



Chapter 7:

ILLUSTRATING THE QUALITY OF DESIGN: SUPPORTING STRATEGIES

7.1. SUSTAINABILITY AND ENERGY

A Sustainability and Climate Change assessment has been produced and the Proposed Development responds positively to the three pillars of sustainable development; Economic, Social & Economic Roles.

7.1.1. The Proposed Development will provide employment during its construction, and once complete, will provide employment opportunities. It will stimulate and support both the local and regional economies through demand for services and providing employees to employers. The proposal will help to sustain the vitality and viability of Webheath area, by providing homes for economically active residents. Accordingly, the Site is considered to be consistent with the economic role as promoted within the NPPF.

7.1.2. The scheme would provide a wide range of high quality homes to cater for a variety of local housing needs. Further to this, the proposal also encompasses various supporting social infrastructure for the health and wellbeing of both existing and new residents. The location of the Site is shown to be in close proximity to existing key local services in Redditch. With these matters taken into consideration, the Site is considered to be consistent with the social role promoted within the NPPF.

7.1.3. The masterplan has incorporated various environmental considerations in order to limit adverse effects on the existing environment, improving it where possible. The Proposed Development also includes mitigation of significant impacts on the environment. The Proposed Development is located where it can be accessed by public transport. In compliance with the emerging District Plan policy, the design of the development includes sustainable construction measures to achieve BREEAM ‘very good’ standard for non-residential building. However, in relation to residential development, the Government has now superseded the Code for Sustainable Housing with Building Regulations. As such, the design of the Proposed Development has been developed with reference to the Building Regulation to ensure that this aspect of the proposal is sustainable. The proposals are therefore considered to be environmentally sustainable and consistent with the environmental role promoted within the NPPF.

7.1.4. The Proposed Development has been assessed against national and local sustainability criteria. The report concludes that the Proposed Development constitutes a sustainable development which will be resilient to future climate change through appropriate design measures.



Indicative image



7.2. ACCESS AND MOVEMENT

The outcome of the Transport Assessment is a comprehensive set of strategies to improve public transport connectivity, walking and cycling routes, the capacity and safety of the road network and access to the site. This is complimented by a travel behaviour change programme, promoted by the County Council, and contained within a Travel Plan document.

PEDESTRIAN AND CYCLE STRATEGY

Within the site

7.2.1. A comprehensive set of walk and cycle routes will be provided within the site. Each road will be furnished with wide footways, and on the primary roads they will be separated from traffic by a wide landscaped verge. Cycle routes will be provided from each development parcel to the local area play, the proposed school and local shops.

7.2.2. Public Rights of Way through the site will be made more accessible and, where necessary, diverted along safe and attractive routes.

On the local network

7.2.3. Sustrans and Worcestershire County Council have agreed that the National Cycle Network can be diverted through the site, along segregated routes, and connect the site with Redditch Town Centre.

7.2.4. The County Council are being asked to consider opportunities to reduce the speed of traffic on Cur Lane to encourage the use of it by joggers, horse riders and cyclists.

7.2.5. Formal pedestrian and cycle crossings will be provided on Foxlydiate Lane and Birchfield Road, to provide connections with neighbouring communities. Routes within Webheath will be see improvement with better wayfinding and surfacing.

7.2.6. The route to the Town Centre will be enhanced with a segregated alternative to Bromsgrove Road through the underpass via Batchley.

BUS STRATEGY

7.2.7. Public transport will play an important part in encouraging sustainable travel behaviour and it is therefore proposed to re-route existing bus service 47/48 through the development site and improve its timetable. This would provide a service to Redditch bus station, for the town centre and connection with other bus services and the train station, and to Headless Cross and Alexandra Hospital.

7.2.8. The route would pass through all parts of the development, and there is the opportunity to provide a better connection to properties on the Webheath ADR site. Walk routes to/from bus stops would be provided to create safe, secure access to the re-routed service. Passenger shelters and real-time information displays would be provided at the more important bus stops. Almost all houses will be within 250m of the potential route. This may vary, and it depends upon the viability of the service and reliability of the route elsewhere.

7.2.9. The route will provide public transport connectivity within Redditch, seven days per week throughout core travel periods. It will be with a six minute walk of dwellings and serve the local centre. It will provide an excellent connection with the Cross City Line train service and thus to/from the whole Metropolitan area. Furthermore it be an improved service for existing Webheath neighbourhood, with an extended service period, more frequent departures and the potential for local route modifications.



-  Primary Vehicular Access
-  Secondary Vehicular Access
-  Public Rights of Way (with associated pedestrian access to site)
-  Bridleway (with associated pedestrian access to site)
-  Proposed Bus Route
-  Potential Future Bus Route
-  Proposed Cycle Route
-  Proposed Informal Pedestrian Route
-  Bridleway
-  Public Right of Way
-  Monarch's Way

VEHICULAR ACCESS

7.2.10. The site will take its principal access from Birchfield Road at its junction with the A448 Bromsgrove Highway. This will take the form of a new signalised junction, and will have the capacity to accommodate the traffic forecast from the development and background growth. Alterations will also be made to Birchfield Road where it meets the A448 slip road, to ensure the safety of emerging vehicles.

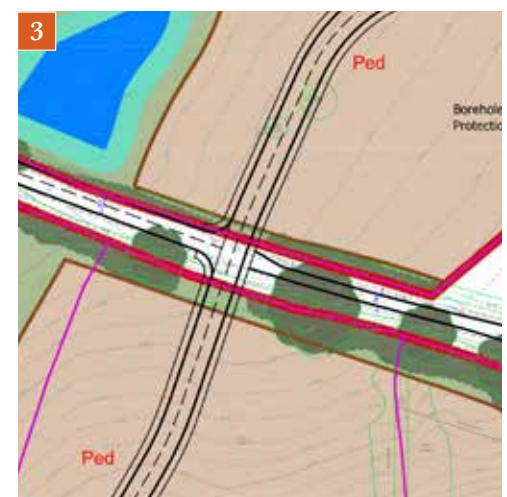
7.2.11. The principal access will be extended into the site to form a Boulevard from which all parts of the development will gain access. This will then connect to the Foxlydiate Lane roundabout in place of Cur Lane, which will be closed at this section.

7.2.12. Cur Lane will be closed between the Severn Trent Water borehole station and Foxlydiate Lane. It will be reconnected to the Boulevard via a minor road within the development.

7.2.13. A contained number of properties will also be accessed from Pumphouse Lane. This will form a minor route to the local network and may also be used as a bus connection between the site and the Webheath ADR. Marginal road widening and remedial maintenance works may be required on Pumphouse Lane itself.

7.2.14. A limited number of properties will be accessed from Foxlydiate Lane. This will form a minor route to the local network. The access is located where visibility is optimal and can be achieved within standards with the necessary splays. Worcestershire County Council have also been asked to consider a traffic management scheme for Foxlydiate Lane to discourage rat-running and encourage existing and future traffic to use the Boulevard through the site.

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OFF SITE HIGHWAYS

7.2.15. The capacity of the junctions highlighted on the plan below have been considered in detail based upon a traffic impact threshold agreed with WCC.

7.2.16. The results of the BARHAM model and more detailed assessments have revealed that most local junctions within the vicinity of the site continue to operate within capacity and it is concluded that in most cases no further analysis will be required. The impact on the Birchfield Road junction with A448 Bromsgrove Highway is significant, as it forms the principal access to the scheme, and the mitigation requirements are described below.

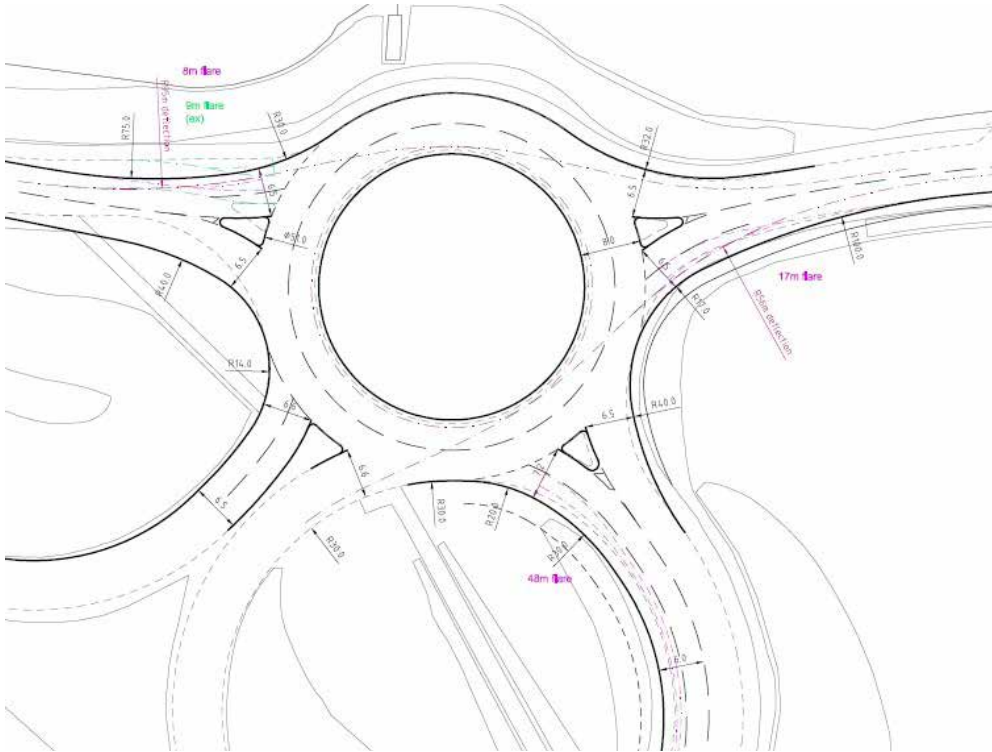
7.2.17. The traffic model recognises that junctions further afield in Redditch and Bromsgrove (on the A38 for instance) suffer from the cumulative impact of this and other development schemes. These locations have been specified in the Infrastructure Development Plan (supporting evidence formed in support of the Local Plan Examination) and the developer will work with Worcestershire County Council to identify a commensurate financial contribution towards these works.

