

RED HOUSE FARM
(EMERGING LOCAL PLAN ALLOCATED SITE "H04")
LILLINGTON, ROYAL LEAMINGTON SPA



VISION FRAMEWORK

APRIL 2016



The Site when viewed afar from Millenium Way. Farm buildings on the horizon denote the southern boundary

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THE SITE, ALLOCATED FOR RESIDENTIAL DEVELOPMENT
WITHIN THE EMERGING LOCAL PLAN, ADJOINS THE
SOUTHERN EDGE OF LILLINGTON, A SUBURB OF
ROYAL LEAMINGTON SPA.

WHEN LINKED TO ADJOINING LAND OPPORTUNITIES, THE
SITE WILL BE ABLE TO FACILITATE A WIDER REGENERATION OF
THE LILLINGTON AREA.

1.0 INTRODUCTION



1.1 OVERVIEW

This document has been prepared by Catesby Estates Limited in respect of the proposed allocation for residential development in the emerging Local Plan at Red House Farm, Lillington (“the Site”), which lies within the administration of Warwick District Council (“the Council”), close to the town centre of Royal Leamington Spa.

The document supports the Council’s proposed allocation as it appears within the Publication Draft of the Council’s Local Plan 2011-2029 dated February 2015. The Site is referenced as “*Housing Allocation Site Ref. HO4*” under the heading of “*Greenfield Sites*” and has a potential site capacity of 250 dwellings (to include a small parcel of land adjoining the Site to the north described as “*Charity Trust Land*”). Development upon the Site will help to realise the Council’s regeneration objectives for Lillington, part of which directly abuts the northern boundary of the Site along The Crest, Burbury Close and Mason Avenue.

Building on representations made to Warwick District Council by Bond Dickinson dated June 2014, its purpose is to inform the staged approach to site assessment.

Development of the Site would assist the Council to meet Local Plan objectives whilst supporting, sustaining and revitalising the local community in Lillington. An appropriate and acceptable design rationale will create an attractive urban edge where new development abuts the Green Belt with 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**



View south across the Site towards the southern boundary, Top Cottage and Red House Farm Riding School buildings

2.0 SITE & LOCAL CONTEXT

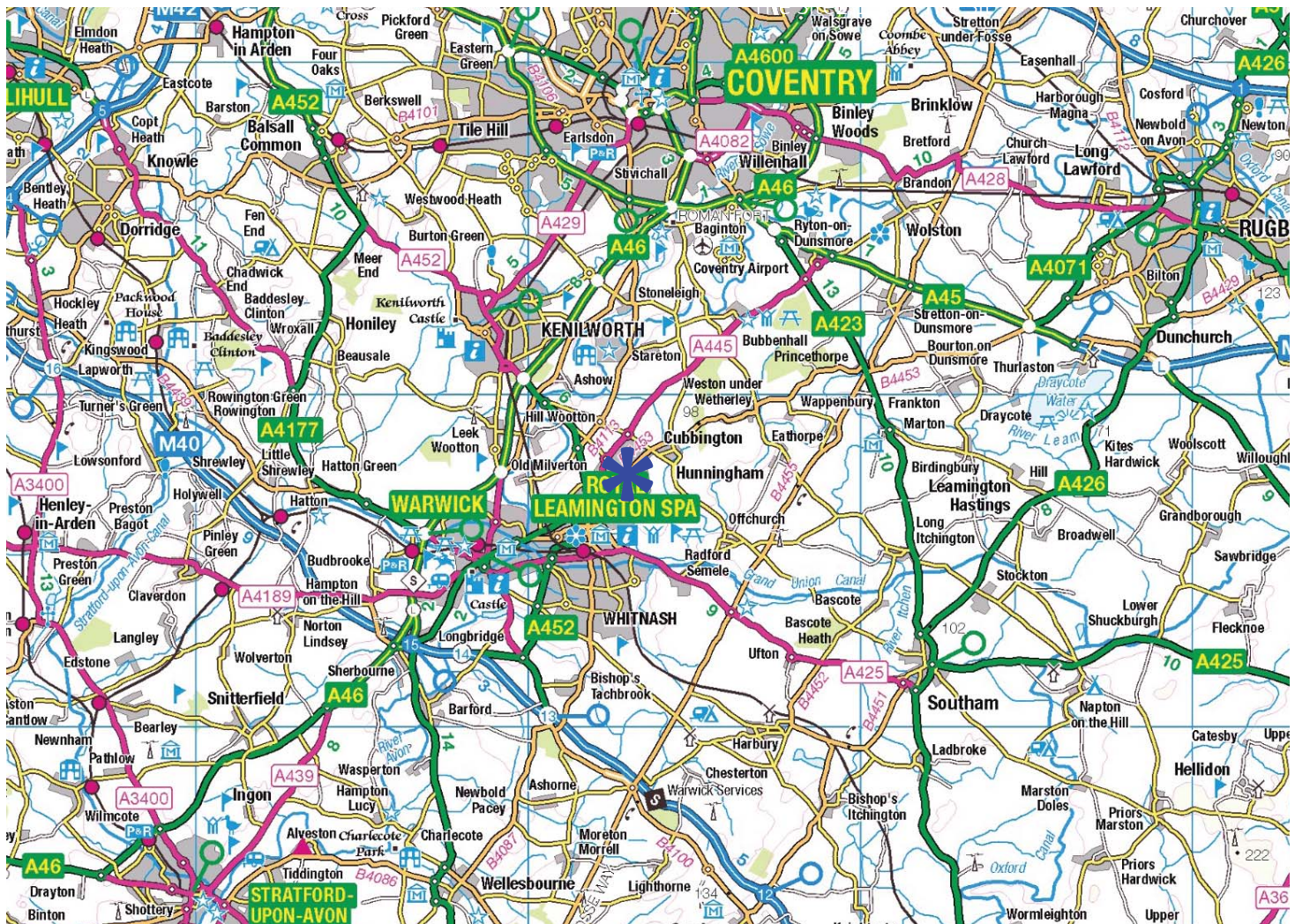
2.1 THE SITE

The Site, delineated on the Strategic Context diagram below with an asterisk, 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 off Black Lane (unadopted) which extends west and meets Leicester Street.

