

RED HOUSE FARM
(SOUTHERN EXTENSION TO EMERGING ALLOCATED SITE "H04")
LILLINGTON, ROYAL LEAMINGTON SPA

VISION FRAMEWORK



APRIL 2016



The Site when viewed from Millenium Way. Farm buildings on the horizon, sit near the northern boundary

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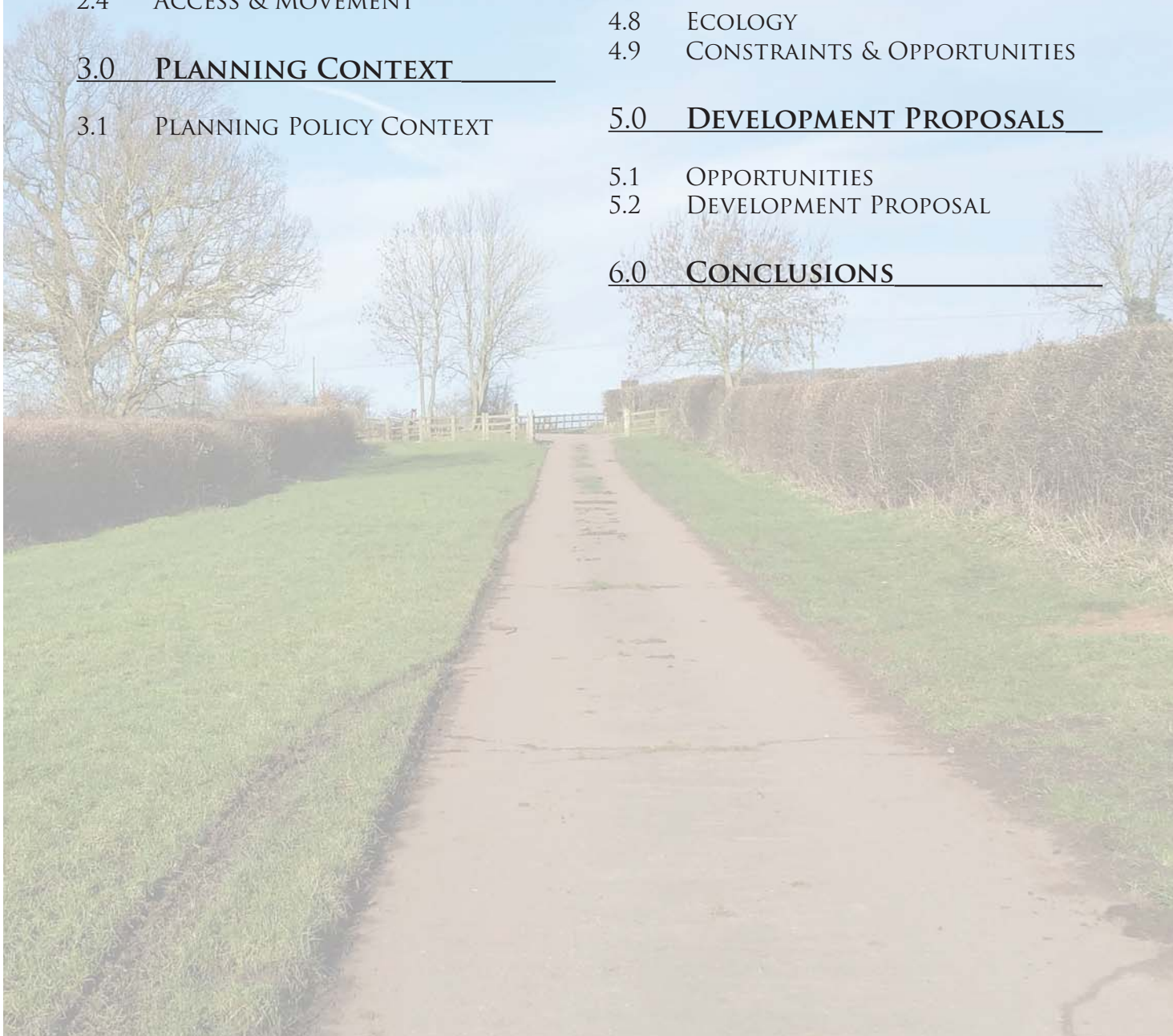
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THE SITE SHOULD BE ALLOCATED FOR DEVELOPMENT TO FURTHER SUPPORT THE WIDER REGENERATION OF LILLINGTON AND PROMOTE SUSTAINABLE DEVELOPMENT TO ACHIEVE THIS REGENERATION. SUCH DEVELOPMENT COULD CREATE AN EASILY DEFINED, DEFENSIBLE GREEN BELT BOUNDARY BEYOND THE RED HOUSE FARM ALLOCATION.



1.0 INTRODUCTION



1.1 OVERVIEW

This document has been prepared by Catesby Estates Limited in respect of land to the south of emerging allocated site ref: "H04", Lillington ("the Site"), which lies within the administration of Warwick District Council ("the Council"), close to the town centre of Royal Leamington Spa.

A separate document has been prepared and submitted by Catesby which supports the Council's proposed allocation of the residential site to the north. Both of these documents should be read in parallel.

Fundamentally, this document shares much in common with the allocated site document, but goes on to demonstrate that the residential development of this Site has the potential to form a logical extension and further increase the quantum of much needed housing within the District.

This additional Site has the potential to deliver a further 200 dwellings, in addition to the predicted housing delivery from the emerging allocation.

This holistic approach strengthens the ability to achieve the Council's regeneration objectives for Lillington, helping to support, sustain and revitalise the local community.

An appropriate and acceptable design rationale will create a soft but defensible urban edge. An attractive new development can interact with a revised Green Belt boundary and through appropriate mitigation, have no significant detrimental impact upon the landscape.

1.2 SCOPE & STRUCTURE

This document is comprised of the following sections:

- ▶ **SECTION 2.0 – SITE & LOCAL CONTEXT**
Identifies the location of the Site, introduces the relevant local context, studies local architectural style and building form, and references all significant local facilities including the local network of public rights of way, highways and public transport;
- ▶ **SECTION 3.0 – PLANNING CONTEXT**
Discusses the rationale behind the Site and why it provides an ideal opportunity for residential development that is in accordance with the National Planning Policy Framework and supports the Council's emerging Draft Local Plan;
- ▶ **SECTION 4.0 – SITE APPRAISAL**
Focuses on the immediate context of the Site, documenting how the various constraints will shape any potential development proposal;
- ▶ **SECTION 5.0 – DEVELOPMENT PRINCIPLES**
Demonstrates the deliverability of the Site by illustrating a potential development proposal and provides an indication of the likely capacity of the Site;
- ▶ **SECTION 6.0 – CONCLUSIONS**



EMERGING ALLOCATED SITE
SITE REF: "H04"

SOUTHERN EXTENSION LAND
"THE SITE"

2.0 SITE & LOCAL CONTEXT

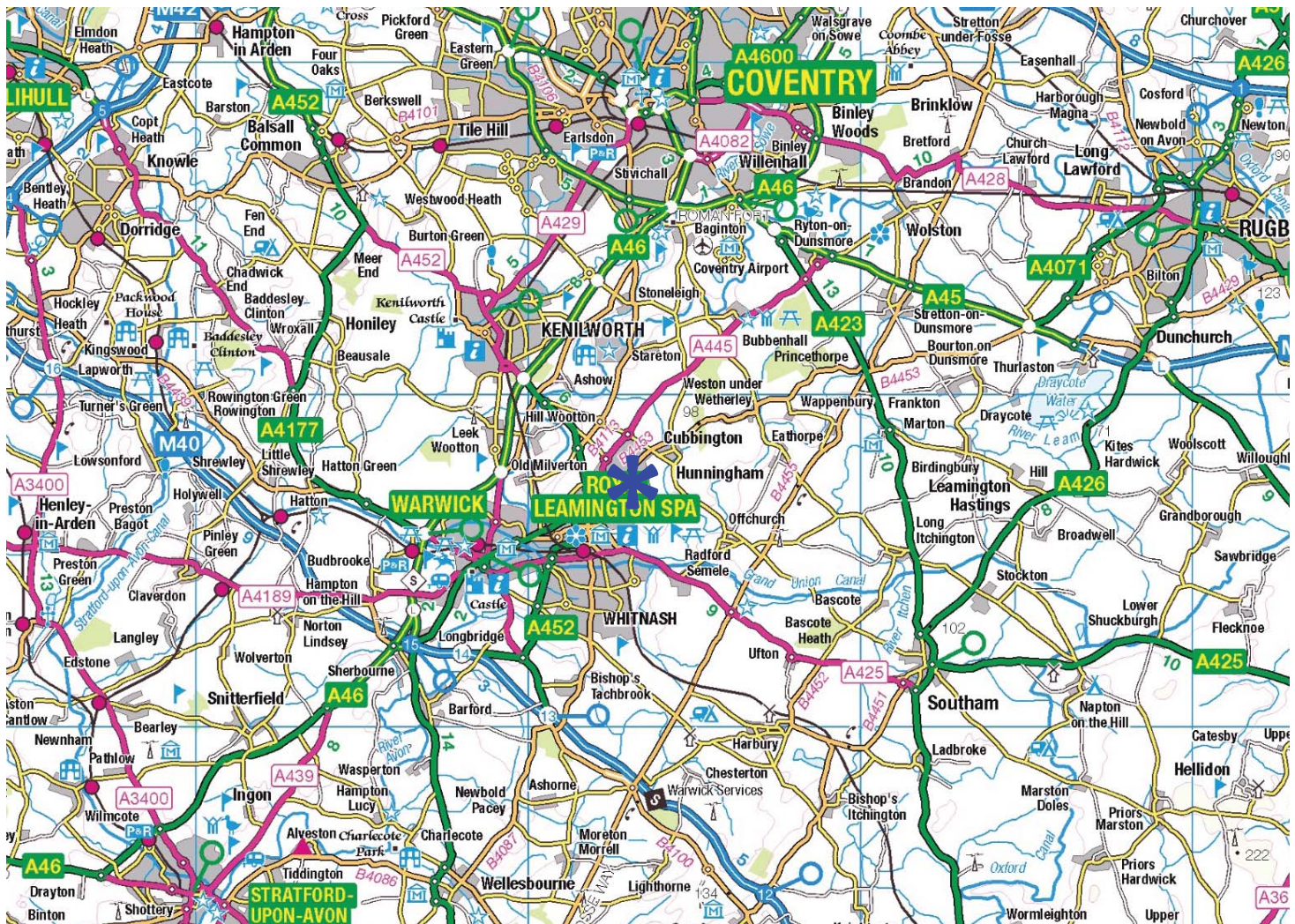
2.1 THE SITE

The Site, delineated on the Strategic Context diagram below with an asterisk, lies immediately to the south of Site Ref: "H04" which appears within the Publication Draft of the Council's Local Plan as a site for proposed residential allocation. It is located to the north west of the town of Royal Leamington Spa in the suburb and once former parish of Lillington. Leamington lies 15km south of Coventry and approximately 45km south east of Birmingham. The Site is located to the south of Lillington and is currently in agricultural and equestrian use, accessed from Black Lane, a designated Public Right of Way ("PRoW").