7.2.18. Junction capacity tests indicates that the Brockhill Drive roundabout junction with Hewell Lane experiences increased queuing and delay as a result of traffic generated by the proposed development. To mitigate the impact it is proposed to enlarge the roundabout as indicated on the plan opposite (top right) to allow more vehicles to pass through it.

7.2.19. Capacity tests also indicated that the Birchfield Road priority junction with the A448 slip road would operate with significant queues and delays. Therefore it is proposed to provide a ghost-island right turn lane into Birchfield Road to allow right turning traffic to queue without blocking ahead movements to the A448. Furthermore the right turn from Birchfield Road has been restricted, both to increase capacity and to overcome safety concerns raised by the community. This will be enforced by a physical island on Birchfield Road. Alternative routes to the A448 westbound will be available via the development site or by joining the A448 at Windmill Drive.



Junction plan



Proposed junction design – Brockhill Drive roundabout junction with Hewell Lane



Proposed junction design – Birchfield Road

7.3. STREET HIERARCHY AND CAR PARKING

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.

7.3.1. 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.

7.3.2. The development will incorporate the following street types;

- » Boulevard
- » Local Centre Plaza
- » Avenue
- » Street
- » Green Street
- » Community Street
- » Private Drive

7.3.3. The principles function of streets is explained and set out below. Each of these principles will be used across the site to shape the design of the scheme.

Place

7.3.4. This defines the character and role of the street and elements that will make it distinctive and/or characteristic. The sense of place will be informed by a number of factors, including the buildings defining the space, the degree of enclosure, street trees, surface materials and function.

Movement

7.3.5. These principles explain the movement and function of the street in terms of flows and the priority given to different modes of travel. A key objective of the movement strategy is to prioritise pedestrian and cycle movement wherever possible.

Access

7.3.6. This describes how users will access buildings from the street. Where possible, the objective is to provide building frontages that are directly accessible on foot, with vehicle parking close to the main entrance of the property.








Parking

7.3.7. This principle explains how parking for both visitors and residents is conveniently accommodated within the street scene and easily accessible from dwellings.

Utilities

7.3.8. This explains the location of utilities within each street type.



-  Boulevard
-  Local Centre Plaza
-  Avenue
-  Street
-  Green Street
-  Community Street
-  Private Drives

Street Hierarchy plan

BOULEVARD

Place

7.3.9. The boulevard will be distinctive and attractive route through the site that links Birchfield Road with Cur Lane. Its design will reflect the importance of it functioning as the primary movement route for the development for all modes of transport. The route will incorporate verges and tree planting on both sides of the street.

Movement

7.3.10. The boulevard will accommodate the highest flow of vehicles within the site. Its route through the development has been influenced by the topography and the establishment of connections to key facilities and the network of secondary and tertiary streets.

7.3.11. The design of the Boulevard will aim to prioritise pedestrian and cycle movement, with the provision of a 5 metre off road shared pedestrian and cycle route and vehicular speeds restricted to 20mph wherever possible.

Access

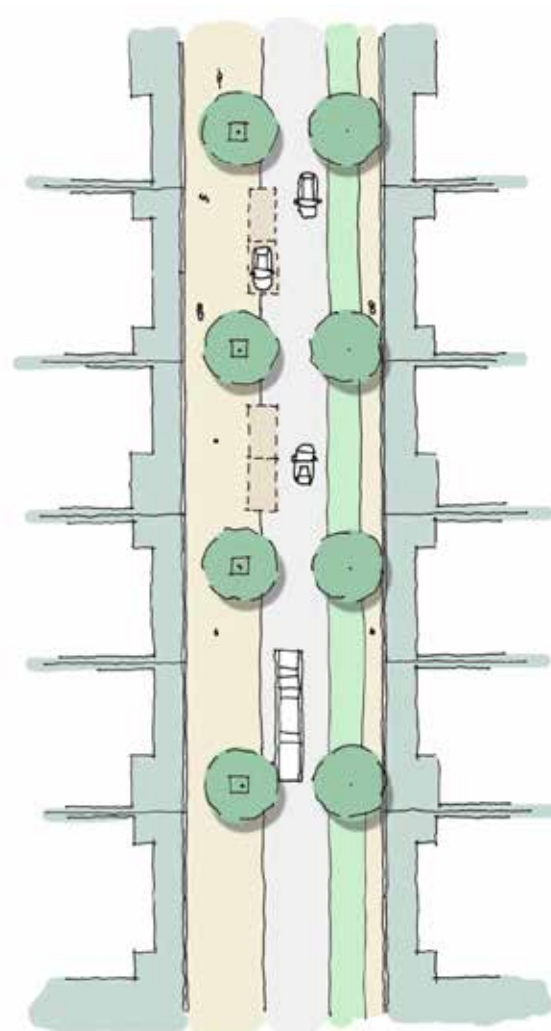
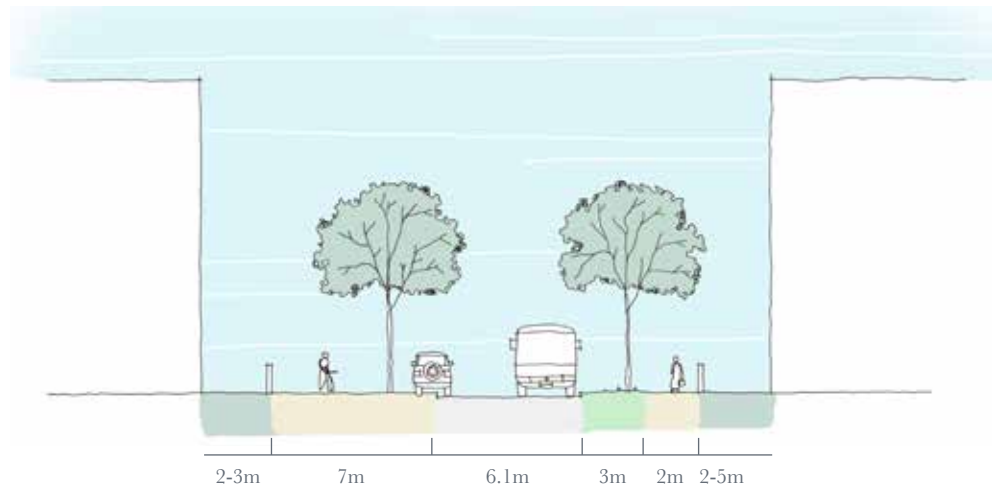
7.3.12. Direct access to dwellings will not be provided along the boulevard for vehicles.

Parking

7.3.13. On plot parking will be provided for dwellings that is accessed via the secondary and tertiary network. Visitor parking will be provided at intervals along the street, as per Council policy.

Utilities

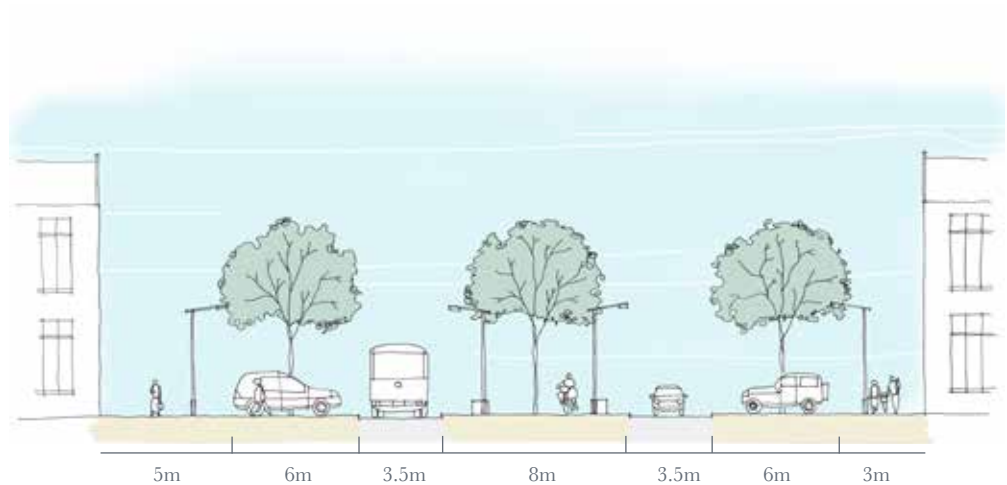
7.3.14. Servicing will be accommodated beneath the highway and footway; it will be located to avoid conflict with tree planting.



