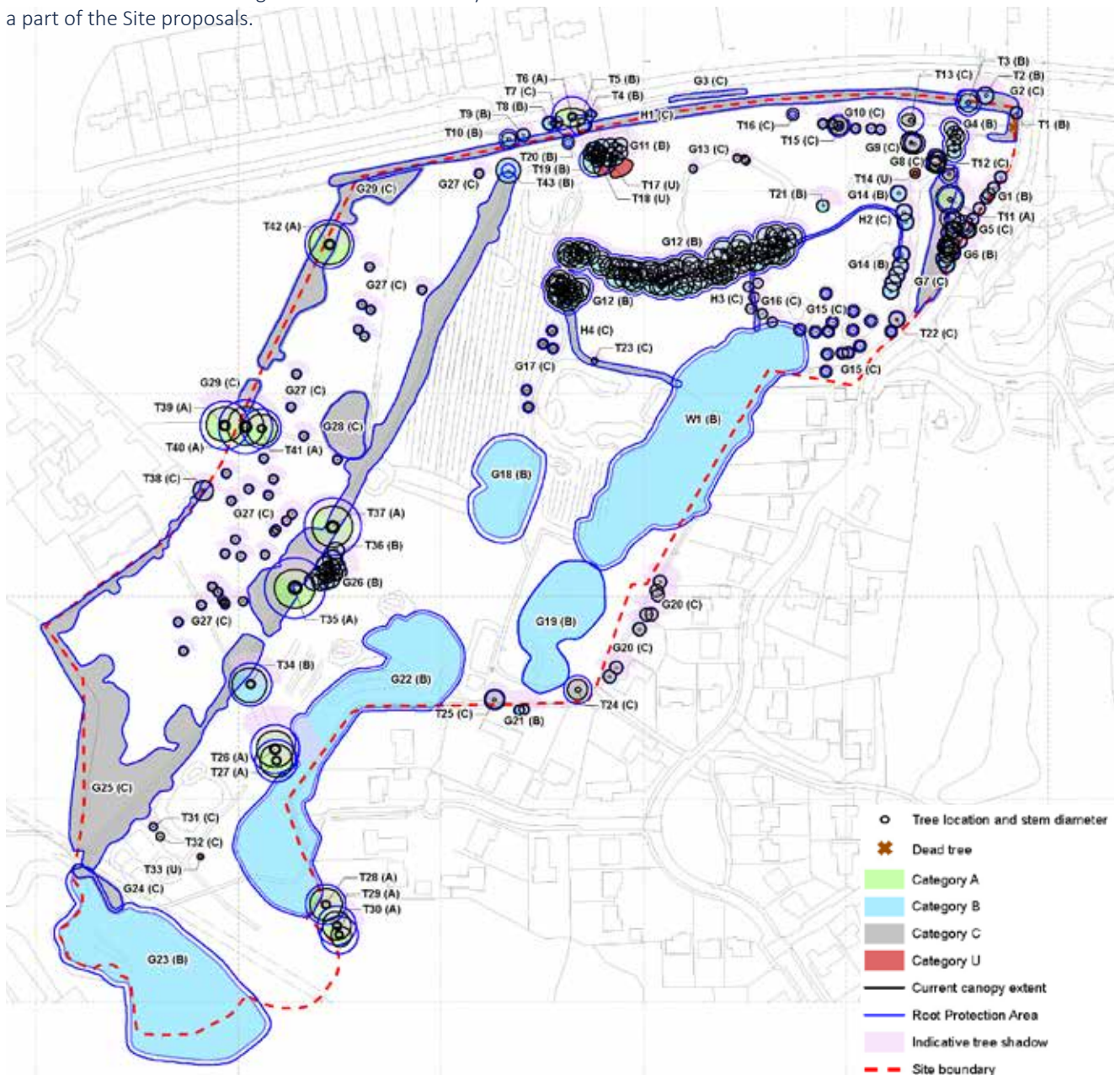
The mature vegetation structure provides a strong sense of place, character and some scenic quality, the vegetation framework creates a high level of enclosure from the surrounding more open landscape to the north and the urban areas to the south and as a result of the recent residential development the wider area to the west. There is currently no public access to the site although there is a recreational value associated with the golf course, which itself has altered the historic land use and as such there are no cultural, natural or historic associations with the site beyond its current use.

Arboriculture

An Arboricultural Impact Assessment (AIA) has been prepared by Middlemarch Environmental Ltd in support of the development proposals.

Following consultation with Redditch Borough Council, it was established that Area Tree Preservation Order Redditch New Town No.1 TPO (1965) applies to all trees present within the assessment area that are older than 54 years old. There are no Conservation Area designations that would apply to any trees present on, or in close proximity to the assessment site.

Forty-three individual trees, twenty-nine groups of trees, one woodland and four hedgerows have been surveyed as a part of the Site proposals.



Tree Retention Plan



Existing mature tree on fairway



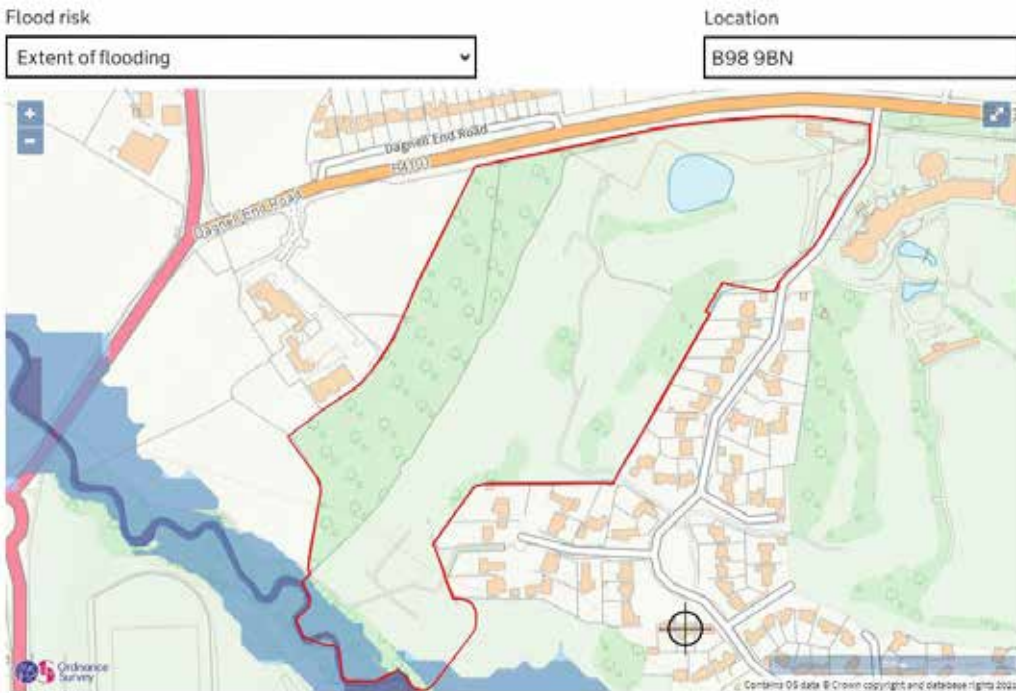
Existing mature tree



Existing tree grouping on fairway

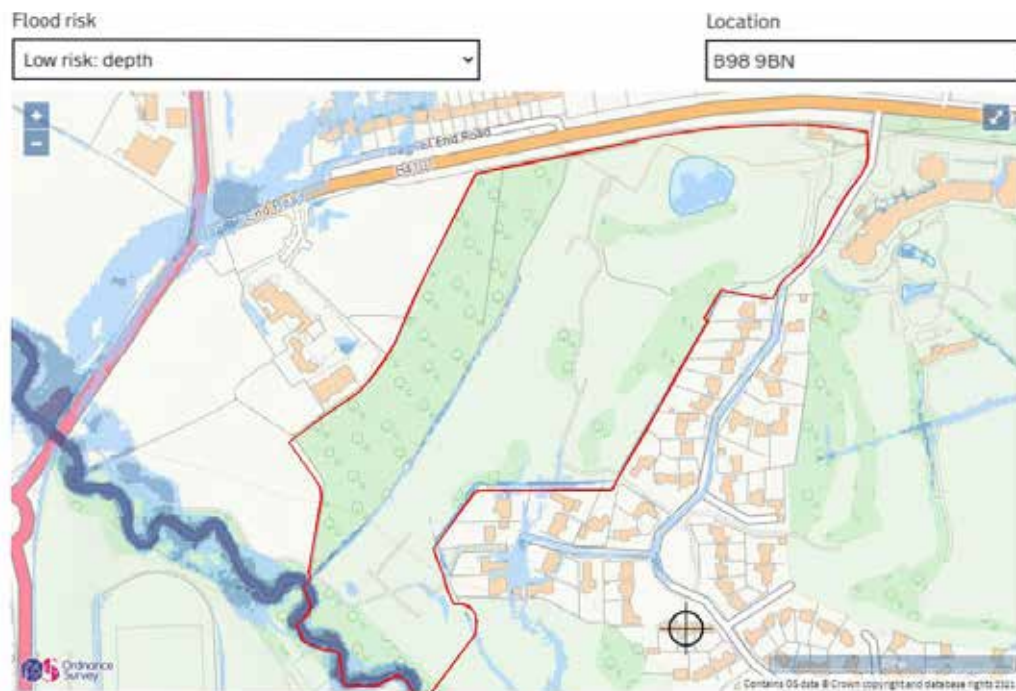
Flooding and Drainage

A Flood Risk Assessment (FRA) and Drainage Strategy has been prepared in support of the development proposals. The FRA confirms that the Site is located within Flood Zone 1 and there are some minor instances of surface water flooding identified within the Site. However, the surface water flooding is limited to existing low points, small ditches, ponds and pools within the Site. These ponds and pools will become redundant following the development of the Site. No residential uses are proposed in areas of fluvial flooding.



Extent of Flooding from rivers and sea

● High ● Medium ● Low ● Very low ● Location you selected



Surface Water Flood Risk: water depth in a low risk scenario
Flood depth (millimetres)

● Over 900mm ● 300 to 900mm ● Below 300mm ● Location you selected

Ecology

The proposals for Land off Hither Green Lane have been supported by a number of ecological surveys including:

- Construction Ecological Management Plan (April 2023);
- Updated Preliminary Ecological Appraisal (October 2021);
- Preliminary Bat Roost Assessment (September 2021);
- Dusk Emergence and Dawn Re-entry Bat Surveys (September 2021);
- Badger Survey (September 2021);
- Great Crested Newt Habitat Suitability Index Assessment and eDNA Survey (September 2021);
- Reptile Survey (September 2021);
- Breeding Bird Survey (November 2021);
- Winter Bird Survey Construction Ecological Management Plan (November 2021);
- Biodiversity Metric; (to be updated in accordance with new metric)
- Framework Biodiversity Net Gain Plan; and
- Biodiversity Net Gain Concept Plan.

Ecological Appraisal

The Ecological Appraisal sets out the key ecological features onsite in relation to the proposed development. These features include woodland, scattered trees, hedgerows and standing water. Further details of the recommended mitigation measures can be found within the Ecological Appraisal.

Preliminary Bat Roost Assessment

The Preliminary Bat Roost Assessment identified multiple features which could potentially be used by bats around the building located in the north eastern corner of the Site. Fourteen trees were also found to possess potential roosting features within the Site. Of these trees, ten had high potential to support roosting bats and four had low potential to support roosting bats. Only two of the trees classed as having high potential to support roosting bats will be impacted by the proposals (T2 and T13). To ensure that sufficient mitigation is provided for roosting bats, the Site proposals seek to enhance the retained areas of woodland, create a new SuDS feature, plant wildflower grassland within the Site, and retain habitat connectivity around the Site boundaries. Further details of the recommended mitigation measures can be found within the Preliminary Bat Roost Assessment.

Badger Survey

The Site was subject to a comprehensive walkover assessment for the presence of any badger field signs. No evidence of badger was recorded within the Site and no setts were recorded within an accessible 30m of the Site.

Great Crested Newt Habitat Suitability Index Assessment and eDNA Survey

Given there are a number of ponds located within close proximity to and on the Site, it was considered likely that common amphibians are present onsite. The eDNA testing confirmed that all ponds were negative and there was an absence of Great Crested Newts onsite. Further details of the recommended mitigation measures can be found within the Great Crested Newt Habitat Suitability Index Assessment and eDNA Survey.

Reptile Survey

During the reptile surveys, a low population of grass snake were found and a small number of common toad were also identified. The proposed development will result in the permanent loss of suitable habitat for grass snake in the form of unmanaged scrub and grassland and woodland edge habitats as well as the proposed removal of four ponds. However, given the low population size, mobility of the species and suitability of the surrounding habitats, it is considered that adverse impacts can be avoided through the implementation of reasonable avoidance measures which will also be applicable for the protection of common amphibians. Further details of the recommended mitigation measures can be found within the Reptile Survey.

Breeding Bird Survey

The Breeding Bird Survey advises that the Site was considered to contain a moderate variety of different habitats such as scrub, woodland, and standing water, which enabled the Site to support a range of breeding bird species, including some of conservation concern. A number of recommendations were accordingly provided within the Breeding Bird Survey to ensure that the Site continues to provide suitable habitats and features for breeding birds.

Construction Ecological Management Plan (CEcMP)

The CEcMP provides a summary of the existing ecological baseline of the proposed development Site and how this could be impacted. Further information with respect to the measures that will be implemented during the construction phase to ensure that the protection of ecologically sensitive habitats within the Site is also provided within the CEcMP. Chapter 4 of the CEcMP provides details of the practical measures that will be implemented to ensure that biodiversity features onsite are protected throughout the construction phase.

Heritage & Archaeology

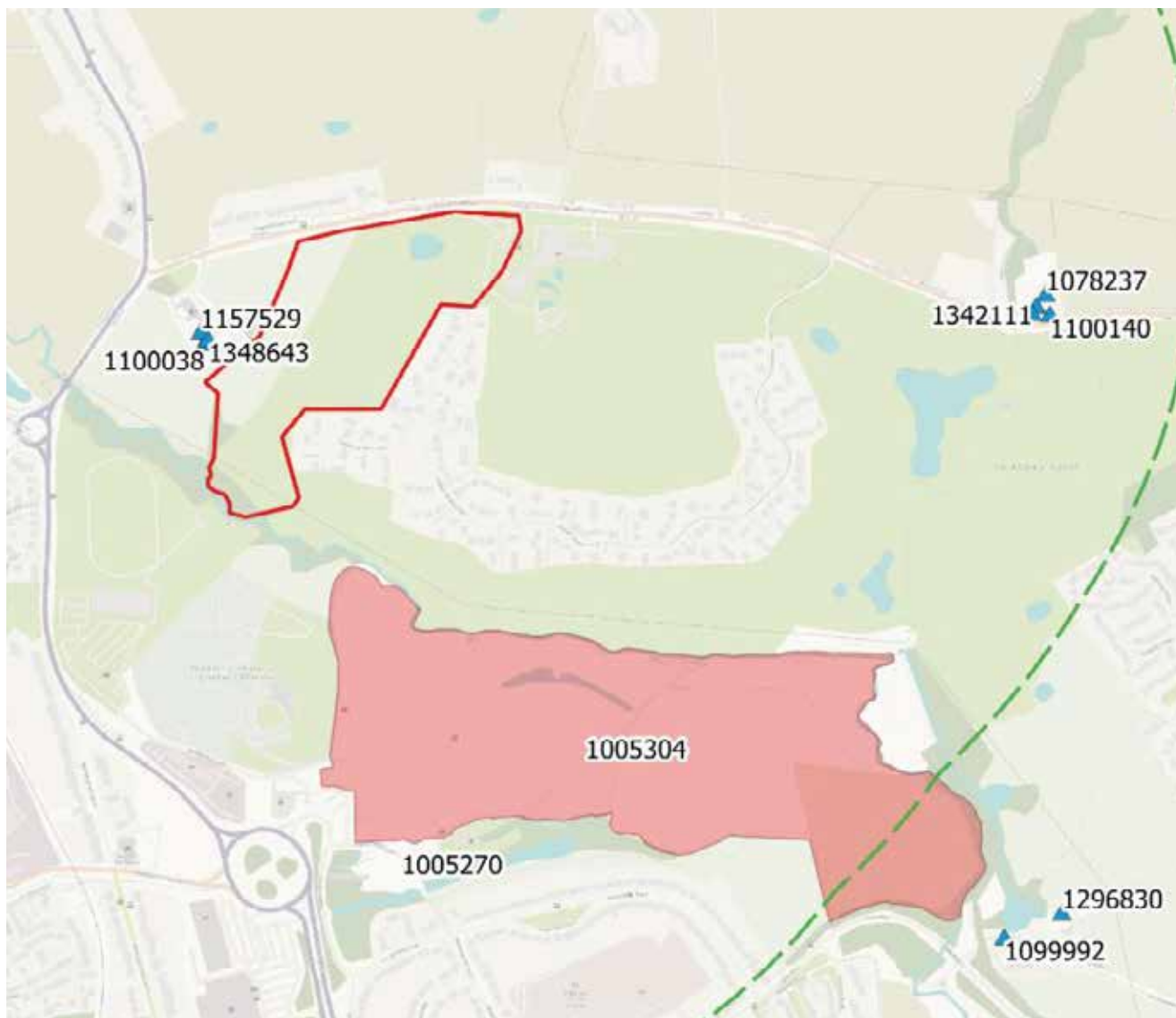
A Heritage Statement has been prepared in support of the development proposals at Land off Hither Green Lane.

