



MONARCH GREEN

Land at Foxlydiate Lane, Webbheath



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Land at Foxlydiate Lane, Webbheath

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Chapter 1:

MONARCH GREEN THE VISION



1.1. THE VISION FOR MONARCH GREEN

*The development at Monarch Green will signal a new chapter in the development of Redditch. It will be underpinned by the creation of a **generous green infrastructure** which retains existing green capital and incorporates a **connected** network of sustainable transport routes and spaces. A truly **distinctive** place will be formed through the retention of important site features and the aspiration to create an exciting **new garden neighbourhood** for the future.*



GENEROUS GREEN INFRASTRUCTURE

Regard existing green capital on site as an important asset to structure the proposals. This should be maintained within generously proportioned green spaces to form the spine of the development.

Provision of multi-functional green areas that are arranged to provide a legible and meaningful structure.

Fully connected green spaces which link existing assets on and off site with new amenity spaces.

View the setting of Spring Brook as a unique and attractive asset. The creation of Spring Brook Walk will form a major new countryside edge, providing a linear space for recreation, wildlife habitat creation and play.



CONNECTED

Providing the opportunity for transport choice; making sustainable travel attractive and convenient.

Form a connected network of green and urban connections within the site and to wider destinations. The proposals should respond to key desire lines to Monarchs Way and Sustrans Route 5.

Promote connections to the wealth of facilities located in Redditch town centre.

Encourage and enhance social connections between the new and existing community.



DISTINCTIVE

Re-define the quality of the northern suburban interface of Redditch with the countryside.

Create a development which is inherently distinctive due to the incorporation of major existing green infrastructure and mature planting.

Celebrate the integration of development with the landscape through the retention and enhancement of visual linkages and responding to the topography.

Ensure a generosity of space within green space and the development as a whole; setting the site apart from other new developments and setting a landmark for creating a garden neighbourhood for the future.



A NEW GARDEN NEIGHBOURHOOD

The proposals will reflect the aims and aspirations of RCBD 1.1 policy.

Create a new walkable neighbourhood where key facilities are located on the doorstep.

Provide a new local centre to aid the creation of a thriving and happy neighbourhood that encourages social interaction and community pride.

Ensure a generosity of space within the development, setting it apart from other new developments and aiding the creation of a landmark new garden neighbourhood.

1.2. THE DAS – STRUCTURE AND PROCESS

This Design and Access Statement (DAS) has been prepared by Barton Willmore on behalf of the applicants. It has been written in conjunction with Bilfinger GVA, Phil Jones Associates, Wardell Armstrong and Barton Willmore Landscape. This document supports a Hybrid Planning Application for mixed use development at Monarch Green, Webheath (also known as land at Foxlydiate Lane).

AIMS AND OBJECTIVES OF THE DAS

1.2.1. The DAS sets out and justifies the design rationale for the proposals. It has been prepared in accordance with guidance and policy contained in the following documents;

- » Guidance on Information Requirements and Validation (CLG, March 2012)
- » Development Management Procedure Order (DPMO) (2015)
- » Streamlining the Planning Application Process: Consultation (CLG, 2013)
- » Planning Practice Guidance (2014)

1.2.2. The document is part of a comprehensive package of information submitted with the application and provides a detailed framework of guidance and specification to guide and control the elements of the development. It will explain the proposals in a concise and structured way to ensure that those considering the application will understand the rationale that underpins it.

DAS STRUCTURE

1.2.3. The CABE document ‘Design and Access Statements – how to write, read and use them’ (2006) refers to an ‘assessment-involvement-evaluation-design process’ which it states, closely mirrors a good design process and enables the final design proposals to be informed by a clear understanding of the site and the wider context.

1.2.4. The DAS is structured in accordance with this CABE guidance and sets out the following;

Outline Planning Application

- » Presentation of parameter plans and associated wording that are to be ‘fixed’ as part of the outline planning application.

Assessment

- » An analysis of the wider context.
- » Key design influences within Webheath, Redditch and the wider area.
- » Site assessment.

Involvement and Evaluation

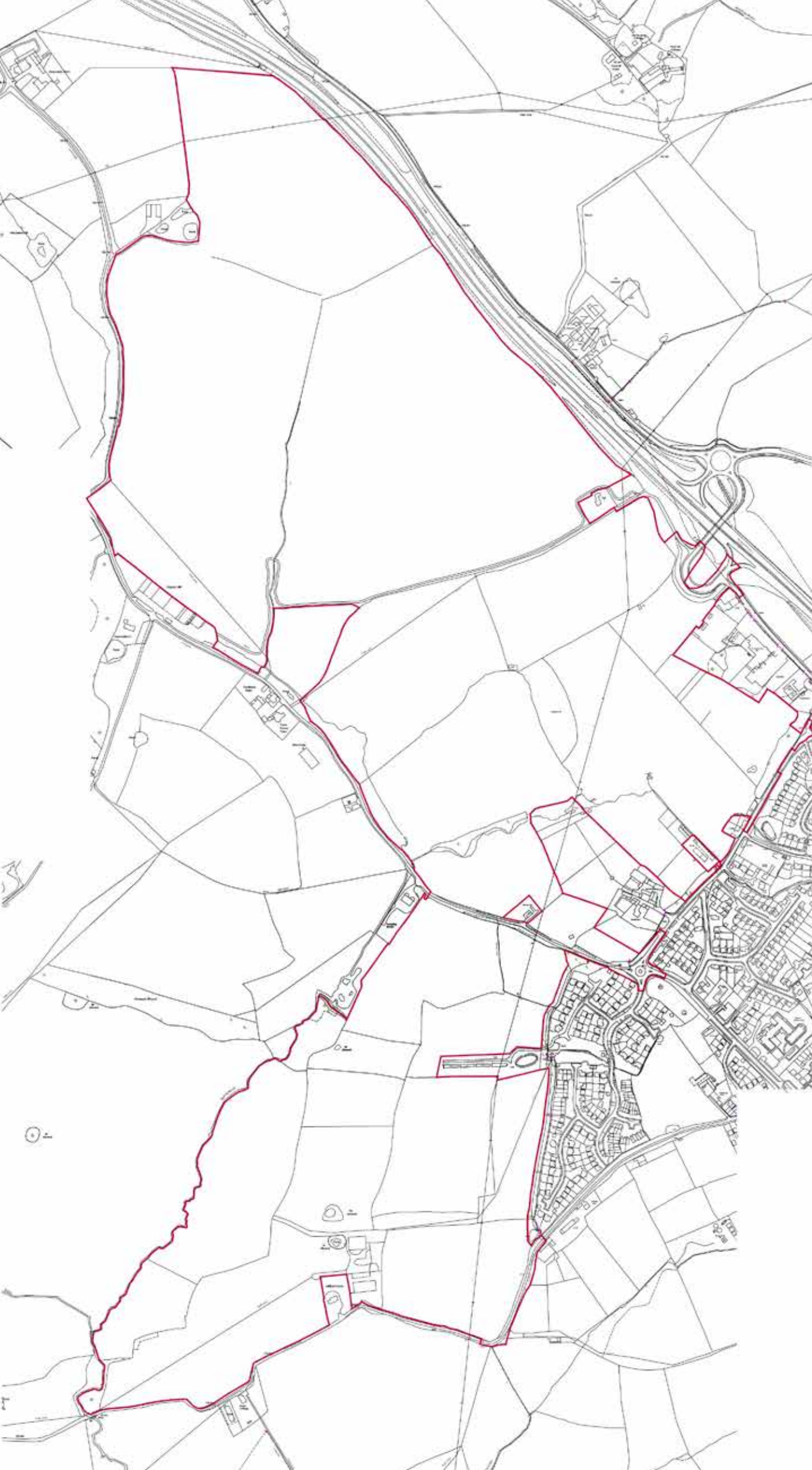
- » A summary of stakeholder and community involvement.
- » Evaluation based on assessment and involvement stages to inform a design concept and strategies.

Design

- » Illustrative strategy plans which help to further explain the proposals.

1.2.5. As per regulation 8(3) of the DMPO the DAS shall;

- (c) Explain the policy adopted as to access, and how policies relating to access in relevant local development documents have been taken in to account.
- (d) State what, if any, consultation has been undertaken on issues relating to access to the development and what account has been taken of the outcomes of any such consultation; and
- (e) Explain how any specific issues which might affect access to the development have been addressed.



Site Boundary

Red Line Boundary plan



1.3. THE SITE

The site is located within Worcestershire on the western edge of Redditch, approximately 3km west of the town centre. It sits across the administrative boundaries of Redditch Borough Council and Bromsgrove District Council.