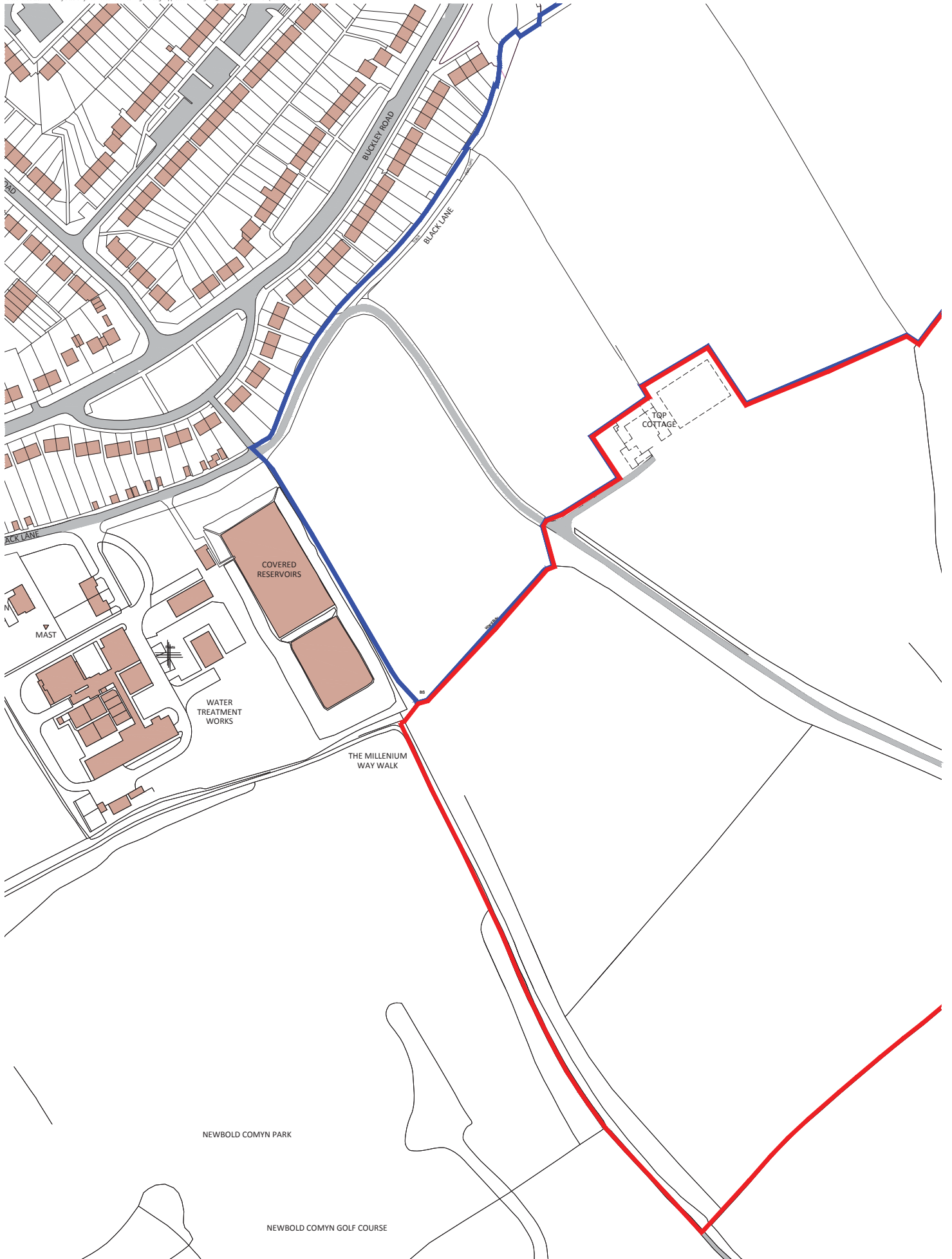
The Site can be directly connected to the local road network via the emerging allocated site to the north, onto Buckley Road, Leicester Road and Clarendon Avenue. This route offers connections to the primary road network (A452, A445, A46 and M40) at the wider level. Leamington Spa has a mainline rail station with regular services to London Marylebone with the quickest taking approximately 1 hour, 10 minutes.

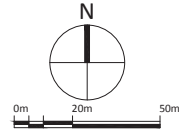
Lillington has two key areas. The new centre, based around Crown Way which contains many local services and facilities, was predominantly built as a council housing estate including three tower blocks. The largest of these blocks, Eden Court, dominates the skyline from the south. The second, and older area, contains the former village with the parish church of St. Mary Magdalene, the manor house, a handful of Victorian terraced houses as well as estates of predominantly semi-detached houses built in the first half of the 20th century.



The emerging allocated site for residential development abuts the entire length of the northern boundary of the Site. Alongside the western boundary is an existing mature field boundary hedgerow having occasional trees, the Millenium Way path and Newbold Comyn Golf Course. To the south and east agricultural fields extend beyond the Site. A number of these fields make up part of the remaining Red House Farm estate.



STRATEGIC CONTEXT





-  SITE BOUNDARY
-  ADJACENT PROPOSED SITE ALLOCATION
REF: H04



SITE LOCATION PLAN

The extent of the Site controlled by Catesby Estates Limited is as shown edged red on the Site Location Plan illustrated on the previous spread, and extends south from the site for proposed residential allocation.

The Site area (gross) extends to 17.41 hectares (equates to 43.02 acres). Whilst topography slopes gently to the south / south east within the northern third of the Site, this then slopes more significantly through the middle third. A prominent crown in the land from is visible in the eastern portion of the Site. Topography then levels near the south / south west corner of the Site.

The Site is effectively split into two by Black Lane/PRoW which runs in a north west / south east direction, defined either side by timber rail and stock-proof fencing, hedgerow to the eastern side.

To the east, the Site is divided into three fields, two of which are irregular in shape. Accessed off Black Lane via the first of the three fields, is Top Cottage and it's associated agricultural outbuildings making up Red House Farm Riding School (complete with menage). All three fields are defined at their boundaries by mature hedgerows, a handful of mature trees are found along these boundaries in the southern portion. To the west, the Site is split into two rectangular fields with timber fencing, perimeter boundaries again defined by mature hedgerows.

As with the proposed residential allocation directly to the north, the Site currently sits within designated Green Belt. The allocated site was assessed as part of a Joint Green Belt Study ("JCBS") and consequently defined as having "medium value" and being a "least constrained parcel".

In terms of development potential, the Site is capable of accommodating up to a maximum of 200 new homes (480 new homes in total when combined with the allocation site). Both market and affordable housing will be provided.

Development of the Site will create a more defensible Green Belt boundary through a commitment to good design culminating in a softer transition between the extended urban edge and adjoining countryside, than the present. Opportunities can be brought forward offering significant benefits for walking, cycling and publicly accessible open space.

Both sites should be seen as a pivotal opportunity to help bring forward regeneration and future growth to Lillington to address an identified housing need. Residential development upon this site will extend the range of regeneration options to assist the Council's regeneration aspirations for Lillington.



View from outside the south west corner of the Site- looking towards the north east

2.2 LOCAL CONTEXT & DESIGN STRATEGY

2.2.1 LOCAL CONTEXT STUDY

As mentioned within the previous section, Lillington can potentially be split into two key development character areas. The first of these two character areas takes in the nucleus of the settlement and its context immediately to the north of the Site. In summary it comprises a densely planned area of mostly housing, with supporting services and facilities (retail and community) constructed in the second half of the 20th century. This character area is found mainly along the arterial roads of Crown Way, Valley Road, Mason Avenue, Wellington Road and Buckley Road, and all secondary and tertiary streets.

The second area encompasses the original core of Lillington's former parish (which was then incorporated into the District at the end of the 19th century) and development completed up to the middle of the 20th century. Arterial roads and secondary roads taken in by this area include typically (either whole or in part): Cubbington Road, Lime Avenue, Church Lane, Kinross Road and Gresham Avenue.

A number of images are shown on this and subsequent pages portraying block structure, massing and scale of built-form and styles of architecture found within these key areas.



Mixed styles and scales along Gresham Avenue/Leicester Street



Post-war housing along Buckley Road



Medium-rise development on Valley Road/Crown Way



Properties of differing scale on Valley Road/Wellington Road



1960s/70s semi-detached properties on Valley Road



Crown Way Local Centre having accommodation above



Late 20th century properties on Newland Road/The Crest



Late 20th century terraced accommodation along Wackrill Avenue



1970s semi-detached properties on Langdale Close



Strong block form/focal building on Newland Road



High-rise accommodation directly north of the Site at The Crest. Subject to the Council's regeneration proposals.