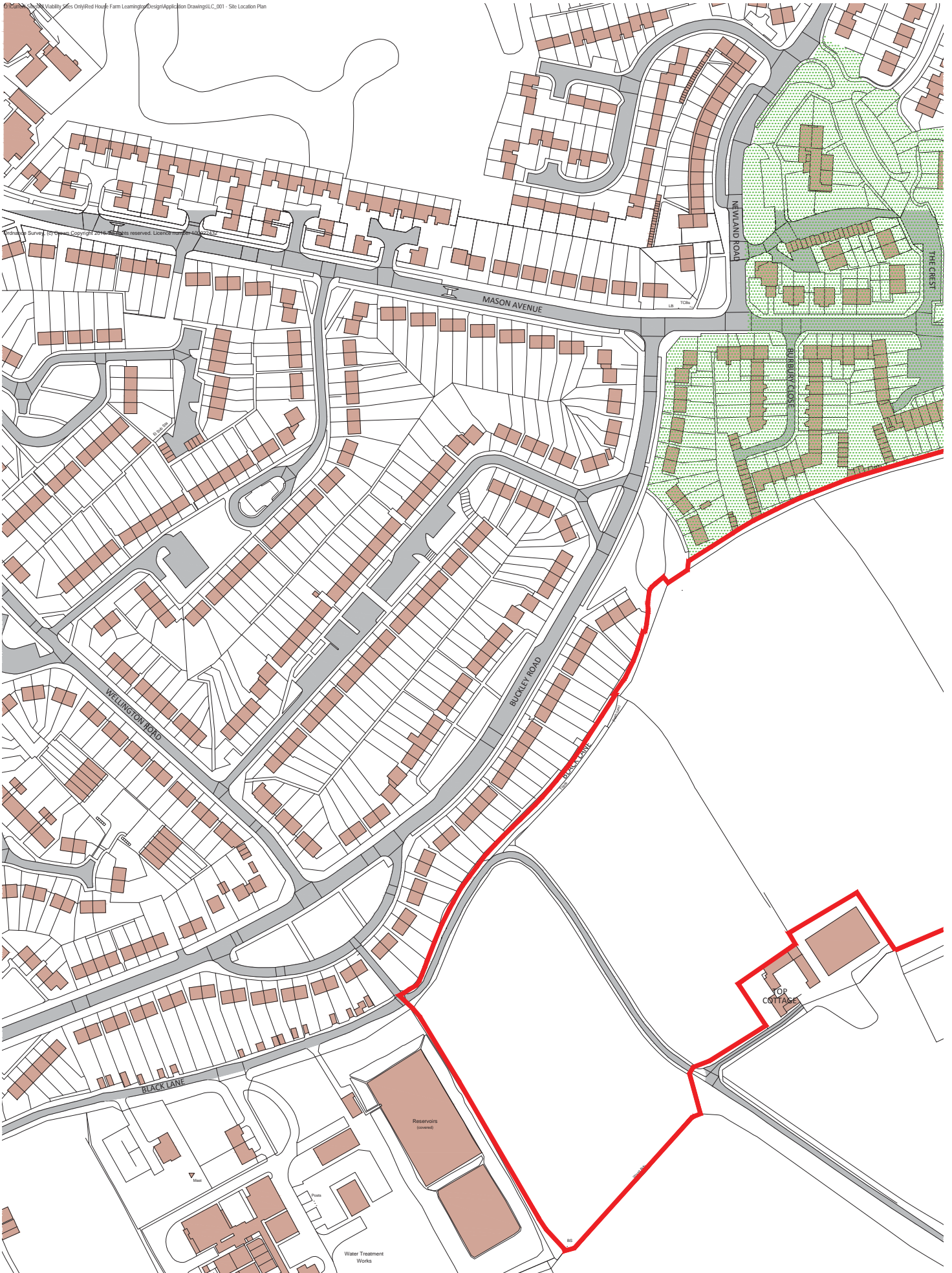
The Site can be directly connected to the local road network via Buckley Road onto Leicester Road and Clarendon Avenue. This route offers connections to the primary road network (A452, A445, A46 and M40) at the wider level. Leamington Spa has a mainline rail station with regular services to London Marylebone with the quickest taking approximately 1 hour, 10 minutes. Birmingham International Airport is located approximately 28km north west of the town centre.

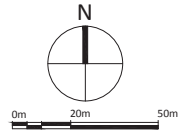
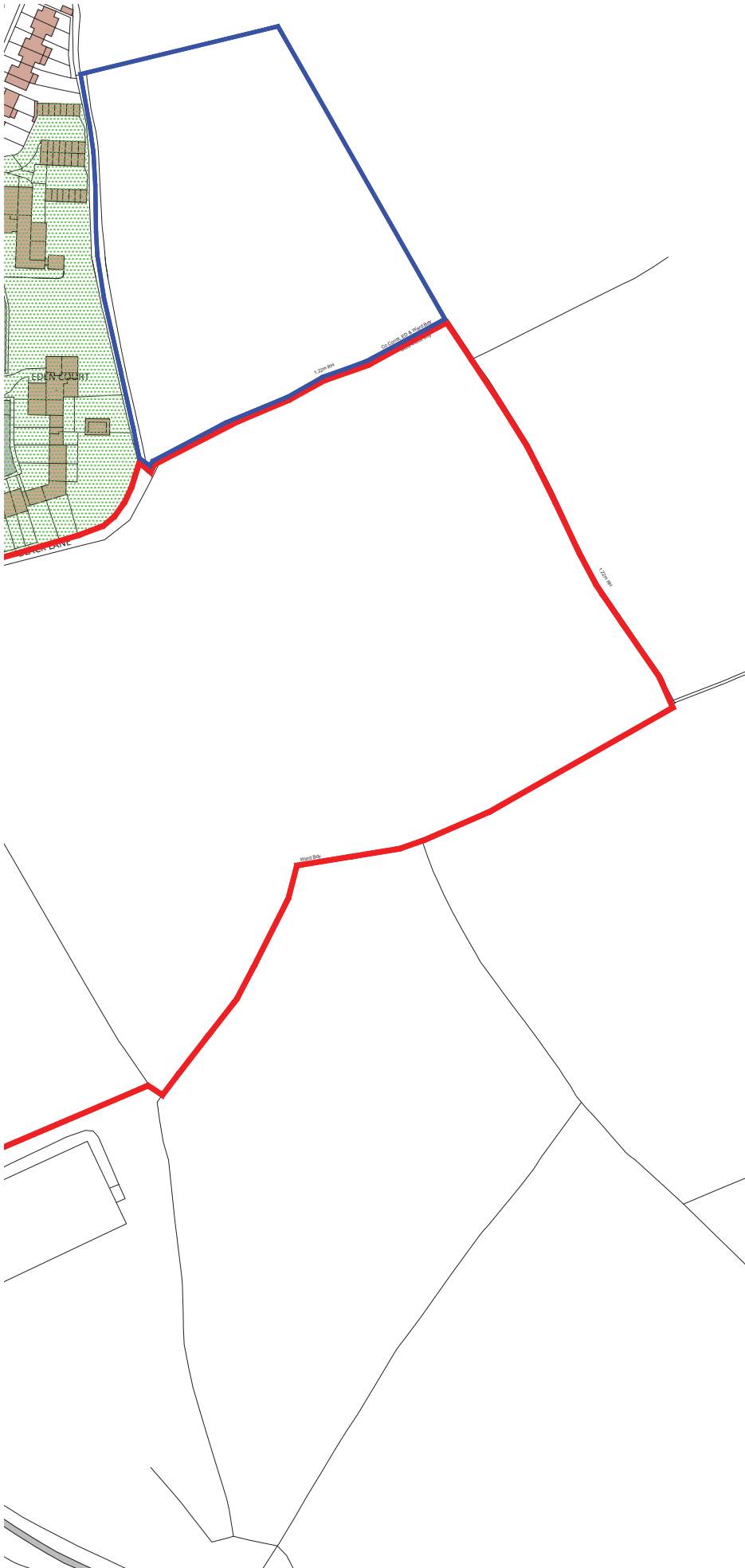
Lillington has two key areas. The new centre, based around Crown Way which contains many local services and facilities, was predominantly built as a council housing estate including three tower blocks. The largest of these blocks, Eden Court, dominates the skyline from the south. The second, and older 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.