1.3.1. Bromsgrove is located approximately 6.5km to the north west of the site, whereas central Birmingham lies approximately 20km to the north.

1.3.2. The ownership area (edged red) extends to approximately 136.03 hectares of agricultural land which falls under the control of the applicants.

1.3.3. The south eastern edge of the site is defined by the residential area of Webheath. Further north the boundary is formed the A448 dual carriageway. By contrast much of the southern and western boundary is more rural in character, defined by the hedgerow-lined Cur Lane, Gypsy Lane and the Spring Brook.

1.3.4. Undulating rolling landform gives real variety across the site and creates a clear attribute as it rises 61m from its lowest point at the south western 'tip' near the Spring Brook to its highest point on the northern boundary near Holyoake's Farm and the A448. A network of field boundaries creates a visually contained landscape across much of the site, although the higher ground to the north is more open with long range views to the west and south. The rising ground to the east, where the site adjoins the settlement of Webheath, has a greater degree of visual containment that results from the smaller fields, greater number of hedgerows and mature trees.

1.3.5. The Monarch's Way footpath runs directly adjacent to and between the site as it passes along the south eastern boundary and Cur Lane. Elsewhere, other public rights of way can be found within the site near the southern boundary of Pumphouse Lane and the western boundary of Cur Lane. A Bridleway also crosses the site connecting between Cur Lane and Birchfield Lane.

VIEWS FROM SOUTH TO NORTH

1.3.6. The view from south to north shows the site within its context of the residential area of Webheath to the east and the wider urban area of Redditch beyond. The well defined and established landscape structure found in the southern part of the site is prominent in this image, particularly along the Spring Brook which forms the western boundary.

VIEWS FROM NORTH TO SOUTH

1.3.7. The view from north to south shows how the fields located in the northern part of the site are more expansive than those found towards the south. The A448 dual carriageway is a dominant feature along the north eastern boundary, whereas the lower part of Gypsy Lane is also visible. Again, the residential area of Webheath can be seen adjoining the site on its eastern side.



Site Boundary



View of the site from south to north (site boundary excluding highways works)





1.4. PROPOSAL OVERVIEW

The proposals for Monarch Green will deliver an attractive, connected and distinctive new garden neighbourhood where people aspire to live.

The Hybrid application will comprise:

1) OUTLINE APPLICATION

Outline application (all matters reserved with the exception of vehicular points of access and principle routes within the site) for the demolition of existing buildings and the erection of:

- » Up to 2,800 dwellings (Class C3)
- » Local centre including retail floorspace up to 900 sq metres (Classes A1, A2, A3) health and community facilities of up to 900 sq metres (Class D1)
- » A 3FE first school (Class D1) (up to 2.8Ha site area) including associated playing area and parking.

Associated provision of:

- » Roads, car parking, cycleways and footpaths
- » Public open space including formal play area, informal incidental play space, children's play areas including multi-use games areas (MUGA)

- » Landscaping / buffer areas
- » Ecological mitigation measures
- » Means of enclosure / boundary treatments
- » Sustainable drainage systems, including flood alleviation works
- » Associated works including earthworks, remediation, utilities, connections and ancillary structures, street lighting and tree removal
- » Creation of new access points at Birchfield Road, Foxlydiate Lane / Cur Lane junction, and Pumphouse Lane.

2) DETAILED APPLICATION

Detailed application for the creation of a means of access off Birchfield Road, Cur Lane, Foxlydiate Lane and Pumphouse Lane. The creation of a primary access road, including associated cut and fill works and other associated earthworks, landscaping, surface water drainage and attenuation.



-  Primary Vehicular Access Point
-  Secondary Vehicular Access Point
-  Residential Development
-  Local Centre
-  Primary School
-  Public Open Space
-  Existing Tree/Hedges/row Planting
-  Proposed Tree/Hedges/row Planting
-  Area for Formal Play
-  Alignments/Grow Patches
-  Areas for attenuation/drainage
-  Brickway
-  Public Right of Way
-  Monarch's Way
-  Proposed Cycle Route
-  Proposed Informal Pedestrian Route
-  Possible future development within allocation area



Chapter 2:

OUTLINE PLANNING APPLICATION PROPOSALS

2.1. SUMMARY AND STATUS OF THE PROPOSALS

The parameter plans and associated wording in this chapter are to be 'fixed' as part of the outline planning permission and they provide a framework for future, more detailed designs. This approach is illustrated on the masterplan cascade diagram, presented opposite.

2.1.1. In order to provide as much helpful design information as possible at each appropriate stage a phased, cascade of plans is proposed. This allows for flexibility and adaptability so that the design of each phase can respond to issues important at a particular time or in a particular location on the site, but held within a consistent parameter approach. Importantly, the cascade sets a framework to provide for future design fixes at an appropriate time, as referred to in this chapter.

2.1.2. In addition to this detailed information for access, surface water drainage and landscape (as per the description of development) will be provided as part of the planning application. These proposals sit outside of the approval structure identified above. Full details of these proposals will be provided within the application package and thus, all information contained in this DAS must be cross referenced to these additional detailed plans.

DESIGN INFORMATION SUBMITTED AS PART OF THIS OUTLINE APPLICATION

2.1.3. The following elements form part of this application;

Parameter Plans

2.1.4. The parameter plans are fixed and for which planning permission is sought. They will provide information for;

- » Land Use
- » Access and Movement
- » Building Heights
- » Green Infrastructure: Planting Retention and Removal

Supporting Design Strategies

2.1.5. The parameter plans will be supported by a set of design strategies that are presented in chapters 7 – 9 of the DAS. These plans do not form part of the outline approval, they are illustrative and should be read in conjunction with the parameter plans. The LPA may wish to request that some of these plans become approved as part of the outline permission, in agreement with the applicants. They are:

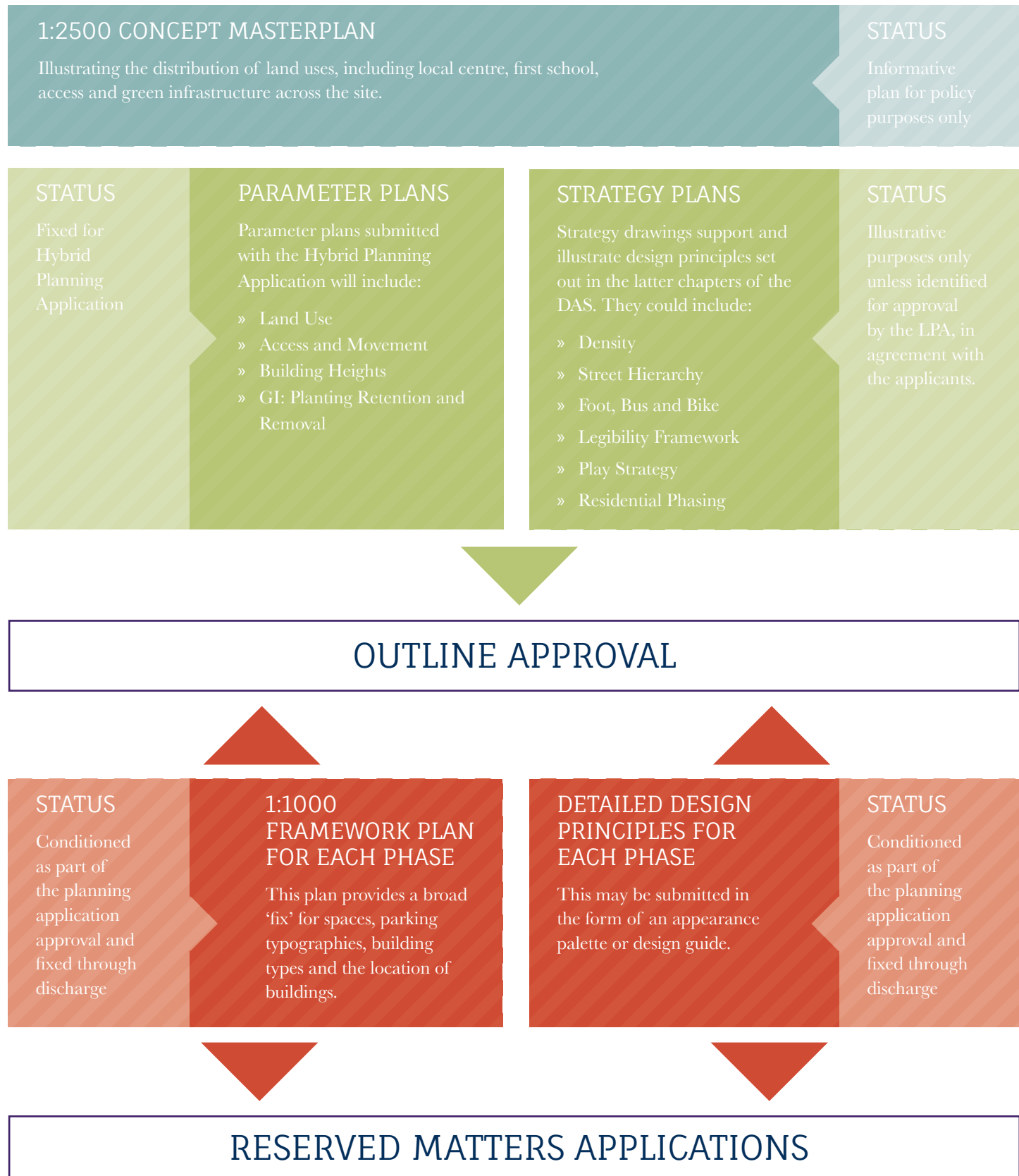
- » Density
- » Street Hierarchy
- » Foot, Bus and Bike
- » Legibility Framework
- » Play Strategy
- » Residential Phasing