The Statement confirms that there are no listed buildings or conservation areas onsite and there will be no physical impact on any designated built heritage assets as part of the scheme. The Statement identifies that there are three built heritage assets in which the setting may potentially be changed by the development proposals. These include:

1. Bordesley Abbey;
2. Bordesley Lodge Farmhouse;
3. Granary About One Yard North of Bordesley Lodge Farmhouse.

However, taking into account the embedded design mitigation of the proposals and the arrangement of the new built form away from the Scheduled Monument and the River Arrow, it is judged that the proposals will make a positive contribution to the local character of the wider area and is considered to result in a neutral impact to the appreciation of the identified designated heritage assets via a change in setting, resulting in no harm to their significance.

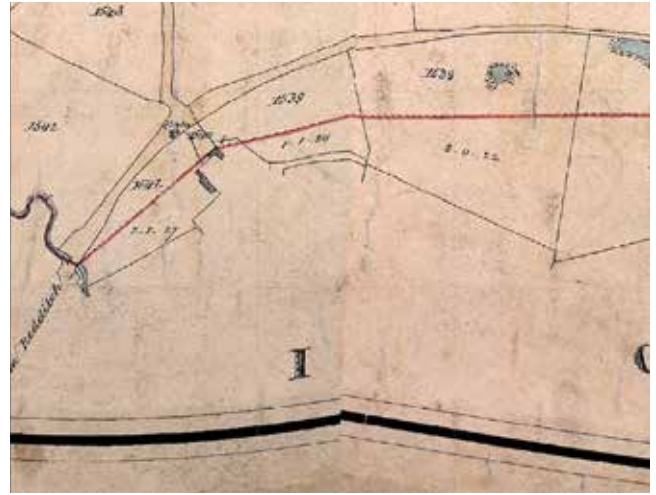
Regarding the archaeological planning considerations for the proposals, it is considered that within the search area there could be potential for below ground archaeological features. However, the previous landscaping of the Site to facilitate the golf course use is likely to have caused disturbance to any surviving archaeological remains. As such, due to past ground disturbance and the likely lesser significance of any surviving remains, it is considered that pre-determination archaeological fieldwork is not necessary and any archaeological fieldwork can be secured by a planning condition.



Designated Heritage Assets in the vicinity of the site



1839 Tardebigg Tithe Map



1842 Alvechurch Tithe Map



1904 OS map



1999 Aerial photograph showing previous agricultural character



1999 Aerial photograph

Designated Heritage Assets in the vicinity of the site

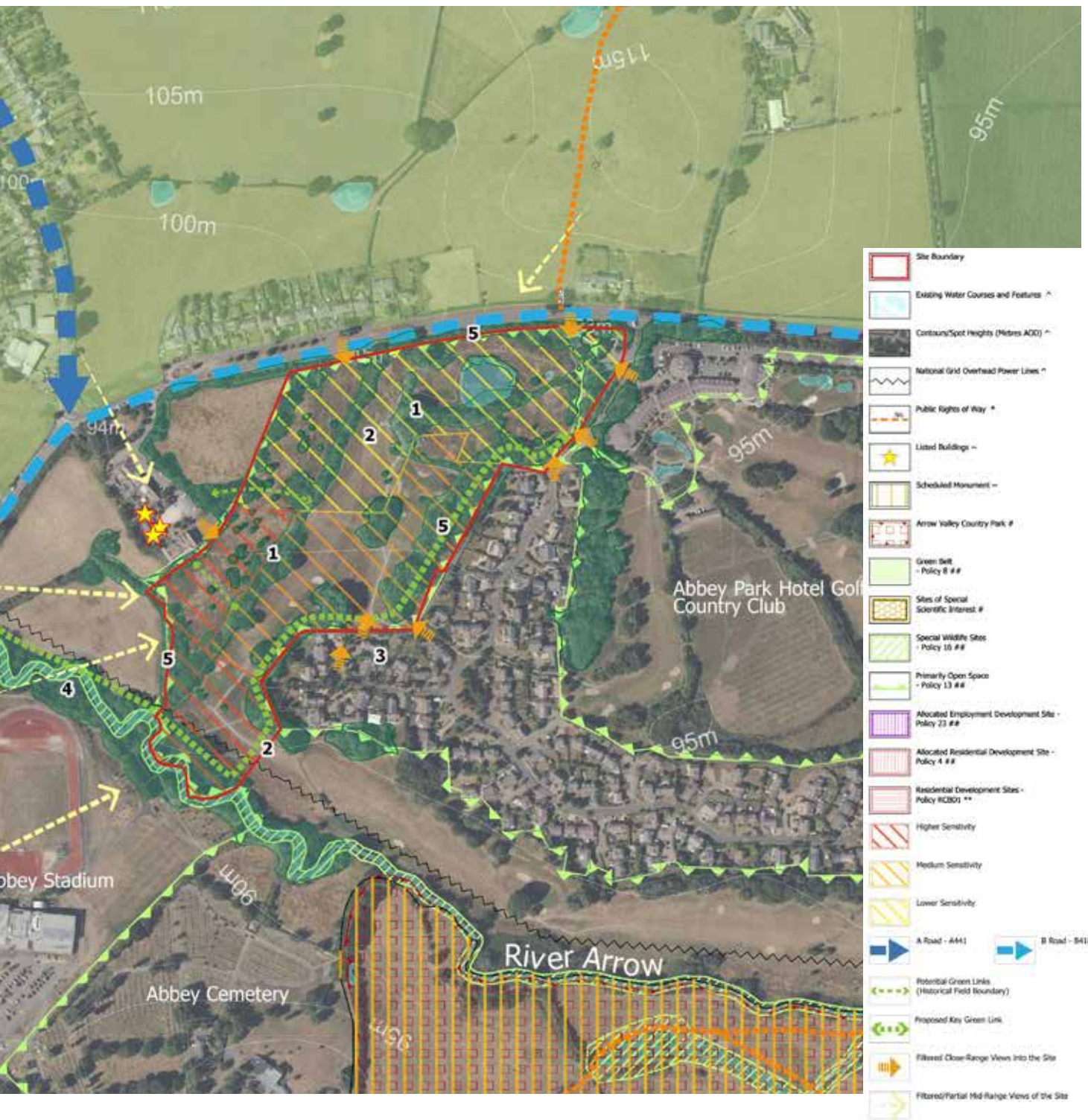
5.2. Constraints and Opportunities

An analysis of the site has identified the following key constraints and opportunities relevant to the proposed development.

1. Retain existing woodland and trees where possible, to provide a mature setting to new development and help integrate development into the settlement edge location.
2. New development should avoid dispersal away from existing clusters.
3. Design details of existing estate buildings should be reflected in new design of built form and layout.
4. New landscaping planting should reflect the particular scale of the surrounding landscape, to include opportunities to reinforce the woodland structure to frame views.
5. Enhance the existing green infrastructure to ensure a robust buffer is maintained / created to the northern and western boundaries to maintain the existing character of Dagnell End Road and Meadow Farm.
6. Create a variety of green spaces close to the retained woodland and environmental features accessible to new and existing residents alike.
7. Improve the existing footway adjacent to the A441.



Landscape Constraints and Opportunities



CONTEXT C1

IDENTITY I1 I2 I3

BUILT FORM B1 B2 B3

MOVEMENT M1 M2 M3

NATURE N1 N2 N3

LIFESPAN L3

5.3. Involvement and Pre-Application Consultation

This initial sketch layout was never submitted as part of the planning application and ultimately was abandoned by the applicant because of the landowner decision to create a larger development site. Many of the building blocks of the original scheme emerged during early thinking and pre application discussion on this proposal.





2016 Concept Plan presented for pre-app discussion

*This layout is to be used for illustrative purposes only. It should not be scaled from and should be treated as a general guidance. Use of materials is subject to the approval of the Local Planning Authority.

Key:

- Application boundary
- Existing pond / Water feature
- Proposed residential buildings
- Primary roads
- Secondary roads
- Shaded surfaces / Lawns
- Private Drives
- Existing landscaping retained




5.4. Design Evolution

First Planning Issue

The first submission picked up many of the initial ideas from the sketch proposal and applied them to the larger site. The increase in number meant that a loop road was required which meant removing the hedge row at two significant points. With advice from landscape consultants and arboriculturists a decision was taken early on to remove the hedgerow in entirety and create a much more efficient site. From the earliest dialogue with the planning authority there was no negative reaction to this design move. Tree removal was more contentious however a balance was achieved through the pre application process. New trees were introduced in a series of key spaces and interchanges within the streetscape.

The initial layout was adjusted to suit comments from highways following a review by the highways consultant MODE (operating for the Roads Authority). These changes included but were not limited to; all center line curves changed to 20m minimum, turning heads changed to suit WCC standards, shared surface areas changed to have 1x 2m footpath + 1x 1m verge and plots adjusted to suit forward vis splays. The division also requested that all frontage parking was increased to 5.5m long and all tandem spaces increased to 6m long. Large garages changed to small for all 3 beds and any 4 beds where at least 3 parking spaces are be provided. Bins also moved into garages where possible at divisions request.



Planning Layout submitted in December 2021 (revision R)

First round of highway comments

In light of comments the layout remained very similar to previous however some details were adjusted to suit comments from highways following a review of the layout by the highways consultant MODE. These changes included but were not limited to; all center line curves changed to 20m minimum, turning heads changed to suit WCC standards, shared surface areas changed to have 1x 2m footpath + 1x 1m verge and plots adjusted to suit forward vis plays. The division also requested that all frontage parking was increased to 5.5m long and all tandem spaces increased to 6m long. Large garages changed to small for all 3 beds and any 4 beds where at least 3 parking spaces are provided. Bins also moved into garages where possible at divisions request.



Planning Layout amended in May 2022 (revision T)

Changes to block paving/ verges

Again there were no negative comments on the basic layout form and structure. Gateways, green spaces and key streets remain broadly consistent with the original submission for the larger site.

In this iteration all block paving removed from highway, all 1m verges replaced with 2m footpaths. Some minor cul-de-sacs downgraded to 4.8m wide to accommodate the extra width. A few of plots have been handed to for design purposes these include 61, 62 & 187. These changes (except handings) were made at the request of highways.

Plot substitutions on some shared ownership and Social Rent housetypes. Additional SUDs Ponds added. Some rear garden sizes reduced.




Planning Layout amended in October 2022 (revision V)

'S' bend introduced

Bend outside of plots 13- 14 adjusted to suit forward vis requirements. Visitor parking relocated away from junctions, sub station relocated and a few plot subs to suit the above following comments from the LPA and division.

Area containing plots 136-143 replanned following comments from the tree officer. 3x units removed from scheme following discussions with the division. Affordable quota balanced (plots 119-121 become SH50) and schedule updated to suit. Some rear garden sizes reduced.

Bend outside of plot 105 widened to 5.0m. Length of road from plots 103-104 widened to 5.5m resulting in the removal of the utility door for the P341 (group standard option). These changes were made at the request of the highways consultant.

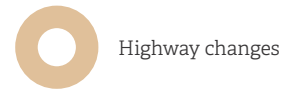
-  Placemaking changes
-  Highway changes



Planning Layout amended in February 2023 (revision Y)

Bus loop introduced

Bus loop added within the site to accommodate a local bus service, road alignment straightened. Actioned following comments from the LPA.



Planning Layout amended in April 2023 (revision Z)

Final Submission

Plots 139-145 replanned to remove 2x units to allow sufficient maintenance access the veteran tree behind these plots. The two units have been regained by replanning area 57-60 and the affordable provision has been adjusted to suit. All actioned following comments from the tree officer. Several rounds of engagement with the planning and roads authority resulted in a significant number of detailed changes. The block structure and crucially, the positioning of gateways, greenspaces, drainage features, key streets and connections is broadly similar to the original submission.



Planning Layout amended in July 2023 (revision AA)

6. Design Principles

6.1. Introduction

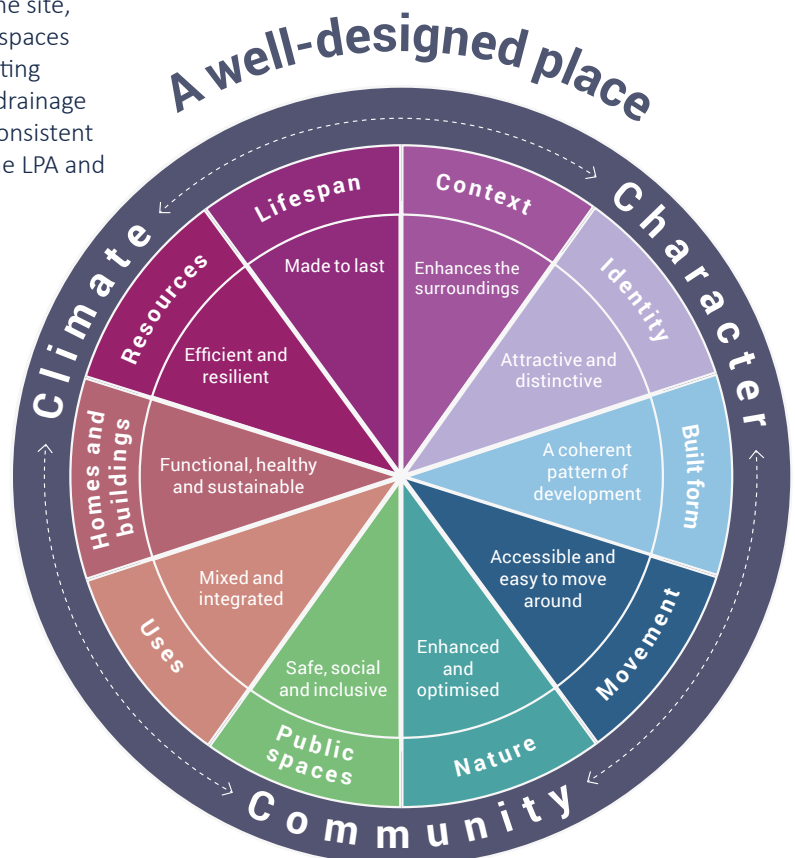
The framework for the proposals can now be developed with consideration of the constraints and building on the design opportunities identified in the Assessment and Site Appraisal chapters. This framework will also have regard to the guidance in the National Design Guide NDG, National Model Design Code NMDC, the Redditch High Quality Design SPD and local planning policy and guidance.

The proposals will take onboard cues from the character areas studied in Chapter 3, with emphasis on creating a high quality and efficient scheme that will help the proposals sit comfortably with the immediate surrounding context and have regard to views in and out of the site.