LOCAL CENTRE PLAZA

Place

7.3.15. The local centre plaza will provide a focal space and exciting new community hub for the development. It will be designed to function as a place for people to move through or stay and enjoy. Consideration will be given to the provision of tree planting and design of the public realm to ensure the creation of a high quality space that enables safe trips to be made to key facilities via all modes of transport.



Movement

7.3.16. The local centre plaza will accommodate high flows of movement within the site and will be linked to the boulevard to the north and south. Low vehicular speeds will be encouraged in this area through the use of surface treatments, centrally located tree planting and deflections in movement.

Access

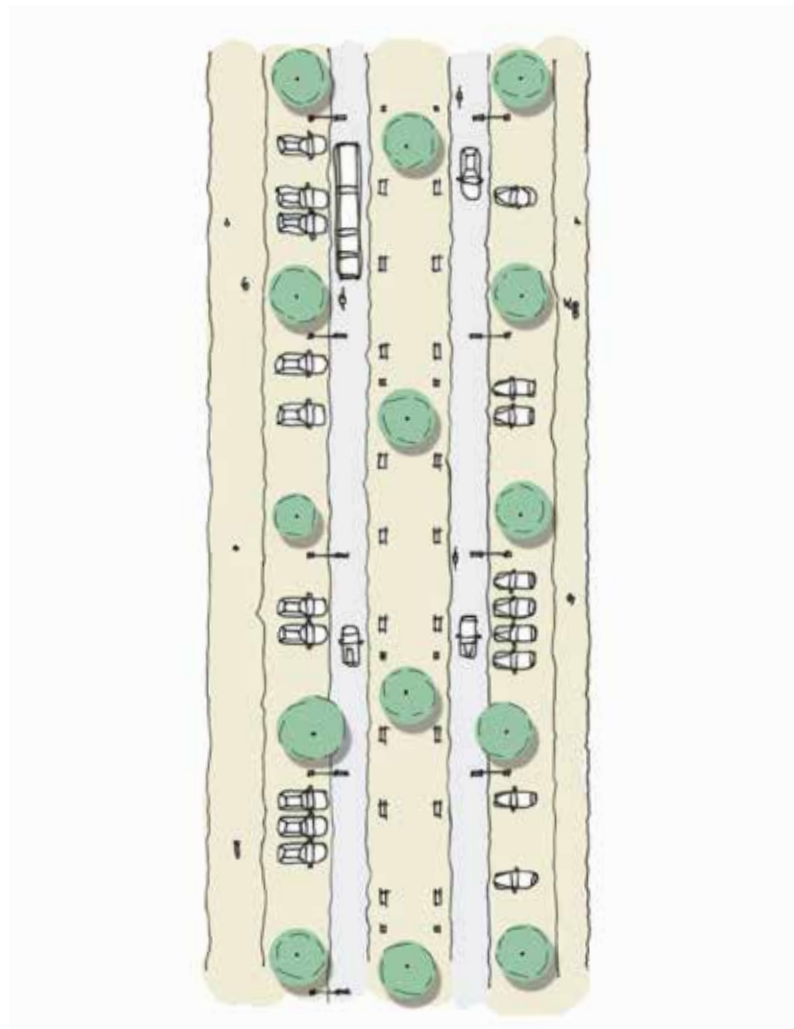
7.3.17. Direct access to dwellings will not be provided along the local centre plaza for vehicles.

Parking

7.3.18. Visitor parking will be provided within the plaza space. Additional parking will be located within the local centre to serve retail, health and community facilities.

Utilities

7.3.19. Servicing will be accommodated beneath the highway and footway; it will be located to avoid conflict with tree planting.



AVENUES

Place

7.3.20. Avenues will have a formal and green character, incorporating tree planting and verges on one side of the street. There will be some variations in character along avenues depending on their location within the development.

Movement

7.3.21. Avenues aid the creation of movement 'loops' within the site, facilitating easy and direct movement around the site for vehicles, pedestrians and cyclists.

Access

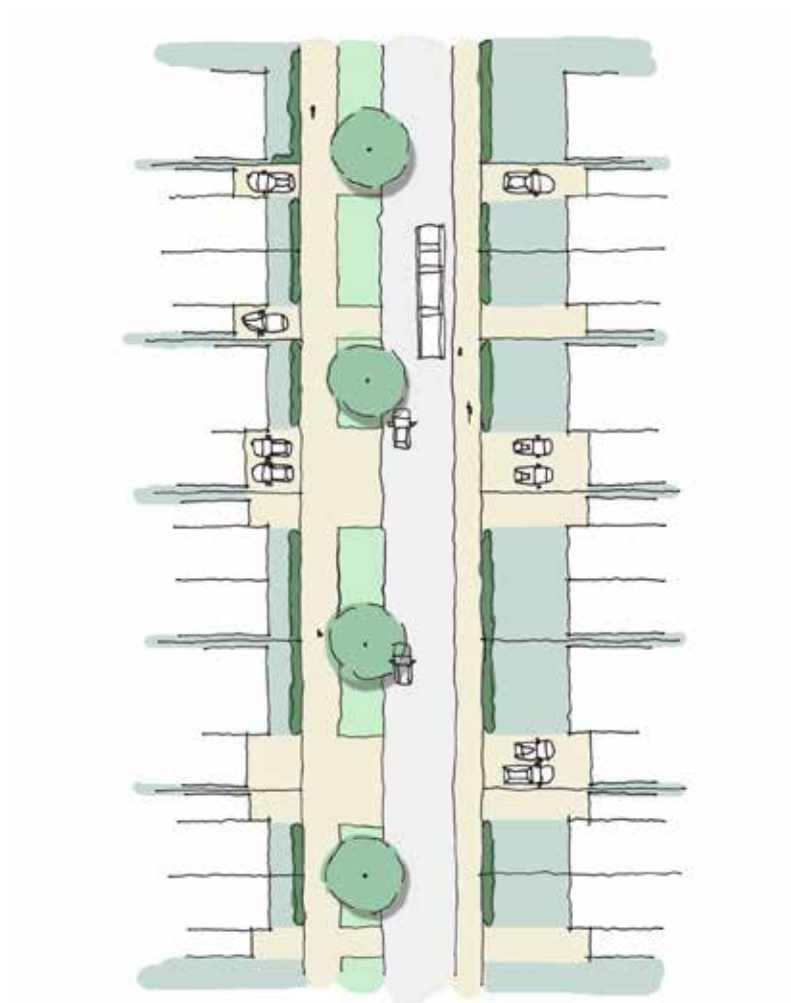
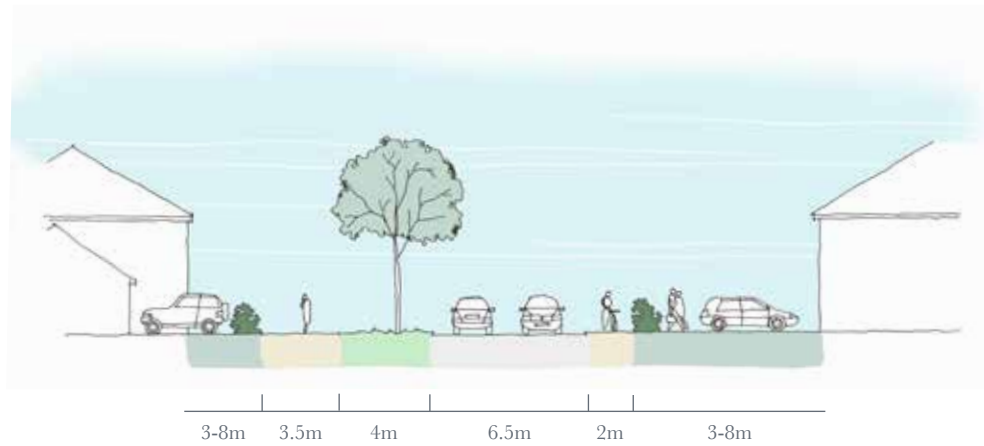
7.3.22. Avenues will provide direct frontage access to dwellings.

Parking

7.3.23. On plot parking will be provided for dwellings. Visitor parking will be provided at intervals along the street, as per Council policy.

Utilities

7.3.24. Servicing will be accommodated beneath the highway and footway. It will be located to avoid conflict with tree planting.



STREET AND GREEN STREET

Place

7.3.25. Streets will have a less formal character than the avenue and form part of the tertiary movement network. A variation of this street type; Green Streets, could be used in lower density areas of development that have a more rural and informal character.

Movement

7.3.26. These routes will be designed to encourage low traffic speeds, with pedestrian footways provided either side of the highway. Both street types maintain a sufficient width to ensure safe passage for cycle movement.