DESIGN MATERIAL TO BE SUBMITTED POST APPROVAL OF THE OUTLINE PERMISSION IN ACCORDANCE WITH THE CONDITIONS

2.1.6. The following material will be prepared subsequent to the submission and approval of the outline planning permission. It will build on the approved parameters and subsequent principles included in the illustrative design chapters of the DAS to show how a high quality place can be created that delivers the key vision objectives and design principles.

- » **Framework Plans.** They will consist of a 1:1000 illustrative plan showing indicative locations for plots and buildings and will be prepared for each phase of development. These plans will cover approximately 500 dwellings and will illustrate how the design principles in the DAS will be applied at a more detailed level.
- » **A design guide or appearance palette.** This short document will set out information on the proposed appearance of the area covered by the 1:1000 Framework Plan. It will provide principles for architecture, materials, landscaping and parking and references the principles presented within the DAS.
- » All of the above will be required (by condition) to be submitted prior to the submission of reserved matters applications.

MASTERPLAN CASCADE





2.2. LAND USE

The Land Use Parameter Plan presented here defines the extent of the proposed land uses.

RESIDENTIAL

2.2.1. The proposals provide 75.80ha for residential development (excluding land for the local centre and education uses) and will deliver up to 2,800 dwellings in a range of types and tenures.

2.2.2. The development proposes a phased approach; this is set out in section 7.7.

LOCAL CENTRE

2.2.3. A mixed use local centre of 0.62ha will be provided. It will include retail, health, community and residential uses.

2.2.4. Maximum floorspace amounts for the mixed use centre are set out in the table below;

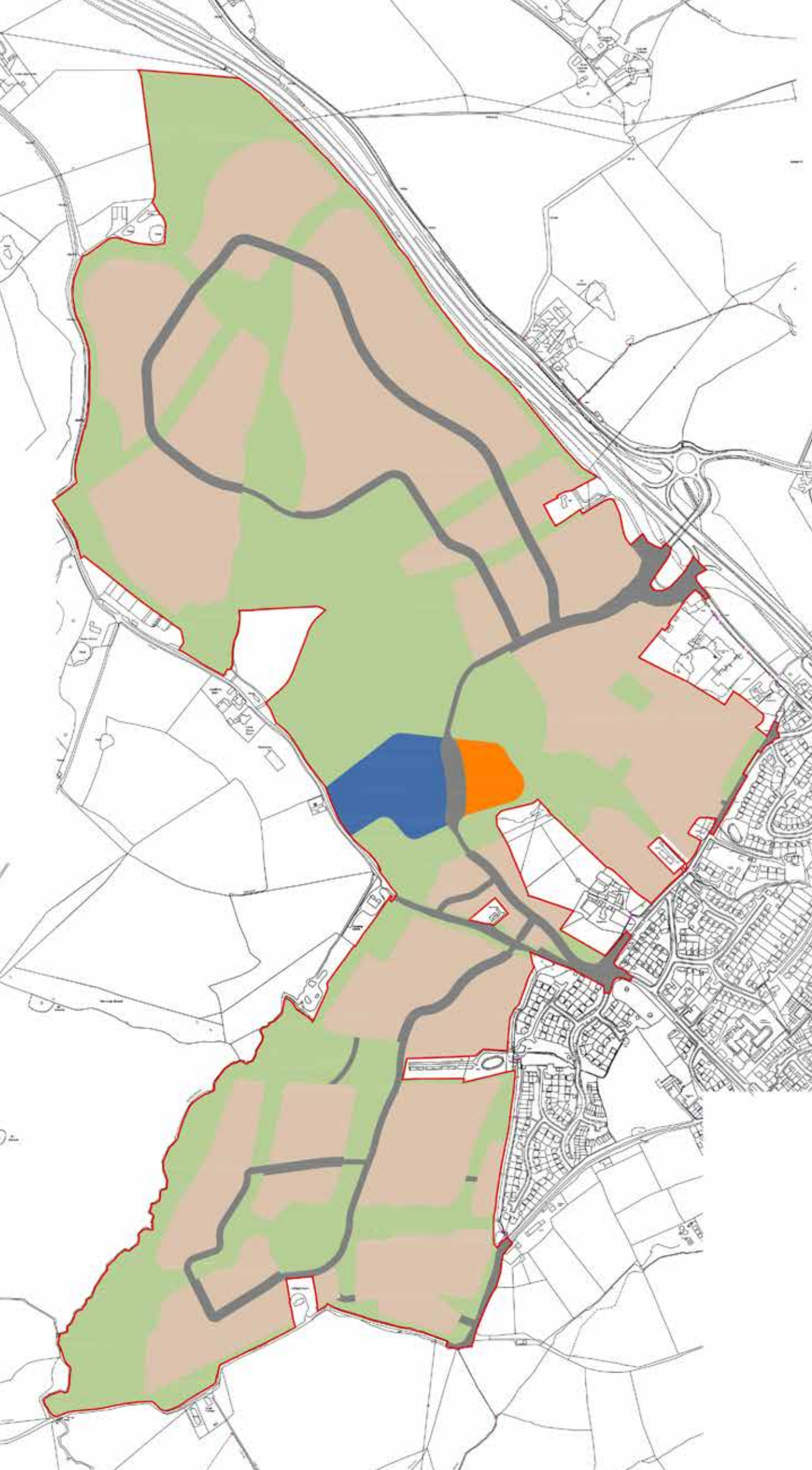
Use	Maximum Floorspace (m ²)
Retail (Uses A1, A2, A3)	900
Health (Uses D1)	650
Community (Uses D1)	250

EDUCATION

2.2.5. The development will provide a three form entry (3FE) first school which is located on a 2.8ha site.

PUBLIC OPEN SPACE

2.2.6. 53.23ha of public open space will be provided to include informal and formal open space, drainage, existing and proposed structural planting, drainage and play. Sustainable Urban Drainage Systems (SUDS) will be provided within areas of public open space.



- Site Boundary
- Residential
- Education
- Mixed Use
(to include residential, A1, A2, A3
and D1)
- Infrastructure
(to include associated off-site
highways works)
- Public Open Space
(to include existing structural
planting, new structural planting,
drainage and outdoor leisure
facilities)

Land Use Parameter plan

2.3. ACCESS AND MOVEMENT

The Access and Movement Parameter Plan presented here identifies locations for vehicular access points in addition to strategic vehicle connections and existing footpath routes.

VEHICULAR ACCESS POINTS

2.3.1. Vehicular access to the proposed development will be taken from the following points;

- » Birchfield Road
- » Foxlydiate Lane
- » Cur Lane
- » Pumphouse Lane

2.3.2. The primary access will be taken from Birchfield Road, where it meets A448 Bromsgrove Highway. The grade separated junction will be modified to accommodate a new signal controlled junction.

2.3.3. The current alignment of Cur Lane from the Pumphouse Lane roundabout will be closed and replaced by a new road that will connect through the site to Birchfield Road. Cur Lane north of the Severn Trent pumping stations, will be reconnected into the new road via one of the estate roads.