The first area contains a equal blend of original privately owned dwellings, former public sector housing now in private ownership and retained council housing stock. The density of housing within the area is considered to be medium/high mostly due to two over-riding factors. Firstly, repetition of block massing and scale is apparent with properties often in terraced and semi-detached configuration, detached blocks feature rarely if at all. Secondly, the vertical scale of blocks varies greatly. A number of bungalows feature, along with traditional two storey properties. But perhaps more significantly flatted schemes feature, ranging upwards from three storey (some being above retail premises) right up to the maximum, a fifteen storey block, namely Eden Court. In this area, development is very much informed by vehicular movement, where streets and open frontages to properties dominate. Architectural styles are very simplistic.

The second area has a more mature structure to development blocks. Detached and semi-detached blocks are situated at varying depths from the carriageway with most frontage spaces enclosed so to separate private areas from the public realm. Two storey development features mostly with occasional two and a half storey room in the roof accommodation. Streets are often lined with trees and other mature planting aiding visual interest. The many styles of architecture, which can be varied but always rich in character, contribute towards street vision.



High quality mature properties along Cubbington Road



2½ storey mature properties along Vicarage Road



Properties having articulation to facades along Cubbington Road



Terraced court off Cubbington Road having agricultural scale

None of the styles of development within the context of the Site reflect Leamington's town centre, which mostly comprises grand scale architecture associated with any English Georgian 'spa' town.

Instead styles local to the Site reflect the various ages of suburbia with repetitious styles in abundance. Whilst pre-war development farther north does offer elements of visual interest, such repetition remains. Post-war development of the 20th century found immediately adjoining the allocation site, offers endless repetition and little architectural value.

Often, it could be viewed that 'good design' lost out, with greater priority given to satisfying the local housing need of the time.

2.2.2 DESIGN STRATEGY

When considering the design strategy for any new development, it is important to draw inspiration from the character of the local area to ensure that the development successfully integrates into its surroundings. The local context study has concluded that whilst Lillington does have scatterings of an established character, development closest to the Site has little. In these situations it is prudent to develop an altogether new pattern book for the area, with an emphasis placed on creating a new fresh identity for such development. Whilst the scale and mass of the proposed built-form should not be at great odds with the local environment, the identity and alignment of streets and the form of development blocks can indeed be treated in an original manner.

A significant factor in planning new development often relates to the efficient use of land. Existing development to the north of the residential allocation site comprises two storey development in the vast majority; however the inclusion of flatted blocks increases development density resulting in a well functioning land efficiency. Sadly, the success of such vertically planned accommodation in terms of social living standards is seen as a negative, where services are shared and private external space is non-existent.

Paragraphs 47 and 50 of the National Planning Policy Framework (“NPPF”) sets out to ensure that new development delivers a wide choice of homes and meets a range of housing needs. For example, new development on the Site should accommodate a range a smaller houses (1, 2 and smaller 3 bedroom accommodation) through to medium/medium-large houses (larger 3 bedroom and 4 bedroom accommodation). Great emphasis will be placed on providing a wide range of family housing.

If the scale and density of development does not fully reflect the character of the immediate area and the features of existing buildings, style of architecture and selection of facing materials are not particularly characterful, then the opportunity to create a new ‘third’ key character area in Lillington should be considered.

Block structure should be varied, one that can help to determine a clear movement strategy around the Site, creating streets having character and spaces creating a “sense of place”.

Along the main development access road, which in its main form should be in a secondary “looped” format (extending from the primary loop proposed to serve development upon the residential allocation site to the north) to help promote permeability, a formal block structure could be more continual with building facades located close to the street. Within this “loop” expectant development density will be at its highest. Secondary streets can spur off this access road, to serve other development parcels within the Site.

At the outer fringes of the Site and adjacent retained green infrastructure (such as existing field hedgerows), block structure can be less continual and more informal with blocks varied in their configuration, set at differing angles avoiding uniformity along the street. Development density along these “lanes”, which are most likely to be shared surface streets, shall be at its lowest. This approach will help to soften the transition between the newly built-form and publicly accessible green space around the site perimeter.

Development should address planned “key” spaces such as development nodes and open green spaces (including retained field hedgerows) to help provide an appropriate level of natural surveillance and with it successful spaces that are seen to be functional, safe and “social”.

In respect of the style of architecture and the appearance of the development, design cues should reflect not necessarily the local context, for reasons stated earlier, but more so the wider Warwickshire vernacular. This could include some flavouring (or indeed all) of the following elements:

- Main walling clad in red/red-multi coloured brick with rendered sections;
- Feature blocks wholly picked out with rendered walling;
- Feature blocks have walling at first floor/feature gables clad in contrast materials such as vertical tiles or horizontal timber boarding;
- Generous roof pitches clad in plain and profiled tiles, red and grey colours most appropriate;
- Occasional hipped roofs to reduce massing at corners and at the development edge;
- Simple boxed/open raftered eaves all painted white;
- Bargeboards to front feature gables, low-maintenance cut side gables;
- All other joinery painted white;
- Black rainwater goods;
- Deeper casement windows to larger blocks, well proportioned casement windows to smaller blocks;
- Decorative chimneys to all dwellings set atop the ridge to smaller blocks, set outside the gable end on larger detached blocks;

- Decorative entrance canopies above front doors to larger blocks, simple ledges to smaller blocks;
- Garages set to the rear of dwellings (or at the very least behind the front build-line) wherever possible, resulting in the car being less visible along the street avoiding street clutter;
- Where this is unavoidable, eg: where smaller house blocks are planned, parking courts will be planned and set to the side/rear of blocks and limited in size;
- Frontage spaces shall be enclosed with fencing/walling/landscaping to help separate private spaces from the public realm;
- Where front gardens cannot be enclosed, allow for a generous scheme of landscaping;
- Hard surfacing and edgings to secondary streets and driveways shall adopt a shared surface arrangement ie: one where pedestrians and cyclists feel safe as low vehicle speeds are encouraged.

Fundamentally, “good design” should be at the backbone of the proposed development which will result in creating a strong “sense of place”, one where people will want to live.

2.3 LOCAL FACILITIES & SERVICES

Lillington and the surrounding area is supported by a significant number of local facilities and services which support the needs of the community. The close relationship between the Site and these services makes a strong case for the sustainability credentials of any development upon the Site.

The Facilities Plan shown on the following spread illustrates the location of these facilities in relation to the Site.



Proposals should give high regard to “good design” demonstrating a varied block structure, one that can help to determine a clear movement strategy around the Site. Streets should have character and spaces be functional, safe and “social”. Fundamentally, the proposal should create a strong “sense of place”, one where people will want to live.

Isochrones are shown at distances of 400, 800 and 1200m from the centre of the Site.

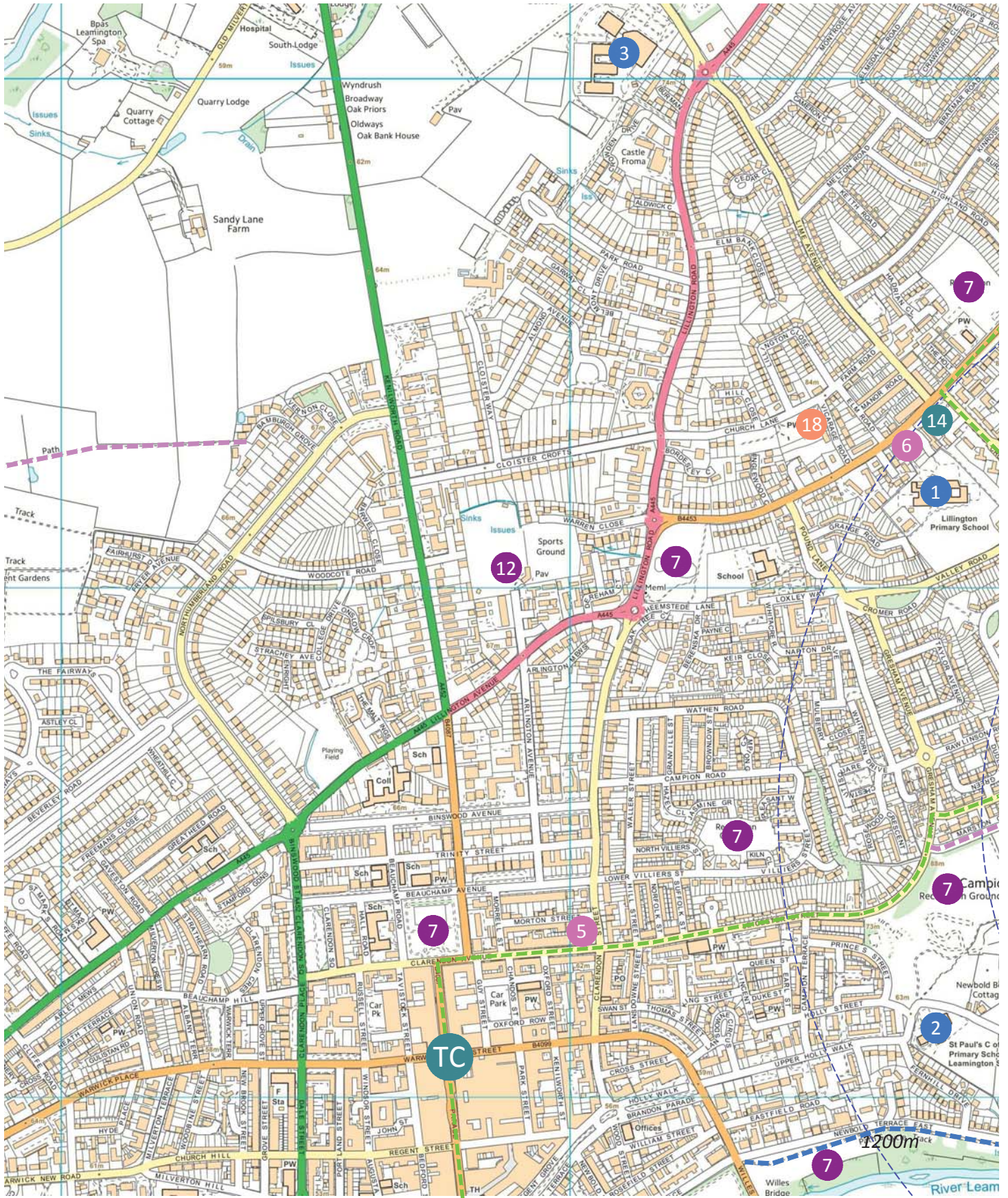
The singlemost facility closest to the Site is the convenience store located on Newland Road which is less than 550m away, a six minute walk from the Site centre.