Access

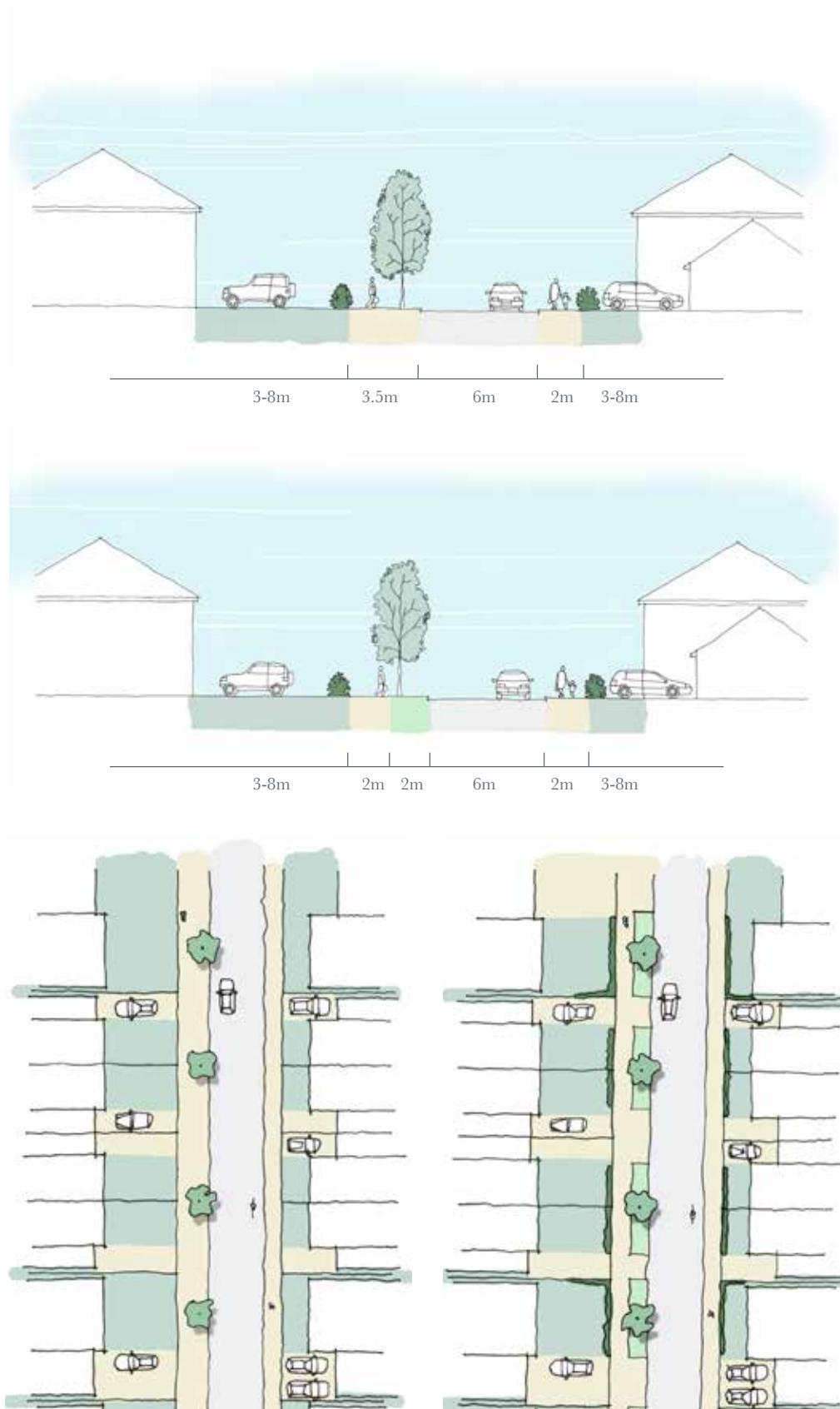
7.3.27. Direct frontage access to dwellings will be provided along the length of this typology.

Parking

7.3.28. Car parking will be provided on plot with visitor parking provided on street, as necessary.

Utilities

7.3.29. Servicing will be accommodated beneath the highway and footway.



COMMUNITY STREET

Place

7.3.30. These shared surface streets are intended to be important community places within the development. They are designed as places for people to walk, cycle and interact with neighbours. Their design seeks to encourage very low vehicle speeds with ‘ownership’ of the spaces belonging to the pedestrian and the use of deflections where appropriate.

Movement

7.3.31. This street type will accommodate low traffic flows to allow for a safe interaction of transport modes, encouraged by the use of a shared surface treatment and a pedestrian/cycle priority.

Access

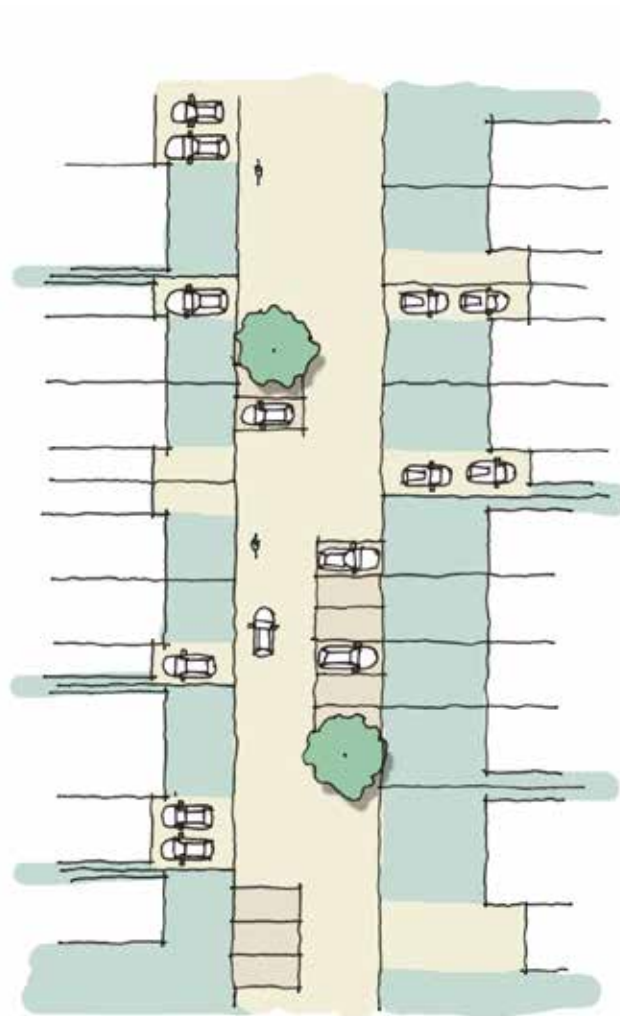
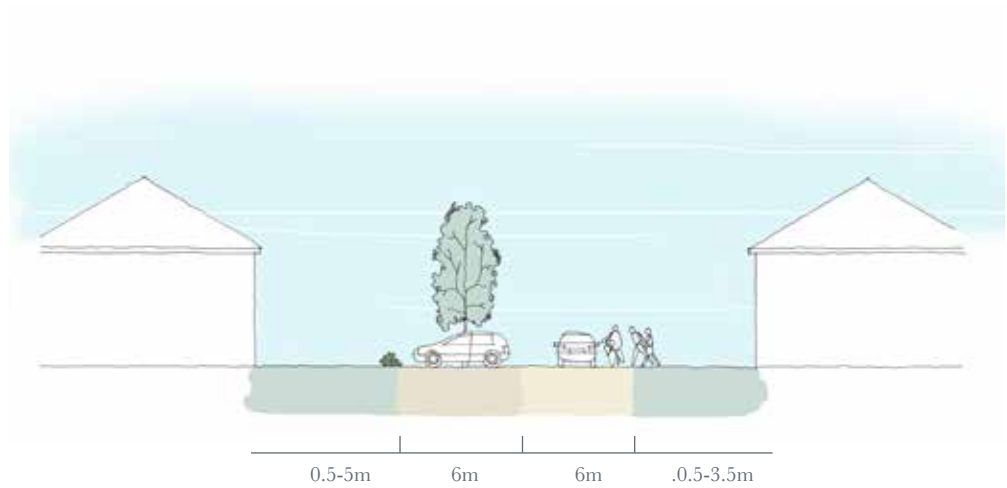
7.3.32. Community streets will provide direct access to dwellings.

Parking

7.3.33. Parking for residents and visitors is accommodated within the design of the street; it will not act as an impediment to pedestrian and cycle movement. Parking will be integrated with tree planting to ensure the creation of an attractive street scene.

Utilities

7.3.34. Servicing will be located to avoid conflict with tree planting; drainage is to pipe and gully.



PRIVATE DRIVE

Place

7.3.35. Private drives are informal, often located alongside open space. The low levels of traffic allow the carriageway to be a shared space between pedestrians, cyclists and vehicles.

Movement

7.3.36. These street types will have low traffic levels and have pedestrian/cycle priority.

Access

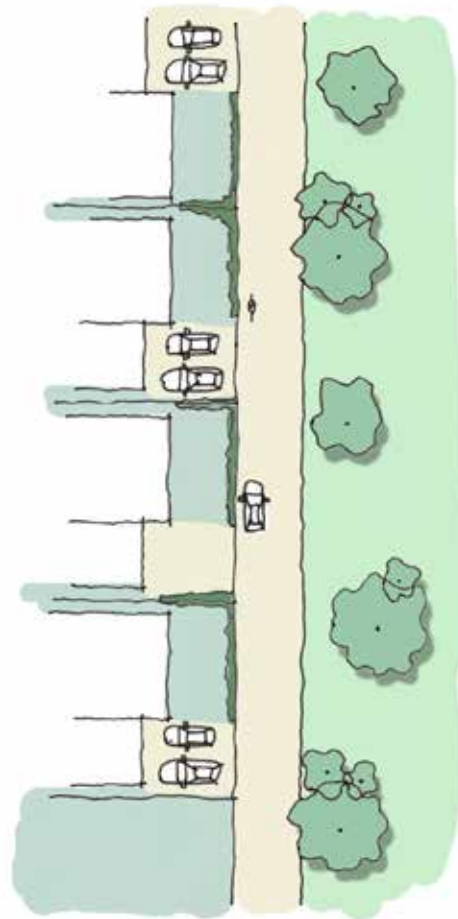
7.3.37. Private drives will provide direct access to dwellings.