The proposals also embrace placemaking principles set out in the above design guides and design SPD. In particular, paragraphs 4.2.3 and 4.2.4 of the SPD have been considered in terms of taking into account neighbouring dwellings, providing a legible layout with landmark buildings and clear and accessible links through the site, as well as building fronts and entrances to public spaces and private backs to private spaces. It is worth noting that the block structure, gateways, greenspaces, drainage features, key streets and connections remained consistent throughout the pre-application discussion with the LPA and the evolution of the masterplan.

Redditch High Quality Design SPD Para 4.2.3: “New residential developments will be required to be suitably sited taking into account neighbouring dwellings, the size of the plot and the orientation of the sun. New developments should be legible with easily identified landmark buildings and clear and accessible links through the site.”

Redditch High Quality Design SPD Para 4.2.4 “Urban block layouts provide an efficient template, with building fronts and entrances to public spaces and private backs to private spaces. Such layouts minimise the creation of unsupervised and unsafe public spaces and unsafe access routes. Where footpaths are essential to give access to the rear of properties, for example in some forms of terraced housing, they should meet the relevant Secured by Design standards.”



The 10 characteristics of the the National Design Guide (NDG) and the National Model Design Code (NMDC)

The key features of the design philosophy fall into two distinct groups, those that form the widely accepted good design principles applicable to all designs, and those that are a specific response to the site and its context, and which will be key to giving the new place its own character and identity.

- A logical framework of streets and spaces, relating to the sites existing features and the amorphous nature of the surrounding area.
- New footpath links connecting Hither Green Lane and The Abbey Golf Course to the areas of open space within the development which were previously inaccessible.
- 214 David Wilson dwellings, incorporating a 30% affordable housing provision (S106) that is tenure blind.
- Perimeter block form, with a clear distinction between the public and private realm.
- Active frontage onto all streets, pedestrian routes and open spaces.
- Integrated movement for pedestrians, cyclists and vehicles, including well overlooked links to Hither Green Lane, bus stops and local area.
- Recognisable built forms and features to enhance legibility throughout the scheme, including feature spaces, landmark buildings, co-ordinated building materials and high quality landscaping to help define the street scene.
- Multiple large and incidental open spaces which are well located and well overlooked.
- Street trees and landscaping carefully designed to break up elevations and contribute to the character and quality of urban environment;
- Landscaped green edges with a variety of planting options which enhance biodiversity.
- An environment which is not dominated by cars, using soft landscaping to mitigate the visual impact of parked cars.
- Sustainable drainage



Landscaped green edges with a variety of planting options which enhance biodiversity.

IDENTITY I1 I2 I3
BUILT FORM B1 B2 B3
MOVEMENT M1 M2
NATURE N1 N2 N3
PUBLIC PLACES P1 P2 P3
RESOURCES R1 R2 R3
LIFESPAN L1 L2

6.2. Design Opportunities

By layering existing site features and natural assets, we have identified a series of design opportunities to create a responsive and sustainable development that respects and enhances the local context and setting. These design opportunities are annotated in the plan to the right.

Access

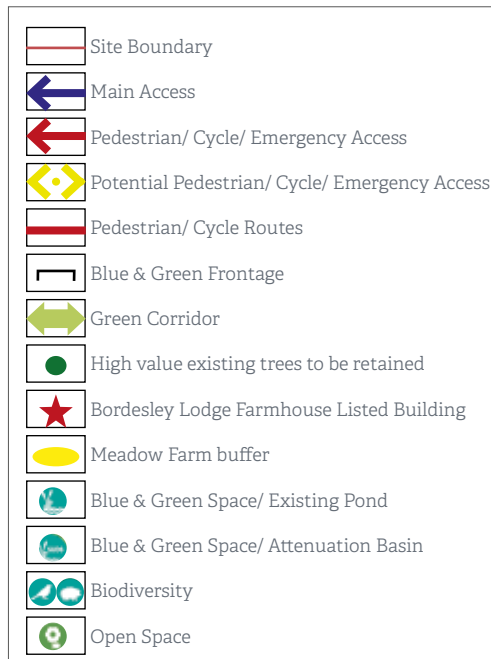
The main access for the development including all modes of transport will be in the north eastern part of the site, in the form of a new priority crossroads junction between Hither Green Lane and the primary street.

A pedestrian and cycle access will double up as emergency access for vehicles on to Dagnell End Road with retractable bollards to prevent private vehicle access.

Pedestrian and cycle access points to the south west will provide access to the River Arrow corridor and Birmingham Road beyond to improve active travel connectivity to facilities in the local area.

An additional south Pedestrian and cycle access to the south east will provide access for leisure walks in nature along the River Arrow corridor and proposed golf course and two pedestrian and cycle access points along the eastern boundary will connect the development with the existing Hither Green Lane neighbourhood.

Potential future links have been secured to future proof the development and enhance the permeability of the area.

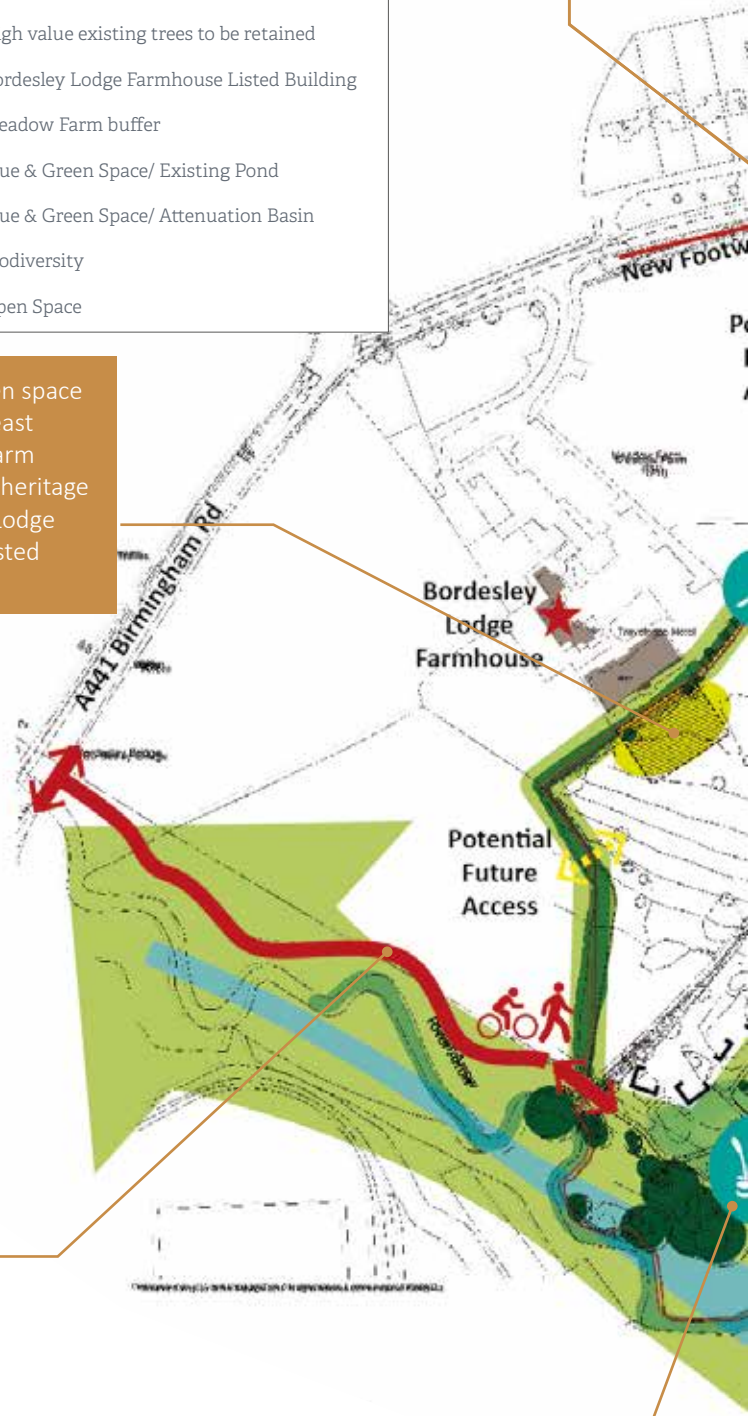


Create an attractive active frontage providing natural surveillance to shared surfaces/ footpaths along the green corridor.

Create an open space to the south east of Meadow Farm reflecting the heritage of Bordesley Lodge Farmhouse Listed Building

Provide greater public access across the application site.
The existing connection will be enhanced for south and west pedestrian/ cycle connections, connecting with Birmingham Road north of the river over-bridge (approx 10 minutes walk to Bus interchange/ Charging Station).

Create Green & Blue Spaces for the new and existing community to enjoy the amenity of the proposed attenuation basin



Pedestrian/ cycle access conveniently located by bus stop to encourage sustainable movement

Consideration of traffic noise along Dagnell End Road

Create Green & Blue Spaces for the new and existing community to enjoy the amenity of the existing pond



Main access serving pedestrian, cycle and vehicular movement conveniently located by bus stop and facilities located at Abbey Hotel Spa & Health Club

Continue the building line of the existing Hither Green Lane, and create an attractive gateway into the site, providing active frontage and surveillance

Enhance the integrated green infrastructure network with ecological and landscape improvements through the management and maintenance of the site in perpetuity.

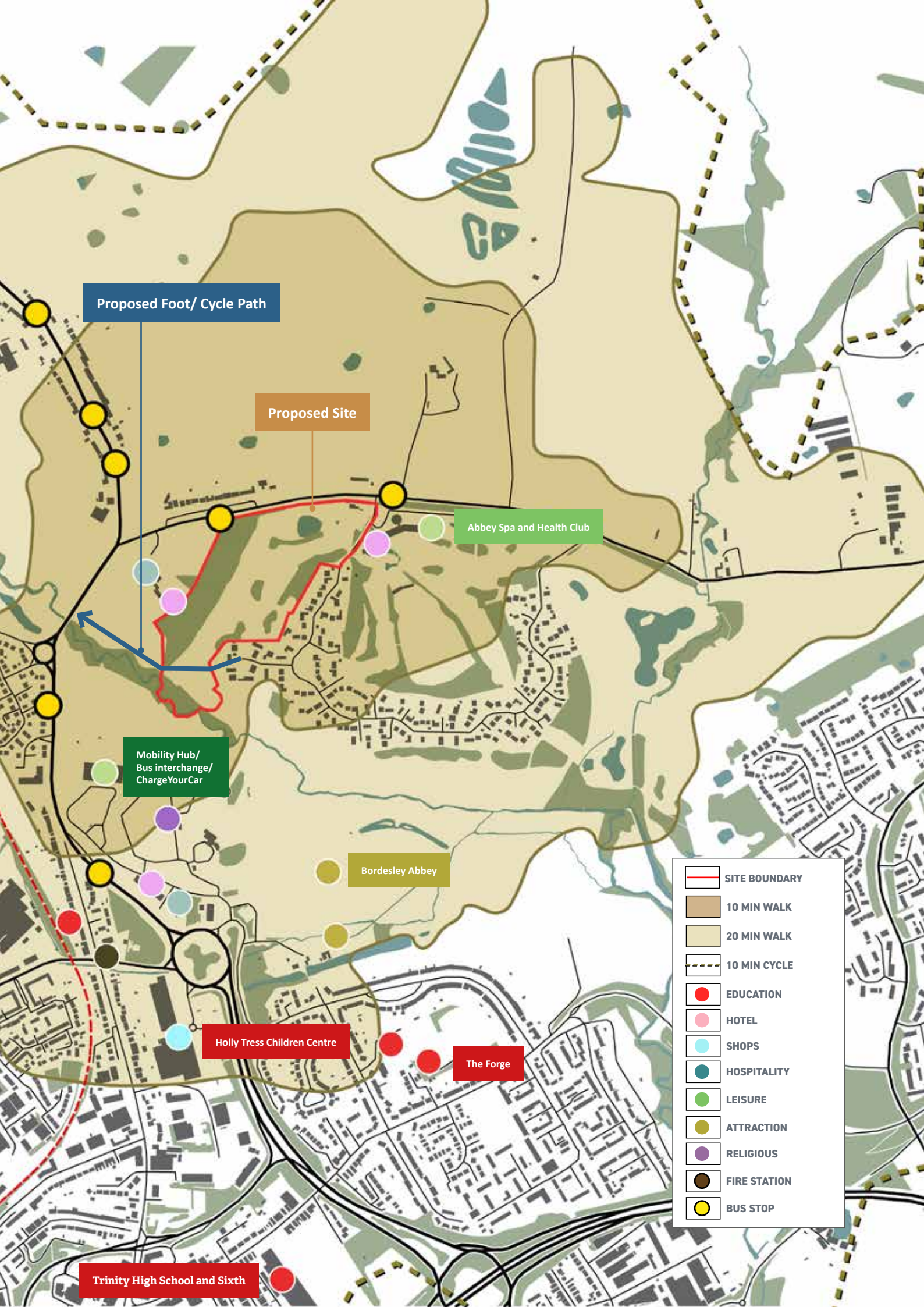
Integrate the future and existing communities and to provide pedestrian connections between Hither Lane Green's existing open space and the proposed green corridor

Enhance biodiversity by providing sustainable attenuation and augmenting the ecology of the River Arrow corridor.

Improved Access to Local Facilities

The diagram to the right show how the Proposed foot/ cycle path improves active travel accessibility to schools and facilities including the Mobility Hub/ Bus interchange/ Electric vehicle charging station which is likely to be within a 10minute walk from the centre of the site and from where frequent public transport services can be accessed.





Proposed Foot/ Cycle Path

Proposed Site

Abbey Spa and Health Club

Mobility Hub/
Bus interchange/
ChargeYourCar

Bordesley Abbey

Holly Tress Children Centre

The Forge

Trinity High School and Sixth

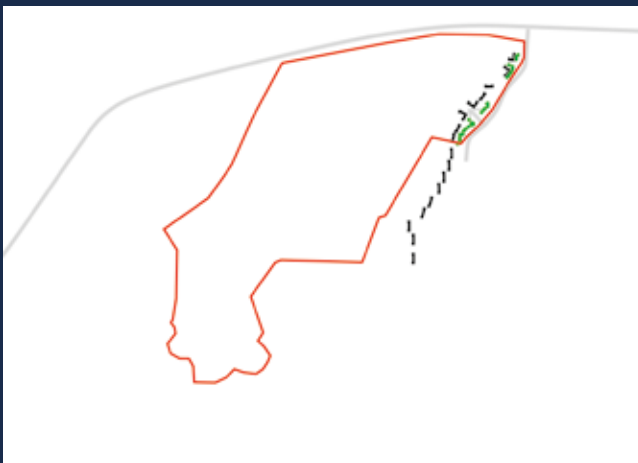
- SITE BOUNDARY
- 10 MIN WALK
- 20 MIN WALK
- 10 MIN CYCLE
- EDUCATION
- HOTEL
- SHOPS
- HOSPITALITY
- LEISURE
- ATTRACTION
- RELIGIOUS
- FIRE STATION
- BUS STOP

6.3. Design principles

The diagrams in this page and opposite set the overarching design principles which have informed detailed proposals.

Hither Green Lane Gateway

Creating an attractive gateway and building frontage continuing the building line and character of Hither Green Lane as recommended in the design SPD.



Hither Green Corridor Walk

Connecting people to nature by creating attractive walks overlooked by homes. Improving active travel connectivity to local facilities.



Blue & Green Spaces

Creating attractive spaces for residents and visitors to meet and enjoy the existing and proposed amenities of the site. Fostering a sense of identity and community.