Existing housing lines both sides of Buckley Road to the north west and on the southern side, these directly abut the Site. Alongside the western boundary is a Severn Trent water treatment works, to the south west Newbold Comyn Golf Course and to the south and east agricultural fields. A number of these fields make up part of the Red House Farm estate. To the north, a variety of residential properties of differing scale and mass, are laid out along The Crest, Mason Avenue and Burbury Close.



STRATEGIC CONTEXT





- SITE BOUNDARY 11.87 ha (29.33 acres)
- LAND TO THE NORTH OWNED BY SIR THOMAS WHITE'S CHARITY & KING HENRY VIII ENDOWED TRUST
- LAND TO THE NORTH KNOWN AS 'THE CREST' WITH FUTURE REDEVELOPMENT POTENTIAL

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 forms the northern-most portion of the Red House Farm estate directly abutting the hard urban edge of Lillington.

The Site area (gross) extends to 11.87 hectares (equates to 29.33 acres) and slopes to the south / south east. It comprises three fields in equestrian use (one of which is split into three smaller paddocks) plus one much larger arable field to the east. All fields are framed and individually split by mature hedgerows although the two most western fields are split by a made Public Right of Way (a continuation of Black Lane) separated with timber rail and stock-proof fencing. A second Public Right of Way extending along from Black Lane continues along the inside of the northern site boundary and diverts north along the rear of properties fronting The Crest.

Top Cottage, which abuts the Site to the south, and its associated agricultural outbuildings making up Red House Farm Riding School, is excluded from the site area.

The Site currently sits within the designated Green Belt. However, after a successful period of engagement between the landowner and the Council, the Site is seen as a pivotal opportunity to help bring forward regeneration and future growth to Lillington to address an identified housing need. As a result, the Site has been selected by the Council as a proposed site for allocated housing within the Publication Draft of the Local Plan 2011-2029.

In terms of development potential, the Site is capable of accommodating up to a maximum of 250 new houses, both market and affordable housing. It should be noted that this capacity has been calculated including the small parcel of land adjoining the Site to the far north described as being "Charity Trust Land" (land owned by Sir Thomas Whites Charity & King Henry VIII Endowed Trust).

As a result of development a certain number of existing occupants from the residential area to the north of the Site ("The Crest" land), including the three tower blocks, could be relocated to more suitable, higher quality, low rise accommodation. This will assist the Council in delivering regeneration proposals for the wider Lillington area.

Development of new low rise residential development in the area will also provide for a more defensible Green Belt boundary with significant benefits for walking, cycling and publicly accessible open space.



View east across the northern section of the Site with PRoW to the left

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 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 directly adjacent 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 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.

Development should be two storey in the majority; however the opportunity for 3 storey development, or accommodation set within generously pitched roofs and gables of two storey development in the right location away from the periphery of the Site will 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 should ideally be in a looped format to 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 the both the outer fringes of the Site, but also the “Charity Trust Land” and the area of Lillington planned for regeneration, to the north.

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 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 are blocks 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.

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 400m away, a four 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.

