



VISION STATEMENT

Land at Dorridge Road, Dorridge
January 2016



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1. Introduction

1.1 Kler Group are promoting Land at Dorridge Road, Dorridge for residential development through the emerging Solihull Local Plan Review. This promotional document explains a strategy for the development of two parcels of land, situated to the south-east of Dorridge.

1.2 The Site has capacity to deliver a housing development of up to 130 dwellings in a sustainable location in close proximity to existing open space, education facilities, community facilities and local shops. The development would be well located in terms of the existing urban area of Dorridge and would preserve a defensible boundary to the Green Belt through the existing wooded boundary.

1.3 This document describes the site opportunities and its capacity to accommodate a sustainable and high quality residential development. It also summarises the environmental and technical issues within the Site which have shaped the proposed concept design.



Figure 1. Aerial Location Plan

2. Site Context

Site and Surrounding Area

2.1 The Site consists of two discreet parcels of land to the south-east of Dorridge, separated by a large detached residential dwelling set within a wider land holding which stretches from Dorridge Road to the railway line.

2.2 The western parcel is located immediately to the south of Dorridge Road. The western parcel originally accommodated a large detached dwelling in the centre of the plot, however this has since been demolished. The western parcel is irregular in shape and wraps around an existing residential property located along Dorridge Road.

2.3 The Site itself contains a number of existing tree and hedgerows which are subject of Tree Preservation Orders (TPOs). A detailed tree survey has been undertaken at the Site and the results of which have informed the initial Concept Masterplan. A pond is located along the southern boundary which is to be retained as part of the development proposals.

2.4 Existing residential properties immediately adjoin the western parcel to the north and west. Furthermore, a large residential property is located immediately to the east of the Site with the accompanying grounds extended

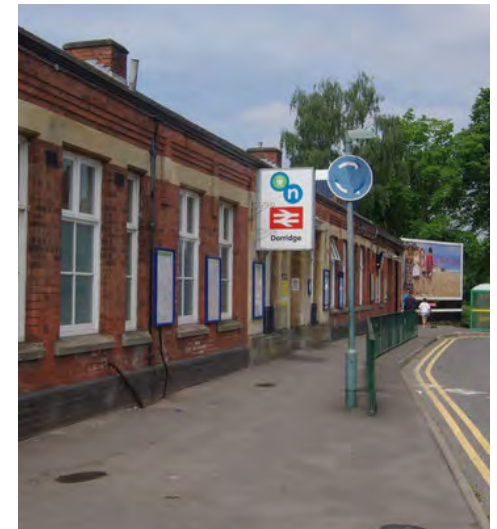
alongside the boundary to the western parcel. The southern boundary of the Site is bordered by a railway line with further residential dwellings located beyond.

2.5 The eastern parcel is irregular in shape, formed around an existing residential property which is accessed from Darley Green Road. The eastern parcel is largely unconstrained by existing trees and hedgerows, albeit for those located around the boundaries.

2.6 The eastern parcel is partially contained along the northern and eastern boundaries by existing residential development. The detached residential dwelling and its accompanying land-holding forms the western boundary of the parcel. An existing agricultural field is located to the south of the parcel with the railway line immediately beyond.

Transport Connections

2.7 In terms of transport connections, Dorridge railway station is located approximately 0.8km to the north-west. The railway station can be accessed via an existing footpath network along Dorridge Road. From Dorridge railway station, onward connections can be made to Kidderminster, Birmingham, Stratford-upon-Avon, Leamington Spa and London.



2.8 Junction 4 of the M42 is located approximately 5km to the north-east of the Site. From the M42, onward connections can be made into Birmingham as well as Warwick and Stratford-upon-Avon along the M40.

Site Specific Designations

2.9 In the first instance, it is noted that the Site is located wholly within the Green Belt. The Site is not subject to any statutory environmental designations such as Site of Special Scientific Interest (SSSI), Special Area of Conservation (SAC), Special Protection Area (SPA) or Ramsar Site. The Site is also located outside of an Area of Outstanding Natural Beauty (AONB).