Parking

7.3.38. Each dwelling will have sufficient on-plot parking. Visitor parking will be provided informally within the street, where necessary.

Utilities

7.3.39. A 0.5m strip for services and drainage will be provided.



CAR PARKING

7.3.40. This section details a set of principles that could be used to ensure that car parking is appropriately and attractively accommodated within the street-scene.

7.3.41. The overall objective is to create streets which are attractive and functional places for pedestrians, cyclists and personal transport in an environment where car parking is accommodated conveniently on plot or on street near to the front door.

Car Parking Principles

7.3.42. The following principles shall be applied wherever possible;

- » The quantum and location of resident and visitor car parking shall be discussed with the LPA.
- » Residents parking should be provided on-plot or on-street in a location that is convenient and overlooked.
- » Visitor parking will be provided at the appropriate ratio in accessible locations, usually on street.
- » Parking shall be designed to be as unobtrusive as possible by providing screening such as planting or hedges where appropriate.
- » Rear parking courts should only be used in exceptional circumstances; where used they should be small and overlooked.

- » Appropriate levels of disabled parking spaces will be provided in key locations.

7.3.43. The car parking arrangements presented in this section are considered appropriate for allocated parking. They seek to provide an appropriate amount of parking in accessible and convenient locations which are overlooked by dwellings.

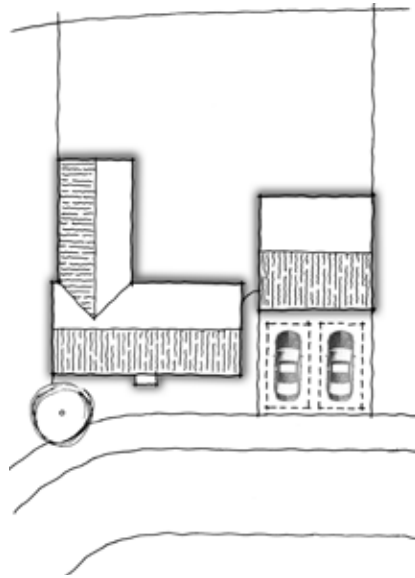
Cycle Parking Principles

7.3.44. The following principles shall be applied wherever possible;

- » Cycle parking should be good quality and placed in prominent locations to help increase sustainable travel choices.
- » Cycle parking spaces for individual dwellings should be provided within the curtilage of the residential dwelling.
- » For flats cycle parking should be provided as a secure communal facility.

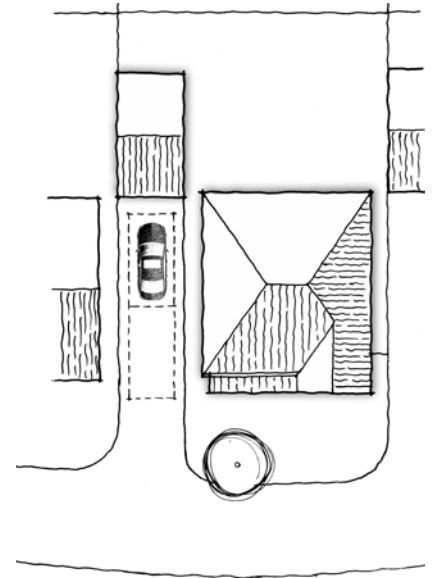
On plot detached dwelling Option 1

- » 2 on-plot parking spaces with hard surface area as well as double garage
- » Spaces overlooked by windows on front and side of property
- » Front garden softens visual impact



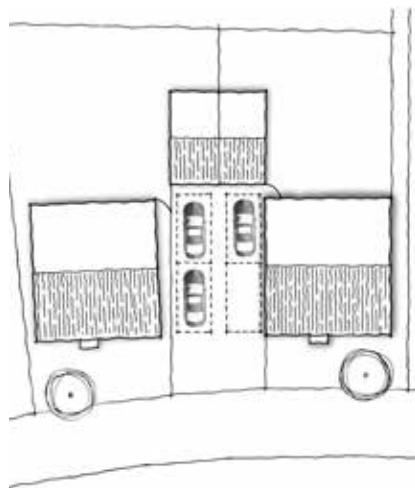
On plot detached dwelling Option 3

- » 2 on-plot parking spaces with hard surface area as well as single garage
- » Spaces overlooked by windows on side of property
- » Front garden softens visual impact
- » No visual impact, all cars are hidden on the side of properties



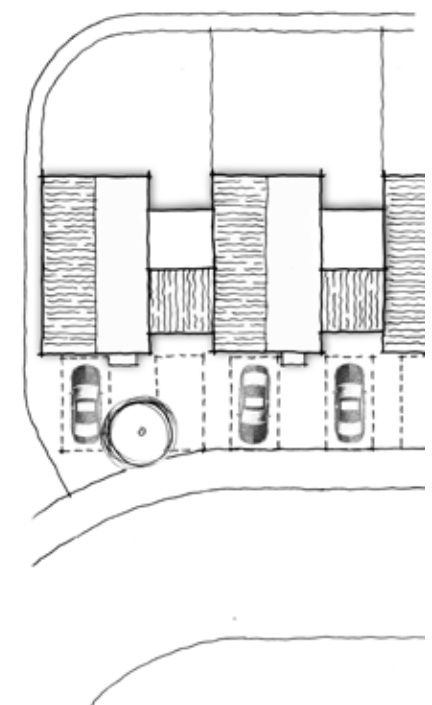
On plot detached dwelling Option 2

- » 2 on-plot parking spaces with hard surface area as well as single garage
- » Spaces overlooked by windows on side of property
- » Front garden softens visual impact
- » No visual impact, all cars are hidden on the side of properties



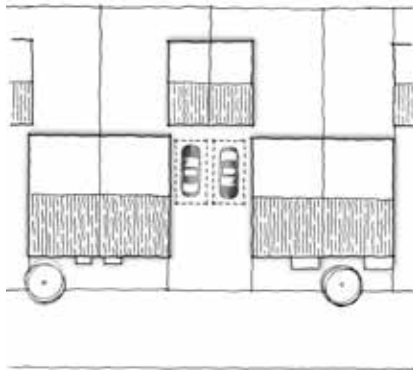
On plot linked detached dwelling Option 4

- » 2 on-plot parking spaces with hard surface area as well as single garage
- » Spaces overlooked by windows on front of property
- » Street tree planting softens visual impact



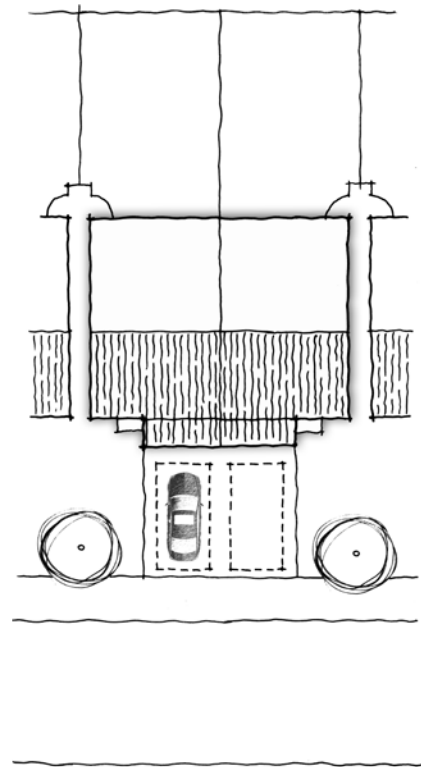
On plot to the side of semi-detached dwelling Option 5

- » 1 on-plot parking space with hard surface area as well as single garage
- » Spaces overlooked by windows on side of property
- » Front garden softens visual impact
- » No visual impact, all cars are hidden on the side of properties



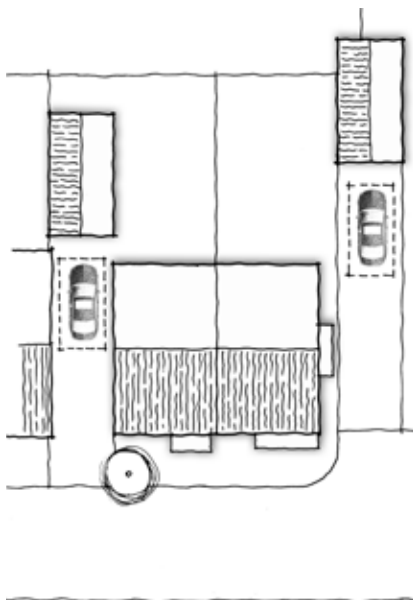
On plot to the front of semi detached dwelling Option 7

- » 1 on-plot parking space with hard surface area as well as single integral garage
- » Spaces overlooked by windows on front of property
- » Street tree planting softens visual impact