PRIMARY AND SECONDARY VEHICULAR MOVEMENT ROUTES

2.3.4. The Primary vehicular route through the site will be between Cur Lane and Birchfield Road. This will both provide access to the whole development, but also provide an alternative route for existing residents from Webheath to the A448. A small number

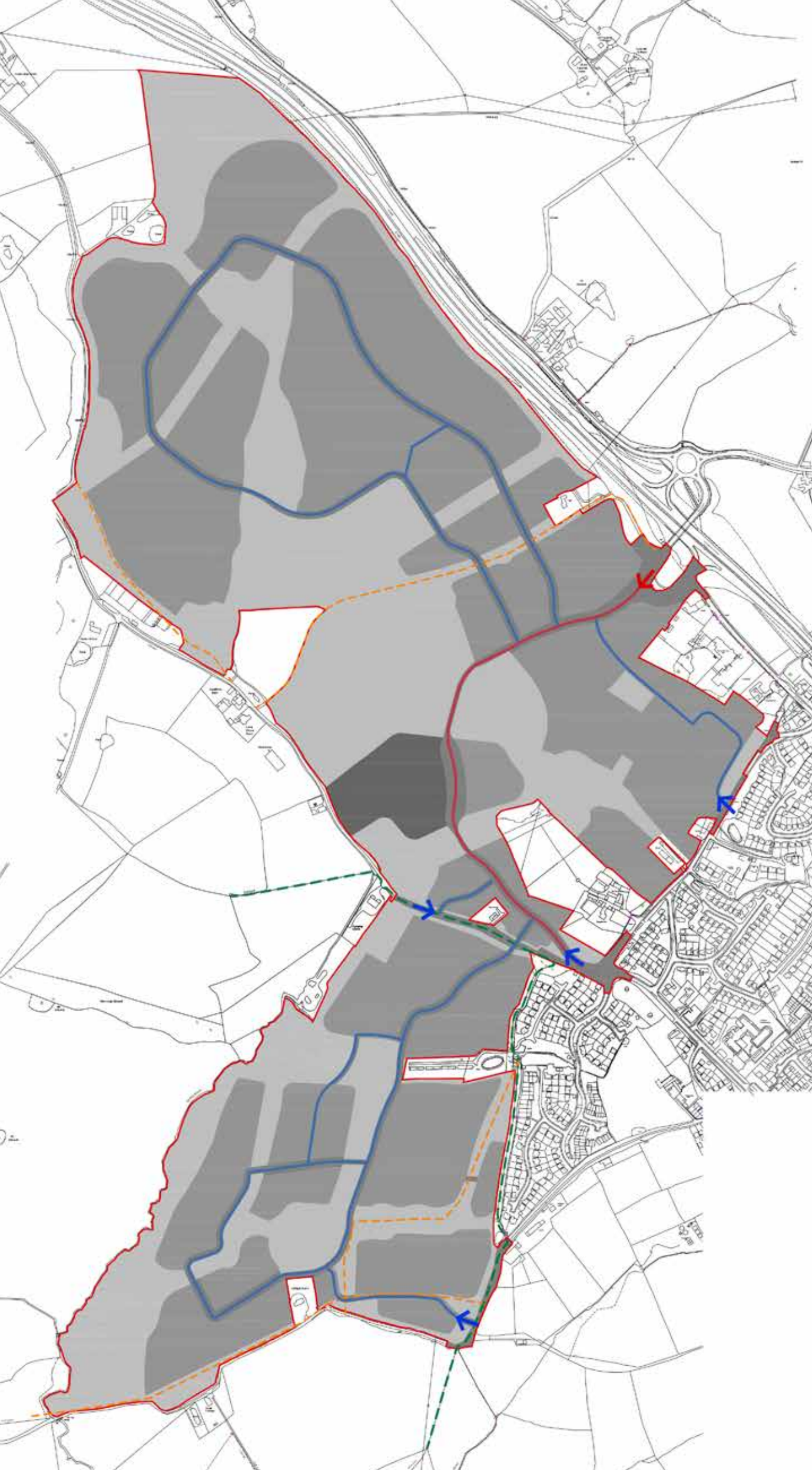
of properties may take direct access from this road, however this will be designed as a boulevard with landscaped areas including street trees, walk and cycle routes and some on-street car parking.

2.3.5. The Secondary vehicular routes through the site will be accessed off the primary route and provide a route to the various residential parcels of the new development. They will take direct access to properties. Pavements will be provided on either side, with some shared cycle routes and landscaping including street trees.

PEDESTRIAN AND CYCLE MOVEMENT

2.3.6. Existing pedestrian and cycle access points to the site will be retained, along with the route of the bridleway and the existing Public Right of Way (PRoW).

2.3.7. Pedestrian and cycle access to the development will be available from Pumphouse Lane, Cur Lane, Foxlydiate Lane and Birchfield Road. Pedestrians and cyclists will be provided with a network of permeable and direct route, that connect the site with neighbouring communities and Redditch Town Centre. The National Cycle Network (Sustrans Route 5) passes through Webheath and there is an opportunity to create a high quality route through the development, including some off road segregated cycle paths. The strategy for pedestrian, cycle and bus movement is set out in section 7.2.



- Site Boundary
- Primary Access Point
- Secondary Access Point
- Primary Vehicular Route
(along the alignment of +/- 20m)
- Secondary Vehicular Route
(along the alignment of +/- 20m)
- PROW
- Other paths
(Monarch's Way)

Access and Movement
Parameter plan

2.4. SCALE

The range of building heights illustrated on the Parameter Plan presented opposite have been established in response to a combination of factors including site and local context assessment, topography, proposed densities and best practice urban design principles.

2.4.1. The heights shown are maximum building heights that will be assessed as part of the Environmental Statement. It is intended that variation will happen within these maximum building heights.

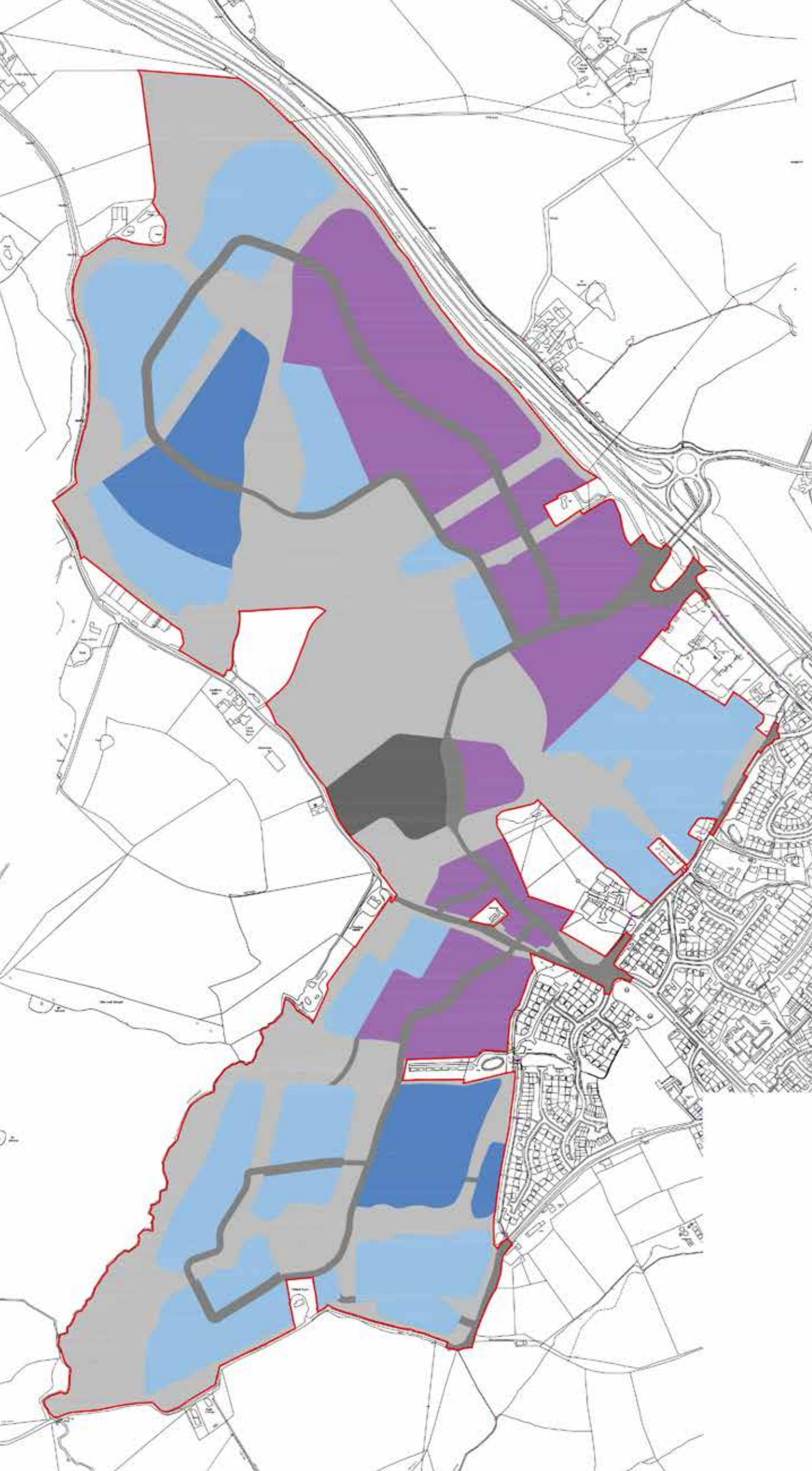
2.4.2. Storey heights will vary between 2 and 3 storeys, with the majority of development consisting of 2 and 2.5 storeys. Variations in building scale throughout the development will aid legibility and the creation of a distinct identity for the proposals.