2.10 However, the Site lies within a Site of Special Scientific Interest (SSSI) impact risk zone for the Brook Meadows, Darley Green SSSI and, as such, consultation on any future development proposals would need to be undertaken with Natural England. In addition, the southern field of the eastern parcel is designated as part of the non-statutory designated Three Fields Site of Nature Conservation Importance (SNCI). A Preliminary Ecological Appraisal has been undertaken in respect of the Site and takes these two designations into consideration.

2.11 As outlined within Historic England's online register, there are no listed buildings located either within, or directly adjoining the Site.

2.12 The Environment Agency's online flood maps identify that the Site is located wholly within Flood Zone 1, which has the lowest risk from flooding (i.e. less than 0.1% chance).

Local Facilities

2.13 Dorridge town centre is located approximately 0.8km north-east of the Site, alongside the railway station. The town centre contains a wide variety of shops and services, including two supermarkets, various takeaway restaurants, a hairdressers, barbers and a public house.

2.14 Dorridge Primary School and St George & St Teresa Catholic Primary School are located within 1km of the Site. Arden Academy, which provides school places to 11-18 year olds, is located 2km to the north of the Site.



Figure 2. Site Location Plan

3. Planning Policy

National Planning Policy

3.1 The National Planning Policy Framework (NPPF) was published in March 2012 and replaced existing national planning policy guidance contained within PPGs and PPSs. At the heart of the NPPF is the presumption in favour of sustainable development, which should be seen as a golden thread running through both plan making and decision taking.

3.2 Paragraph 79 of the NPPF explains that the Government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence.

3.3 The NPPF states that the Green Belt serves five purposes:

- To check the unrestricted sprawl of large built-up areas;
- To prevent neighbouring towns merging into one another;
- To assist in safeguarding the countryside from encroachment;
- To preserve the setting and special character of historic towns; and
- To assist in urban regeneration, be encouraging the recycling of derelict and other urban land.

3.4 At paragraph 83, the NPPF explains that local planning authorities with Green Belts in their area should establish Green Belt boundaries in their Local Plans which set the framework for Green Belt and settlement policy. Once established, Green Belt boundaries should only be altered in exceptional circumstances, through the preparation of review of the Local Plan. At that time, authorities should consider the Green Belt boundaries having regard to their intended permanence in the long term, so that they should be capable of enduring beyond the plan period.

3.5 When drawing up or reviewing Green Belt boundaries, paragraph 84 of the NPPF explains that local planning authorities should take account of the need to promote sustainable patterns of development. They should consider the consequences for sustainable development of channelling development towards urban areas inside the Green Belt boundary, towards towns and villages inset within the Green Belt or towards locations beyond the outer Green Belt boundary.

Local Planning Policy

3.6 The Solihull Local Plan was adopted by the Council on 3rd December 2013 and covers the period 2011 to 2028. The Local Plan replaces the saved policies of the Solihull Unitary Development Plan and is now the Council's statutory Development Plan.

3.7 However, following adoption of the Local Plan, a legal challenge has resulted in the overall housing requirement being deleted and remitted back to the Council for reconsideration. To address this deficiency, the Council proposes to undertake a review of the Solihull Local Plan.

3.8 Accordingly, the Council is currently undertaking a Scope Issues and Options consultation until 22nd January 2016. This initial consultation focuses on scoping the Local Plan Review, the issues that the document will need to address, and an identification of broad options.

3.9 As part of this process, the Council has identified that the proposed housing target will need to be increased to take account of Objectively Assessed Housing Need (OAHN) as well as helping to address the significant shortfall arising from Birmingham City. Whilst the Council has yet to identify the proposed housing target, it has been confirmed that some Green Belt sites will need to be released to accommodate the level of growth required.

Neighbourhood Plan

3.10 An application by Knowle, Dorridge and Bentley Heath Neighbourhood Forum was made to Solihull Council on 13th July 2015 to designate Knowle, Dorridge and Bentley Heath as a Neighbourhood Area.

3.11 In accordance with the Cabinet Portfolio Holder for Managed Growth decision session of 1st October 2015, the application to designate a Knowle, Dorridge and Bentley Heath Neighbourhood Area was approved, subject to an amendment to the Plan Area's boundary to exclude land to the north of the M42. Despite the amendments, it is noted that the Site is located wholly within the designated Neighbourhood Plan boundary.