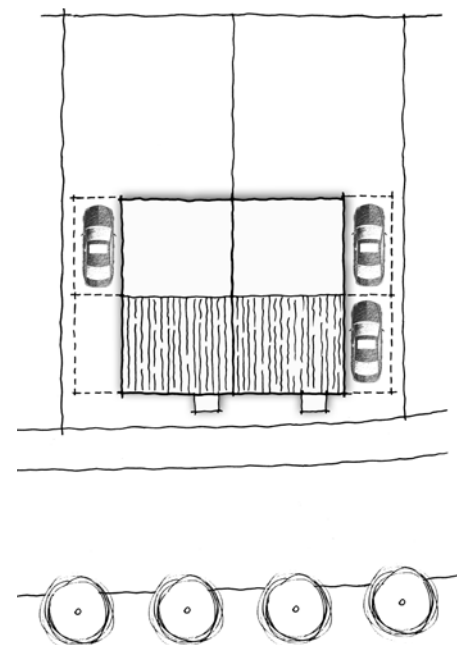
On plot to the side of semi-detached dwelling Option 6

- » 1 on-plot parking space with hard surface area as well as single garage
- » Spaces overlooked by windows on side of property
- » Front garden softens visual impact
- » No visual impact, all cars are hidden on the side of properties



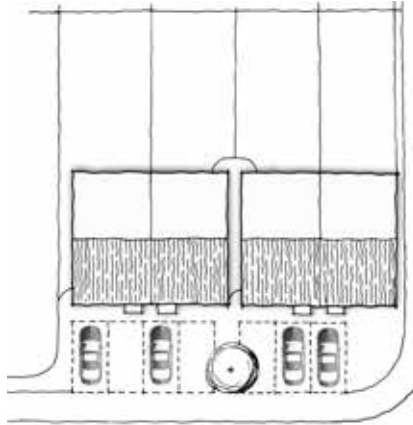
On plot to the side of semi-detached dwelling Option 8

- » 2 on-plot parking spaces with hard surface area
- » Spaces overlooked by windows on side of property
- » Front garden softens visual impact
- » No visual impact, all cars are hidden on the side of properties



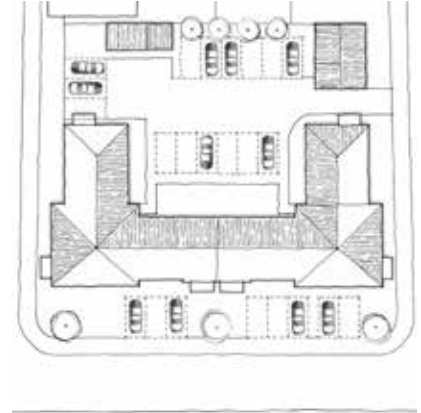
*On plot to the front of semi-detached dwelling
Option 9*

- » 2 on-plot parking spaces with hard surface area
- » Spaces overlooked by windows on front of property
- » Street tree planting softens visual impact



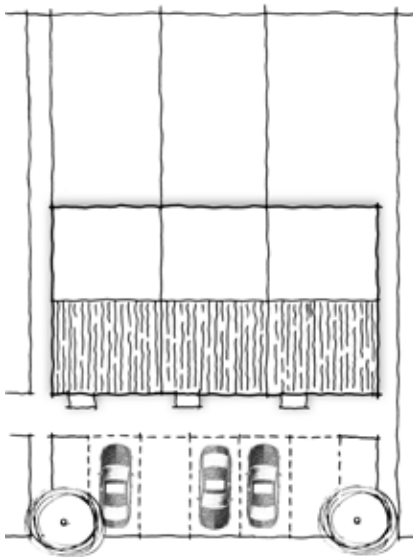
*On plot to the front and rear of apartments
Option 11*

- » 1 on-plot parking space with hard surface area and single garage
- » Spaces overlooked by windows on front and rear of property
- » Tree planting softens visual impact



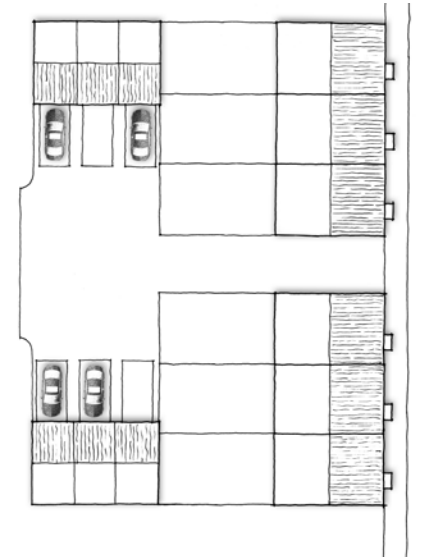
*On plot to the front of terraced dwelling
Option 10*

- » Up to 2 on-plot parking spaces with hard surface area
- » Spaces overlooked by windows on front of property
- » Street tree planting and planted raised beds soften visual impact



*Parking Courtyard
Option 12*

- » Use of this scenario should be restricted wherever possible
- » Up to 2 on-plot parking spaces per dwellings
- » Minimal visual impact, car parking is screened by dwellings
- » Layout of courtyards to vary according to location



7.4. THE LANDSCAPE MASTERPLAN

LANDSCAPE STRATEGY

The Objective

7.4.1. The landscape Strategy for the new development has the clear objective to realise to the full all the advantages already present in the landscape of the Site and its immediate setting. The object is to craft a new landscape that forms a strong, local and highly successful response to the place. This over-arching objective sets out a clear requirement for landscape strategies that will deliver the opportunities for a memorable and enduring scheme. These strategies will make the most of the latent potential that is present in the landform; the view points and vistas; the connectivity with the countryside; and the links with the land and the history of the place.

Scale in the Landscape

7.4.2. The objective for the landscape of the new public places in the development: the parks and small green spaces, is to make a creative response in the new landscape that makes a direct relationship with the changing scale present in the existing landscape. This change of scale is important. It exists and ranges from the visible setting made by the expansive views over the countryside of Worcestershire from the high ground between Gypsy Land and the A448, to the near intimate small scale of the land south of Cur Lane near the Spring Brook.

7.4.3. One of the important threads within the Landscape Strategy is the creation of new public spaces within the development that will realise these ‘assets’ in the variety of the landscape scale. For example open space has been placed over the northern high ground of the Site that will have a parkland character, responding to the expansive landscape. The rising ground will sit within limits that already exist: in the hedgerows; the copse; and the shape of the landform. The parkland will be open and the views from numerous viewpoints in the public space, will be publically accessible for the first time. A counterpoint to this will be the connected network of small scale green spaces along the low land near the Spring Brook between Pumphouse Lane and Cur Lane.

7.4.4. The landscape design will create public spaces that are formed to encourage the enjoyment of being outdoors but not far from home and yet in an environment that has the nature of the place as its main character driver.

Landscape Identity and Character




7.4.5. The LVIA work records the distinctive change in the landscape character across the Site from the ‘Wooded Estatelands’ Landscape Character Type south to the ‘Principal Timbered Farmlands’. Landscape strategies will look to respect and strengthen the character defining traits identified in the landscape character studies. Consequently the open space to the north will have the qualities and character of estate parkland. The open space along the Spring Brook will be designed as a response to the stream-side tree cover and a stronger pattern of hedgerows.



Boundaries and Rights of Way






— Site Boundary

EXISTING ELEMENTS







-  PRoW
-  Existing Trees
-  Existing Hedge

PROPOSED ELEMENTS




Planting

-  Proposed Trees
-  Proposed Hedge
-  Wetland Planting
-  Meadow Grassland
-  Amenity Grass



SURFACING AND PAVING

-  Enhanced Highway Paving
-  Enhanced Pedestrian Paving
-  Crushed Stone Surfacing
-  Cycle/Footpaths - Bitmac
-  Footpath - Crushed Stone
-  Informal Path - Worn/Mown Grass

WATERBODIES

-  Attenuation ponds & basins
-  Watercourse
-  Boardwalk/Bridge

PLAYSPACES

-  Wheeled Play - Skate Park
-  Play Area

BUILDING HEIGHTS
(Ref: ES Parameter Plan: SCALE)

-  Up to 2 Storeys (9m)
-  Up to 2.5 Storeys (11m)
-  Up to 3 Storeys (12m)

GREEN INFRASTRUCTURE

Connectivity and access to the countryside

7.4.6. The Landscape Institute defines GI as:

“...the network of natural and semi natural features, green spaces, rivers and lakes that intersperse and connect villages, towns and cities. Individually these elements are GI assets, and the roles that these assets play are GI functions. When appropriately planned, designed and managed, the assets and functions have the potential to deliver a wide range of benefits – from providing sustainable transport links to mitigating and adapting the effects of climate change.”

7.4.7. The Landscape Masterplan captures the key aspirations that have been worked up for the site by the working group that have prepared the ‘Worcestershire Sub-Regional Green Infrastructure Framework: Foxlydiate Site Concept Plan’. Extensive collaborative working with the GI group’s key stakeholders: the County and District Councils, has informed the new landscape of the development.

7.4.8. The Landscape Strategy delivers the GI linkage set out in the Concept Masterplan. The points of connection with Cur Lane and Gypsy Lane will be made in a manner that is sensitive to the qualities of the landscape at the countryside edge and will sit in attractive open space.

The network of new green spaces

7.4.9. The GI strategy within the Landscape Masterplan looks to take best advantage of the diversity of habitat already present already in the landscape of the site including: the hedgerows and field pattern; the copses and Hawthorn Pit; and the Spring Brook corridor.

7.4.10. These components will be taken into the new landscape with an approach that looks to realise the potential of both individual components: the tree cover of the Hawthorn Pit copse for example, as well as the real network gains through a strategy of connection that makes links through the new landscape.