2.4.3. Areas of 2 storey development will be located in the following areas;

- » The most northern area and south / south-western edge of the site, responding to the topography and helping to provide a sensitive transition between open space and the proposed built form.

- » The central parkland frontage, respecting the setting of Lane House Farm.
- » Adjoining Foxlydiate Lane to respect the amenity and privacy of existing dwellings that front on to the site boundary.

2.4.4. Building heights of up to 2.5 and 3 storeys will be used where it would be beneficial to emphasise certain locations such as the local centre, the primary movement route, a key building or public open space, aiding legibility and a sense of enclosure.



- Site Boundary
- Up to 2 Storeys
approximately 9m ridge height
- Up to 2.5 Storeys
approximately 11m ridge height
- Up to 3 Storeys
approximately 12m ridge height

Key buildings to be up to 3 storeys where indicated within legibility plan

2.5. GREEN INFRASTRUCTURE: PLANTING RETENTION AND REMOVAL

The Green Infrastructure Parameter Plan, presented opposite shows areas of existing tree and hedgerow planting that will be retained and areas that are proposed for removal.

2.5.1. The masterplan has retained a significant amount of existing tree and hedgerow planting located within the site and used this to shape areas of development. This existing planting will be retained, enhanced and improved. New planting located within streets and areas of public open space will bring further benefit to the site.

2.5.2. Strategies for green infrastructure, play and drainage are set out in section 7.



- Site Boundary
- Trees/hedgerows to be retained
- Trees/hedgerows to be removed
- Public Open Space
(to include existing structural
planting, new structural planting,
drainage and outdoor leisure
facilities)



Chapter 3:
ASSESSING THE CONTEXT:
STRATEGIC

3.1. PLANNING CONTEXT

REDDITCH AND BROMSGROVE LOCAL PLAN

3.1.1. Both Redditch Borough Council and Bromsgrove District Council have prepared Local Plans which are currently undergoing an Examination in Public. These plans seek to meet the development and housing needs of the area up to 2030. Redditch Borough Council identified a housing need of approximately 6,400 dwellings within the plan period to 2030, however the Council can only demonstrate capacity for 3,000 dwellings within Redditch Borough, leaving a shortfall of approximately 3,400 dwellings.

3.1.2. In order to meet the housing needs of Redditch, the two Councils have agreed that the Bromsgrove District Plan (BDP) should allocate two sites under Policy RCBD1:

- » Foxlydiate – for a minimum of 2,800 dwellings (and supporting facilities) – Policy RCBD1.6 and 1.7); and
- » Brockhill – for a minimum of 600 dwellings (and supporting facilities) – Policy RCBD1.6 and 1.8).

3.1.3. Redditch Borough Council's Local Plan No.4 and the Bromsgrove District Plan set out a vision for the Foxlydiate site in the emerging Policy RCBD1 Redditch Cross Boundary Development, which states that development will include a minimum of 2,800 dwellings, a first school and a local centre, including associated community infrastructure.

3.1.4. The Policy wording is set out below;

FIGURE 2.1 RCBD1 (INCLUDING MINOR CHANGES, FEB 2014)

RCBD1.1 Redditch Cross Boundary Development

3.1.5. RCBD1.6 Two mixed use urban extensions are proposed (as shown on Map 10 RCBD1 page 44) across two sites adjacent to Redditch and are appropriate to deliver approximately 3400 dwellings and comprehensive provision of associated new infrastructure to meet some of Redditch's housing requirements up to 2030.

3.1.6. RCBD1.7 Site 1 Foxlydiate will include approximately 2800 dwellings, a first school and a Local Centre, including associated community infrastructure.

3.1.7. RCBD1.8 Site 2 Brockhill will contain approximately 600 dwellings which will integrate with the Strategic Site at Brockhill East, as shown in the Redditch Local Plan No.4 and should integrate well into the existing urban fabric of Redditch.

3.1.8. RCBD1.9 In order to achieve these sustainable new communities all aspects of the delivery of the urban extensions must be in accordance with the Policies contained within the Bromsgrove Development Plan and any other relevant Policies. In addition, it is a requirement that the following principles are applied to both sites:

3.1.9. I. The residential development will reflect the local requirements as detailed in the most up-to-date Housing Market Assessment and comprise of up to 40% affordable housing with a flexible mix of house types and tenures.

3.1.10. II. An overall Transport Assessment will be produced taking into account the cumulative and wide ranging effects of development on transport infrastructure including new and improved access arrangements, which are in keeping with the structured road hierarchy.

3.1.11. III. Significant improvements in passenger transport will be required resulting in integrated and regular bus services connecting both sites to key local facilities. In particular, services should be routed through both Site 1 Foxlydiate and Site 2 Brockhill, with all dwellings to be located within 250m of a bus stop.

3.1.12. IV. Walking and cycling routes should be well integrated with the Green Infrastructure Network. Site 1 Foxlydiate should make full use of existing walking and cycling routes, such as Sustrans Route No. 5 and Monarch's Way and Site 2 Brockhill should create routes.

3.1.13. V. Both sites will have an overall Strategy and Management Plan for Green Infrastructure which maximises opportunities for biodiversity and recreation, whilst protecting existing biodiversity habitats and landscape



geodiversity. Green Corridors should be created around Spring Brook in Site 1 Foxlydiate and the Red Ditch in Site 2 Brockhill. Both sites should be sensitively designed to integrate with the surrounding existing environment and landscape. In particular, development should be respectful and sympathetic to the topography of the sites, with no development on prominent ridge lines and where appropriate retain tree lined boundaries.

3.1.14. VI. Flood risk from the Spring Brook on Site 1 Foxlydiate and the Red Ditch on Site 2 Brockhill East should be managed through measures that work with natural processes to improve the local water environment. Any necessary measures to mitigate flood risk are to be implemented and flood modeling will be required, which must be outlined in a site specific Flood Risk Assessment. Surface water runoff must be managed to prevent flooding on, around and downstream of both sites through the use of Sustainable Drainage Systems (SuDS).

3.1.15. VII. SuDS proposals on Site 1 must provide an appropriate level of treatment to avoid pollution risks to controlled waters, and be designed to achieve the greenfield rate of run-off, maximise recharge to the underlying aquifer and support water levels in the Bow Brook. In accordance with the

objectives of the Water Framework Directive, development should ideally contribute towards the improvement of, but as a minimum not have a deteriorative effect on, the water bodies associated with the site.

3.1.16. VIII. An appropriate assessment of the pollution risks to controlled waters on Site 1 Foxlydiate will be produced taking account of any previous contaminative uses on the site including the historic landfill, and the risks associated with the proposed uses

3.1.17. IX. Proposals for development will need to ensure that sufficient capacity of the sewerage systems for both wastewater collection and treatment is provided through engagement with Severn Trent Water Ltd and the Environment Agency and delivered at the appropriate stage.

3.1.18. X. All development must be of a high quality design and locally distinctive to its surrounding rural and urban character; contribute to the areas' identity and create a coherent sense of place; and respect and enhance the setting of any heritage asset. There should be a continuous network of streets and spaces, including the provision of public open spaces, creating a permeable layout with well-defined streets.

3.1.19. Xi. In preparing development proposals, provision should be made for any necessary infrastructure for the effective delivery of the site.

3.1.20. Xii. Any proposals for development on either site must not individually or cumulatively jeopardise the future use of any other part of the site (s) or impede the delivery of the two sustainable communities.

EXAMINATION IN PUBLIC

3.1.21. The Examination of the Local Plan is continuing, and the outcome will not be known until the Inspector releases his decision. Given the scale of the site and inputs necessary in order to ensure phased delivery of development in accordance with the trajectory set out within the emerging BORLP4, the Hybrid Planning Application is being brought forward now to ensure that determination can take place at the earliest available time.

3.2. ACCESS AND MOVEMENT

LOCAL HIGHWAY NETWORK

3.2.1. The site is very well located with access onto the A448, which provides direct routes to Redditch, Bromsgrove, Birmingham and the Strategic Highway Network. The A448 Bromsgrove Highway is a 60mph dual carriageway road which borders the site to the north.