The Crown Way Local Centre (“LC”) comprising a host of retail outlets, Lillington Library, Community Centre and Church of our Lady are found within 800m.

A full list of services considered to be of significance are listed below with *actual* walking distances shown in brackets:

- Nearest bus stop to Site- Buckley Road (390m);
- Convenience Store (550m);
- Lillington Community and Youth Centre (860m);
- Lillington Library (930m);
- Church of our Lady (1.02km);
- Crown Way Local Centre (1.08km);
- Lillington Pharmacy (1.3km);
- Tesco Express (1.3km);
- Lillington Nursery and Primary School (1.3km);
- North Leamington Secondary School (2.3km);
- St Mary Magdalenes Church (1.7km);
- Newbold Comyn Arms P.H (1.7km)
- Newbold Comyn Leisure Centre (1.9km);
- Cubbington Road Surgery (2.2km);

For reference the plan shows the location of Leamington Spa town centre “TC” to the south west of the Site.



NORTH



KEY:-

- The SITE
- - - ISOCHRONES SHOWN AT 400, 800 AND 1200m SPACINGS
- PARISH BOUNDARY

LINKS

- - - PUBLIC FOOTPATHS
- - - THE MILLENNIUM WAY WALK

TRANSPORT LINKS

- - - STAGECOACH BUS SERVICE 67/67A/67B:
Lillington - Stud Farm - Leamington - Sydenham
Monday - Sunday (including Bank Holidays)
Approximately 4 times an hour
- NEAREST BUS STOP TO SITE

GROUPED FACILITIES

- LC CROWN WAY LOCAL CENTRE:
CONTAINING SHOPS, CONVENIENCE STORES, LLOYDS PHARMACY
AND A POST OFFICE
- TC LEAMINGTON SPA TOWN CENTRE:
CONTAINING SHOPS, BARS, RESTAURANTS AND SUPERMARKETS

EDUCATION

- 1 LILLINGTON NURSERY AND PRIMARY SCHOOL
NURSERY LEVEL AND RECEPTION TO YEAR 6
- 2 ST PAULS C OF E PRIMARY SCHOOL
NURSERY LEVEL AND RECEPTION TO YEAR 6
- 3 NORTH LEAMINGTON SECONDARY SCHOOL
YEARS 7 - 11 AND SIXTH FORM

HEALTH AND WELFARE

- 4 CUBBINGTON ROAD SURGERY
- 5 CLARENDON LODGE MEDICAL PRACTICE
- 6 LILLINGTON PHARMACY

RECREATION AND LEISURE

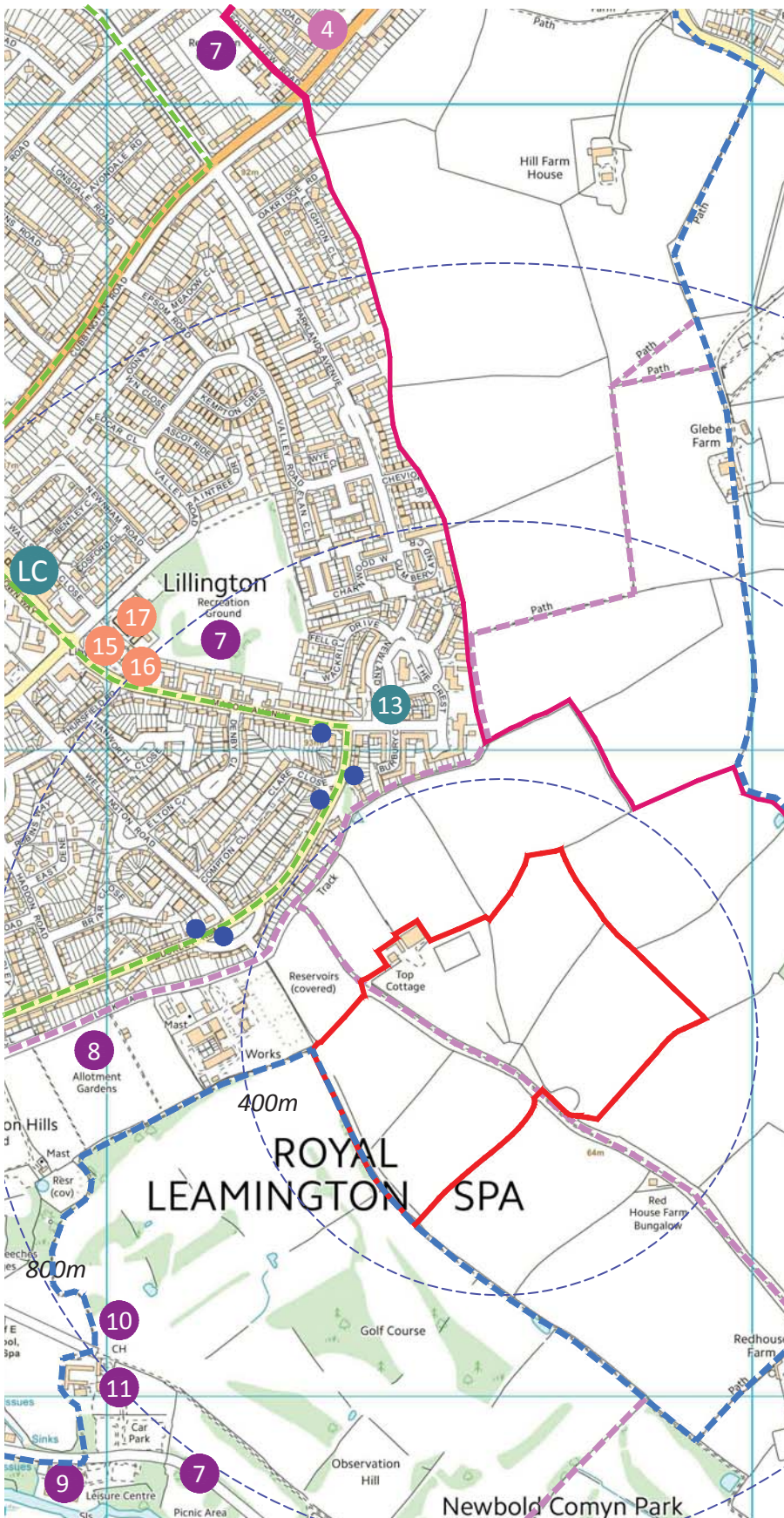
- 7 RECREATION GROUND AND PLAYING FIELDS
- 8 ALLOTMENT GARDENS
- 9 NEWBOLD COMYN LEISURE CENTRE
- 10 NEWBOLD COMYN GOLF CLUB
- 11 THE NEWBOLD COMYN ARMS P.H
- 12 LEAMINGTON CRICKET CLUB

RETAIL

- 13 CONVENIENCE STORE
- 14 TESCO EXPRESS

COMMUNITY

- 15 LILLINGTON LIBRARY
- 16 LILLINGTON CHILDRENS CENTRE WITH
COMMUNITY CENTRE & YOUTH CENTRE
- 17 CHURCH OF OUR LADY
- 18 ST MARY MAGDALENE'S CHURCH



LOCAL FACILITIES PLAN



St Mary Magdalene - Lillington Parish Church



Church of our Lady - Valley Road



Lillington Library- Valley Road



Lillington Community and Youth Centre- Mason Avenue



Allotments



Outdoor play facilities at Newbold Comyn (Paul Putz)



Crown Way Local Centre



Lillington Primary School and Nursery

2.4 ACCESS & MOVEMENT

The Facilities Plan shown on the previous spread shows that there are excellent pedestrian, cycle (including bridleways) and bus links from the Site (via the residential allocation site to the north) to Lillington's facilities, the surrounding area and Leamington Spa town centre. In addition the local road network provides good connectivity to the wider and national network.

Leamington Spa train station is approximately 3km south west of the Site. Three lines radiate from this station: one heads north west to Birmingham Moor Street via Warwick and Solihull with a branch line to Stratford-upon-Avon; a second heads north linking to Kenilworth (planned station) and Coventry; a third south east towards Banbury and onto London Marylebone or Reading via Oxford. London can be reached within approximately 1 hour, 10 minutes.



Leamington Spa rail station

The Facilities Plan also illustrates the routes of all local bus services. The nearest bus stops are on Buckley Road, the closest of which is approximately 400m from the centre of the Site. These stops are served by bus service no. 67/67A/67B linking Lillington to Leamington Spa and onto Sydenham, running four times an hour Mondays to Saturdays, reduced to twice an hour on Sundays and Bank Holidays.

Buckley Road is the nearest adoptable highway to the Site (accessed via the residential allocation site to the north) which heads in an easterly direction from Leicester Street/ Clarendon Avenue. The latter provides a direct route into Leamington Spa town centre, all surrounding areas and the wider highway network. Buckley Road is subject to a 30m.p.h. speed restriction.

The only existing point of vehicular access into the Site is from Black Lane which is also a designated PRow. This road is not maintained by Warwickshire County Council and it falls within the Land Title of land controlled by Catesby. The lane is considered to be unsuitable for use due to it being of insufficient width. Consequently, the two new points of access proposed as part of the residential allocation site to the north (taken from Buckley Road) will serve the development of the Site.