3.12 Given the recent designation of the Neighbourhood Area, it is understood that the Neighbourhood Forum has yet to publish any draft policies or documents for consultation.

4. Technical Information

Landscape and Visual Appraisal and Green Belt Study

4.1 A Landscape and Visual Appraisal and Green Belt Study in respect of the Site has been undertaken and has informed the Concept Masterplan. The Study investigates the impact of the release of the Site from the Green Belt on the qualities and purposes of the designation. It includes initial baseline surveys, an appraisal of the local landscape character and visual baseline with a view to delivering the following findings:

- A strategic landscape appraisal of the Site in terms of their contribution to the qualities and purposes of the Green Belt;
- A review of the Site against the five purposes of protecting Green Belt as set out in Section 9 of the National Planning Policy Framework (NPPF);
- A local landscape appraisal of the landscape characteristics and condition of the Site and its function within their wider landscape context;
- A visual appraisal of the Site and its role within available views from and within surrounding areas; and

- A broad assessment of the Site to accommodate development from a landscape and visual perspective, in order to inform the development of a Concept Masterplan including their ability to accommodate development with appropriate mitigation as necessary.

Landscape Context

4.2 The settlement of Dorridge is a principle land use within the Study Area. It is contiguous with other adjoining residential areas including Knowle to the northeast, Bentley Heath and Tilehouse Green to the north and Knowle Green and Norton Green/Darley Green to the east and Packwood Gullet to the south. These areas, which are predominantly residential land use are contained in the wider geographical context by the course of the Grand Union Canal to the east and the M42 motorway to the north and the west and to the south the settlement is largely contained by the Chiltern railway and the tributaries of the Cuttle Brook and its associated scrub and woodland cover.