3.2.2. Foxlydiate Lane, Church Road, Birchfield Road and Heathfield Road are local roads which serve to the site, which are subject to a 30mph speed limit and provide access to neighbouring local rural properties and the local communities in Webheath and Batchley. These roads provide connectivity to local amenities and neighbouring communities.

3.2.3. Cur Lane and Pumphouse Lane to the south provide access to rural properties and local farms and are subject to the national speed limit.

SUSTAINABLE TRAVEL

Walking

3.2.4. Foxlydiate Lane and Birchfield Road have footways on one side of the road along their entirety, except on the approach to major junctions where there are typically footways on both sides. These routes connect the local community and provide access to local amenities and bus stops.

3.2.5. The site benefits from a number of Public Rights of Ways (PRoW) and a Bridle path which are located within the site boundary. This includes Monarch's Way which is a walk of historical significance. These PRoW's provide excellent recreational opportunities for future residents of the site.

3.2.6. The Webheath estate is a permeable network of quiet streets, which provide a good environment for walking and cycling. They provide good community links and routes to bus stops and local amenities.



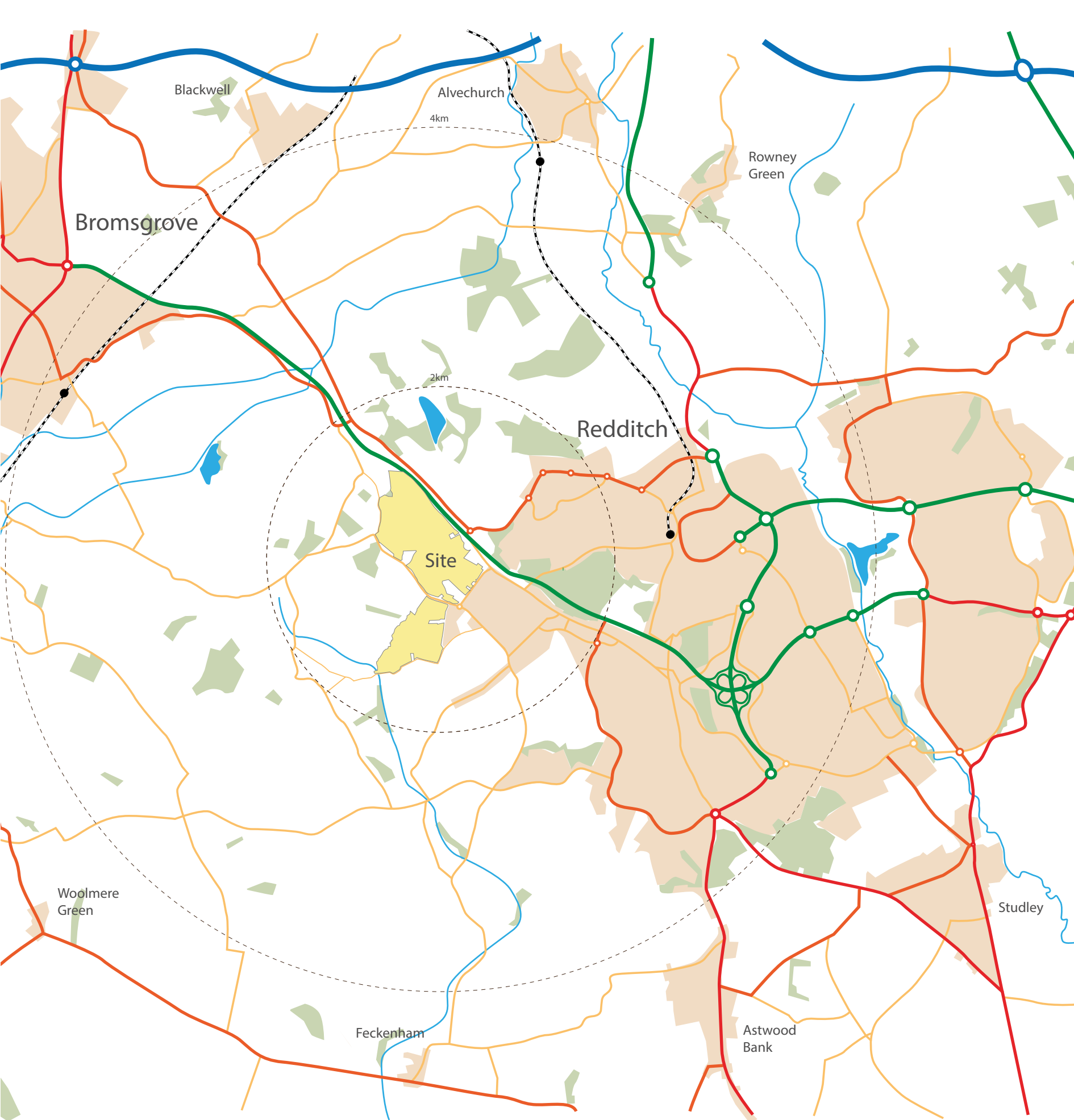
The Monarchs Way adjoins the south eastern site boundary



Cycling route located on Church Road



The A448 adjoins the north eastern boundary of the site



Strategic Transport and Movement plan

- | | |
|--|---|
|  Site |  B Roads |
|  Developed Areas |  Other Key Roads |
|  Dual Carriageway A Roads |  Railway Line |
|  A Roads |  Railway Station |

Cycling

3.2.7. The site can be accessed directly from National Cycle Route 5, which provides direct connectivity into Redditch and Bromsgrove.

3.2.8. Redditch Railway Station, a GP Practice and a Secondary School can be reached within a 10 minute cycle journey from Webheath.

Bus

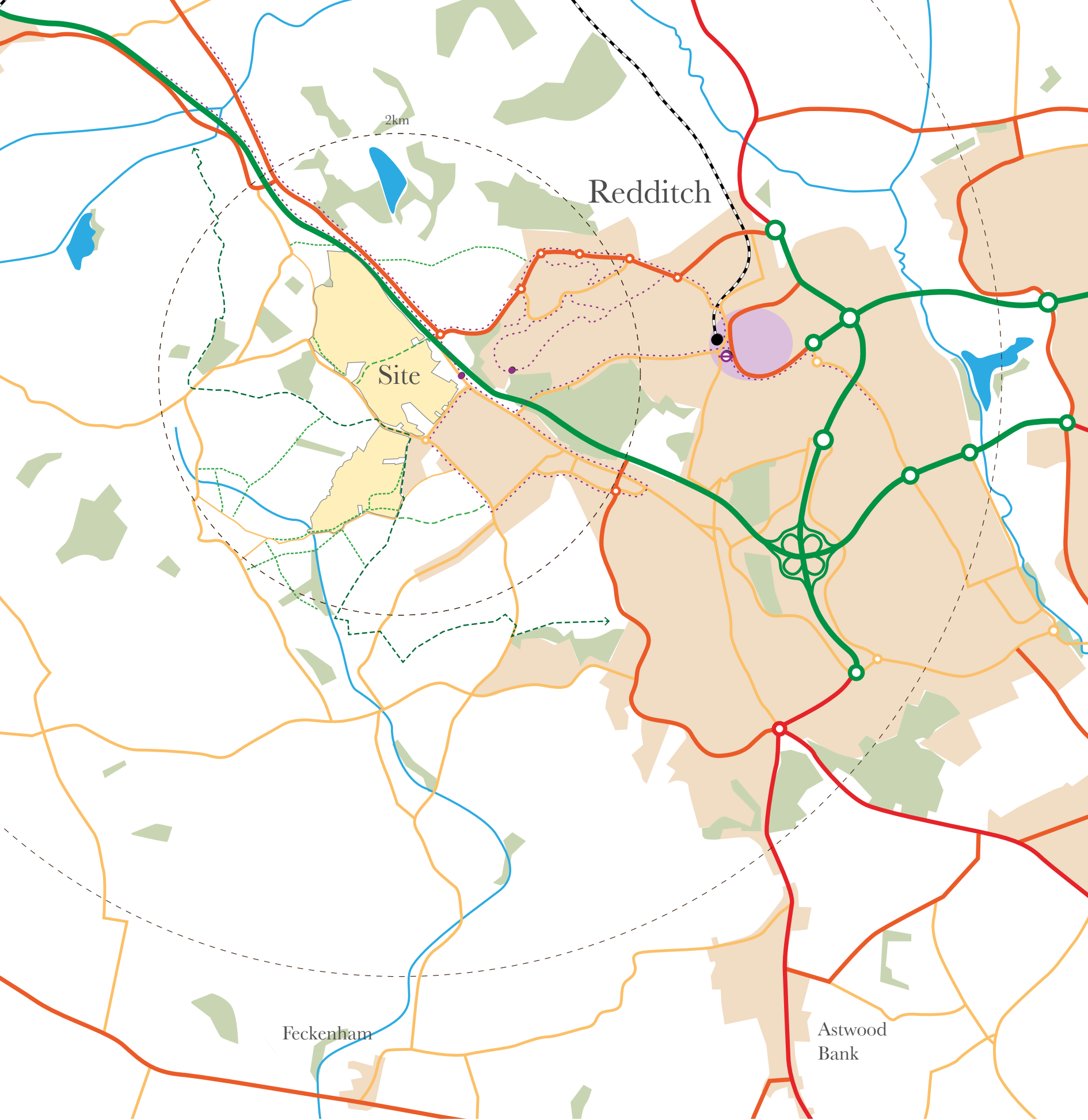
3.2.9. Local routes combine to provide 15 buses per hour providing access to Redditch Town Centre, Redditch (other areas), Bromsgrove, and Alexandra Hospital. Local stops are located on Birchfield Road and Church Road.


