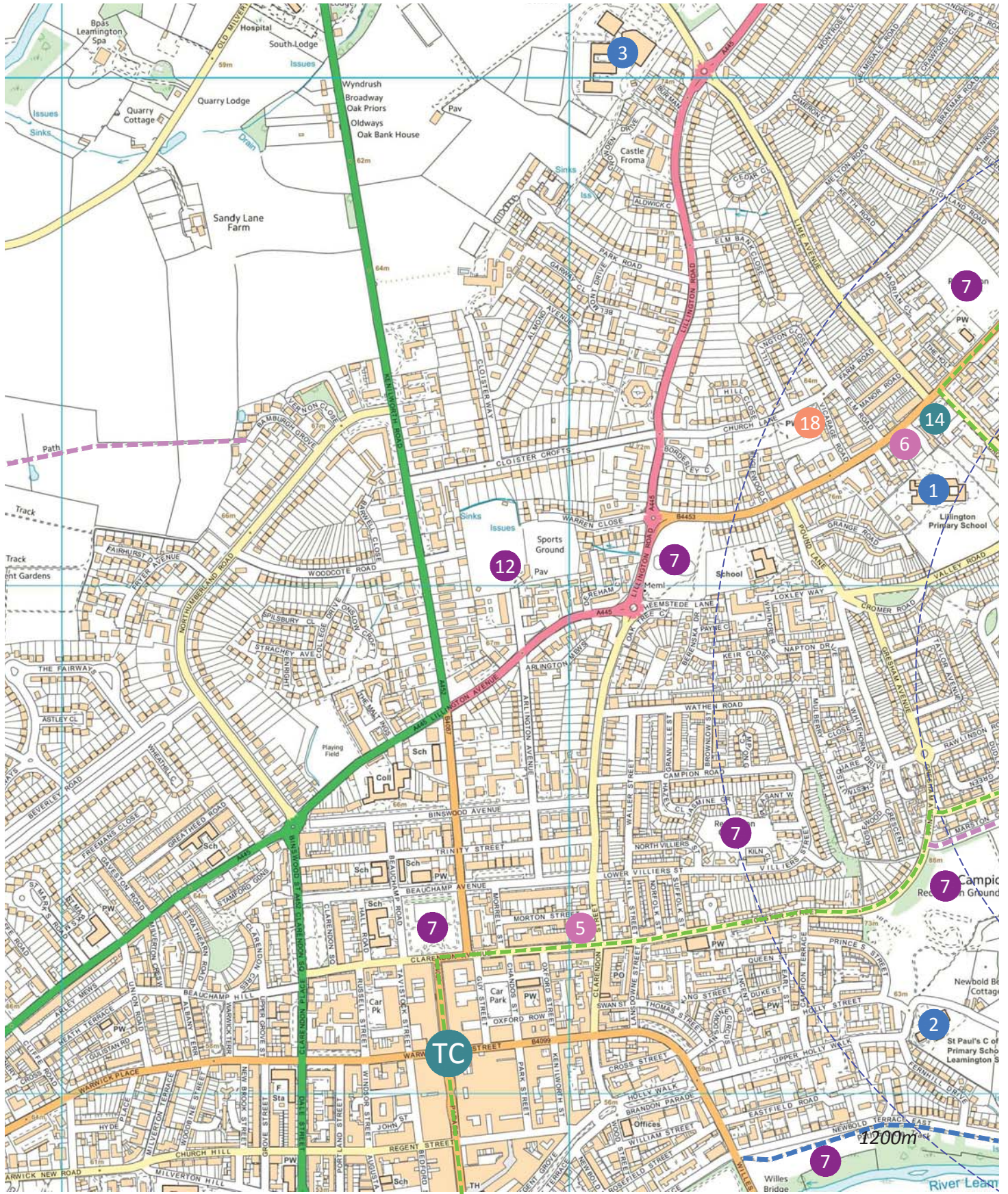
A full list of services considered to be of significance are listed below with *actual* walking distances shown in brackets:

- Nearest bus stop to Site- Buckley Road (200m);
- Convenience Store (300m);
- Lillington Community and Youth Centre (725m);
- Lillington Library (775m);
- Church of our Lady (800m);
- Crown Way Local Centre (850m);
- Lillington Pharmacy (1.11km);
- Tesco Express (1.1km);
- Lillington Nursery and Primary School (1.2km);
- North Leamington Secondary School (2km);
- St Mary Magdalenes Church (1.4km);
- Newbold Comyn Arms P.H (1.5km)
- Newbold Comyn Leisure Centre (1.6km);
- Cubbington Road Surgery (2km);

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



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

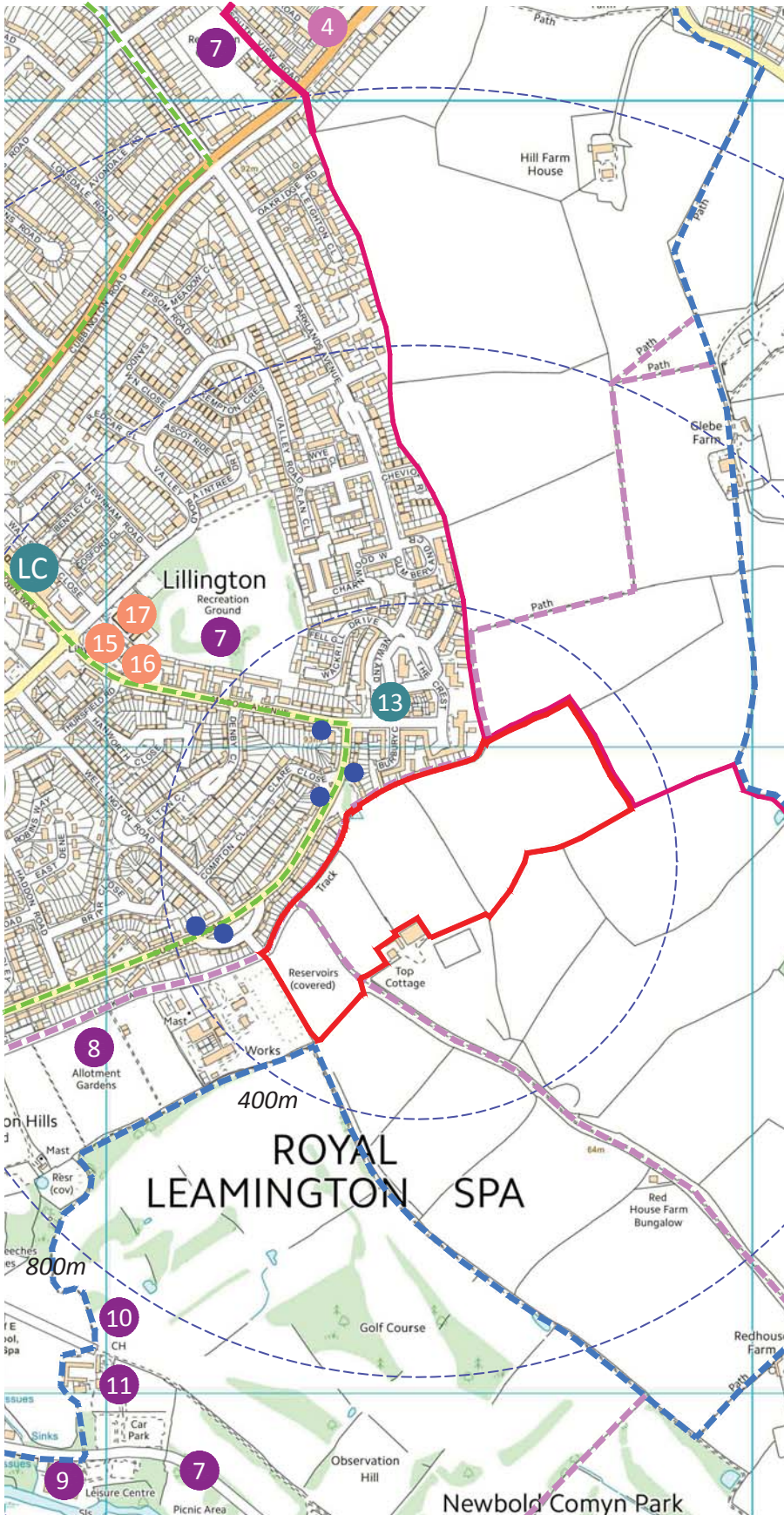
- 7 RECREATION GROUND AND PLAYING FIELDS
- 8 ALLOTMENT GARDENS
- 9 NEWBOLD COMYN LEISURE CENTRE
- 10 NEWBOLD COMYN GOLF CLUB
- 11 THE NEWBOLD COMYN ARMS P.H
- 12 LEAMINGTON CRICKET CLUB