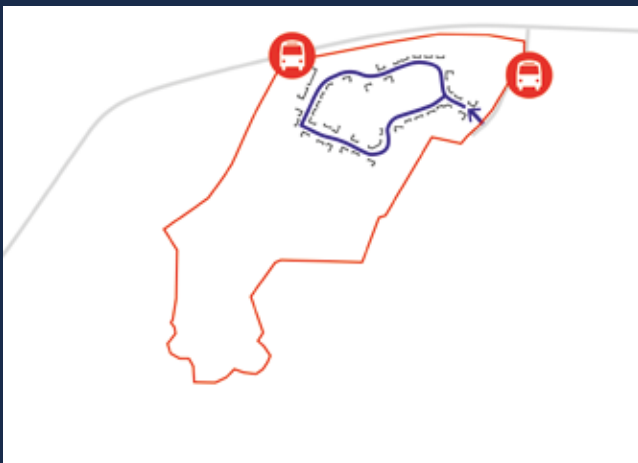
The Play Park Network

Creating a vibrant destination for equipped play immersed in nature, overlooked by homes and in a central accessible location. Providing smaller areas of doorstep play creating a network of leisure facilities.



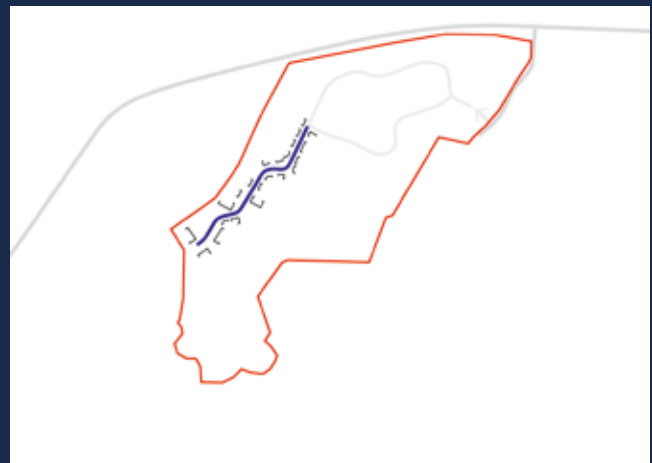
The Primary Loop

Creating a legible movement network and improving public transport services in the area.



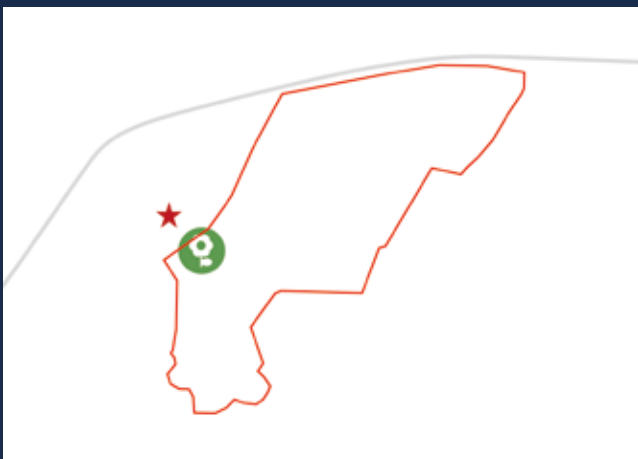
The Spine

Creating a legible spine serving the development enclosed by active frontages.



Bordesley Green

Creating an open space enclosed by homes respecting the heritage of the listed building and incorporating design cues from its setting.



Lanes & Courtyards

Creating intimate spaces for homes with high quality public realm treatment to create traffic-calmed pedestrian friendly spaces.



6.4. A Walkable Neighbourhood














The design approach has been influenced by the identification of opportunities and constraints in respect of the site context and the quality landscaping and streetscaping precedents identified in the character study.

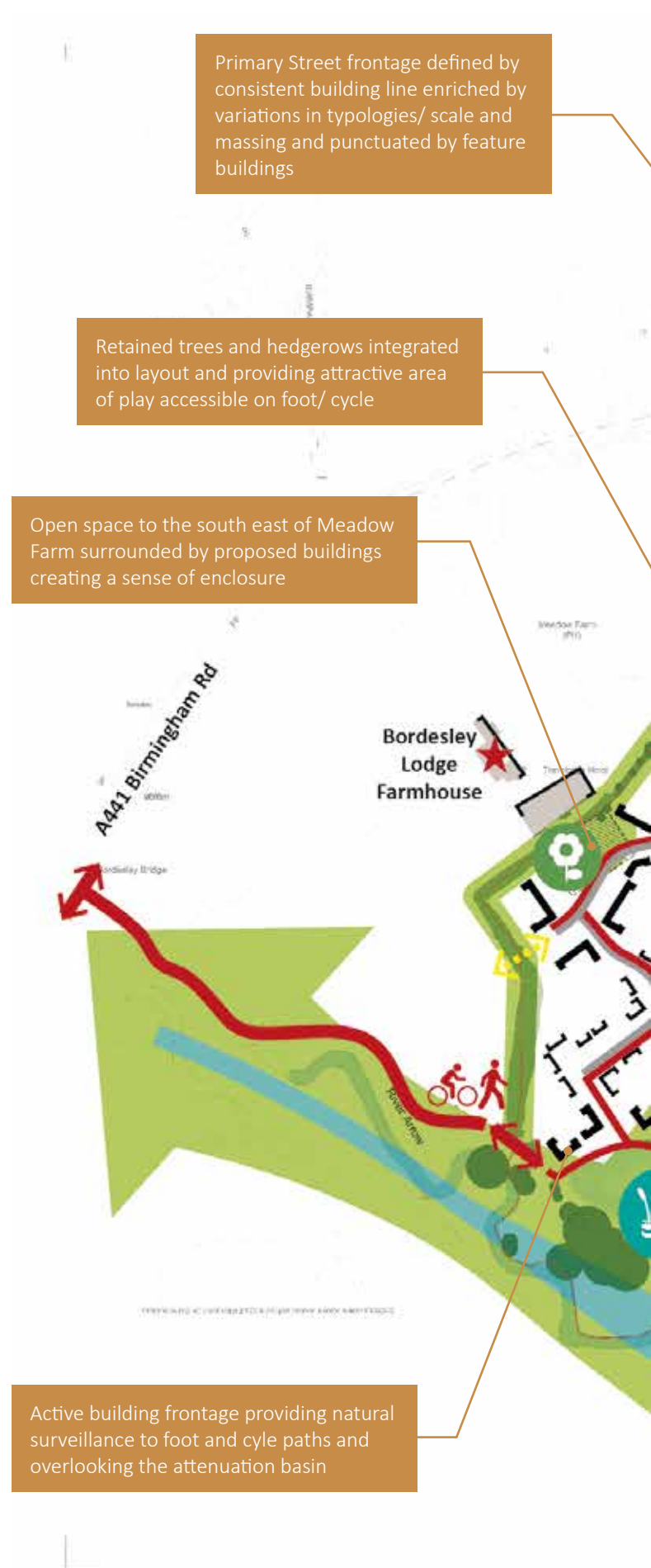
Taking this approach ensures that the residential development sits comfortably in its context and enhances the local area.

The Concept Plan to the right shows how a permeable and legible walkable neighbourhood has been created consisting of perimeter blocks clearly defining private and public space.

It also identifies key spaces within the layout which will provide attractive parks and gardens for the new and existing community to gather and socialize.

The key green spaces will be interlinked allowing for green corridors to be formed. These green corridors will provide opportunities for the existing and new community to traverse and enjoy these spaces.

	Site Boundary
	Main Access
	Pedestrian/ Cycle/ Emergency Access
	Potential Pedestrian/ Cycle/ Emergency Access
	Pedestrian Routes
	Street
	Frontage
	Bordesley Lodge Farmhouse Listed Building
	Green Corridors
	Biodiversity
	Blue & Green Space/ Existing Pond
	Blue & Green Space/ Attenuation Basin
	Open Space



Potential feature building welcoming pedestrians and cyclists into the site

Key building frontages enclosing and overlooking Blue & Green open space providing an important meeting place for the future community

Opportunity to create high quality intimate courtyard spaces serving homes



Hither Green Lane gateway frontage continuing the building line and rhythm of the existing neighbourhood, providing active frontage and surveillance to the street.

Active building frontage overlooking green corridor and providing overlooking to the foot and cycle link along attractive green corridor.

- IDENTITY I1 I2 I3
- BUILT FORM B1 B2 B3
- MOVEMENT M1 M2
- NATURE N1 N2 N3
- PUBLIC PLACES P1 P2 P3
- RESOURCES R1 R2 R3
- LIFESPAN L1 L2

6.5. Sustainable Design

Sustainable development has entered a new phase, one that goes beyond building performance and energy use. More demanding standards for sustainable development have been established as part of mainstream housing development, and the current challenge for sustainable development is to meet these standards in a more holistic manner driven by a desire to create great places that can encourage sustainable lifestyles.

Integrating the built form and landscape design into a cohesive whole, this vision opens up new opportunities to reduce environmental impact at the same time as improving the quality of life for residents of the completed development and surrounding area. This integrated approach to sustainable development at Hither

Green Lane takes into account health and well being, resource use, habitat creation sustainable movement and community development to deliver a scheme with a smaller environmental footprint.

A strong landscape framework will put buildings and the community in touch with their environment. The landscape will become a valuable asset, providing a range of recreational opportunities that will enhance the health and well being of residents. The comprehensive approach retains flexibility to explore strategies at detailed design stages but provides a strong framework that responds to the challenges facing new development and new communities, addressing the environmental, social and economic themes of sustainable development.



Typical David Wilson Home built to Future Homes Standard



Energy Efficient Buildings

The proposals make a commitment to achieving the appropriate requirements under Building Regulations. The construction will adopt the best practice “fabric first approach” and the use of renewable energy generation to improve the thermal performance of the building elements; walls, roof, floor and windows to reduce energy consumption. In addition, the specification will incorporate several energy efficiency measures including:

- The installation of PV panels
- The boiler will be ‘A’ rated.
- Cylinders, if specified, will be highly efficient.
- Any appliances provided with the dwelling will be at least A-rated in terms of energy performance.
- Lighting will be designed to incorporate low energy light bulbs.
- Buildings will be delivered to high levels of airtightness through good detailing and workmanship.

Water Efficiency

The proposed dwellings will achieve significantly high levels of water efficiency at 105 l/pppd, over and above even the optional Building Regulation requirements of 110l/pppd. Water efficiency measures will be incorporated into the design including:

- Water meters to be provided
- Flow restricted showers
- Flow restrictor fitted to taps
- Dual flush wc’s restricted 4 + 2.6 litre capacity
- Reduced capacity baths

Sustainable Transport

The layout promotes a sustainable transport network to ensure people can move around the site and get to and from community facilities close to the site by a range of transport options including walking, cycling and by public transport.

The proposal also offers charging facilities for private electric vehicles:

- Electric car chargers are installed in every dwelling at convenient locations such as private parking spaces to allow direct access without the need to relocate resident vehicles. Chargers are made easily accessible for people with disabilities.
- The convenience could be further enhanced by using smart chargers that offer remote monitoring and control capabilities that enable residents to check charger status and manage charging times through a mobile app.
- Additionally, electric car charging seeks to incorporate renewable energy sources to align with sustainability goals.

6.6. Urban Grain

The existing and proposed figure ground demonstrate how proposals are designed to provide a balanced response to the built form context of the site.

The character study included in the Assessment chapter describes in some detail the varied character and density of building types, periods and styles in the vicinity of the site.

The materials, details, scale and massing of buildings, boundary treatment and landscaping of spaces seek to create a character that responds to its immediate context (Hither Green Lane, the listed Bordesley Lodge Farmhouse and Dagnell End Road frontage). However, the layout, plot sizes and street pattern of proposals create an urban grain that is more efficient and compact to meet density guidance. The sustainable densities set out in Policy 5 of the Local Plan are compatible with the accessibility of the site and the need to provide much needed homes in the local area.

The planning system requires developers to optimise the use of sites and build at higher densities. Therefore, whilst reflecting existing low density development is no longer an option, the proposal will be contextually appropriate.



Proposed Site



Existing Context Figure Ground

Proposed Site



Existing Context Figure Ground including proposed Figure Ground

7. Detailed Design

7.1. Layout

The proposed layout is designed to respond to its context and build on the significant opportunities that the site offers.

As the plan opposite demonstrates, the proposed dwellings will sit comfortably in and blend with their surroundings. The proposed development continues the frontage pattern of Hither Green Lane and create a welcoming environment opposite Abbey Hotel.

Lower density frontage will overlook the north western green corridor and create a traffic calmed pedestrian-friendly environment for people and cars that is sensitive to the existing tree belt and will offer opportunities for people to connect with nature in a respectful way.

The primary loop will enhance public transport connectivity in the local area and access to existing bus stops, whilst creating a high quality public realm that will enhance the setting of the existing pond and the pedestrian gateway from Dagnell End Road, and encourage pedestrians to cross safely at key desire lines.

The secondary spine will create a legible route marked by local feature buildings aiding navigation through the site. Existing trees and new planting will create varied, generous and attractive green spaces with natural play facilities. A variety of courtyards and lanes enclosed by active frontages will create a series of perimeter blocks with a clear definition between public and private space.

The southern attenuation basin will be carefully designed to accommodate sustainable drainage whilst providing a key amenity space for residents and convenient pedestrian and cycle links to the River Arrow and local facilities via Birmingham Road.

IDENTITY I1 I2 I3

BUILT FORM B1 B2 B3

MOVEMENT M1 M2 M3

NATURE N1 N2 N3

PUBLIC PLACES P1 P2 P3

RESOURCES R3





7.2. Landscaping Design Principles

This section showcases the rationale behind the landscape proposals for the public realm in line with the design principles established on p.74-75. The open space strategy is a key part of the wider vision for the site with the focus being on the creation of a walkable neighbourhood with high quality open

spaces created a linked green network around the site. The network of paths and connections created will be linked by attractive green space focusing on accessible and attractive routes. The green infrastructure provides a variety of options across the site including formal and informal play areas; less formal /

managed spaces; seating areas alongside green and woodland walkways – providing variety and something for all existing and future residents. A series of streetscape features (shown in the plan in this page and opposite) have been identified to create a high quality public realm that positively responds to its context.

1. Spaces

The detailed landscape design of the eastern edge of the development is designed to integrate proposals seamlessly with the existing Hither Green Lane neighbourhood.

A light touch treatment of the woodland edge spaces will strengthen the green infrastructure and ecological linkages across the site whilst enabling immersive woodland walks for people to connect with nature in a sensitive way.

Similarly, the green character of the Dagnell End Road gateway to the north will welcome pedestrians and cyclists into the site. It will provide an attractive transition from the higher speed traffic along this strategic route to the pedestrian friendly, traffic calmed environment within the site.

2. Places

The Blue & Green Spaces to the north and south of the site will play an important function in community building and will provide focal points for people to meet and enjoy the amenity of the existing pond and proposed attenuation basin.

The careful design of these key places will support the wellbeing of people and enhance wildlife connectivity across the site and with River Arrow corridor.

3. Parks

The layout has been conceived to create attractive parks to make the most of existing trees and create accessible places that enhance the character of the proposed neighbourhood taking design cues from the verdant character of the existing Hither Green Lane neighbourhood.

A central Locally Equipped Area of Play LEAP will feature natural play equipment to create an appropriate character and deliver an inclusive communal node. A well-connected network of leisure facilities will deliver smaller areas of doorstep play within smaller pocket parks creating a varied character across the site.



Indicative Landscape Masterplan

NATURE N1 N2 N3

PUBLIC PLACES P1 P2 P3

MOVEMENT M1 M2



Key	
1. Spaces	4. Place Streets
2. Places	5. Lanes
3. Parks	6. Courtyards

1. *Spaces* - Immersive woodland spaces strengthen green infrastructure and ecological linkages



2. *Places* - Blue & Green Spaces support the wellbeing of people and wildlife



3. *Parks* - Inclusive parks provide active communal nodes



4. Place Streets

The primary and secondary street network will be punctuated by high quality paving materials and detailed treatment. These features will provide traffic calmed shared spaces in key locations to enable people to cross the street safely thus encouraging active travel.

These features will also enrich the character of the streetscape and contribute, alongside boundary treatments and street planting, to create attractive spaces.

5. Lanes

Similarly, the use of block paving treatment to lanes will enhance the streetscape of shorter routes and create pedestrian friendly spaces enclosed by active building frontages.