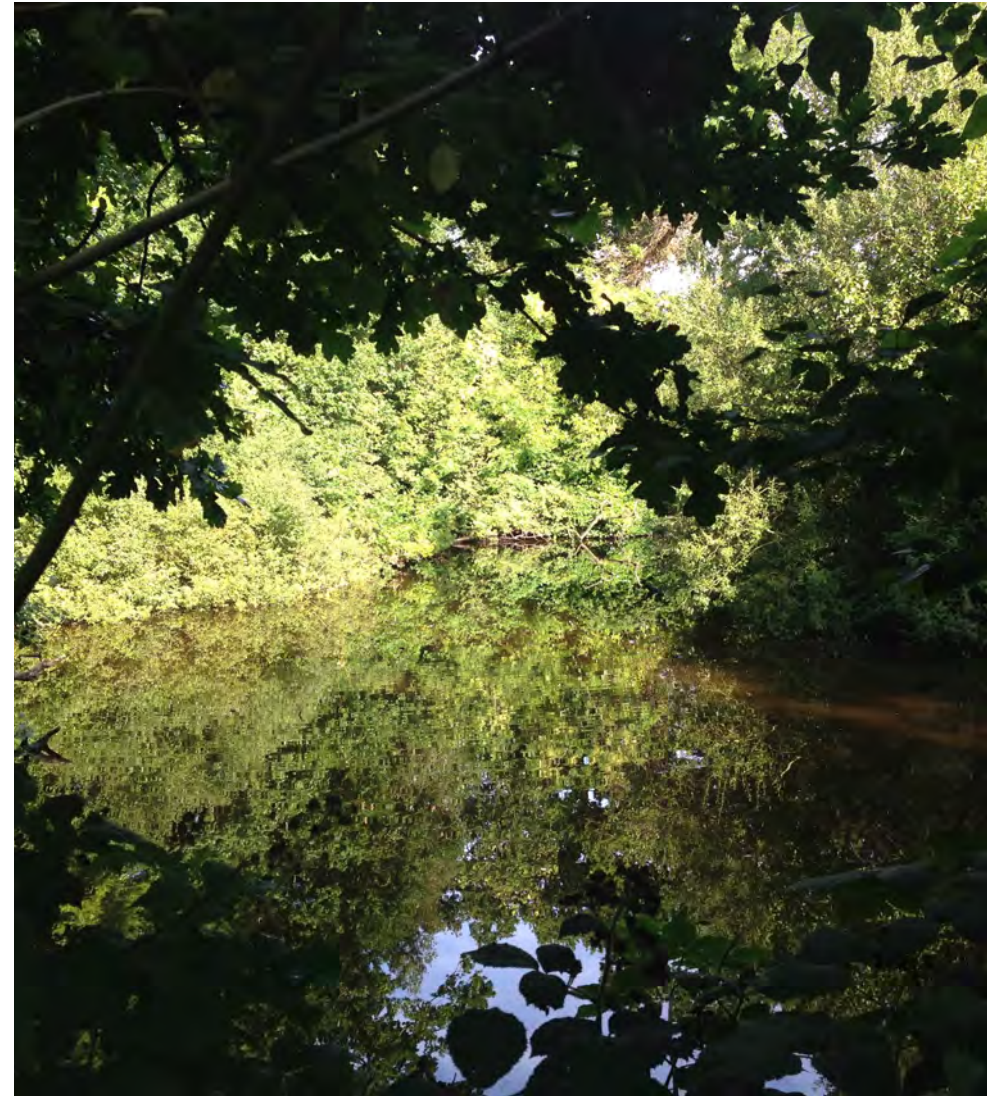


Figure 3. Existing Pond within Western Parcel

The Western Parcel

4.3 A large number of individual trees and tree groups are present across the western parcel that are protected by a Tree Preservation Order (TPO) designated in the early 1990s. Some of the trees covered by the TPO have since died and many are in poor condition where fallen ones remain with some dead standing trees. A distinctive woodland belt is located to the north of the parcel adjacent to Dorridge Road, which is contiguous with a distinct avenue of lime trees following the western boundary of the Site.

4.4 The abundance of vegetation and tree cover creates an enclosed character particularly to the south and west of the Parcel where views towards the adjacent residential development and the bordering Chiltern railway are almost totally inhibited resulting in little or no visual transition with the surrounding countryside. Boundary hedgerows also create an enclosed character blocking views out leading to an almost total feeling of confinement and lack of open character to the western parcel.

4.5 The vegetation associated with Nevin and other nearby dwellings such as Lodge House, Elm Farm and Walcott Green comprise a mix of native oak and ash

interspersed often with ornamental and non-native species that impart a sub-urban character at the Parcel boundaries. Furthermore the timber fencing, pergolas, garden furniture, sheds, summerhouses and play equipment within these domestic curtilages are distinctly visible adding significantly to the sub-urban setting of the western parcel.

4.6 There are very limited views of the western parcel at close range. These views are looking towards the northern boundary of the Parcel from Dorridge Road where the bordering woodland belt leaves only a narrow glimpse into the central part of the Parcel which is immediately foreshortened by the mature hedgerow forming the southern boundary. The residential development framing the northern side of Dorridge Road provides a strong sub-urban setting with mown grass verges, tarmac footways and urban street lighting fronting the highway, which add to the urban character of the area and immediate setting of the Parcel.

4.7 Although the western parcel is currently in green field use it was formerly occupied by a large detached dwelling with associated outbuildings all set within land used a domestic curtilage.

4.8 A lack of management of the tree stock on the western parcel over the years has led to its significant decline resulting in a limited age structure and poor health of many trees, some which have died. Development of the parcel would not adversely impact on the prevailing wooded character of this tree cover since the stock would be enhanced and maintained in the new proposal where appropriate.

4.9 Development of the western parcel would not adversely impact on the rural qualities of the wider area since a strong sub-urban/residential character already dominates the narrow belt that occupies the land between the south-eastern edge of Dorridge and the Cuttle watercourse.

4.10 On balance, new development on the western parcel would not be a significant visual detractor or increase the presence of the urban edge in views across this area since the Parcel is well contained by other dwellings, topography and a high level of woodland and mature tree cover is already in place to provide a strong green framework to help with integration into its urban setting.

The Eastern Parcel

4.11 The eastern parcel is of an entirely different character to the western parcel consisting of open land with boundary hedgerows and trees marking the field boundaries where the existing vegetation predominantly consists of native mixed species with numerous hedgerow trees. The field parcels are of medium size and are irregular in shape.

4.12 A strong edge is created to the south by the Chiltern railway embankment and its associated woodland cover along with residential properties along Darley Green Road and Blue Lake Road. These bordering features form a robust physical edge and a high level of visual containment to the Site leaving only a single, narrow and channelled view to the outlying landscape to the northwest.