A slender vehicular/pedestrian link running between the gable end of house no.s 126 & 128 Buckley Road connects the north western corner of the residential allocation site to Black Lane and the surrounding areas (shown on page 20).

Black Lane, the Public Right of Way which crosses the Site, runs north west / south east. The alignment of this PRow can be retained as part of any development proposal but it is likely that it will be upgraded to an 'all modes' movement corridor.

"The Millenium Way" Walk, a 100 mile trail that links Pershore, Worcestershire to Middleton Cheney, Northants abuts the western boundary of the Site. This walk then circulates beyond the southern and eastern boundaries of the Site (as shown on the previous page). Development proposals could potentially accommodate a 'green corridor' linking the western and eastern flanks of "The Millenium Way".

Retention of the PRow and the provision of further pedestrian/cycle linkages will ensure a continuation of connections and permeability between the urban form of Lillington and the open countryside to the south.



Nearest bus-stop to the Site (on Buckley Road)



One of the two proposed access points into the site from Black Lane/existing Public Right of Way - land in the background forms part of the Council's residential allocation site ref: H04.



Extent of the Site tinted red

View of the Site from further south along the Millenium Way Walk.

3.0 PLANNING POLICY CONTEXT

3.1 PLANNING POLICY CONTEXT

The Warwick Local Plan was submitted in January 2015 and examination hearing sessions were held in May 2015. In June 2015, the Inspector (Kevin Ward) published his initial findings identifying the Plan to be unsound in respect of the duty to co-operate, overall housing provision and supply and delivery of housing land.

Proposed Modifications to address the issues of soundness identified by the Inspector were published for a six week period of public consultation commencing on 11 March 2016. The modifications propose increasing the District's housing requirement to a minimum of 16,776 dwellings over the plan period (an increase of 3,916 dwellings or 30% over and above the submitted Local Plan requirement). In combination with identifying a justified and realistic level of windfalls and an appropriate level of flexibility, this increased need has created a requirement to allocate additional land to deliver approximately 5,200 dwellings.

It is considered that the increased need for market and affordable housing justifies the release of additional land from the Green Belt at Red House Farm.

Estate regeneration is key to transforming the lives of people living in poorly designed housing and additional residential development at Red House Farm will further boost the regeneration of the Lillington area. Specifically it represents an opportunity to renew a larger proportion of the existing council housing stock through the provision of additional affordable, shared ownership, starter and market housing.

The Government is committed to increasing home ownership and improving opportunities for young first time buyers. Reflecting the recent consultation on changes to national planning policy and proposals contained in the Housing and Planning Bill, additional development at Red House Farm will deliver increased amounts of starter homes and low cost housing (such as discount market sales or innovative rent to buy housing) which will aid the regeneration of Lillington by directly supporting people in the area to access home ownership.

“DEVELOPMENT THAT IS SUSTAINABLE SHOULD GO AHEAD, WITHOUT DELAY – A PRESUMPTION IN FAVOUR OF SUSTAINABLE DEVELOPMENT THAT IS THE BASIS FOR EVERY PLAN, AND EVERY DECISION.”

(The Framework, Ministerial foreword)

Furthermore, additional development will deliver greater social and economic benefits in terms of open space provision, sustainable transport opportunities and job creation.

The land to the south of Red House Farm was considered in the 2016 SHLAA update. Addressing the conclusions of the SHLAA review the Vision Framework demonstrates that:

- The site does not fulfil the five purposes the Green Belt serves;
- The development will form a new, well-defined and defensible Green Belt boundary;
- Development will facilitate a bus loop through the existing emerging allocation enhancing sustainable access to services and facilities;
- The site offers an opportunity to improve the route of the Millennium Way footpath and cycleway (which currently diverts around the site) to provide residents with sustainable access to nearby schools, recreation areas and the town centre;
- Any impact on the local highway network can be sufficiently mitigated;
- The existing riding school will be relocated to a more appropriate location along the southern boundary, freeing land for a feature square within the development.

The release of additional land at Red House Farm directly accords with the spatial strategy (set out in Policy DS10 - Broad Location of Allocated Housing Sites) which in seeking to meet housing needs in the most sustainable locations favours sites on the edge of urban areas over growth in village and rural areas.

Given the significant regeneration benefits which will be delivered it is considered that the land to the south of Red House Farm represents a more sustainable and appropriate location for Green Belt release than the new sites proposed on the edge of Leamington by Modification 16 to Policy DS19.

In summary, the delivery of additional housing to meet identified needs and increased benefits for the regeneration of Lillington represent exceptional circumstances justifying the release of further land from the Green Belt at Red House Farm.

In the event that an allocation is not supported at this time, the land to the south of Red House Farm should be safeguarded for longer term housing provision and to ensure that a deliverable five year housing supply can be maintained throughout the plan period.



4.0 SITE APPRAISAL

4.1 SITE OVERVIEW

This section of the document provides an overview of the existing characteristics of the Site and summarises all associated environmental and technical matters. It confirms that there are no significant physical, environmental and technical constraints to the development of the Site for residential use.

As previously identified, the Site falls within designated Green Belt and measures 17.41 hectares (43.02 acres) gross. It abuts the residential allocation site at the southern edge of Lillington, a suburb of Leamington and is currently in agricultural and equestrian use. It is currently accessed off Black Lane (unadopted) which extends west and meets Leicester Street.

The emerging allocated site for residential development abuts the entire length of the northern boundary of the Site. Alongside the western boundary is an existing mature field boundary hedgerow having occasional trees, the Millennium Way path and Newbold Comyn Golf Course. To the south and east agricultural fields extend beyond the Site. A number of these fields make up part of the remaining Red House Farm estate.

A Constraints and Opportunities Plan included at the end of this section, illustrates the physical, technical and environmental constraints of the Site. In addition the plan also illustrates the many opportunities that could be considered in the development of the Site, with the rationale behind their inclusion explained in the ensuing section 5.1 Opportunities.

4.2 SUSTAINABLE DEVELOPMENT

The previous chapter has confirmed that the Site is in a sustainable location and is well connected to local schools, shops, public transport and all other local services found in and around Lillington, plus the town centre facilities of Leamington Spa.

Any proposed development will deliver energy efficient, low carbon new homes, supporting local and national sustainability priorities.

4.3 GREEN BELT

As previously identified, the Site falls within designated Green Belt. The Secretary of State for Department and Communities and Local Government issued a press release on 6th October 2014 about protecting the Green Belt against unnecessary development. Planning Practice Guidance (“PPG”) was updated to reflect the press release stating “*local planning authorities should, through their Local Plans, meet objectively assessed needs unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF as a whole, or specific policies in the NPPF indicate development should be restricted*”. Such policies include those relating to land designated as Green Belt (Paragraph 044: Reference ID: 3-044-20141006).

Paragraph 85 of the NPPF states that “*when defining boundaries, local planning authorities should ensure consistency with the Local Plan strategy for meeting identified requirements for sustainable development*” and “*not include land which it is unnecessary to keep permanently open*”.

The removal of the allocated residential site from the Green Belt has already been agreed in principle. The release of the extension site will support the emerging allocation by delivering additional social, environmental and economic benefits which will further assist in delivering the Council Regeneration Strategy for the area. Development of the site will create a more defensible Green Belt boundary.

This is considered further in Section 4.4 Landscape, overleaf.



View north from the southern centre of Site on Black Lane/PROW.

4.4 LANDSCAPE

The Site is influenced by the settlement of Lillington and visually by virtue of the abrupt urban-rural interface and presence of prominent multi-storey residential buildings upon the horizon, including Eden Court. The Site's south eastern portion falls away to the River Leam valley corridor.

The Site is a combination of grazing fields and fields in equestrian; neighbouring fields to the south are in arable use. To the east the landscape appears larger-scale due to more intense arable farming and fewer comparative hedgerows and trees.

The baseline landscape character of the Site is defined at local level by Warwickshire Landscape Guidelines. Within these Guidelines, the landscape encompassing the Site is covered by the *Dunsmore Region*, part of the *Dunsmore/High Cross Plateau/Mease Lowlands* Project Area. More specifically the Site falls on the *Plateau Fringe* Landscape Type which is described as being:

"a rather variable, often large scale farmed landscape with a varied undulating topography and characterised by a nucleated settlement pattern of small, often shrunken village".

The Management Structure of this Landscape Type is defined as such:

"enhance the overall structure and key features within the farmed landscape.....the pattern of large hedged fields and woods is a key visual element. The priority in such areas should be to enhance the structure and unity of the landscape by restoring and strengthening primary linear feature".

With regard to the distinctive character of this Landscape Type, proposals should seek to ensure that the *"built development is carefully controlled and well integrated into the landscape"*. This can be achieved by developing a proposal which responds to the varying topography, locating development upon the northern land portion, ensuring that it does not extend beyond the upper slopes from the plateau farmland.

Retention of the dividing field hedgerows would maintain the field structure characteristic of the *Plateau Fringe* Landscape Type, as would the creation of a built development edge reflecting the settlement pattern comprising loose clusters of dwellings. This could be achieved through a varied south-eastern settlement edge, punctuated by hedgerows and open space, with more informal groupings of new dwellings contained within the existing field boundaries.

The planting of a significant east-west woodland block south of any development would serve to link the wooded Runghills (to the east) and Millenium Way Walk treelines and the woodland around Newbold Comyn Park and beyond. In addition, this would also screen the (existing and proposed) built development.

In addition, the field hedgerow along the eastern boundary should be reinforced with a new tree planting belt helping to further limit any visual impact of development.