6. Courtyards

Shared courtyards flexibly maximise doorstep gathering space. Car parking and vehicular movement are accommodated to minimise their impact on the useability of the space.

The central courtyard will narrow down vehicular traffic to prioritise pedestrians and cyclists along the north-south desire lane from the Dagnell End Road gateway. Significant proposed planting will further enhance and green this important link.



Indicative Landscape Masterplan

NATURE N1 N2 N3

PUBLIC PLACES P1 P2 P3

MOVEMENT M1 M2



Key	
1. Spaces	4. Place Streets
2. Places	5. Lanes
3. Parks	6. Courtyards

4. *Place Streets* - Change of surface material at key junctions to slow traffic



5. *Lanes* - The Central lane narrows down traffic to control the transition to a one-way road



6. *Courtyards* - Shared courtyards flexibly maximise doorstep gathering space



7.3. Character

The landscape and architectural design proposals for the scheme have been carefully articulated and integrated into three character areas to create distinctiveness and a character which sits comfortably within the existing setting.

IDENTITY I1 I2 I3

BUILT FORM B2

PUBLIC PLACES P1 P2 P3

HOMES & BUILDINGS H1 H2 H3

Hither View

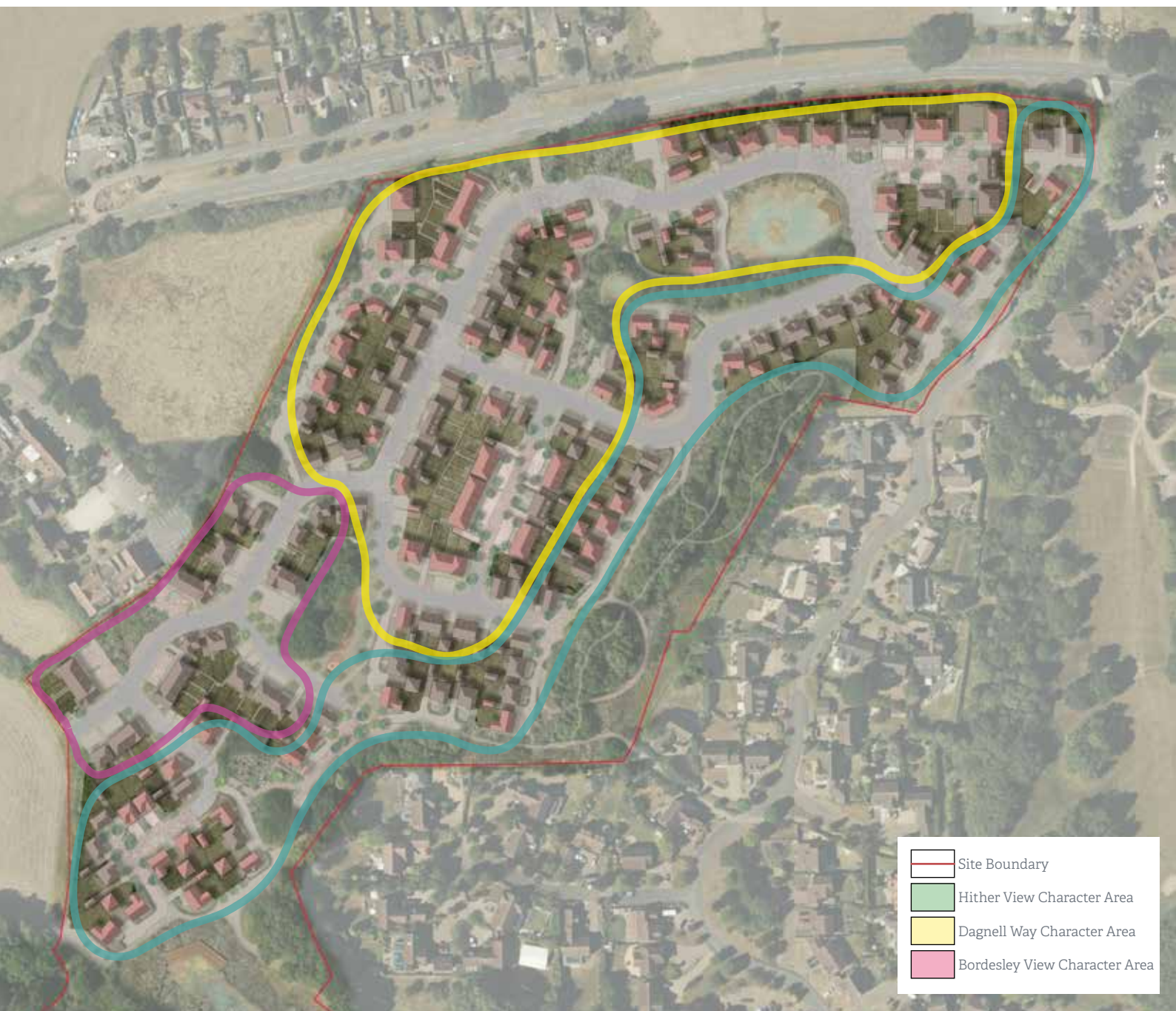
Proposals for the eastern and south eastern edge of the scheme are designed to integrate with the existing character of Hither Green Lane with lower density detached properties and shared surface homezones.

Dagnell Way

A higher density approach has been taken for this character area to provide a sense of enclosure for streets and make the most of the public transport services and accessibility of this part of the site.

Bordesley View

The south western part of the site has been designed to respond to design cues from the Grade II Listed Bordesley Lodge Farmhouse to the west of the scheme.



Proposed Site Layout & Character Areas

Placemaking Plan



Placemaking

The plan above demonstrates the placemaking approach to create distinctiveness by identifying key frontages within each character area which frame key streets and spaces.

Infographics represent diagrammatically the main function of each space which will be described in more detail in the next page.

Feature buildings will create local landmarks ending key views and will aid the navigability and legibility of the site, with chimneys enriching the roofscape and mirroring the existing character of the surrounding context.

7.4. Key Spaces

The proposed scheme delivers a memorable sequence of key spaces which is closely related to the character areas design objectives.

Hither View Gateway - The main gateway welcoming people into the site and interfacing with the existing Hither Green Lane neighbourhood to create an integrated building frontage and landscape treatment.

Hither View Walk - Designed to encourage pedestrian movement either overlooked by homes or immersive within the existing woodland whilst preserving existing trees and enhancing ecological connectivity.

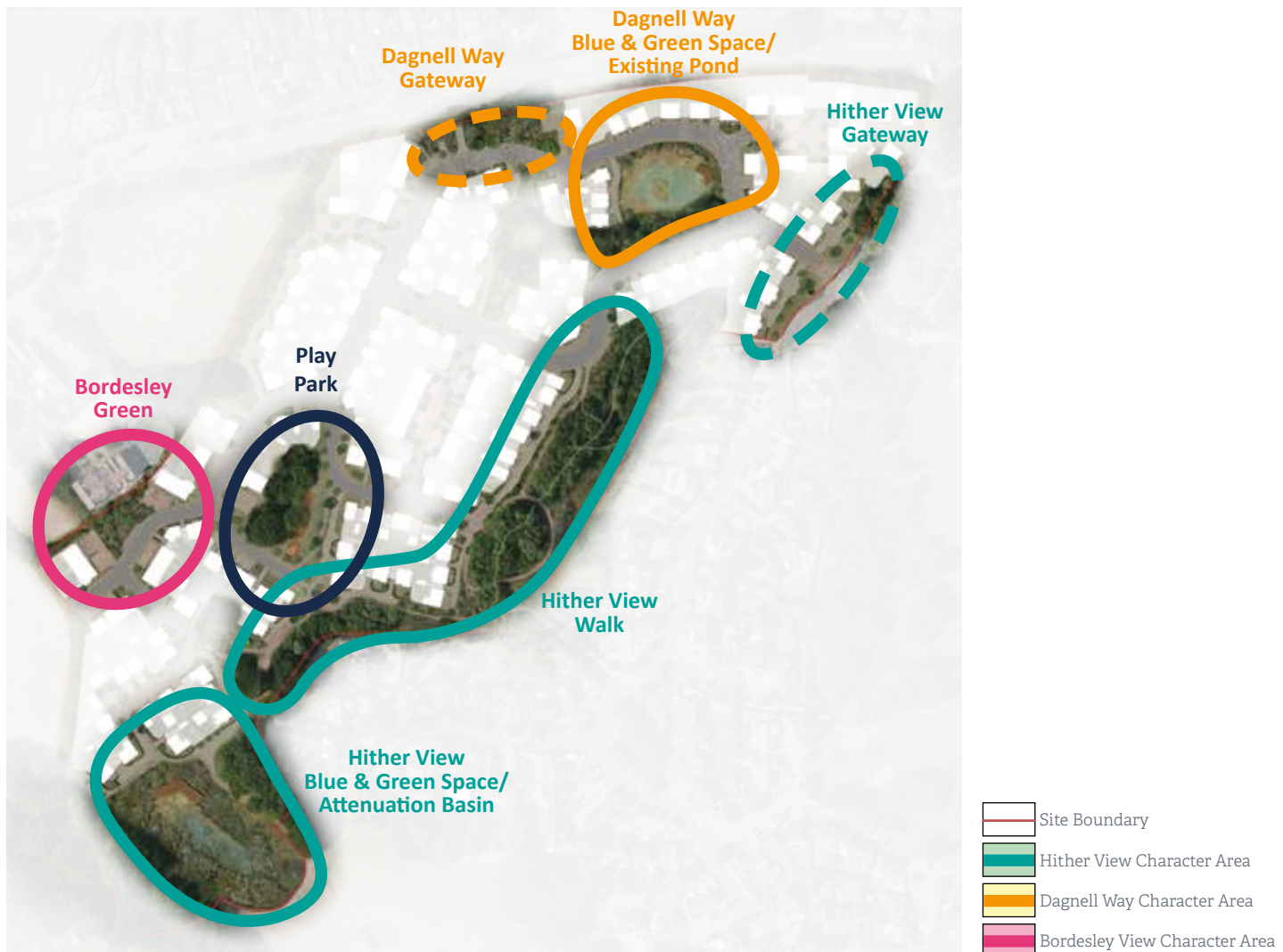
Hither View Blue & Green Space/ Attenuation Basin - Multi-functional open space accommodating sustainable drainage, enhancing biodiversity whilst creating a focal point for residents.

Dagnell Way Gateway - An attractive transition from busy Dagnell End Road to the quieter, more pedestrian friendly character of the Dagnell Way primary loop.

Dagnell Way Blue & Green Space/ Existing Pond - High quality homes enclosing the existing pond featuring a pond edge seating area to enjoy this attractive space.

Bordesley Green - Pocket green with doorstep play with continuous building frontages providing a sense of enclosure alongside the Meadow Farm hotel to the west.

The Play Park - Central park providing natural play facilities by existing mature trees at the confluence of the three character areas.



Key Spaces

7.5. Edges

The plan below is designed to highlight the careful responsive approach to edges that the design team has taken to ensure that the scheme sits comfortably in its surroundings.

South/ Eastern edge

Lower density homes fronting shared surfaces and woodland along the majority of this edge, then wrapping around trees to mirror the existing neighbourhood and then front onto Hither Green Lane to create an attractive gateway.

Northern Edge/ Dagnell End Road

Homes backing onto the hedge boundary to buffer noise from the busy road and front onto the existing pond. Building frontages are then turned sideways to welcome people from the pedestrian gateway into the site.

Western Green Corridor/ Bordesley Green

Homes fronting onto the mature hedge and trees along the western boundary of the site, served by shared surfaces. Dwellings siding onto this edge to create an enclosed green alongside the Meadow Farm hotel to the west of the site. The existing hedge along the southern part of this edge abuts private back gardens to maximise doorstep gathering space within an intimate courtyard.



Edges

7.6. Streetscape & Boundary Treatment

A significant amount of proposed planting will be delivered to contribute to the distinctive character of streets and spaces and soften the visual impact of proposed homes.

A variety of tree species including native trees will complement and enhance the existing mature trees which the site already benefits from.

Alongside street trees, which the NPPF increasingly highlights as important design elements, a careful boundary treatment approach will be delivered to complement the architectural approach which will be presented later in the document and reinforce the distinctiveness of the three character areas.

Clipped hedges will feature in the Hither View character area to provide a soft transition to the wooded western edge and mirror the existing boundaries of the Hither Green Lane neighbourhood.

Low brick walls will create a slightly more urban feel in the higher density Dagnell Way character area softened by hedges.

Timber three-bar post and rail fences similar to the ones in the nearby listed Bordesley Lodge Farmhouse will create an attractive treatment for the Bordesley View character area.

Soft landscaping will enhance narrower front gardens throughout the site.

Streetscape and Boundary Treatment Plan

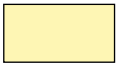


Hither View character area



Clipped Hedge Only

Dagnell Way character area



Low Brick Wall and Hedge

Bordesley View character area



High timber three-bar post and rail fence

7.7. Movement

MOVEMENT M1 M2 M3

PUBLIC PLACES P1 P2 P3

Movement Hierarchy

A distinctive hierarchy of street types is proposed for the development based on the principles of Manual for Streets. Each street will provide an attractive place to live alongside, or to pass through and enjoy.

The categories of street will each have a different character and role within the scheme, the function of each is set out on the street hierarchy plan, presented opposite.

The development will incorporate the following street types;

- Primary Street/ Bus Loop
- Secondary Streets
- Tertiary Streets
- Shared Surfaces/ Private Drives

Active Travel

To encourage travel to and from the site by sustainable modes of transport, the proposed development will include the following infrastructure:

- To the north of the site, a pedestrian route will link the site with Dagnell End Road.
- A new section of footway will also be provided on the southern side of Dagnell End Road, within the existing

highway boundary. This will connect with the existing footway on the southern side of Dagnell End Road, providing a connection west towards the existing footway network along Birmingham Road (A441).

- To the south and west pedestrian / cycle connections will be provided with the existing connection which runs alongside the River Arrow and connects with Birmingham Road immediately north of the river over-bridge. This will provide a direct and attractive route to the local facilities and amenities in the vicinity of the site.
- Improvements to the existing footway adjacent to the A441 are also required to provide a 3.5m wide route. These enhancements provide a direct route from the development towards the town centre for pedestrians and cyclists.

Parking

Parking has been provided in accordance with the relevant parking standards set out within WCC's Streetscape Design Guide (2022), with the minimum requirements as follows:

- 1 bedroom unit: 1 vehicle space & 1 cycle space;
- 2-3 bedroom units: 2 vehicle spaces & 2 cycle spaces; and
- 4-5 bedroom units: 3 vehicle spaces & 2 cycle spaces.



High quality pedestrian crossing and traffic calming along Hither Green Lane



Primary Street

Place

- This primary route provides the first-tier circulation accommodating the bus loop from the main access along Hither Green Lane. It is generally fronted by houses with narrow and consistent sized front gardens creating a sense of enclosure.
- It will have a more formal character in the Dagnell Way Character Area, with low brick walls and hedges boundary treatments and more verdant along the Hither View character area in the southern part of the loop with front garden boundaries formed by clipped hedges.
- Pedestrian crossings with changes in material, horizontal and vertical traffic calming measures and street trees will enrich the streetscape and promote active travel.