4.13 There are a limited views of the eastern parcel from the outlying countryside and where experienced they can be seen in context with the surrounding residential development, where the existing woodlands provide a strong backdrop in many views and a good level of visual enclosure.

4.14 There are views of the eastern parcel at close range from Norton Green Lane (Figure 4) where the Site can be seen in context with residential development to both sides of the lane. This development provides a sub-urban setting in this view on approach to the settlement from the outlying countryside. The local area is characterised by terraced and semi-detached dwellings with long thin gardens that support good tree cover adding to the overall wooded residential character of the area

4.15 The parcel can also be viewed in context with residential development from Darley Green Lane (Figure 5) that similarly provides a suburban setting, except that in this view mature trees are visible in front gardens as well as within the hedgerows bordering the Parcel. The vegetation bordering the Chiltern railway can be seen framing the skyline to the rear of the view, which provides a strong physical edge to the settlement and the Cuttle Brook watercourse also provides a strong buffer to the southern extent of the Site providing a significant and permanent boundary to the urban area.



Figure 4. View from Norton Green Lane



Figure 5. View from Darley Green Lane North and Darley Green Lane South



Figure 6. View from Blue Lake Road

4.16 There are also close range views from Blue Lake Road (Figure 6) again where the eastern parcel can be seen in context with residential development to both sides of the road and where the edge of the settlement faces the rising land of Knowle Grove to the north.

4.17 Overall the existing open rural qualities of the eastern parcel do not make a significant contribution to the visual amenity of the local or wider area. The presence of residential development along three boundaries means that the Parcel has an enclosed sub-urban character. Furthermore, the visual relationship of the Parcel to this adjoining built development is direct and the imposing nature of the bordering dwellings significantly diminishes any rural character that prevails.

4.18 On balance, the eastern parcel does not make a significant contribution to the rural landscape character of the area due to the presence of residential properties along three of its boundaries which impart a strong sub-urban influence. Furthermore, the bordering roads that provide strategic links to the wider motorway network support almost frequent traffic movements, which impact negatively on the sense of tranquillity and rural character of the area.

4.19 Increasing the amount of development would not impact on the rural qualities of the area since a strong sub-urban and residential character already prevails in the landscape corridor that occupies the land between the south-eastern edge of Dorridge and the Cuttle watercourse.

4.20 On balance, new development on the eastern parcel would not be a significant visual detractor or increase the presence of the urban edge in views across this area since the Parcel is well contained by urban development, topography and a good level of woodland and mature tree cover is already in place to provide a strong green framework to help with integration of the new dwellings into their urban setting. New development on this parcel offers the opportunity to improve the urban edge and create a better relationship between the existing settlement and surrounding open countryside.

Conclusion

4.21 The release of the Site would not significantly adversely impact upon the qualities and purposes of the Green Belt designation and should not be rejected because of the impending coalescence between Dorridge and Norton Green/Darley Green. Norton Green/Darley Green are already an inseparable part of Dorridge both in physical and visual terms and their co-joining has already resulted in an unsatisfactory spatial relationship at the urban edge where their independent settlement identity no longer prevails.

4.22 The release of the Site would not result in a significant extension to the urban area given the size, extent, quantum, nature of development and mature landscape structure afforded by the existing well-established tree cover. The development would not impact upon the wider open character of the area, since the area is already a partially enclosed landscape by virtue of its adjoining residential areas, abundant woodland cover and topography.



Highways and Transportation

Highway Network

4.23 The Site is strategically well located for access to the local and wider highway networks. Dorridge Road provides a link between the centre of the village and the east of the village linking to Norton Green Lane and the A4141. Junction 5 of the M42 is located within approximately 5km to the north of the Site and provides access to the A41 which links to Solihull and Birmingham in a northbound direction. The existing highway network can be seen on Figure 7.

4.24 Junction 4 of the M42 is located approximately 5km to the west of the site and provides access to Stratford Road which provides a link to Birmingham. In a north bound direction the M42 provides access to the M6 linking to the M1 and in a southbound direction the M42 connects to the M40.