The Site has the potential to be removed from the Green Belt and define new boundaries within this area. It is considered that development of this land will have limited impact upon the Green Belt's functions and will provide a beneficial contribution to addressing the Council's aspirations for regeneration. The need to designate a future Green Belt boundary along the line of the proposed woodland planting block is clearly definable and will have a sufficient degree of permanence.

4.5 ARBORICULTURE

The Site is bound on all sides by established trees and hedgerows. An Arboricultural Survey will be undertaken in accordance with BS5837:2012 to establish existing Root Protection Areas, branch spreads, and tree shadows. Every effort will be made to retain existing trees and hedgerows within the development proposal. Unavoidably, some will be required to be removed to facilitate the proposed site accesses, as well as other short lengths of hedgerow cleared on-site to facilitate connections between adjoining field parcels.

4.6 TECHNICAL CONSTRAINTS

4.6.1 HIGHWAYS & ACCESS

Two points of access will be provided to the Site, both taken from Buckley Road via the residential allocation site to the north. These will accommodate all modes ie: vehicles, pedestrians and cycles and have a carriageway width able to accommodate an extended local bus service via a looped street network. The separate document submitted to the Council in respect of the residential allocation site should be referred to in order to have a better appreciation of how these access points can be facilitated.

The western-most of these accesses will generally follow the existing alignment of Black Lane and enter the Site to the west of Top Cottage. The eastern-most access will enter the Site close to the eastern side of Red House Farm Riding School. These two access points could be conjoined within the proposed street network via a looped arrangement.



Location of proposed primary site access on Buckley Road (Council's residential allocation site)- view west



Location of proposed primary site access on Buckley Road (Council's residential allocation site)- view east

This loop should be maintained at a minimum width of 5.5m and be designed to limit vehicle speeds to 20m.p.h. whilst avoiding unnecessary convolution. This could include traffic calming features such as changes in surface materials, localised narrowing features and/or those that offer horizontal/vertical deflection.

Further surveys, assessments and consultation with the Local Highway Authority will be undertaken to ensure that any impact from the development proposals upon the local highway network is sufficiently mitigated.

Pedestrian access to the Site could be provided by 2m wide footways positioned either side of these two access points, extending along both site access roads into the Site.

The existing pedestrian access found between the gable end of house no.s 126 & 128 Buckley Road connecting through to Black Lane will remain.

Exclusive pedestrian and cycle only access points can be accommodated connecting the residential allocation site to the Site via informal footways positioned within corridors of green infrastructure planned to link both sites.

Additional connection points can be accommodated to serve the Site from The Millenium Way Walk to the west, helping to further promote permeability and connect the Site directly to the town facilities and services of Leamington Spa and the wider countryside beyond.

Furthermore, to the south of any woodland block planted to help contain development and define a revised Green Belt area, a new green link could potentially be provided to improve connections between the western and eastern flanks of The Millenium Way Walk, to help reduce what is currently a convoluted route.

4.6.2 GROUND CONDITIONS

It is understood that the Site does not have any significant geotechnical constraints in relation to strata or contamination given its greenfield nature.

The British Geological Survey Desktop Viewer has identified that the Site is underlain by Mudstone of the Mercia Mudstone Group, Sedimentary Bedrock formed approximately 200 to 251 million years ago in the Triassic Period. Local environment previously dominated by hot deserts. Superficial deposits of Diamicton and Bosworth Clay (clay & silt) are also recorded.

Standard strip/trenchfill foundations are considered to be suitable subject to a detailed site investigation.

4.6.3 NOISE

A baseline noise level survey and an assessment of the Site to examine the extent of the current noise environment and determine the suitability of the Site for residential development, will be carried out based on the guidance contained within British Standard (BS) 8233:2014 "*Guidance on sound insulation and noise reduction for buildings*". The results of the assessment will include any requirements for mitigation measures to ensure that internal and external noise levels are within guideline values.

The Site does not have any significant constraints in relation to noise and therefore no mitigation measures are anticipated.

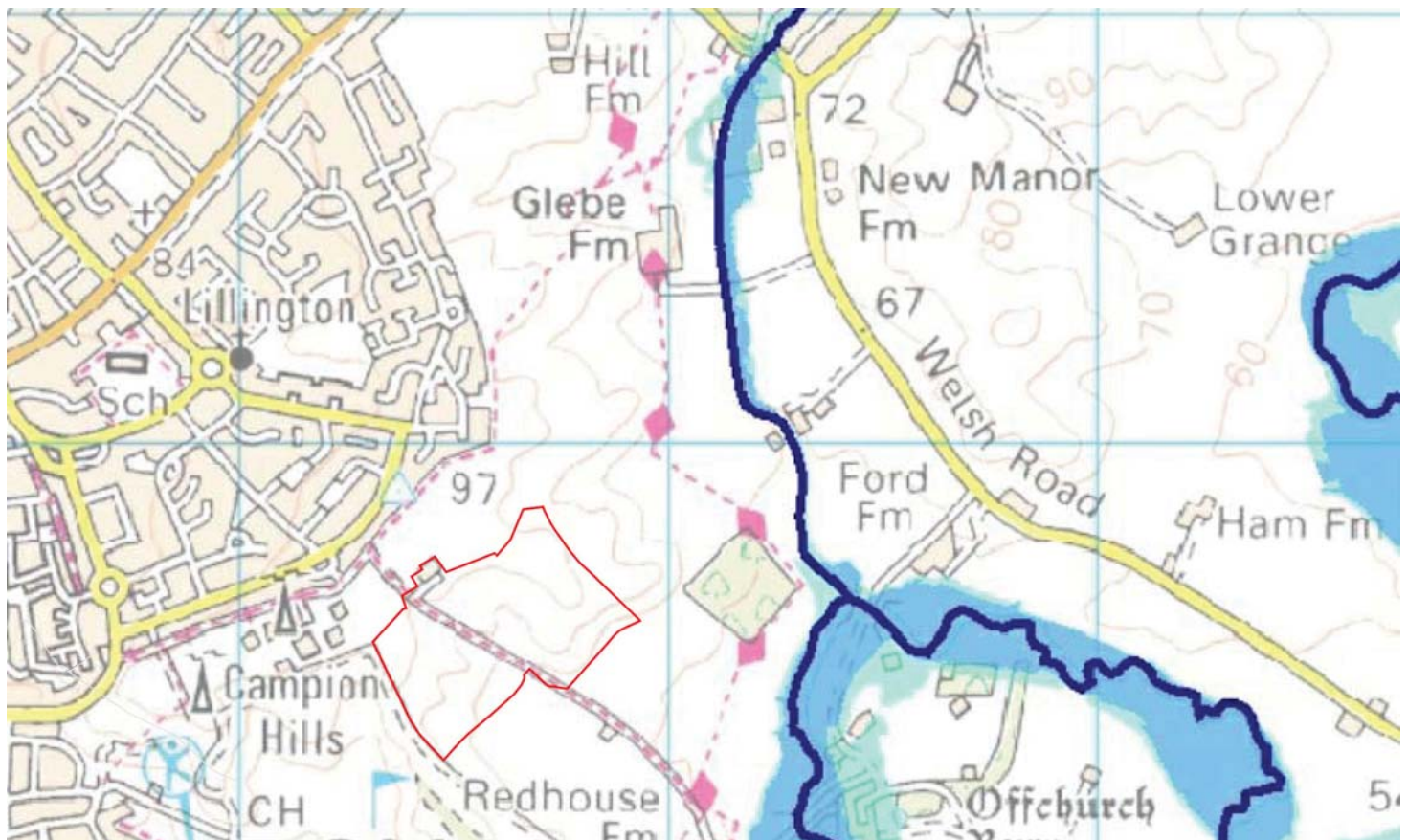
4.6.4 FLOOD RISK & DRAINAGE

The whole of the Site falls within Environment Agency Flood Map for Planning (Rivers and Seas), Flood Zone 1 "*low probability*" and is therefore suitable for residential development.

An existing watercourse lies approximately 300m to the east of the Site beyond Runghills. This watercourse flows in a southerly direction to the River Leam, found to the south east of the Site.

Surface water from the Site will outfall via gravity at the lowest point along the southern boundary. Flows will be conveyed to the existing watercourse to the east of the Site via existing field ditches or by the requisition of a new surface water sewer. Surface water will be attenuated on-site via a series of sustainable drainage features (such as attenuation basins/swales, underground storage crates) with the overall flow controlled such that the pre-development discharge rates and volumes are maintained post-development.

Due to the existing topography of the Site, foul drainage from the Site will require pumping to a suitable point of connection into the existing network within Buckley Road. Possible reinforcement of the existing network may be required, subject to a capacity check with Severn Trent Water.



ENVIRONMENT AGENCY FLOOD MAPPING (EXTRACT)

4.6.5 UTILITIES

An existing electricity service runs overhead across the Site in the northern corner, extending across from the residential allocation site. From this point, the service continues further east. It is likely that this service will be diverted underground as part of the proposed servicing strategy for the development proposals. This strategy will include new distribution substations where required.

Utility records will be obtained from all local service and utility operators to determine the extent of existing utility infrastructure on/adjacent the Site. Confirmation will then be sought from these operators to determine whether reinforcement to the existing infrastructure will be required to serve the development proposals. It is anticipated that large scale reinforcement will not be required.

4.7 HERITAGE & ARCHAEOLOGY

An Archaeological Assessment of the Site to examine any potential effects of the development proposals upon any significant heritage or archaeological assets on or near to the Site will be prepared.

In advance of this, an initial desk-based study has revealed that there are no Scheduled Ancient Monuments, Listed Buildings, Registered Park and Gardens or any other designated heritage assets directly on the Site or nearby.

Similarly, there are no non-designated archaeological assets on the Site. Historic evidence indicates that the Site was in arable cultivation during the Medieval period, consequently settlement of this time is unlikely to be found on-site. Furthermore, advice has been provided to suggest that the configuration of prehistoric, Roman and Saxon evidence in the Warwickshire Historic Environment Record is such that the Site appears to have little likelihood of settlement or other significant finds from these periods.