Movement

- The Primary Street provides for efficient movement by bicycles and vehicles, with 2m wide footpaths for pedestrians either side of the carriageway. This route creates a legible loop around the pond in the north

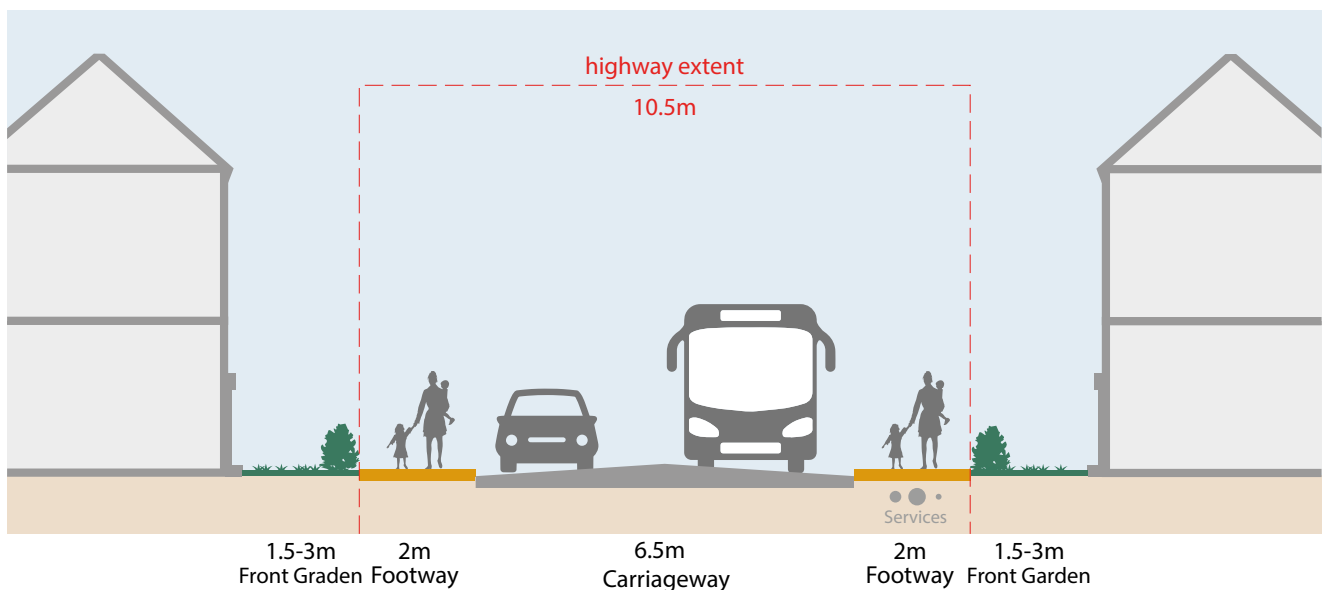
eastern part of the site and provides a proposed bus stop which maximises accessibility from the southern part of the site. This street provides further access to tertiary streets, shared surface routes and private drives.

Access

- Direct pedestrian and vehicular access are provided to dwellings.

Parking

- Most parking is provided on plot to the side of properties. Some contained, clustered frontage parking is provided by the active travel/ emergency access off Dagnell End Road. Visitor parking is limited along the street as this street will carry the most vehicular traffic.



Primary Street section

Secondary Street

Place

- These secondary routes link the Primary Street via connecting tree lined routes, leading to the south western edge of the development. A dedicated footpath either side of the carriageway will cater for pedestrian movement. They are fronted by houses with varied front gardens/ front parking.
- Pedestrian crossings with changes in material, horizontal and vertical traffic calming measures and street trees will enrich the streetscape and promote active travel.

Movement

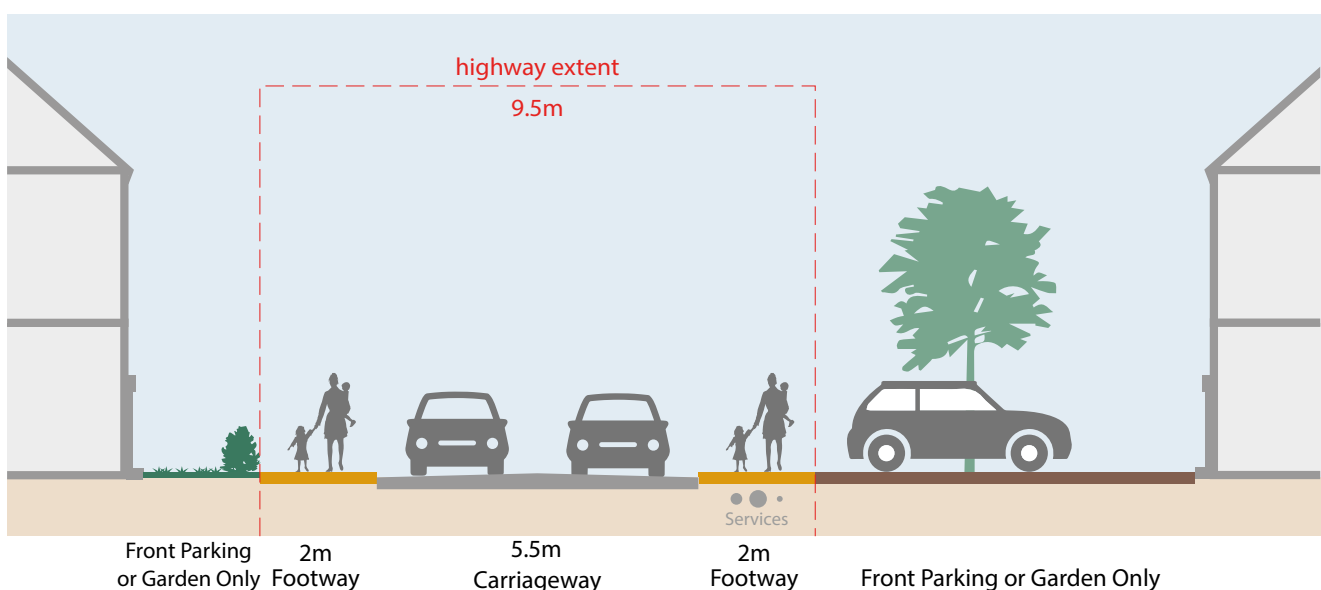
- Secondary routes provide for efficient movement by vehicles, bicycles and pedestrians with cars segregated from pedestrian areas.

Access

- Direct pedestrian and vehicular access is provided to dwellings.
- Potential future access to the west and south-west is provided to maximise the permeability and legibility of the area and future proof proposals.

Parking

- A combination of on plot parking to the side of properties and parking to the front for smaller terraced dwellings to create variety in scale and massing and create a diverse community. Visitor parking will be provided as lay-bys within the carriageway at irregular interval.



Secondary Street section

Tertiary Street

Place

- These tertiary routes link the primary and secondary streets to the edges of development. These routes are provided where pedestrian traffic would be higher and include a dedicated footpath on one side of the carriageway to minimise hard surfacing and create a pedestrian friendly environment. They are fronted by houses with varied front gardens/ front parking.

Parking

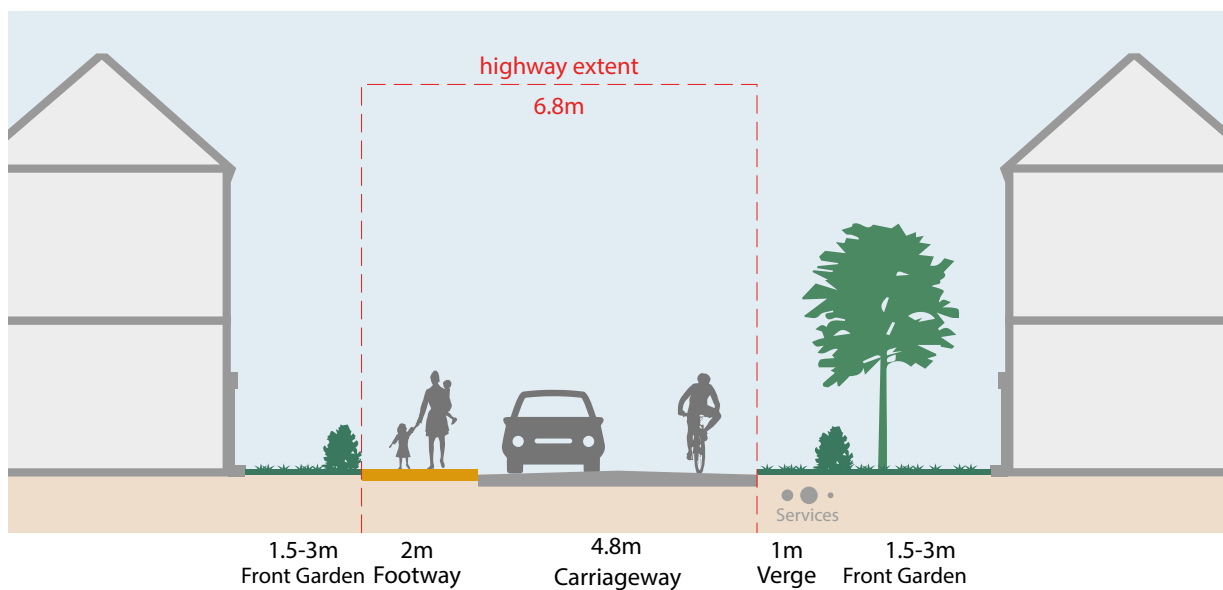
- Most parking is provided on plot to the side of properties with some on plot parking to the front in the case of smaller dwellings. Visitor parking will be provided as lay-bys within the carriageway at irregular interval.

Movement

- Lanes provide for efficient movement by vehicles, bicycles and pedestrians with cars segregated from pedestrian areas.

Access

- Direct pedestrian and vehicular access is provided to dwellings.



Tertiary Street section

Lane

Place

- These lanes link the primary and secondary streets to the edges of development. Compared to tertiary streets, they feature block paving to provide a high quality public realm with a semi rural feel.

Movement

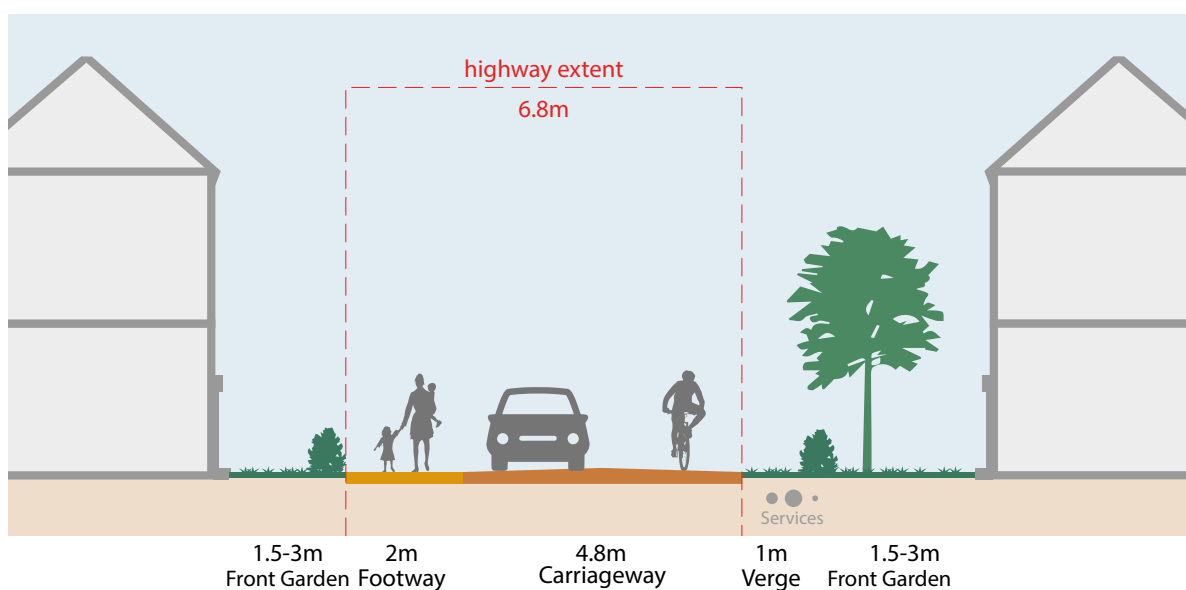
- Lanes provide for efficient movement by vehicles, bicycles and pedestrians with cars segregated from pedestrian areas.

Access

- Direct pedestrian and vehicular access is provided to dwellings.

Parking

- Most parking is provided on plot to the side of properties with some on plot parking to the front in the case of smaller dwellings. Visitor parking will be provided as lay-bys within the carriageway at irregular interval.



Lane Street section

Courtyard

Place

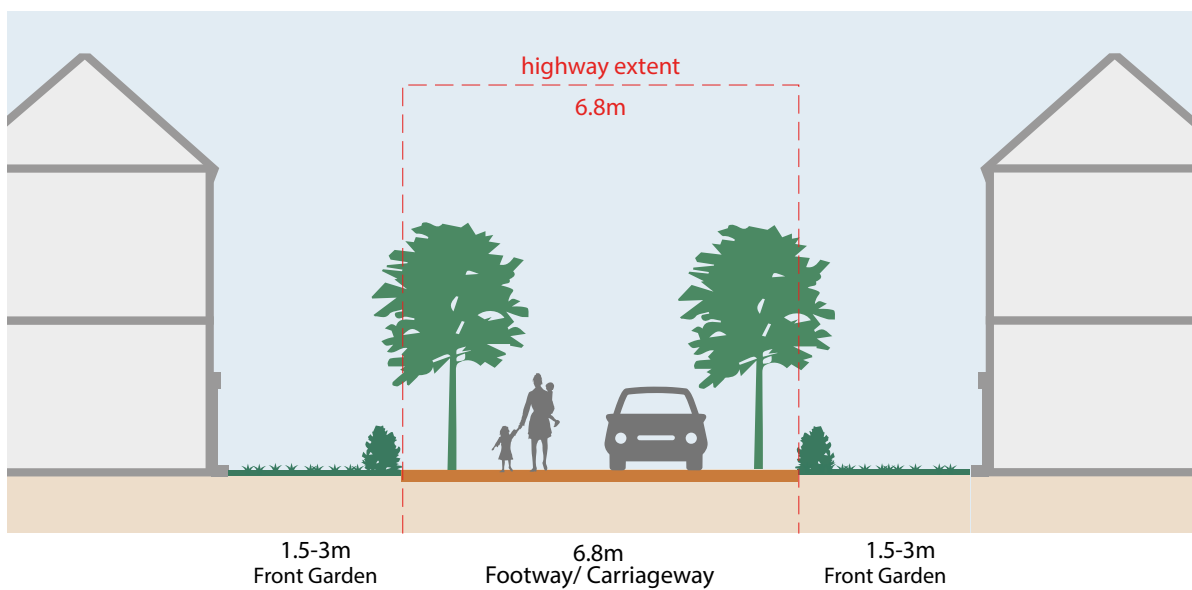
- Courtyard space to provide semi private communal unity of space.

Access

- Direct pedestrian and vehicular access is provided to dwellings fronting to streets.

Parking

- Parking is provided to the sides of dwellings.



Courtyard Street section

Shared Surfaces/ Private Drives

Place

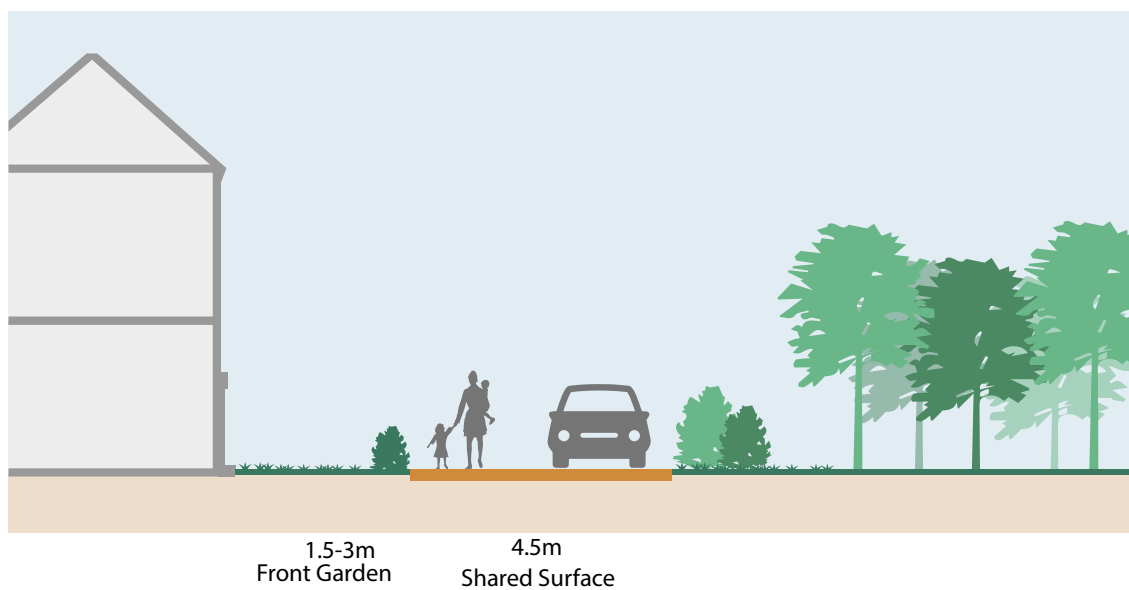
- Private drives are informal, private spaces serving the dwellings they front. They provide a narrow, 'soft' edge along the edges of the development.
- This route is designed exclusively for dwellings fronting them and will not accommodate any public use for pedestrians or cyclists.