Boundaries and the fit in the landscape

7.4.11. The historic lines of the lanes at the site edges: Cur, Gypsy and Pumphouse Lanes, will form the limits to the growth of the development to the south, west and northwest. Development is to sit back from these edges behind new naturalistic green spaces.

7.4.12. The earthworks of the A448 form the north eastern edge. All of these routes have substantive vegetation: hedges and hedgerow trees and in the case of the A448 extensive tree cover. These historic routes and boundaries will act as a framework for the development.

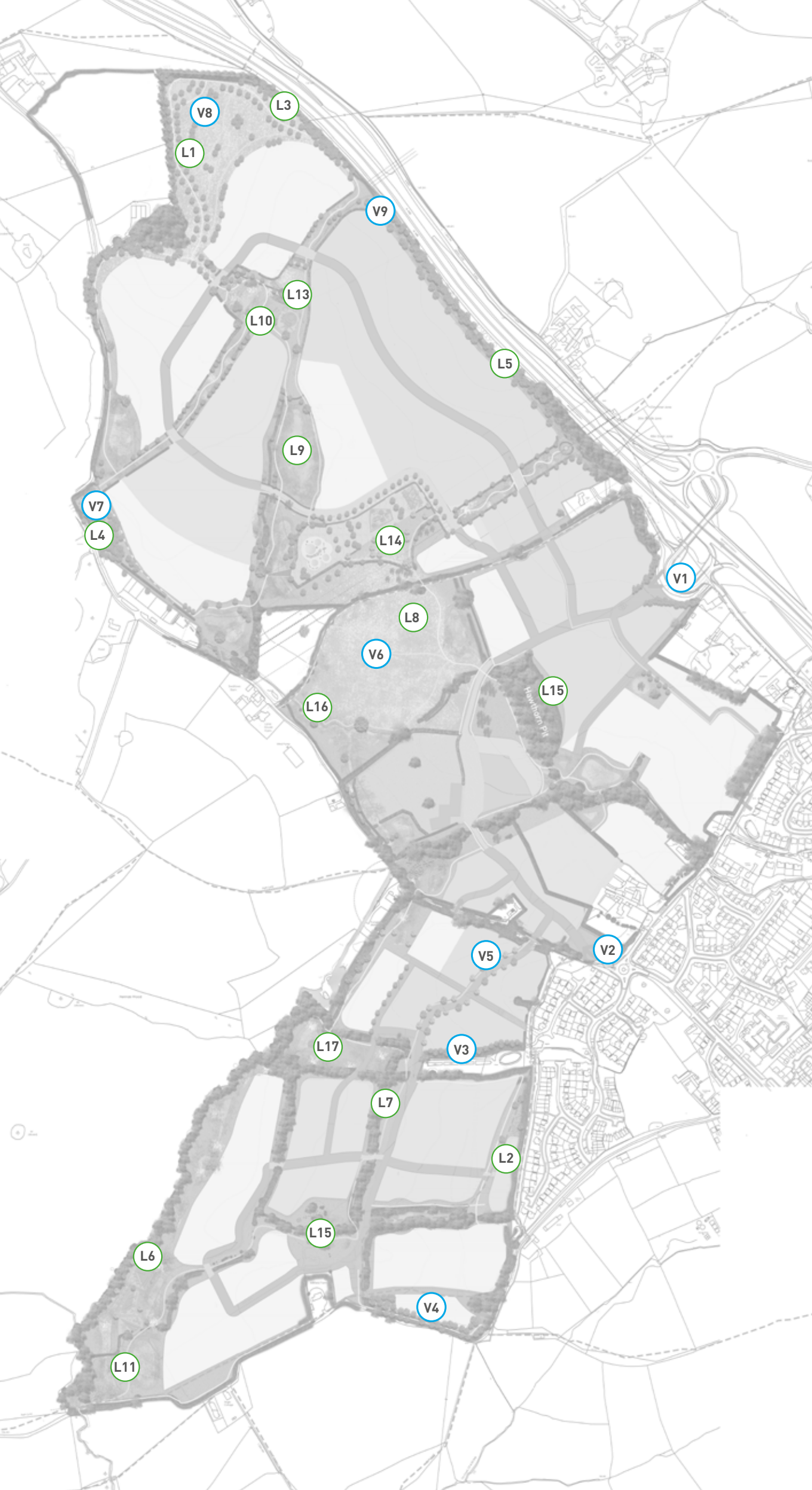
7.4.13. The Landscape Masterplan will make a sympathetic and successful fit. It is not contriving a line that does not already exist. The scheme successfully fits into the landscape and will cause a strengthening of the existing elements at the edges, defining a strong and intelligent edge of the scheme.

Redditch New Town: growth in a landscape setting

7.4.14. The County GI Framework study looks at the designation of Redditch as a ‘New Town’ stating that:

“The visual and physical containment of new residential, industrial and infrastructural development was seen as a priority in order to conserve the distinctive rural environments of the surrounding landscape.” And “The New Town was therefore highly successful at ensuring landscape and environmental character were both conserved and enhanced, preserving a strong distinctiveness between urban and rural landscapes, and retaining a key amenity for the residents of Redditch, despite the large-scale urban expansion.”

7.4.15. The GI strategy will continue to apply this aspiration for distinctiveness and containment.



Landscape and Visual Mitigation Plan

LANDSCAPE

- L1** New landscaping and planting within the most northerly field to add to the existing landscape framework and provide additional screening.
- L2** Landscape planting to the boundary of the existing settlement edge.
- L3** Buffer planting alongside the boundary with the A448 Bromsgrove Highway.
- L4** Additional planting to strengthen all site boundaries with local lanes (Cur Lane and Gypsy Lane)
- L5** Reinforcement and retention of existing field boundary hedgerows where possible
- L6** Enhanced planting along Spring Brook to provide a robust landscape framework and setting for the proposed housing
- L7** Improved management of retained hedgerows
- L8** New meadow creation and tree planting to provide areas of new habitat and Green Infrastructure
- L9** Landscaped surface water drainage features to accommodate run off from the development and to provide areas of aquatic habitat
- L10** New amenity grassland and recreational walking routes
- L11** Enhancement of the existing public right of way to provide connections to the wider area
- L12** Retention of significant trees
- L13** New hedgerow planting within the public open space and at the edge of the development area
- L14** New tree planting within the public open space and residential area
- L15** Retention of existing woodland
- L16** Retention of open space east of Cur Lane
- L17** Habitat creation within the undeveloped areas of the open space to enhance biodiversity

VISUAL

- V1** New tree belt off Birchfield Road Site entrance (ES ref: Viewpoint 01)
- V2** Replacement tree planting at new Site entrance (ES ref: Viewpoint 03 (c))
- V3** Enhanced tree planting (ES ref: Viewpoint 04)
- V4** Lower storey housing along Pumphouse Lane (ES ref: Viewpoint 06(b))
- V5** Tree planting throughout the residential blocks (ES ref: Viewpoint 09(c))
- V6** Retention of open space and new parkland planting east of Lanehouse Farm (ES ref: Viewpoint 10(c))
- V7** New tree planting along Cur Lane and Gypsy Lane (ES ref: Viewpoint 11)
- V8** New parkland planting to the north of the Site (ES ref: Viewpoint 14)
- V9** Enhanced planting along the edge A448 Bromsgrove Highway (ES ref: Viewpoint 15)

7.5. THE PLAY PROVISION STRATEGY

National guidance on play space and sports fields for new developments has moved the strategies for provision away from an over simplistic calculation-based rationale to the 'Fields in Trust' approach that looks to a greater and closer examination of location and population need: both existing and projected.

7.4.16. The Play Provision Strategy for the development is contained within the Concept Masterplan and the Landscape Masterplan demonstrates how the play spaces will sit within the open spaces of the scheme. Key considerations are the quality of the facility and the safety of the connections between the play spaces: the parks, the central play area and the trails. All of the play spaces are connected through off-road green corridors. The connections are to be made within a network that utilizes the historic hedgerow boundaries in combination with new network features that are part of the public open space framework of the new scheme.

7.4.17. Play space and the provision of outdoor activity areas have been the subject of numerous workshops and discussions with Council Officers. The strategy for outdoor play space for the development has emerged through this consultative and collaborative process.








7.4.18. The proposal is for a range of play and exercise facilities: a wheeled play area; equipped play spaces that will provide for age ranges and types of play from modest and low key with a 'doorstep-play' quality; to the centralised highly social large scale

'play park'. The provision of formal sports pitches will be accommodated away from the site but the development will have a circular exercise trail that makes real advantage of the network and the variety in the character of the landscape.

7.4.19. The central 'play park' has been promoted by Officers at BDC and it is proposed in a location that has a clear logic: it is central and well connected. It is to sit between one of the new greenway open spaces and will be linked via an easy, car-free and attractive walk through the large new public park: 'Cur Lane Park', to the proposed local centre and school.

7.4.20. This concentration of play experience enables the Council to have a proven successful role in management and maintenance. This strategy also limits potential friction between future near residents and users of the play space. A large, exciting and popular play facility is an entirely expected component of a park and the intention is for the 'play park' to be regarded as a real asset to the development.



-  Proposed trim trail within POS
-  Proposed trim trail route to be located within areas of residential development and the existing bridleway
-  Potential trail event
-  NEAP
-  LEAP
-  LAP
-  Potential area for informal kickabout / wheeled play

CUR LANE PARK





Cur Lane Park: Concept

NORTHERN PARKLAND



Northern Parkland: Concept



SPRING BROOK PARK



Spring Brook Park: Concept

7.6. DRAINAGE

The surface water strategy will aim to mimic the existing drainage regime as far as possible, to ensure flood risk is not increased. This will be achieved through the use of Sustainable Drainage Systems (SuDS).