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 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, both approximately 200m 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.

The Site is bound by properties to the north which are accessed from Buckley Road. This road heads in an easterly direction from Leicester Street/Clarendon Avenue which provides a direct route into Leamington Spa town centre, surrounding areas and the wider highway network. Burbury Close and The Crest abut the Site to the far north, each being a cul-de-sac feeding off Buckley Road/Mason Road at its end. All roads are of a residential scale and are subject to a 30m.p.h. speed restriction.

The only existing point of vehicular access into the Site is from Black Lane. This road is not maintained by Warwickshire County Council and is considered to be unsuitable for use due to it being of insufficient width. Alternatively new points of access will need to be taken from Buckley Road.

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 Site to Black Lane and the surrounding areas (shown on page 20).

Two Public Rights of Way ("PRoW") currently cross the Site. The first, a continuation of Black Lane, runs parallel to the northern/north western boundary of the Site and then dog legs around the back of properties fronting The Crest (including Eden Court). The second deviates away from Black Lane and heads further south towards Red House Farm dissecting the Site. After approximately 1km, this PRoW eventually connects with "The Millenium Way" Walk, a 100 mile trail that links Pershore, Worcestershire to Middleton Cheney, Northants.

These PRoW will need to be retained as part of any developing scheme to ensure continuation of connections and permeability between the urban form of Lillington and the open countryside to the south.

Additional movement corridors will need to be given consideration in order to link the Site to "The Crest" land to the north (and its planned future regeneration) and also to the "Charity Trust Land".



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



The approximate location of the proposed access (all modes) from the Site onto Buckley Road



Existing link from the north western corner of the Site onto Buckley Road

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.

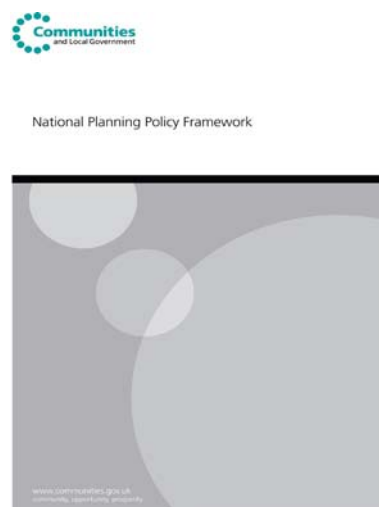
As a consequence of these modifications there is considered to be increased justification for the residential allocation of the land at Red House Farm. Accordingly Catesby support modifications 10, 11 and 16 to policies DS11 'Allocated Housing Sites' and DS19 'Green Belt' which in combination propose the removal of the land at Red House Farm from the Green Belt for the development of 250 dwellings to meet identified housing needs and support the regeneration of Lillington.

Estate regeneration is key to transforming the lives of people living in poorly designed housing. In this respect the residential development of the land at Red House Farm will assist in delivering the planned regeneration of the Lillington area. It will provide an opportunity to renew a significant amount of council housing stock through the provision of a wider mix of 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 the proposals contained in the Housing and Planning Bill, the site represents a key opportunity to deliver a significant proportion of starter homes and a range of low cost housing opportunities (such as discount market sales or innovative rent to buy housing) which will significantly boost the regeneration of Lillington by directly supporting people in the area to access home ownership.

Other social benefits include the provision of additional open space and areas of play. Economic benefits created by the development will include additional employment opportunities in the construction industry and increased demand for goods and services in the local area.

In summary, the significant benefits outlined above represent the exceptional circumstances for the allocation of the site.



“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)



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 11.87 hectares (29.33 acres) gross. It abuts the southern edge of Lillington, a suburb of Leamington and is currently in agricultural and equestrian use. It is accessed off Black Lane (unadopted) which extends west and meets Leicester Street.

Buckley Road runs parallel to the Site to the north west with housing addressing both sides of the carriageway. Housing to the south side of the street directly abut the Site forming a hard urban edge. Alongside the western boundary is a water treatment works, to the south west a golf course and to the south and east agricultural fields. To the north, a variety of residential properties are laid out along a handful of residential streets contributing to the hard urban edge along the site boundary.

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*”.

We support a review of the Green Belt and consider that there are circumstances in Warwick District where sites, such as this Site, should be released from the Green Belt designation. The Council has previously determined that this Site should be released from the Green Belt and define new development boundaries within this area.

This is considered further in Section 4.4 Landscape, overleaf.



View along northern part of the Site towards Eden Court.

4.4 LANDSCAPE

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/Hlgh 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”.

The Site is heavily influenced by the settlement of Lillington, both in terms of its situation immediately adjacent to the built edge of Leamington, and visually by virtue of the abrupt urban-rural interface and presence of prominent multi-storey residential buildings, including Eden Court. Towards the allocation's eastern extent and away to the south, the Site begins to slope to the River Leam valley corridor.

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

The Site is visually well contained by existing landscape features, meaning proposed residential development could potentially be accommodated with limited visual impact. These landscape features combined with the effects of the natural undulating topography of the Site, provides a robust framework which could successfully accommodate the southern expansion of the Lillington urban area.

Building upon the existing network of hedgerows and trees, the development of the Site could be subdivided into discrete but interconnected parcels, each having their own quantum of accessible greenspace. Structural woodland planting along the south eastern and eastern slopes of the local landform will deliver effective filtering of views towards Lillington from the wider countryside beyond.