4.25 Origin/destination statistics from Census data provides a useful indication as to where people are likely to travel to/ from for work purposes. Census data for the local area (Solihull 28 MSOAs) reveals 47% of people travel to Solihull, 25% to Birmingham and the remaining 28% travel to destinations including Warwick, Coventry and Stratford-on-Avon.

4.26 Routing from the site to these destinations would likely impact upon the following junctions and further detailed analysis of these junctions will be undertaken to support the development proposals. The methodology for this work will be agreed with the respective highway authorities (Solihull Metropolitan Borough Council / Highways England) and submitted within a detailed Transport Assessment:

- Dorridge Road / Blue Lake Road junction;
- Blue Lake Road / Norton Green Lane junction;
- Knowle Wood Road / Blue Lake Road junction; and
- A41/M42/A4141 roundabout

Sustainable Movement

4.27 The Site is ideally located for access to bus and rail services, the nearest bus stops and railway station (Dorridge) are conveniently located within an approximate distance of 0.8km, or a 10 minute walk. Existing bus services provide the opportunity for travel to Cheswick Green, Wythall, Hockley Heath, Solihull and Stratford upon Avon. Dorridge Railway Station provides frequent services to Stratford-upon-Avon,

London, Birmingham, Leamington and Worcester.

4.28 Solihull Metropolitan Council's cycle map identifies Dorridge Road as an advisory cycle route linking to the local centre and wider cycle network.

4.29 Local facilities within Dorridge are focused in the village centre which is easily accessible by sustainable modes and the local amenities in the village centre include health centre, food stores, pharmacy and takeaways.

4.30 Current proposals for High Speed 2 (HS2) include the development of a planned HS2 railway station within Solihull, which is expected to be open in 2026. The station would provide access to the London-Birmingham HS2 route. The station is to be located approximately 8 miles from the Site, which equates to a 20 minute journey by car. Journey times via HS2 from Birmingham Interchange to London will be 38 minutes and Heathrow less than an hour. The future development of HS2 will further improve the connectivity of the local area.

4.31 The location of the Site therefore offers a very realistic opportunity for future residents to travel to and from the new development by non-car modes. By doing so, the development would fully

accord with the relevant planning policies which emphasis the need to located developments where there is a realistic and reasonable expectation that services and facilities may be accessed by travel modes other than the private car.

4.32 The Site would provide an extension to the existing residential area. Access can be taken from the existing local highway network and local facilities and sustainable infrastructure would provide residents with the necessary means to travel via sustainable modes, particularly to Solihull and Birmingham.