Access

- Direct pedestrian and vehicular access is provided to dwellings fronting to streets.

Parking

- Parking is provided to the sides of dwellings.



Shared Surfaces/ Private Drives section

Flooding and Drainage

A surface water drainage scheme has been designed to incorporate Sustainable Drainage Systems (SuDS) and pollution prevention measures. The required surface water storage will be in the form of an attenuation basin with a vortex flow control to provide flow restriction. With regards to foul drainage, foul water generated by the proposals will be directed to the existing combined 375mm public sewer. A sewer capacity assessment was requested by Severn Trent Water to assess any impact on the existing network. The assessment confirmed that the foul drainage will not have an impact on the development.

Drainage Strategy



Arboriculture

The proposed development has been designed so that, where possible, existing trees are retained. However, to accommodate the development, it will be necessary to remove a number of trees within the Site. The proposed development will ensure the retention and incorporation of key trees across the Site, prioritising those considered to be of high and moderate retention value, alongside new tree planting as part of the wider landscape strategy. The proposed development will however require the removal of twelve trees, eleven groups and three hedgerows as well as the partial removal of ten groups, a hedgerow and one woodland.

Suitable new tree planting will be required to offer an adequate level of mitigation for any tree loss. The AIA summarises the impact of the proposed development as being unlikely to significantly impact the visual amenity of the local area as a result of the proposed tree removal as the trees proposed to be taken out are those considered to have low retention value and their loss should be mitigated by the proposed tree planting in time. The proposed works are unlikely to impact significantly upon the long-term health of retained trees. The AIA sets out a number of recommendations to ensure the protection of retained trees including the use of construction exclusion zones, tree protection barriers and ground protection measures.



Retained Trees

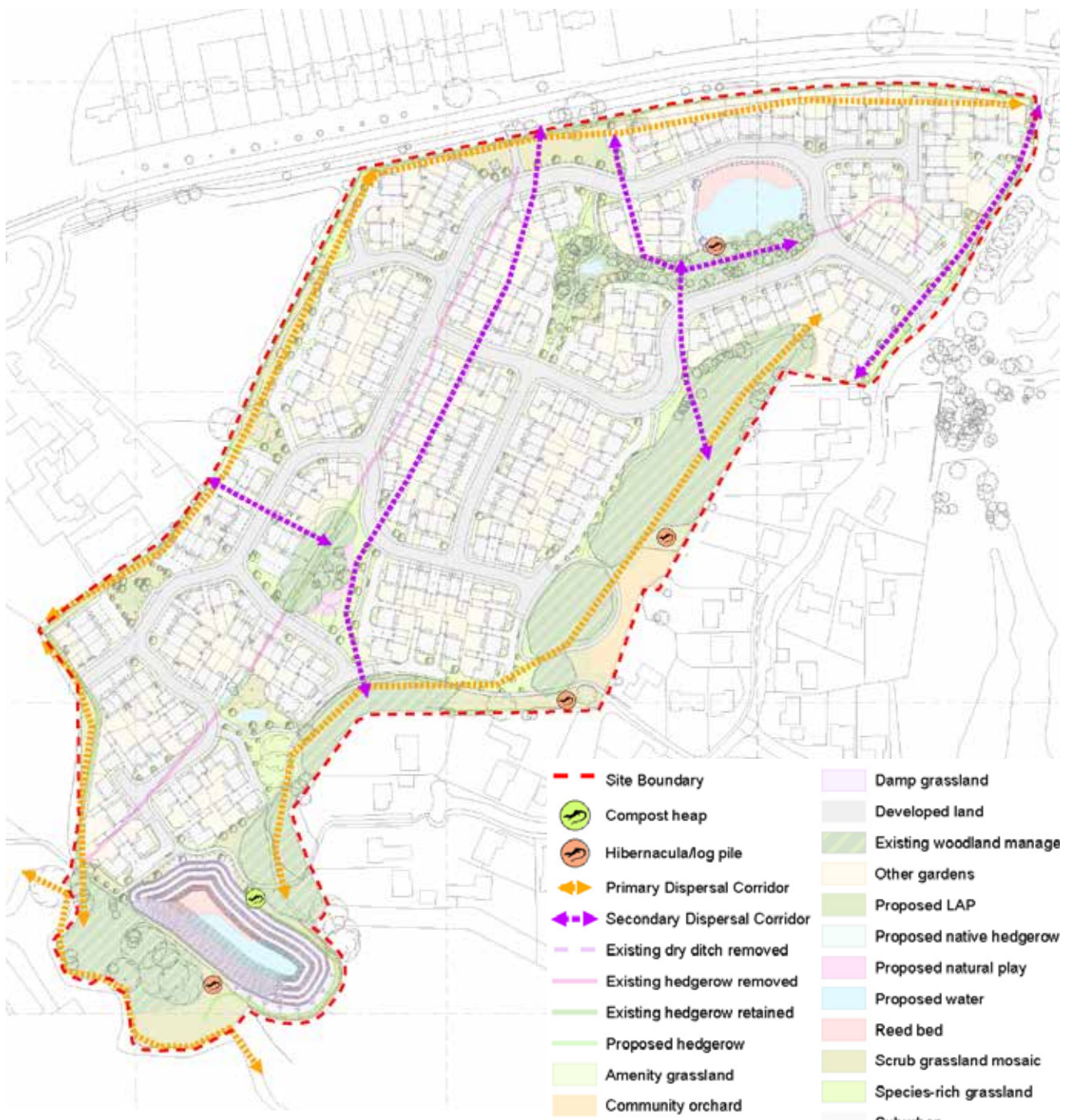
Biodiversity Net Gain

A biodiversity metric has been submitted as a part of the Site proposals. A net gain in biodiversity (+1.84% habitat units, +4.85% hedgerow units) will be provided through biodiversity enhancements on offsite land immediately to the east of the proposed development (the retained golf course).

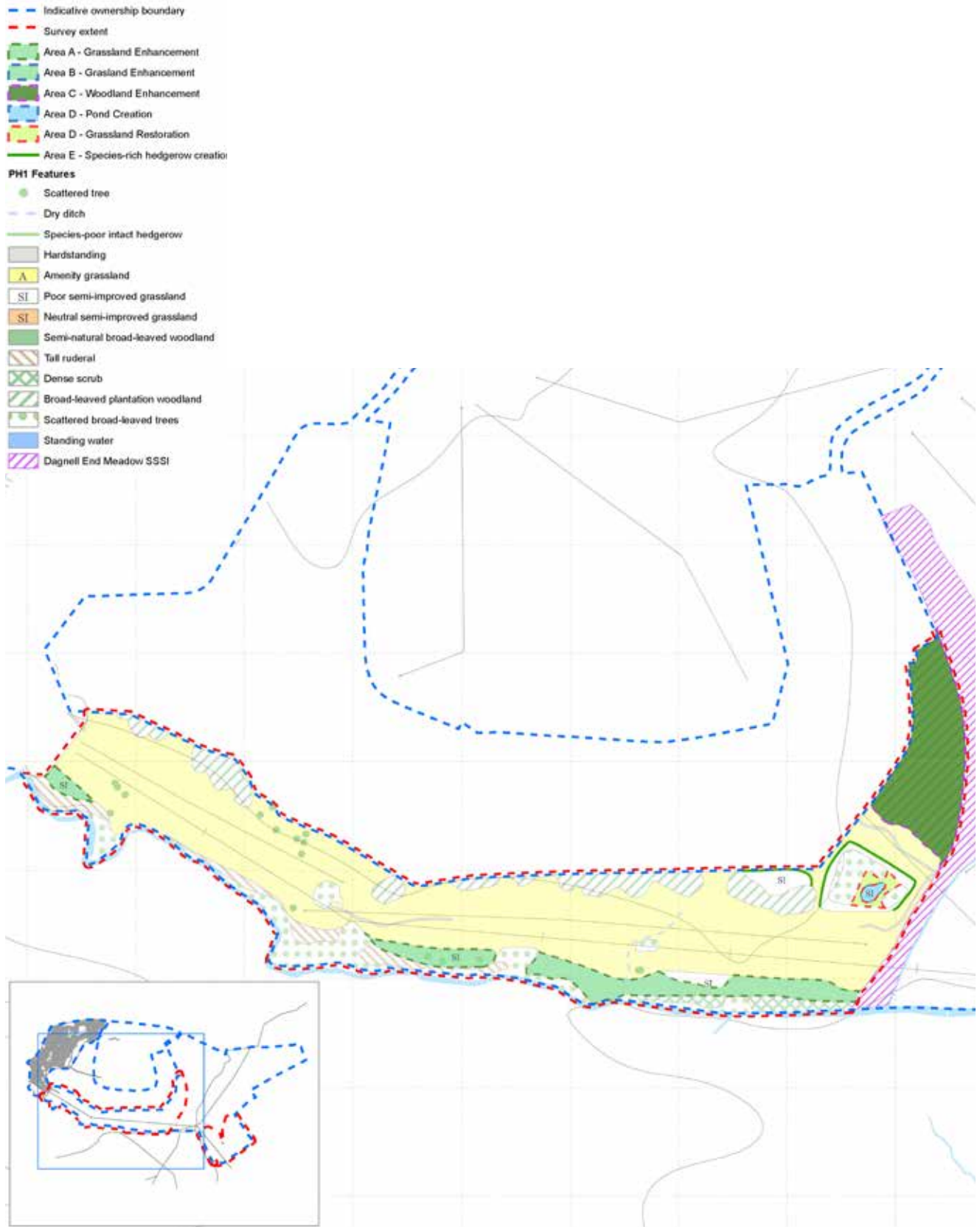
Proposed Landscape Layout - Habitats



Proposed Landscape Layout - Habitats & Dispersal Corridors



Biodiversity Net Gain Concept Plan

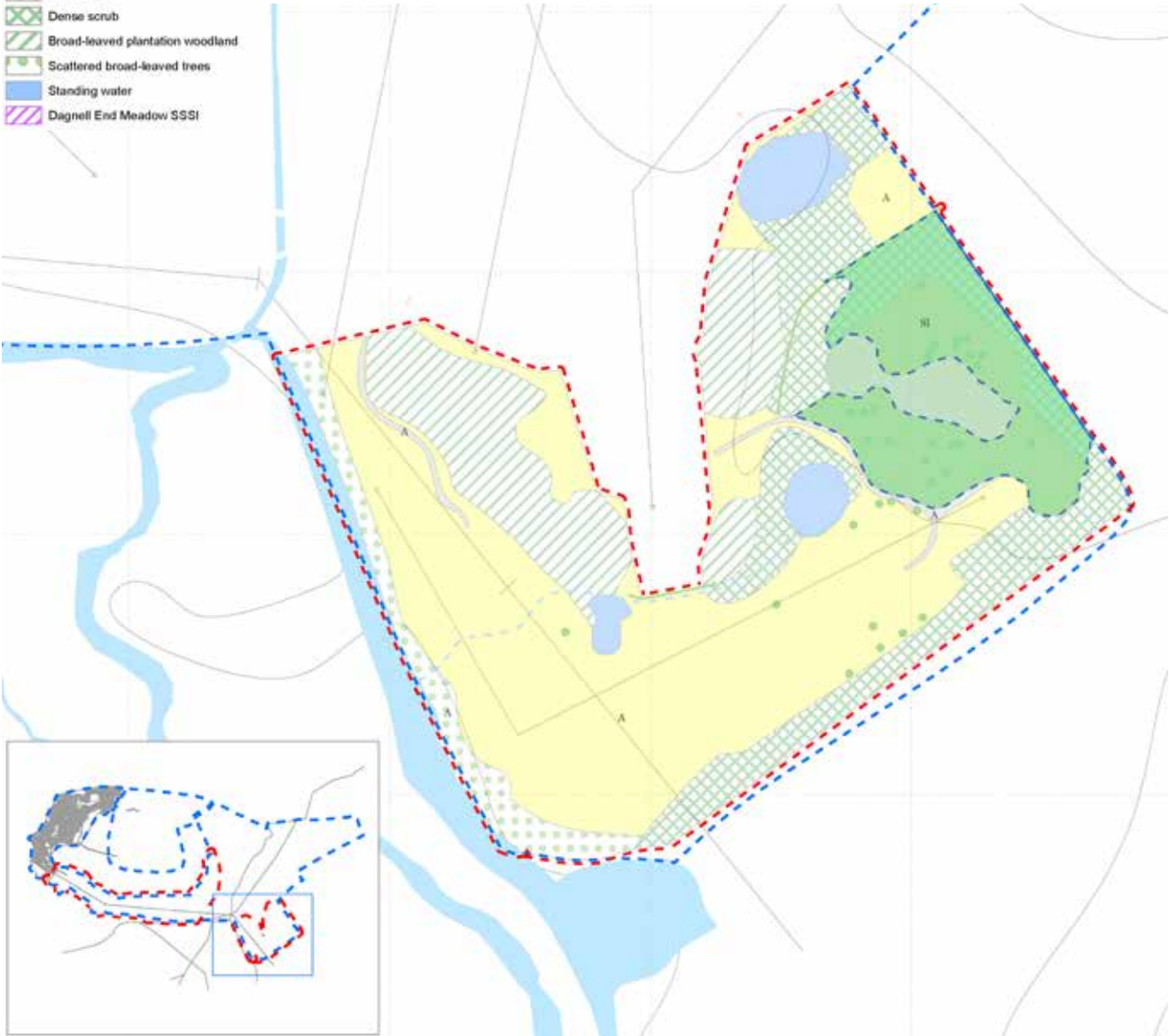


Biodiversity Net Gain Concept Plan

- - - Indicative ownership boundary
- - - Survey extent
- Area A - Grassland Enhancement
- Area B - Grassland Enhancement
- Area C - Woodland Enhancement
- Area D - Pond Creation
- Area D - Grassland Restoration
- Area E - Species-rich hedgerow creation

PH1 Features

- Scattered tree
- - - Dry ditch
- Species-poor intact hedgerow
- Hardstanding
- A Amenity grassland
- SI Poor semi-improved grassland
- SI Neutral semi-improved grassland
- Semi-natural broad-leaved woodland
- Tall ruderal
- Dense scrub
- Broad-leaved plantation woodland
- Scattered broad-leaved trees
- Standing water
- Dagnell End Meadow SSSI



7.8. Architectural Approach

Hither View

Hither View features lower density detached properties served by edge lanes and shared surfaces to create a sensitive interface to the existing woodland.

A carefully designed frontage to Hither Green Lane continues the detached, lower density frontage and character of existing buildings as required by the Design SPD. Chimneys along this frontage provide richness and signal the main gateway into the site. The northern entrance to the existing development on Hither Green is defined by dwellings positioned behind a brick screen wall. The proposed entrance follows a similar theme by setting dwellings behind a low brick wall with a landscape buffer in between.

A varied approach to roof materials, the varied textures of red brick, brown casement windows and grey panel doors contribute to integrating with the existing neighbourhood and its materials with occasional mock-Tudor details highlighting key features of dwellings.

Front gardens in the Hither View character area are landscaped and generally larger than Dagnell Way and Bordesley View.