Combined with the planned regeneration of The Crest land, ultimately resulting in the demolition of the visually intrusive multi-storey residential buildings, there is potential to create a much more sympathetic urban/rural interface than that which currently exists.

The Council has decided to remove the Site from the Green Belt and define new boundaries within this area. This decision has been made on the basis that by releasing this land, any proposed development together with the ensuing urban regeneration of “*The Crest*” land will outweigh the loss of a limited area of Green Belt. It is considered that development of land within this area will not cause any further impact upon the Green Belt's functions and will provide a necessary contribution to addressing the Council's aspirations for regeneration. Access will be improved to, and recreational opportunities on, the edge of the rural area plus opportunities provided for further community infrastructure.

The existing southern boundary of the Site, comprising mature hedgerows and trees, can be suitably enhanced with additional planting.

4.5 ARBORICULTURE

The Site is bound on all sides by established trees and hedgerows, which aid containment. 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 fields.

4.6 TECHNICAL CONSTRAINTS

4.6.1 HIGHWAYS & ACCESS

The primary vehicular access to the Site will be taken from Buckley Road in the form of a priority T-junction with a carriageway width of 5.5m minimum. This will be constructed on the large swathe of grassed land located opposite and slightly south of Clare Close which is controlled by the Council. It is anticipated that the junction of Clare Close and Buckley Road will be altered to allow a sufficient stagger between junctions.

A secondary access may also be provided further south west along Buckley Road which shall also be of 5.5m minimum width. To facilitate this access, a small number of existing properties within the ownership of the Council would need to be demolished. Also the potential alteration of the current crescent arrangement serving numbers 108 -140 Buckley Road would need to be considered.



View west on Buckland Road at proposed site access - primary



View east on Buckland Road at proposed site access- primary

The width of both accesses can be increased should the local bus service need to be extended to serve the development. However this is not seen as being essential as walking distances from the Site to local bus stops have been calculated to be on average 400m, equal to a 5 minute walk.

Development proposals will be able to accommodate further connection points/movement corridors between the Site and, 1) "The Crest" land to the north, and 2) land further north of the site known as "Charity Trust Land".

Buckley Road is subject to a 30m.p.h. speed restriction. Traffic surveys will be undertaken to determine the actual speed of vehicles travelling adjacent to the proposed access points so that appropriate visibility splays can be incorporated into the designs.

Black Lane will be retained in principle but will be re-routed at its' eastern end where it will meet with the proposed secondary site access.

Both proposed accesses and the new connection to "The Crest" land shall be linked via a looped arrangement to promote good levels of permeability and connectivity on-site. 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. A 3m wide grassed verge could be accommodated on one side of the street to allow street tree planting, resulting in a softening of the movement corridor. The width of this loop could be increased to accommodate a bus service where required.

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 will be provided by 2m wide footways either side of the primary access, extending along the site access road into the Site. The secondary access point and any proposed connection points with adjacent land should also accommodate pedestrian movement to aid permeability between the Site and the wider footpath network.

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

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, with the only current significant source being the adjacent residential highway network. 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 500m to the east of the Site. This watercourse flows in a southerly direction to the River Leam, found approximately 700m to the south east of the Site.

Surface water from the Site will outfall via gravity at the lowest point at the south east corner. 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 an easterly direction from the substation facility located directly to the west of the Site to a point on the southern boundary. From this point, the service continues to east further into the Red House Farm Estate. 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 an arable field with associated field boundary hedgerows and trees. Adjacent to the Site, to the south, 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.

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 east towards the River Leam corridor. The existing green shelter belt running along the majority of the southern boundary could be enhanced with further new planting.

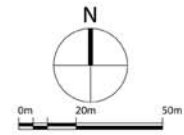
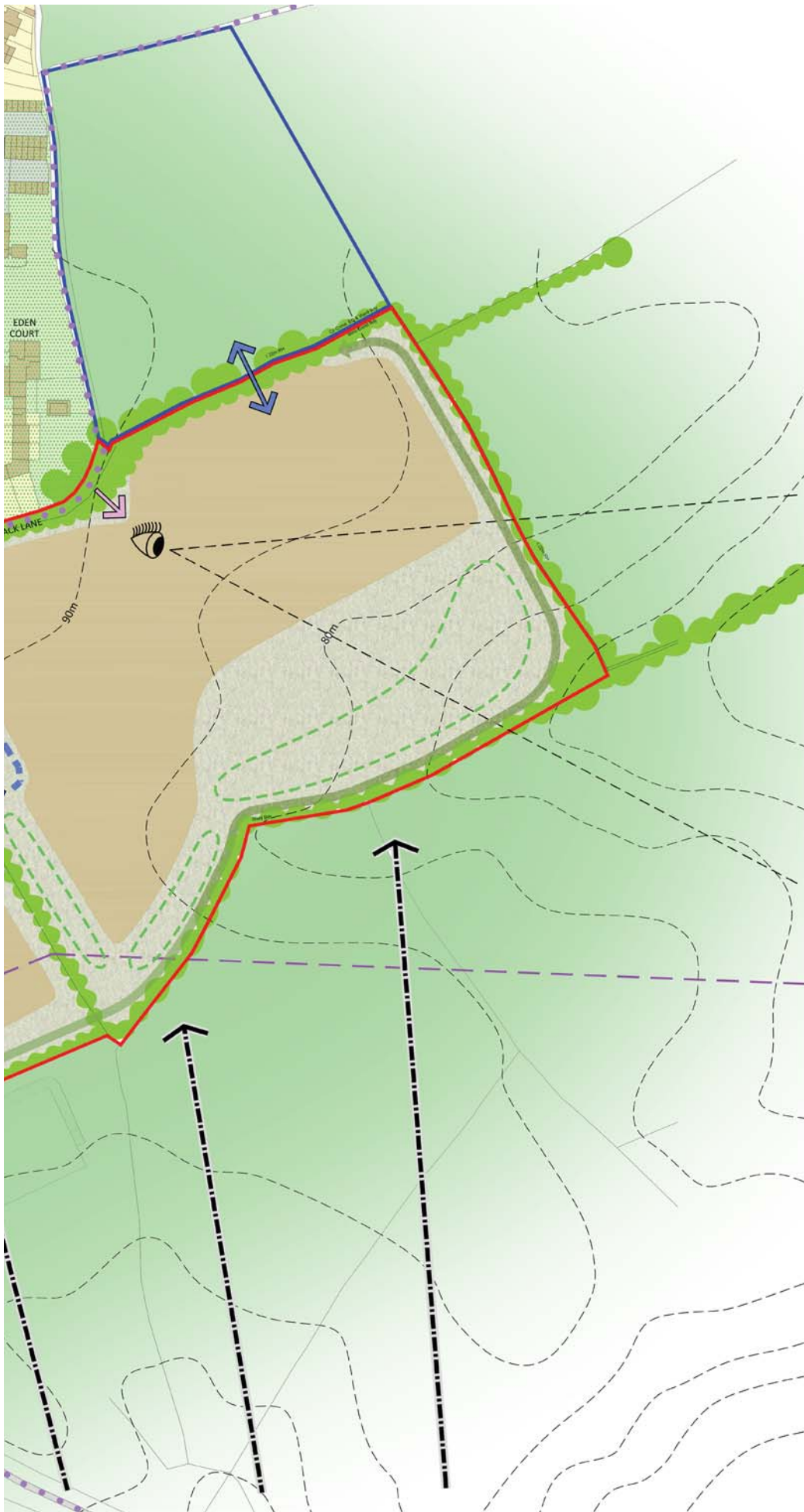
Whilst the presence of badgers has been identified, this can be appropriately addressed through mitigation measures put forward as part of the development proposals. Additional species specific surveys (such as bats: foraging and roosting; nesting birds; reptiles) will be undertaken to support any future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