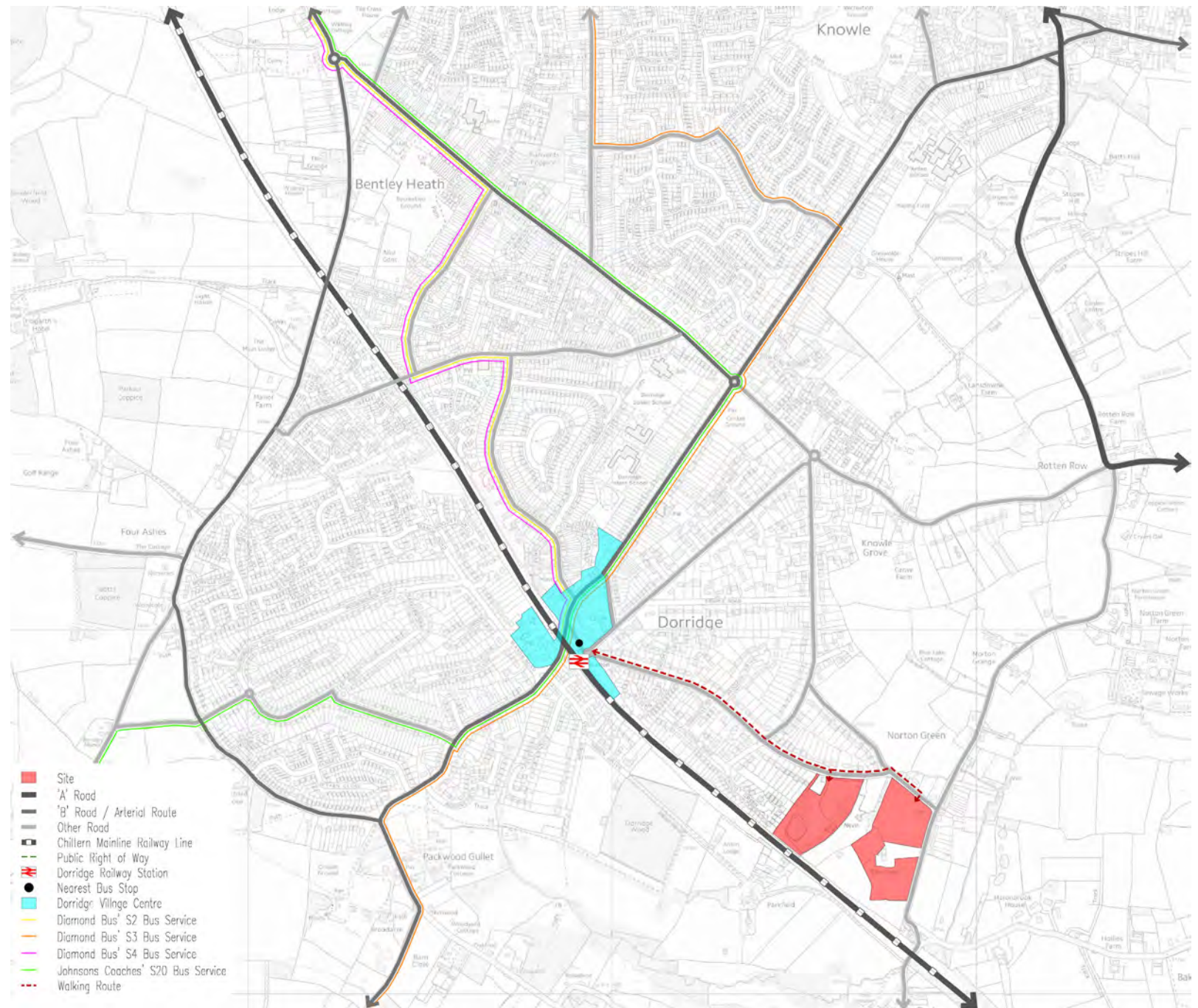


Figure 7. Accessibility Plan

Ecology

4.33 A Preliminary Ecological Appraisal has been carried out for the Site, comprising a Phase 1 Habitat Survey, ecological data search and evaluation of habitats and the notable species that could be supported by the habitats identified.

The Western Parcel

4.34 The majority of the western parcel comprises semi-improved grassland with tree belts located around the boundaries and some scattered trees are also present within the Parcel. A pond is located within the south-west of the Parcel, surrounded by broadleaved woodland which also extends to the north. A building and adjacent tall ruderal vegetation and scrub is located close to the south-east boundary. These habitats provide opportunities for nesting and foraging common bird species, roosting and foraging bats, reptiles and amphibians.

4.35 All habitats are considered to be of ecological value within the Parcel only given that they are common and widespread within the locale. However, hedges, ponds and woodland are identified as Habitats of Principal Importance (HoPI) and Local Biodiversity Action Plan (LBAP) priority habitats and, as such are to be retained as part of the development proposals.

The Eastern Parcel

4.36 The majority of the eastern parcel comprises semi-improved grassland with species-poor hedgerows, scattered trees and drainage ditches located around the boundaries. These habitats provide opportunities for nesting and foraging common bird species, roosting and foraging bats and reptiles.

4.37 All habitats are considered to be of ecological value at the Site level only given that they are common and widespread within the locale. However, hedges are identified as HoPI and LBAP priority habitats and, as such, will be retained as part of the development proposals.

Summary

4.38 Based on the information available, it is considered that development of the Site could take place with the implementation of appropriate mitigation measures, where necessary, whilst retaining the vast majority of habitats, the exception being the semi-improved grassland. In addition, opportunities for ecological enhancements such as new habitat creation could be secured. Consultation will be undertaken with Solihull Metropolitan Borough Council regarding the designation of the southern part of the eastern parcel as an SNCI.

4.39 Further protected species surveys will be undertaken in due course for bats, great crested newt and reptiles, depending on the precise nature of the development proposals.