4.8 ECOLOGY

Habitats within the Site comprise semi-improved species-poor grassland grazed by equine stock, and arable fields with associated field boundary hedgerows and trees. To the north of the Site, is Top Cottage and various outbuildings making up Red House Farm Riding School. Habitats associated with this facility include several individual buildings of agricultural scale, a car park and menage.

No rare or notable plant species have been noted on previous site visits. As part of the development proposals, implementation of rich grassland within areas of green infrastructure and appropriate management will result in positive net gains to biodiversity. An area close to the southern boundary of the Site beyond the proposed woodland block could be secured as a specific ecological habitat area.

Hedgerows and trees along field boundaries provide ecological value as they provide structural diversity and opportunities for sheltering and foraging wildlife. They also provide green corridors to allow movement of animals throughout the Site. Consequently, these habitats will be retained within the green infrastructure of the development proposals. Where there is the inevitable loss of hedgerows and trees through the creation of the proposed site accesses and through associated movement corridors enabling the inter-connection of adjoining fields, compensation can be provided through the implementation of new native species hedgerows within the overall green infrastructure. In addition ecological 'hop-overs' could be incorporated.

The creation of "wet" surface water attenuation features within the development proposals with marginal vegetation would increase the overall habitat diversity. Other enhancements which could be provided include a generous provision of native species tree species helping to soften the impact of development where topography falls away to the south / south east towards the River Leam corridor.

Whilst the presence of badgers has been identified, this can be appropriately addressed through mitigation measures put forward as part of the development proposals. Additional species specific surveys (such as bats: foraging and roosting; nesting birds; reptiles) will be required to support any future planning application.

The implementation of an appropriate green infrastructure package and management strategy would provide positive gains for local biodiversity and would be in accordance with local and national policies covering ecology and nature conservation. Consequently, it could be concluded that any development proposals are unlikely to significantly affect biodiversity locally if appropriate green infrastructure is provided.

4.9 CONSTRAINTS & OPPORTUNITIES

The plan on the following page illustrates the physical, technical and environmental constraints of the Site, along with all opportunities for development which is explained in further detail in the succeeding section.





- N
- 0m 20m 50m
- GROSS SITE AREA
17.41 ha - 43.02 acres
 - ADJACENT PROPOSED SITE ALLOCATION
REF: H04
 - EXISTING BUILT FORM
 - EXISTING PROPERTIES TO BE DEMOLISHED
 - EXISTING TREES / HEDGEROWS
SUBJECT TO SITE SURVEY
 - LOCAL ROAD NETWORK
 - EXISTING BUS STOPS
CLOSE TO THE SITE
 - LOCAL FOOTWAY NETWORK
 - EXISTING PUBLIC RIGHTS OF WAY
 - LOCAL OPEN GREEN SPACE AND/OR HIGHWAY VERGE
 - OPEN FIELDS ADJACENT TO THE SITE
 - RECREATION GROUND
 - APPROXIMATE ROUTE OF EXISTING OVERHEAD
HIGH VOLTAGE CABLES - TO BE DIVERTED
 - APPROXIMATE CONTOURS AT 5m CONTOURS
 - CLOSE VIEWS TO THE SITE FROM THE SOUTH/SOUTH EAST
PARTIALLY FILTERED LONGER-RANGE VIEWS FROM
"THE MILLENIUM WAY" WALK (WARWICKSHIRE)

OPPORTUNITIES:-

- ← PRINCIPLE POINT OF SITE ACCESS - ALL MODES
- ← SECONDARY POINT OF SITE ACCESS - ALL MODES
- ↔ POTENTIAL CONNECTION POINTS/MOVEMENT
CORRIDORS BETWEEN ADJOINING LAND PARCELS
- ↔ SUGGESTED HIGHWAY
- ← POTENTIAL PEDESTRIAN/CYCLE ONLY ACCESS
- ANTICIPATED NDA = 7.1ha (17.54 acres)
ANTICIPATED NUMBERS @ 28 DWELLINGS/HA =
200 APPROXIMATE DWELLINGS
- PROPOSED GREEN INFRASTRUCTURE ON-SITE
INCLUDING: PUBLIC OPEN SPACE; NATURAL/SEMI-
NATURAL SPACE; SuDS FEATURES; PLAY PROVISION
- STRUCTURAL PLANTING TO FILTER VIEWS
- ↔ POTENTIAL FOR NEW GREEN LINK/PROW
TO CONNECT THE NORTH/SOUTH FLANKS
OF "THE MILLENIUM WAY" WALK
- ↔ POTENTIAL FOR COMMUNITY GREEN SPACE
- NEW WOODLAND PLANTING
- ↔ INDICATIVE SW ATTENUATION FEATURES
EG: SuDS BASINS/SWALES

CONSTRAINTS & OPPORTUNITIES PLAN

5.0 DEVELOPMENT PROPOSALS

5.1 OPPORTUNITIES

The previous chapter appraised the key features of the Site and identified all known constraints with the Constraints and Opportunities Plan correlating these constraints. As a result, there are a number of key opportunities which will help to shape any development proposal, the principles of which are summarised below:

- Aim to achieve an overall development density of approximately 28 dwellings per hectare (net) ensuring efficient land-use. Such a density will be appropriate to the local context, be reasonably calculated to ensure the promotion of “good design” at the rural edge and be appropriate to the Council’s aspirations for housing numbers;
- Proposed development façades should, in the majority of instances, address all retained perimeter hedgerows and inter-field boundaries thus ensuring that such retained green infrastructure becomes an *inclusive* part of the development strategy;
- Dedicated children’s play space can be accommodated within the development at a quantum yet to be determined. This could include a square central “*community green*” conveniently located for both this Site and allocated residential site;
- A new woodland block could be included within the southern undevelopable part of the Site to help visually contain development and provide a defined edge to the revised Green belt boundary;
- The central *looped* access road should link back into the residential allocation site abutting the Site to the north. The existing PRoW crossing the Site shall be retained. This strategy will help to promote high levels of permeability on-site with multiple opportunities for new pedestrian linkage to the local network available for exploration;
- Potential for the existing Riding School to be relocated to a more appropriate location along the southern boundary, freeing land for a green square within the development;
- The inclusion of a small number of bungalows could be considered subject to local housing need and market demand;
- Buildings should be encouraged to “turn the corner” and have a dual aspect where streets meet;
- On-street parking should be defined so as to not impair traffic movement.

There are no significant physical, environmental or technical constraints to the Site and it is available and capable of delivery to help meet the Councils’ future housing needs.

5.2 DEVELOPMENT PROPOSAL

The page opposite follows a series of initial sketches illustrating the evolutionary journey of the development concept proposal. At the end of this journey, a high level design proposal has been developed which is an illustrative representation of the residential development possible upon the Site. This successfully takes into account all of the key existing features appraised and any associated constraints, whilst suitably accommodating the key opportunities listed in Section 5.1. The proposal illustrates residential development with a maximum capacity of 200 dwellings and an indicative net developable area of approximately 7.2 hectares (in excess of 17 acres). The appropriate density of 28 dwellings per hectare is considered to be achievable.

This development will contribute towards the Councils’ housing numbers and provide a wide range of accommodation types satisfying local housing need. The configuration of dwelling blocks can be planned in such a way to reflect the mass and scale local vernacular, whilst developing its own recognisable character and quality. The former will ensure that the development integrates into both the immediate and local context.

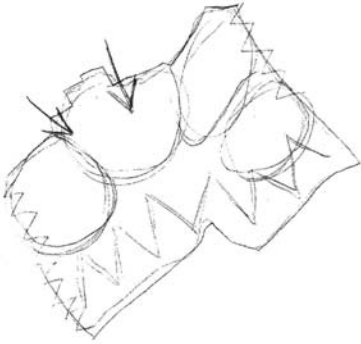
The proposals have been underpinned by the following key design principles:

- A well-structured housing layout led by landscape and the existing green fabric of the Site will be delivered. Natural features of the Site will be retained and key nodes/character areas development throughout, resulting in the creation of a positive “sense of place”;
- Site access accommodating all modes can be facilitated from the street network proposed as part of the residential allocation site to the north;
- Multiple options enabling pedestrian linkage between the Site and the local context, can be considered promoting high levels of permeability throughout;
- Tree/hedgerow retention upon the Site will be maximised wherever possible, and further enhanced through new planting, especially along the southern and eastern boundaries of the Site;
- The development facade will address all green infrastructure, ensuring that all retained trees and hedgerows positively contribute to the scheme design, provide positive features in that they are functional and form *social* spaces, whilst aiding integration of the development within the green fabric of the Site;
- Provision of publicly accessible open space to aid the health and welfare needs of the future occupants of the development, whilst proving key habitats for wildlife.
- A wide range of accommodation types can be planned affording a broad mix of family homes with the aim of satisfying local housing need. Development density will be in line with planning policy and in character with the fabric of the immediate area.

DESIGN IS VERY MUCH AN EVOLUTIONARY JOURNEY, SUBJECT TO MANY CHANGES AND DIVERSIONS EN-ROUTE.

As part of the preparation of any development proposal, a number of initial thoughts are put onto paper and then progressed into working concepts. This is an essential part of concept design and enables the exploration of the many design permutations possible whilst provoking an optioneering process. In doing so, these early stage designs can help to verify design principles and establish what certain design parameters are feasible.

Appearing below is a selection of these initial thoughts and scribbles presented in thumbnail format. These capture a number of the headline principles, each one being annotated. Various components of these concepts have then been transferred into an illustrative development proposal shown on the spread overleaf.