The implementation of an appropriate green infrastructure package and management strategy will provide positive gains for local biodiversity in accordance with local and national policies covering ecology and nature conservation. Consequently, the development proposals are unlikely to significantly affect biodiversity locally once 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.





- GROSS SITE AREA
11.87 ha - 29.33 acres
- LAND OWNED BY SIR THOMAS WHITE'S CHARITY & KING HENRY VIII ENDOWED TRUST
- 'THE CREST' LAND WITH POSSIBLE REDEVELOPMENT POTENTIAL
- EXISTING BUILT FORM
- 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 THE SITE
- 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)
- ANGLED LONG RANGE VIEWS ACROSS 'DUNSMORE PLATEAU FRINGE', THE RIVER LEAM AND THE VILLAGES OF HUNNINGHAM AND OFFCHURCH
- EXTENT OF LAND REQUIRED TO FACILITATE PRIMARY ACCESS
- EXTENT OF LAND REQUIRED TO FACILITATE SECONDARY ACCESS

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 'LOOP'
- POTENTIAL PEDESTRIAN/CYCLE ONLY ACCESS
- ANTICIPATED NDA = 7.03ha (17.37 acres)
ANTICIPATED NUMBERS @ 30 DWELLINGS/HA = 210 APPROXIMATE DWELLINGS
- PROPOSED GREEN INFRASTRUCTURE ON-SITE INCLUDING: PUBLIC OPEN SPACE; NATURAL/SEMI-NATURAL SPACE; SuDS FEATURES; PLAY PROVISION
- POTENTIAL FOR COMMUNITY GREEN SPACE
- RETAIN AND ENHANCE GREEN SHELTER BELT
- 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 a minimum of 30 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” and be appropriate to the Council’s aspirations for housing numbers upon “*Housing Allocation Site Ref. HO4*” (including the “*Charity Trust Land*” to the far north of the Site). The planned density of individual development blocks will vary across the Site, responding to the character of the immediate context;
- 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 an area for “community green space” conveniently located to both the development proposals and the areas of Lillington indicated by the Council for future regeneration;
- Development should respect the existing green shelter-belt found along the southern boundary which can be suitably enhanced with further new planting. In addition a green buffer should be provided between any proposed development facade and Red House Farm Riding School;
- The central *looped* access road linking both points of access into the Site shall also facilitate future connections to “*The Crest*” land to the north and “*Charity Trust Land*” further north. All existing PRoW crossing the Site shall be retained. However short lengths may need to be re-routed through the development proposals. In addition Black Lane shall be retained but with a possible re-routing at its’ eastern end. This strategy will help to promote high levels of permeability on-site with multiple opportunities for pedestrian linkage to the local network;
- Building heights should be restricted to 2 storey, with scope for occasional dwellings having room-in-roof accommodation along the northern edge of 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 capacity of approximately 240 dwellings and an indicative net developable area of approximately 7 hectares (in excess of 17 acres). The resultant density of 34 dwellings per hectare is considered to be achievable.

This development will contribute towards meeting the Councils’ housing need and will 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.

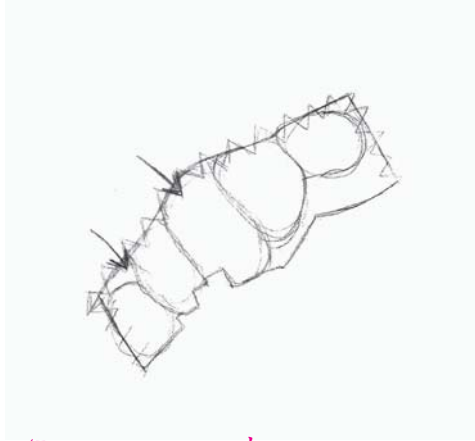
The proposals have been underpinned by the following key design principles:

- 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 two points, both being off Buckley Road. A third should be accommodated to enable a connection to “*The Crest*” land as and when the Council bring forward their planned future regeneration of this part of Lillington;
- 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 boundary and within the south eastern corner 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.



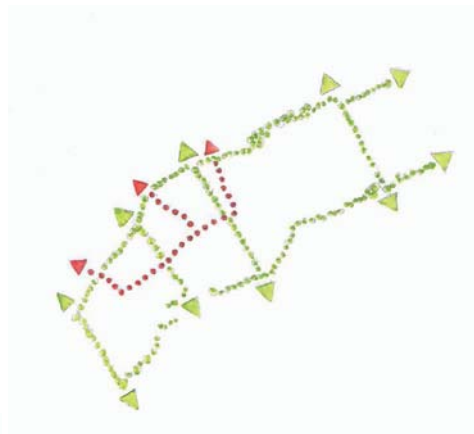
'BUBBLE-GRAM'

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'.