On-road national cycle route on Bromsgrove Road

Bus Number	Destination	Weekday	Saturday	Sunday
47/48	Redditch town centre	2	2	1
	Alexandra Hospital	2	2	1
51	Redditch town centre	6	6	2
53	Redditch town centre: first arrival	1	1	-
143	Redditch town centre	1	1	-
	Bromsgrove and Aston Fields	1	1	-
X3	Bromsgrove	1	1	3 hour interval
	Kidderminster	1	1	-

Summary of Bus Services



Local Transport and Movement plan

	Site		A Roads		Bus Route		Footpath
	Developed Areas		B Roads		Bus Stop		Redditch Town Centre
	Dual Carriageway A Roads		Other Key Roads		Bus Station		Woodland
	A Roads		Railway Line		Monarch's Way Footpath		Watercourse
	B Roads		Railway Station		Bridleway		

3.3. LOCAL FACILITIES

EDUCATION

3.3.1. Two first schools serve the Webheath estate, including Our Lady of Mount Carmel Catholic School and Webheath First School. These are a 15 minute walk from the eastern site boundary of the site through quiet residential streets.

3.3.2. Middle schools are found in Batchley and Headless Cross, which are 10 minutes by bicycle. There are three High schools within a 15 minute cycle ride, including Trinity High School and Sixth Form College, Saint Augustine's Catholic school and Woodfield Academy.

HEALTHCARE

3.3.3. Nearby GP services are provided on Bromsgrove Road, in Headless Cross and in Redditch Town Centre. Dental services are provided nearby in Webheath. Alexandra Hospital is a 25 minute bus ride away on Route 47, and a 20 minute cycle ride for employees.

LOCAL SHOPS

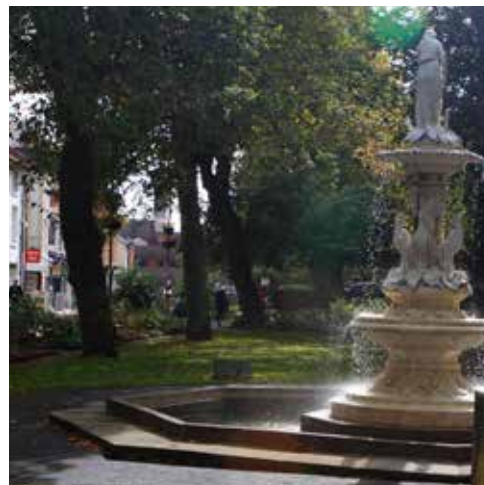
3.3.4. Foxlydiate Lane is less than two miles from Redditch Town Centre, which is a 35 minute walk and an 11 minute cycle ride. The Town Centre provides a comprehensive mix of convenience and food retail offers. More locally on Heathfield Road there is a Post Office and Convenience Store (a 15 minute walk). Tardebigge Court, near Hewell Grange, which is a 10 minute cycle ride away, includes a café and salon.

EMPLOYMENT AREAS

3.3.5. The main employment areas for local residents are found in Redditch (Town Centre, Park Farm and Mappleborough Green) and Bromsgrove. These are accessed by bus routes X3 and 143, which provide bi-hourly services on Weekdays and Saturdays, and the local cycle network.



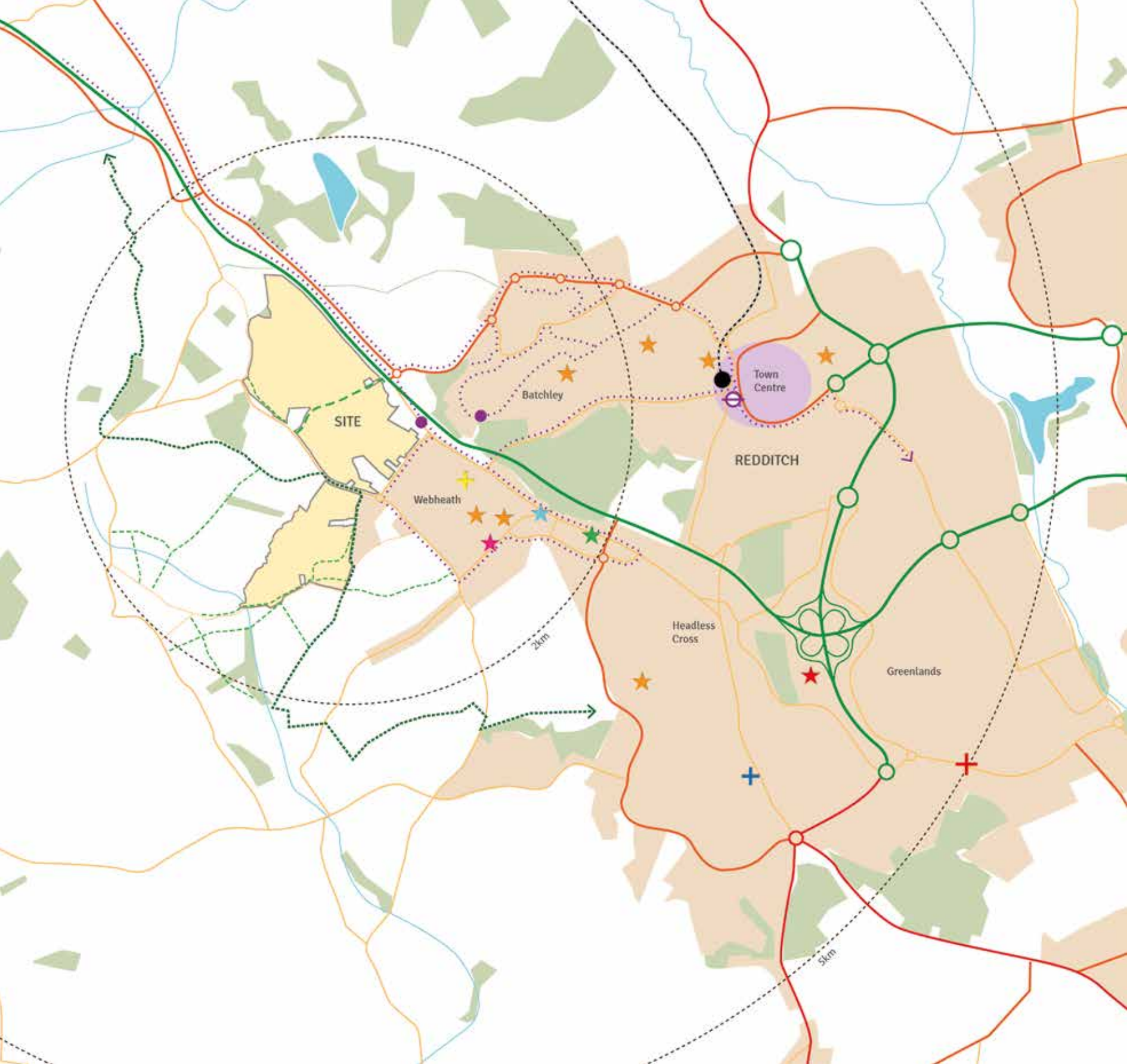
Webheath Local Centre



















Formal open space in Redditch town centre



Webheath Village Hall



Local Facilities plan

 Site	 Dentist	 Dual Carriageway A Roads	 Railway Line
 Developed Areas	 Nursery	 A Roads	 Railway Station
 Town Centre	 Post Office	 B Roads	 Woodland
 Local Shop	 Primary School	 Other Key Roads	 Watercourse

3.4. LANDSCAPE BASELINE

LANDSCAPE CHARACTER OF THE SETTING

3.4.1. The wider landscape setting is a description of how the site relates to the host landscape. The Worcestershire setting is an important contributor to the composition of the character of the site. Landscape character is defined as: ‘An expression of pattern, resulting from particular combinations of natural and cultural factors that make one place different from another, rather than better or worse.’ (Countryside Agency: LCA guidance).