Roof Materials



Russell - Lothian Autumn Stone



Russell - Lothian Cottage Red

Main Wall Materials



Main Facade / Plinth Ibstock - Weston Red Multi

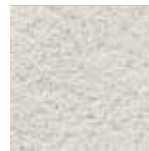


Main Facade / Plinth Ibstock - Mercia Orange Multi

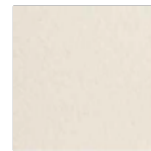


Main Facade / Plinth Ibstock - Chelsea Smoked Red

Secondary Materials



White Render



Cream Render

- Casement window frames with glazing bars- Colour Brown
- Six Panel front door- Colour Grey

Hither View Character Area



Hither View Street Elevation
CGI viewpoint:
n.1 p.5, n.2 p.110, n.3 p.122





Winstone



Kirkdale



Avondale



Bradgate

Hither View Street Elevation







Dagnell Way

A higher density approach has been taken for this character area to provide a sense of enclosure for streets and make the most of the public transport services and accessibility of this part of the site.

Occasional 2.5 storey dwellings bring variety to built form roofscapes with dormer windows. Chimney features are provided to plots along key vistas or focal points.

Homes side on and back onto Dagnell End Road to provide active frontage and a sense of enclosure to the existing pond and vista from the site entrance. Much of the existing northern boundary is formed by dense and mature hedgerow which provides screening to Dagnell Road.

More continuous frontages with terraces provide a varied street character at the Dagnell End Road gateway and within the central courtyard. Density within the Dagnell Way character area is higher than Hither View and features detached homes along green interfaces and semi-detached / terraced along the main spine road and within the central courtyard.

Render and hanging tiles further enrich the architectural approach to this character area. Front gardens are smaller and feature low brick walls with landscape behind or ornamental planting.

Dagnell Way Character Area



Roof Materials



Russell - Lothian Autumn Stone



Russell - Lothian Cottage Red

Main Wall Materials

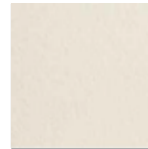


Main Facade / Plinth Ibstock - Weston Red Multi



Main Facade / Plinth Ibstock - Mercia Orange Multi

Secondary Materials



White Render



Autumn Stone tile hanging

- Casement window frames - Colour White
- Six Panel front door- Colour White





Archford Semi



SH54



Kennett



SH52

Dagnell Way Street Elevation











Bordesley View

A more uniform architectural approach has been chosen for this character area to tie in with the character of the Meadow Farm hotel enclosing the Bordesley View green and Bordesley Lodge Farmhouse listed building.

Brown weatherboarding features in this Character Area alongside brown roof tiles and red multi brick walls.

Brown cottage style doors and three-bar post and rail fences and soft landscaping complement the roof and wall materials.

Small clusters of dwellings in short terraces mimic the long roof lines of the lodge and gables are also used on the dwellings to reflect those found on the recent Meadow Farm Hotel and lodge building.

Bordesley view is characterised by an area of landscape situated at the heart of this key space. This landscape area will help to strengthen the character of the existing hedgerow and provide a positive outlook for the hotel building.

This area has a high density to help create a strong sense of enclosure to the key space.

Roof Materials



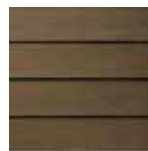
Russell - Lothian
Autumn Stone

Main Wall Materials



Main Facade / Plinth
Istock - Chelsea
Smoked Red

Secondary Materials



Overlapping cladding

- Casement window frames with glazing bar- Colour Brown
- Cottage style front door- Colour Brown

Bordesley View Character Area





SH50



Hadley Archford



SH52



Wilford

Reproduced from the Ordnance Survey Map with the permission of the Controller of HMSO. Crown Copyright Reserved. Licence No 100019279.

Bordesley View Street Elevation







8. Summary

Hither Green Lane is an attractive and efficient scheme with a significant focus on maximising the impact of the retained elements of blue and green infrastructure. It delivers much needed affordable housing and seeks the right balance of movement and attractive streets and spaces; and density and efficiency while respecting local character. The design process has been extensively reviewed and improvements made to reinforce these objectives.





Hither View Attenuation Pond

Appendix

A0



WEIGHTS LANE ~ REDDITCH

Bordesley Bridge



- 1000mm HIGH TIMBER GLASS SHARED FENCE
- 1000mm HIGH TIMBER LARCH LAMP FENCE WITH TIMBER PLOTS
- 1000mm HIGH BRICK GARDEN WALL
- 1000mm HIGH CONCRETE FENCE COLOUR: BLACK
- 1000mm HIGH TIMBER FENCE ROOF: FENCE
- SHEDS EXISTING TREES AND VEGETATION TO BE RETAINED
- WOODPILE TREE PLANTING
- INDICATES MATERIALS TO BE COORDINATED TO SITE SPECIFICATIONS TO BE I.A.E. APPROVED
- INDICATES AFFORDABLE & HOUSING MARKED COMMUNITY
- INDICATES APPROACH & HOUSING ENTRY
- INDICATES BIN COLLECTION POINT
- INDICATES ADDITIONAL WINDOWS TO PROVIDE ELEVATION

SCHEDULE OF ACCOMMODATION

SOCIAL HOUSING

TYPE	SECT	STORIES	NO.
S241	2 BED SEM / TERR	2 STOREY	22 No.
S241	3 BED SEM / TERR	2 STOREY	13 No.
S241W	3 BED SEM / TERR	2 STOREY	5 No.
S242	4 BED DET	2 STOREY	2 No.
S243	3 BED DET	1 STOREY	2 No.
TOTAL			44 No.

SHARED COMMUNITY

TYPE	SECT	STORIES	NO.
S241	2 BED SEM / TERR	2 STOREY	10 No.
S241	3 BED SEM / TERR	2 STOREY	9 No.
TOTAL			19 No.
APPROXIMATE TOTAL			63 No.

PRIVATE HOUSING

TYPE	SECT	STORIES	NO.
P202	3 BED SEM / TERR	2 STOREY	10 No.
P202	3 BED SEM / DET	2 STOREY	13 No.
P202	4 BED SEM	2 STOREY	12 No.
P202	3 BED SEM	2 STOREY	8 No.
P202	4 BED SEM / DET	2 STOREY	15 No.
P202	4 BED DET	2 STOREY	9 No.
P202	4 BED DET	2 STOREY	4 No.
P202	4 BED DET	2 STOREY	14 No.
P202	4 BED DET	2 STOREY	4 No.
P202	4 BED DET	2 STOREY	4 No.
P202	4 BED DET	2 STOREY	4 No.
P202	4 BED DET	2 STOREY	4 No.
PRIVATE TOTAL			100 No.
OVERALL TOTAL			163 No.

REVISION	NO.	DESCRIPTION	DATE	BY
REVISION 1	1	ISSUE FOR PERMIT TO DISPOSE OF LAND	26/11/2015	JRW
REVISION 2	2	ISSUE FOR SHARED COMMUNITY FURNISHING PLAN	01/12/2015	JRW
REVISION 3	3	REVISION 2 FOR LAMP FENCE TO BE I.A.E. APPROVED	11/12/2015	JRW
REVISION 4	4	REVISION 3 FOR SHARED COMMUNITY FURNISHING PLAN	01/12/2015	JRW
REVISION 5	5	REVISION 4 FOR SHARED COMMUNITY FURNISHING PLAN	01/12/2015	JRW
REVISION 6	6	REVISION 5 FOR SHARED COMMUNITY FURNISHING PLAN	01/12/2015	JRW



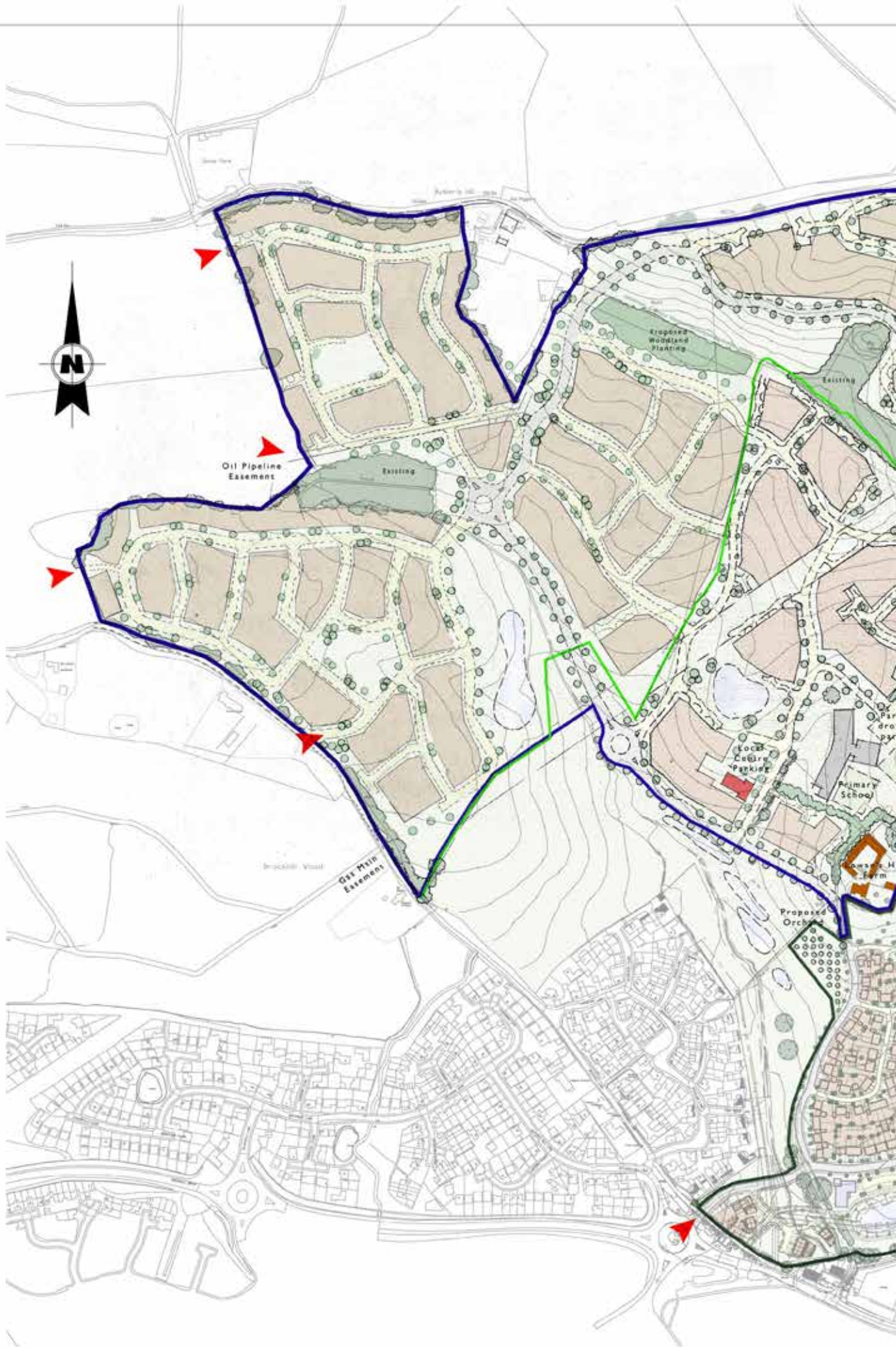
Client: **Bovis Homes Ltd Northern Region**
 Project: **Weights Lane, Redditch**

Title: **Planning Layout**

Drawn: **RJW** Date: **04/08/15** Scale: **1:500**

Job No: **AAH5256** Draw No: **02** Rev: **E**


Architects: **Bovis Homes** Engineers: **Bovis Homes** Surveyors: **Bovis Homes**
 Landscape Architects: **Bovis Homes** Services Consultants: **Bovis Homes**



BROCKHILL EAST - PHASE 2



Key

-  Proposed Residential Parcels
-  Existing Trees & Hedgerows
-  Proposed Woodland Planting
-  Proposed Tree Planting
-  Mixed Use Local Centre (with indicative gateway frontage)
-  Employment (with indicative gateway frontage)
-  Public Open Space / Amenity Space
-  Indicative Drainage Basin / Existing Water Feature
-  Main Street / Main Internal Loop Road
-  Shared Surface Spaces / Local Streets
-  Lowan's Hill Farm (proposed conversion)
-  Vehicle Access Points
-  Bromigrove/Redditch Boundary
-  Proposed Development (Phase 2)
-  Current Development (Phase 1)
-  Future Development

1:2500 0 20m 40m 60m 80m 100m 200m



PERSIMMON

PERSIMMON HOMES (South Midlands) LTD
 Aspen House
 Birmingham Road, Studley
 Warwickshire, B80 7BK
 Tel: 01527 831200 Fax: 01527 831222





BTR LAND, REDDITCH

Coloured Layout 2008.110024A1



SCHEDULE OF ACCOMMODATION - RESIDENTIAL LAND				
		Area	N'	Total Area
		m ²		m ²
Houses:				
Co - Corfe	4 Bed / 2.0 Storey	1414	11	15354
Wm - Winstar	4 Bed / 2.0 Storey	1275	10	12750
Ch - Chelworth	4 Bed / 2.0 Storey	1222	26	31772
Le - Leicester	3 Bed / 2.5 Storey	1162	21	24402
Ro - Roseberry	4 Bed / 2.0 Storey	1090	16	17536
Cl - Clayton	3 Bed / 2.0 Storey	999	30	29970
Ht - Hatfield	3 Bed / 2.0 Storey	959	25	24225
So - Souter	3 Bed / 2.5 Storey	932	23	21438
Ha - Hanbury	3 Bed / 2.0 Storey	781	16	12176
Al - Alnwick	2B/2P 2.0 Storey	638	28	17864
CMH - Community House		645	1	645
Total			207	208350
Affordable Houses: *				
Shared Ownership:				
Al - Alnwick	2B/3P 2.0 Storey	638	19	12122
Ha - Hanbury	3 Bed / 2.0 Storey	781	12	9132
Rent: *				
114 - HQI Type 114	4B/7P 2.5 Storey	1226	6	7356
83 - HQI Type 83	3B/5P 2.0 Storey	396	9	8064
73 - HQI Type 73	2B/4P 2.0 Storey	789	35	27580
60 - HQI Type 60	2B/3P Bungalow	845	4	2560
50 - HQI Type 50	1B/0P 2.0 Storey	806/520	4	2258
Total			89	89092
Total Overall			296	277422

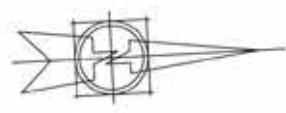
Site Area (hectares)	16.43
Site Area (acre)	40.59
Site Area - (Excluding Open Spaces)(ha)	7.62
Site Area - Excluding Open Spaces(acre)	18.83
Coverage - Excluding Open Spaces	14733 sq/acre
Density	39 units/ha

KEY

- Column Lighting to parking courts
- Rear boundary to parking courts to be 1.6m high brickwall with 0.8m high trellis above
- CMH Community House
- Root protection zones
- ◀ Dual Aspect/Surveillance Windows added following planners comments

NOTE:

- Rear garden access off parking courts to be lockable from both sides
- Units that do not have garages are to have a steel hoop attached to an internal fence post to allow secure bike locking



- Rev G: Red line along northern boundary revised to include existing track at clients instruction. 03.03.16. PB.
- Rev F: Turning heads extended to address highway officers comments. 20.11.15. PB.
- Rev E: Amendments to address planning officers comments. 10.11.15 AG
- Rev D: Trees removed following Arboriculturalist's comments. 23.09.15 NG.
- Rev C: Indicative Play Area details added. 07.09.15 PJB.
- Rev B: Amendments to address planning officers comments. 19.08.15 AG.
- Rev A: HA Mix revised as per clients instructions. 16.09.14. PJB.

REVISIONS:

PERSIMMON
 PERSIMMON HOMES (South Midlands) LTD
 Aspen House
 Birmingham Road, Studley
 Warwickshire, B80 7JG
 Tel: 01527 851200 Fax: 01527 851222





DAVID WILSON HOMES

WHERE QUALITY LIVES