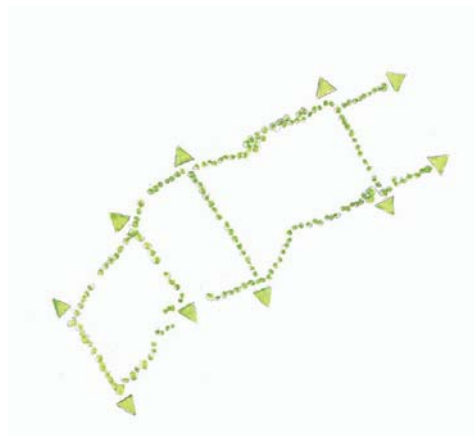
MOVEMENT

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.

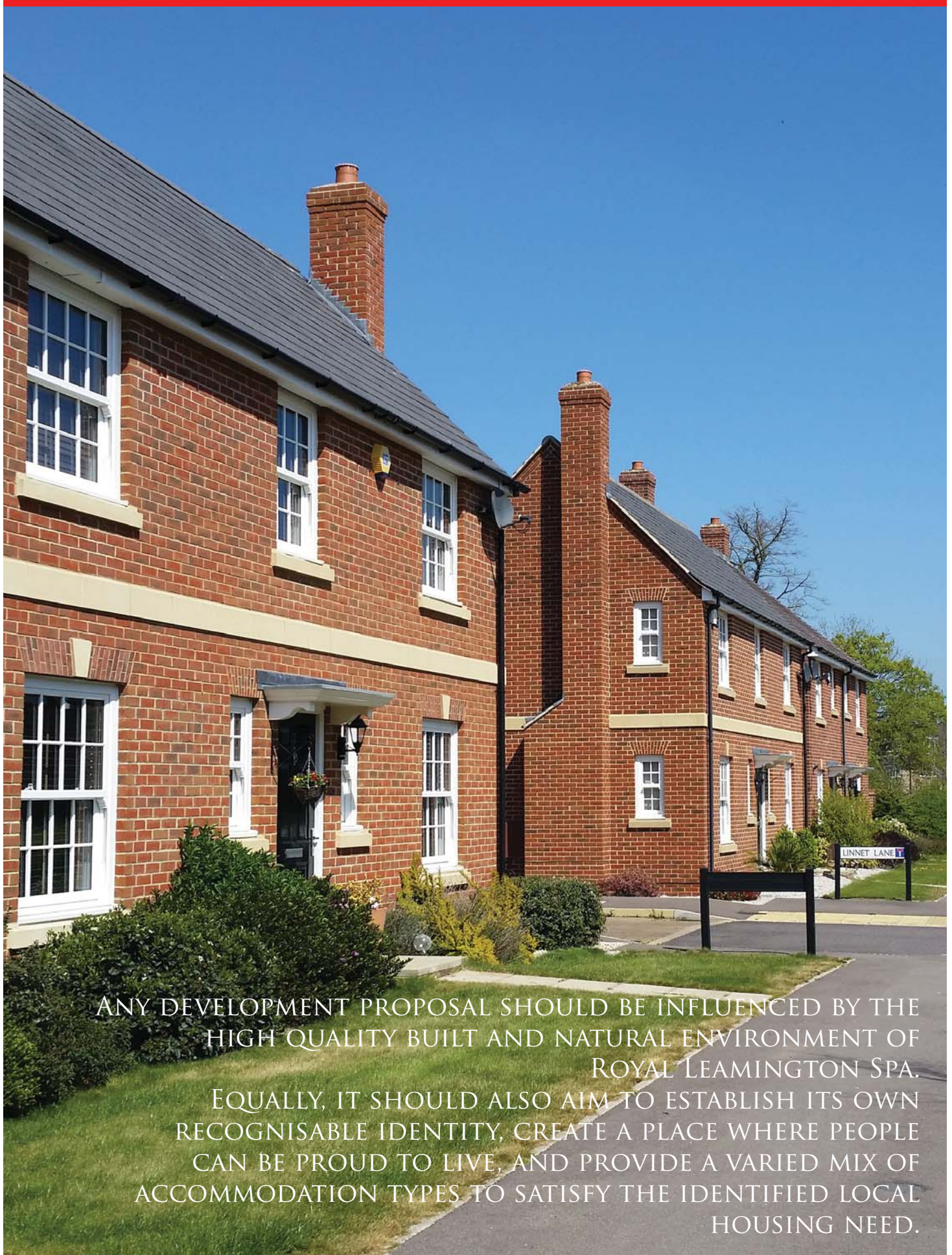




- N
- 0m 20m 50m
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SUBJECT TO SITE SURVEY
 - LOCAL ROAD NETWORK
 - EXISTING BUS STOPS
CLOSE TO THE SITE
 - LOCAL FOOTWAY NETWORK
 - OPEN FIELDS ADJACENT THE SITE
 - PRINCIPLE STREET WITH FOOTWAYS
 - CENTRAL AVENUE WITH GRASSED VERGE,
TREE PLANTING, DEFINED ON-STREET PARKING
AND FOOTWAYS
 - HOUSING NODE HELPING TO CREATE
PLACES AND SPACES
 - SHARED SURFACE STREET
 - PRIVATE DRIVE/MEWS
 - ON-SITE PEDESTRIAN LINKS
 - DEVELOPMENT AREA
 - DWELLING FOOTPRINT
 - PLANNED GREEN INFRASTRUCTURE INCLUDING:
 - NATURAL/SEMI-NATURAL GREEN SPACE;
 - CHILDRENS PLAY PROVISION;
 - POTENTIAL COMMUNITY GREEN SPACE;
 - PUBLIC OPEN SPACE;
 - GREEN CORRIDORS;
 - SUDS FEATURES
 - TREE PLANTING
 - POTENTIAL SuDS FEATURES
EG: SWALES, ATTENUATION BASINS

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, 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 240 dwellings. When added to the land area located furthest north of the Site known as “*Charity Trust Land*”, this capacity has the potential to increase to 280 dwellings, in excess of the Council’s emerging allocation. 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, de-sensitised by the hard urban edge of Lillington to the north.

- A landscape-led development proposal has the potential to create a much more sympathetic urban/rural interface than that which currently exists;
- The Site is well located for a range of local facilities and services, the vast majority of which are connected by established pedestrian routes;
- The Site benefits from good local and strategic road connections and has good access to public transport;
- 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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