3.4.2. The components of landscape character include the landform, land use, settlement pattern and its history, transport routes as well as the nature of the vegetation and tree cover. These elements and components have relevance to the character of the Site as they combine to distinguish the wider setting for the site at the edge of Redditch but within the landscape of the countryside. Both urban and rural influences exist and at the settlement edge and have been recorded as character influences within the study.

3.4.3. The Landscape character of the setting has been recorded in national and local landscape character Assessments. Landscape character at the national level is contained within the Natural England (NE) character map and it places the site within two National Character Areas (NCA): ‘97: Arden’ and NCA: ‘106: Severn and Avon Vales’. The boundary of the two NCAs runs for part of its length, within the site: in broad terms the land to the north west of Hawthorn Pit is within NCA ‘97: Arden’ which is the generally higher and more open land and to the south of the Hawthorn Pit the land is within NCA: ‘106: Severn and Avon Vales’.

3.4.4. At a local level the Worcestershire Landscape Character Assessment (WCC, 2011) describes the Local the setting to the south as Landscape Type: Principal Timbered Farmlands. The Principal Timbered Farmlands LT is a rolling lowland landscape with occasional steep sided hills and low escarpments. They have a small scale, wooded, agricultural appearance characterised by filtered views through densely scattered hedgerow trees. These are complex, in places intimate, landscapes of irregularly shaped woodlands, winding lanes and frequent wayside dwellings and farmsteads. The landscape to the north is within the Wooded Estates LT.

3.4.5. The setting is characterised by the farmed and settled lower lying ground around Cur Lane as well as by the rising, locally high ground towards the northern boundary with the A448 dual carriageway. Small hamlets and farm complexes are set in a farmed landscape of occasionally large fields. The landform is rarely flat or level over large areas, as it rolls and dips to water courses or rises to form low shoulders of small hills. Copses and areas of woodland, linked by strong and visually prominent hedgerows form a distinctive landscape and visual baseline framework with a pattern that is divided and frequently enclosed but also frequently open. There are occasional long views over the Vale of Evesham to a skyline made by both the Malvern Hills and the Cotswold Hills. The presence of settlement in terms of buildings, visible in the landscape, is a near constant feature but the scale of the countryside is considerable and even the large roads that are also common elements in this large scale landscape have an effect that is diminished by the expanse of the landscape.

LANDSCAPE CHARACTER OF THE SITE

3.4.6. The character of the site results from its use, its range in scale, the variation in its openness and its enclosure, and from its distinctive and complex rolling and rising landform and from the character influencing presence of the copses and woodland that are a common feature. The level change across the site forms a complex pattern and the shape and orientation of the rising ground to the settlement edge of Webheath to the east and to the A448 to the north are key baseline elements that give character to the site as well as constraining and guiding development strategies.

3.4.7. These contributing attributes are further characterised by the site’s proximity to the urban edge the western side of Webheath that is visible from the site. This edge of Webheath is on rising ground above the land at the edge of the Site and there are numerous locations where there are lines of sight between housing in Webheath and the site.



Landscape and Visual Constraints and Opportunities Plan





Hawthorn Pit

Public Right of Way near Hunters Hill house looking south west over the site towards Cur Lane, Spring Brook and the distant Malvern Hills



Cotswold Hills

Cur Lane

Public Right of Way



A448 (in cutting)

Hunters Hill house

On site looking south to Cur Lane and the edge of Webheath towards the Malvern Hills



Webheath

Pumphouse Lane

Cotswold Hills



A448 (in cutting)

Tack Farm

Hunters Hill house

Hawthorn Pit

On site at Cur Lane near the Spring Brook looking north to Hawthorn Pit and Hunters Hill house



Hawthorn Pit

Spring Brook

3.5. VISUAL BASELINE

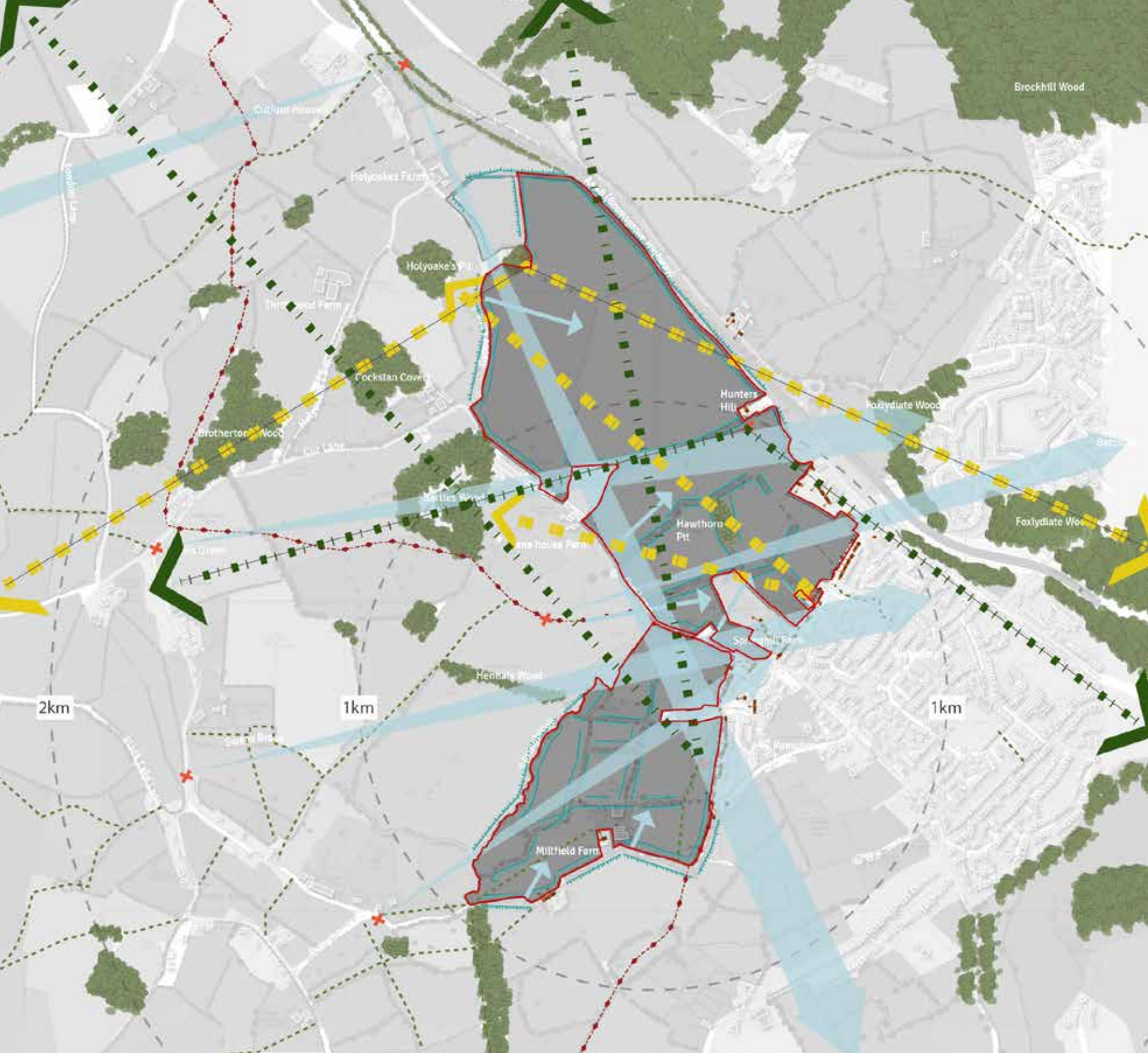
VISUAL BASELINE

3.4.8. The PROW's that cross the site have been walked and evaluated and have been recorded. The northern area has only a few public paths and the Bridle path from Hunters Hill House provides sequential viewpoints on a westerly journey that are wide ranging and expansive and that have a westerly orientation off and over the site.

3.4.9. The southern area has a number of paths running from Pumphouse Lane. These also provide sequential viewpoints on a north and north westerly journey, that are wide ranging and expansive and that have a north westerly orientation off and over the site.

3.4.10. The lower lying lanes have hedges and hedgerow trees along significant proportions of their route. Cur Lane is enclosed by tree canopies as it drops down the hillside from Webheath and Gypsy Lane is similar in its tree cover at its northern end. The vegetation contains potential viewlines; frequently limiting viewpoints over the site to just gateways





Visual Baseline - views to and from the site