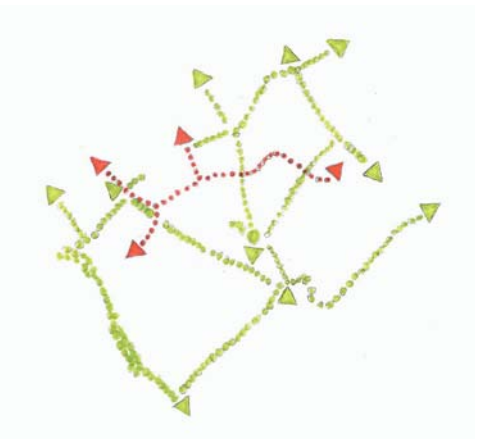
'BUBBLE-GRAM'

Earliest sketch showing the network of physical boundaries on the Site that define pockets of land for potential development. These pockets are illustrated as no more than simple blocks or 'bubbles'.



MOVEMENT

Movement around each development block is considered, the layout of which should be functional enabling easy navigation and way-finding. Pedestrian movement will be focused within areas of identified green space, in synergy with the public footpath network currently crossing the Site and extending beyond. SuDS features are fixed within areas of planned green space, namely to the south east corner.



CONNECTIONS

The location of connections between the Site and the adjoining settlement is to be considered, along with.....'where is best to provide links between adjoining fields?' These are positioned so as to cause least disruption to the existing green fabric of the Site.



GREEN FABRIC

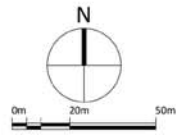
Established field boundaries to be retained are brought to the forefront of design principles. These shall be augmented and enhanced to contain development and form the backbone of the green fabric of the design, able to deliver a quantum of green space for use by the public, residents and wildlife alike.



DEVELOPMENT FRAMEWORK

In drawing these elements together a development framework emerges. This illustrates where housing can be located which respects the identified technical and environmental constraints, together with neighbouring properties. The generous quantum of green space will result in a high quality residential environment.



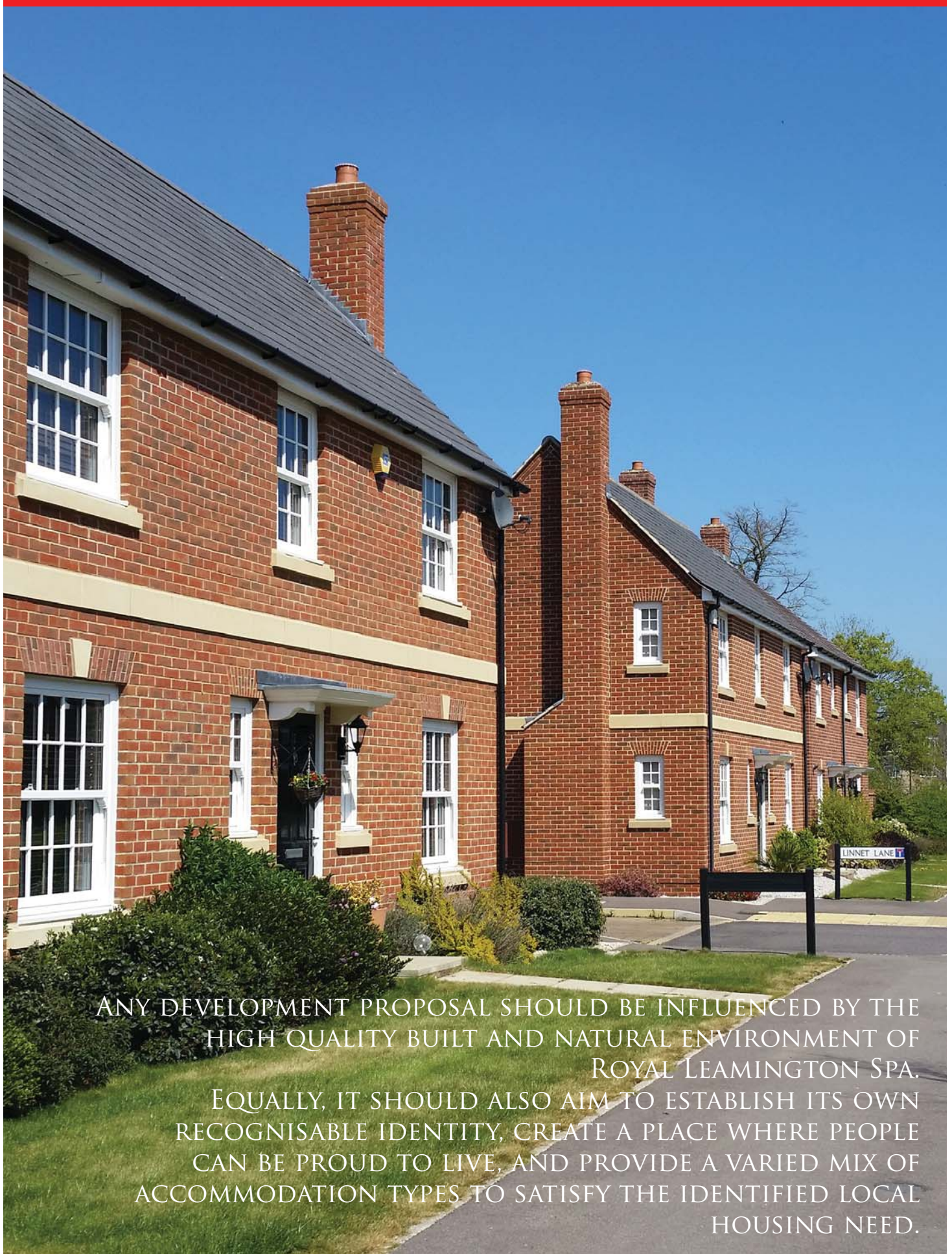


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- LOCAL ROAD NETWORK
- EXISTING BUS STOPS
CLOSE TO THE SITE
- LOCAL FOOTWAY NETWORK
- OPEN FIELDS ADJACENT THE SITE
- RECREATION GROUND
- PRINCIPLE STREET WITH FOOTWAYS
- HOUSING NODE HELPING TO CREATE
PLACES AND SPACES
- SHARED SURFACE STREET
- PRIVATE DRIVE/MEWS
- ON-SITE PEDESTRIAN LINKS
- POTENTIAL FOR NEW GREEN LINK/PROW
TO CONNECT THE NORTH/SOUTH FLANKS
OF "THE MILLENIUM WAY" WALK
- DEVELOPMENT AREA
- DWELLING FOOTPRINT
- PLANNED GREEN INFRASTRUCTURE INCLUDING:
 - NATURAL/SEMI-NATURAL GREEN SPACE;
 - CHILDRENS PLAY PROVISION;
 - POTENTIAL COMMUNITY GREEN SQUARE;
 - PUBLIC OPEN SPACE;
 - GREEN CORRIDORS;
 - SuDS FEATURES;
 - ECOLOGICAL HABITAT;
 - RETAINED GRAZING LAND
- INDICATIVE NEW TREE PLANTING
- INDICATIVE NEW WOODLAND PLANTING
- POTENTIAL SuDS FEATURES
EG: SWALES, ATTENUATION BASINS
- POTENTIAL FOR CREATION OF NEW ECOLOGICAL
HABITAT WITHIN THIS AREA OR LAND TO BE RETAINED
AS EXISTING GRAZING LAND

RED HOUSE FARM
BUNGALOW

ILLUSTRATIVE DEVELOPMENT PROPOSAL

6.0 CONCLUSIONS



ANY DEVELOPMENT PROPOSAL SHOULD BE INFLUENCED BY THE HIGH QUALITY BUILT AND NATURAL ENVIRONMENT OF ROYAL LEAMINGTON SPA. EQUALLY, IT SHOULD ALSO AIM TO ESTABLISH ITS OWN RECOGNISABLE IDENTITY, CREATE A PLACE WHERE PEOPLE CAN BE PROUD TO LIVE, AND PROVIDE A VARIED MIX OF ACCOMMODATION TYPES TO SATISFY THE IDENTIFIED LOCAL HOUSING NEED.

Land at Red House Farm (Southern Extension to Emerging Allocated Site "H04"), Lillington, Royal Leamington Spa, has been robustly assessed in terms of planning, environmental and physical context and it has been demonstrated that the Site is suitable to accommodate future housing development to meet the identified needs of the Council.

Analysis of the Site carried out thus far and the illustrative development proposals presented within this document demonstrate how a well designed, high quality development can be achieved responding to the unique context of the Site. The Site has capacity to accommodate up to a maximum of 200 dwellings. When combined with the emerging residential allocation site to the north, both sites have potential capacity to deliver up to 480 dwellings. This increased quantum of development strengthens the Council's regeneration objectives for Lillington, helping to support, sustain and revitalise the local community.

The following headline points are concluded as such:

- The Site is situated within a sustainable location and is considered suitable for new housing;
- The Site should be regarded as suitable for future housing development without having a significant detrimental visual impact on the neighbouring environment or the wider landscape;
- The Site has limited overall contribution to the purpose of the Green Belt, a new boundary area could be developed by the inclusion of a new woodland planting block;

- A landscape-led development proposal has the potential to create a sympathetic urban/rural interface;
- The Site is well located for a range of local facilities and services, the vast majority of which are either connected by established pedestrian routes, or can be connected via new pedestrian links;
- The Site benefits from good local and strategic road connections and has good access to public transport. An extended local bus service shall serve the residential allocation site to the north, further improving the proximity of public transport to the Site;
- There is an identified need to deliver new housing to meet the needs of the Council. This Site will help to address that need, offer a wide range of accommodation types satisfying local demand, and deliver the required number of affordable housing units;
- Surface water run-off rate from the development proposals will have overall flow controlled such that the pre-development discharge rates and volumes are maintained post-development;
- A generous quantum of functional green space will be delivered available for use by the public and residents, whilst creating new opportunities for wildlife and improving biodiversity.

The Site is readily available and suitable for development; making it a deliverable site for Catesby Estates Ltd. It would make a sustainable and appropriate opportunity for new housing to meet the identified needs of the District.



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Status: Draft

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