7.6.1. Surface water runoff from the site will discharge into the Spring Brook, restricted to greenfield runoff rates, including an allowance for climate change. To achieve this, a number of attenuation facilities will be provided, in the form of open ponds where possible. Source control SuDS will also be implemented where appropriate, such as permeable paving, or water butts, which through filtration and settlement, will contribute to water quality improvements. The surface water drainage system will

provide ecological, amenity and aesthetic benefits, as well as ensuring flood risk is not increased elsewhere.

7.6.2. All new sewerage infrastructure will be built in accordance with the latest version of Sewers for Adoption.

7.6.3. Full details of the proposed drainage strategy are contained within the FRA which forms part of the planning application package.



Drainage Strategy drawings



REFERENCE

- SITE BOUNDARY.
 - ▶ INDICATIVE SURFACE WATER SEWER ROUTE.
 - EXISTING DITCH.
 - DITCH DIVERSION.
 - ▶ GENERAL FALL (BASED ON EXISTING SITE TOPOGRAPHY).
 - N CATCHMENT DISCHARGING TO RELEVANT ATTENUATION AREA.
 - STW BOREHOLE ABSTRACTION ZONE (NO INFILTRATION ALLOWED).
 - - - ESSO PIPELINE.
 - - - GAS MAIN.
 - - - WATER MAIN.
 - - - STANDOFF FROM SERVICES.
 - S → PHOTO VIEW LOCATION.
- FLOOD EXTENTS:**
- 1 IN 20YR RETURN PERIOD
 - 1 IN 100YR RETURN PERIOD
 - 1 IN 100YR RETURN PERIOD + 20%
 - 1 IN 1000YR RETURN PERIOD





7.7. PHASING

A proposed Phasing Strategy has been prepared and which demonstrates that the delivery of development would proceed from multiple access points. This will enable different sales outlets from housebuilders to proceed across different parts of the site concurrently to ensure that the development is completed by 2030.

7.7.1. Initially, development would proceed from Phase 1, creating the main site access from A448 with additional phases coming on stream relatively quickly. The key community facilities including the local centre, first school and central areas of open space would all fall within Phase 1.

7.7.2. The level of housing within each phase is set out in the table below;

7.7.3. On this basis, a delivery trajectory has been developed and which would support the delivery of private completions across the plan period. Delivery would peak at around 150 private sales per year which would be achieved from 4 sales outlets operating

simultaneously with around 3 to 4 sales per month each. Affordable housing would be delivered concurrently on a phase by phase basis in partnership with affordable housing providers.

7.7.4. The build trajectory is set out below:

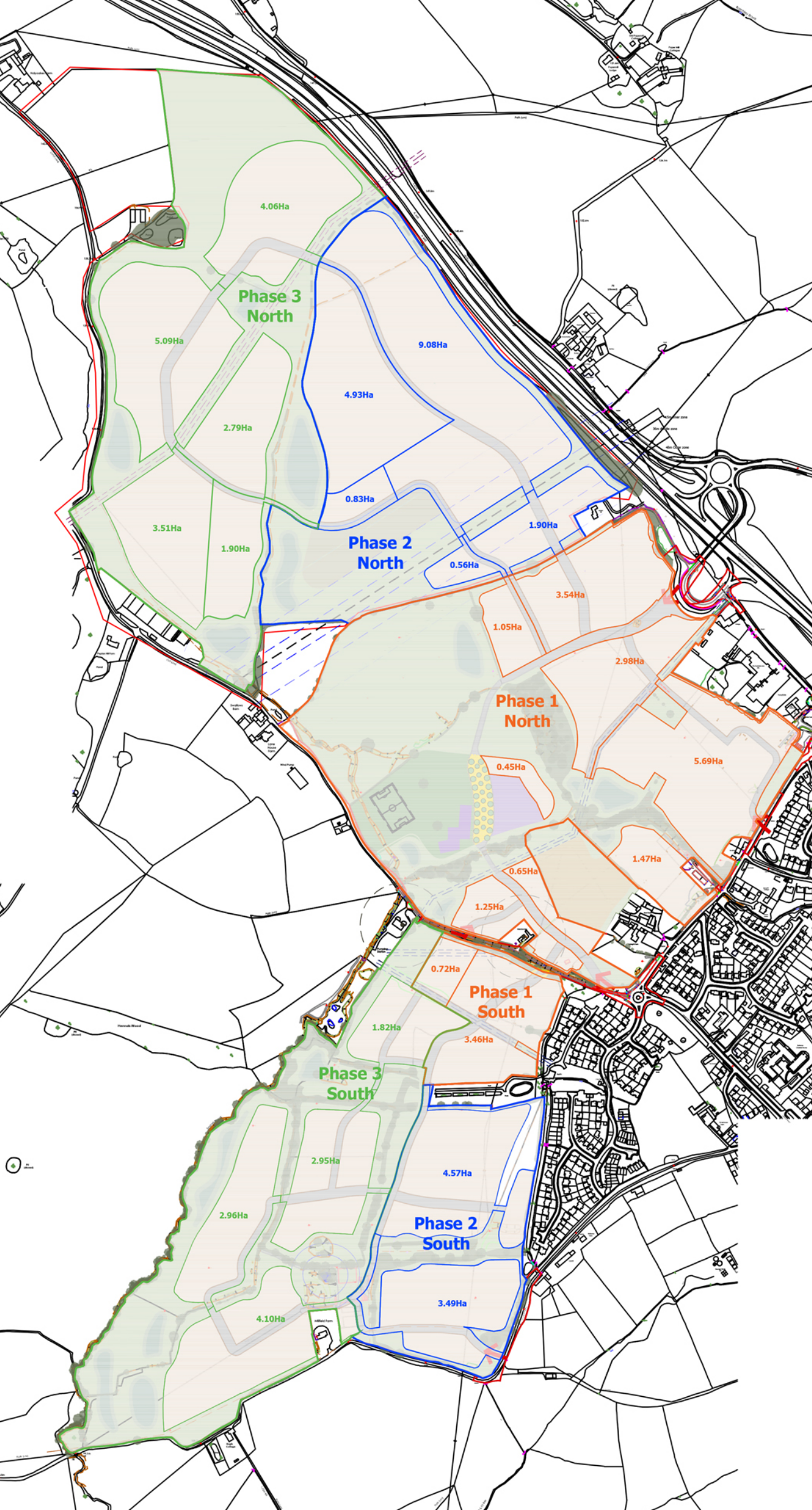
7.7.5. Whilst delivery rates would be initially relatively modest, this would increase rapidly as more phases of development become available.

7.7.6. Further details in respect of phasing and the delivery of key infrastructure and s106 planning gain is set out in the Planning Statement by GVA.

Land at Foxlydiate Lane, Sales Trajectory during the period 2016-2030

Date (April- March)	Year	Private Completions	Affordable Completions
2016 - 2017	1	0	0
2017 - 2018	2	50	33
2018 - 2019	3	100	69
2019 - 2020	4	130	79
2020 - 2021	5	140	89
2021 - 2022	6	150	102
2022 - 2023	7	150	102
2023 - 2024	8	150	102
2024 - 2025	9	150	102
2025 - 2026	10	150	102
2026 - 2027	11	150	102
2027 - 2028	12	120	79
2028 - 2029	13	120	79
2029 - 2030	14	120	79
2015 - 2030		1680	1120

Source: Billfinger GVA



	Site Boundary (136.03 ha)
	Phase 1
	Phase 2
	Phase 3

Phase 1 North - 38.50Ha
(Development land - 17.08Ha)

3.54Ha	49Dph	173
1.05Ha	32Dph	34
2.98Ha	49Dph	146
0.45Ha	45Dph	20
5.69Ha	38Dph	216
1.47Ha	37Dph	54
0.65Ha	45Dph	29
1.25Ha	45Dph	56

Total units	728
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Phase 1 South - 4.43Ha
(Development land - 4.18Ha)

0.72Ha	35Dph	25
3.46Ha	45Dph	156

Total units	181
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Sum total PH1	909 units
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Phase 2 North - 24.54Ha
(Development land - 17.30Ha)

9.08Ha	40Dph	364
4.93Ha	42Dph	207
0.83Ha	32Dph	27
0.56Ha	30Dph	17
1.9Ha	35Dph	67

Total units	682
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Phase 2 South - 11.01Ha
(Development land - 8.06Ha)

4.57Ha	32Dph	146
3.49Ha	32Dph	112

Total units	258
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Sum total PH2	940 units
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Phase 3 North - 31.14Ha
(Development land - 17.35Ha)

4.06Ha	28Dph	114
5.09Ha	30Dph	153
2.79Ha	44Dph	123
3.51Ha	30Dph	105
1.90Ha	35Dph	67

Total units	562
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Phase 3 South - 24.68Ha
(Development land - 11.83Ha)

1.82Ha	37Dph	67
2.95Ha	35Dph	103
2.96Ha	30Dph	89
4.10Ha	27Dph	111

Total units	370
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Sum total PH3	932 units
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Total on site units inc. 19 in mixed use area	2800
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Indicative Phasing plan