Arboriculture

4.40 A high-level arboricultural appraisal has been undertaken of the Site and has helped inform the Concept Masterplan. This includes identifying trees within the Site which are of poor quality and considered suitable for removal to facilitate development.

4.41 The western parcel contains large groups of trees in the south-west of the Parcel with tree belts located around the Site boundaries and some scattered trees within the central part of the Site. The individual trees and tree groups are subject to Tree Preservation Order (TPO) No. 214. As such, any works to these trees will be in full accordance with Solihull Metropolitan Council.



5. Vision



5.1 The vision for delivering development on the Site is to recognise its suitability to accommodate housing through the Solihull Local Plan Review. Taking into account the objectives of the emerging Local Plan, it should be recognised that the Site provides the potential to deliver growth within a sustainable location which contributes to housing need within the Borough.

Strategic Objectives

5.2 Water – Improved water use through water efficiency mechanisms and/or source substitution

5.3 Energy Efficiency – The creation of a sustainable form of development which will contribute towards reducing climate change. This is achieved through efficiencies in energy usage and a reduction in energy demand through good design.

5.4 Waste – Comprehensive waste management procedures and practices to reduce the amount of waste to landfill and reuse on site where possible.

5.5 Ecology – Protected and enhanced health and sustainability of natural systems and the encouragement of native biodiversity. The creation of significant new public open space.

5.6 Housing – Enable the delivery of market and affordable dwellings within a sustainable location that will help to address local and national housing needs.

5.7 Landscape – Provide a suitable and logical extension to Dorridge which accords with the five purposes of the Green Belt as defined by the NPPF.

5.8 Employment – Creation of up to 130 new homes including affordable housing will provide local employment opportunities during the construction phase. The scheme will also support local shops, services and facilities throughout the lifetime of the development.

5.9 Transport – Providing market and affordable dwellings within a short and convenient distance from Dorridge railway station, providing onward connections to Birmingham, Kidderminster, Stratford-upon-Avon, Leamington Spa and London

Evolution of the Vision

5.10 The Vision is to create a place and living environment which provides high quality market and affordable homes in a manner that integrates with the existing settlement of Dorridge and community whilst protecting the wider Green Belt designation.

5.11 This will be achieved by:

- Managing habitat and ecology as an integral part of the development proposals.
- Including a good mix of homes which meets the needs of local people.
- Contributing specifically towards the community's housing and social needs.
- A strong emphasis on landscape character and the need to maintain the essential characteristics of the Green Belt.
- Enhancing pedestrian and cycle linkages

Community is at the heart



5.12 The evolving concept is centred around four key components which are the drivers for the proposals and are a natural progression of the objectives for the Site.

- Landscape
- Movement
- Neighbourhood
- Energy and Water

5.13 The key elements will help to anchor the scheme into a unified whole, whilst giving a strong sense of community and image.

6. The Development Proposals

6.1 Development upon the Site will be split across two discreet parcels and is likely to consist of:

The Western Parcel

- Approximately 20 residential dwellings
- Mix of tenures and size of homes throughout.
- Vehicular connections onto Dorridge Road.
- New Public Open Space provided on-site.
- Existing pond to be retained with suitable buffer to proposed development.



Figure 8. Western Parcel - Indicative Masterplan

The Eastern Parcel

- Approximately 105 residential dwellings
- Affordable housing, with a mix of tenures and size of homes throughout.
- Vehicular connections onto Blue Lake Road and Darley Green Road.
- New Public Open Space provided on-site.
- Suitable buffer from existing residential development.
- Additional soft landscaping to be provided alongside Elm Farm.



Figure 9. Eastern Parcel - Indicative Masterplan

Delivery

6.2 In accordance with the National Planning Policy Framework, the suitability of the Site for allocation for residential development has been assessed in relation to the following matters:

Available

6.3 Kler Group has a legal interest in the Site and is able to confirm that the Site is available for development immediately.

Suitable

6.4 The Site is in a suitable location immediately adjoining the existing urban-edge of Dorridge and within walking distance of numerous shops and services and Dorridge railway station. The creation of a residential development will assist in maintaining the viability of existing services and facilities in the area.

Achievable

6.5 Subject to planning, there are no barriers to the commencement of the construction phase of development. Initial technical work has been undertaken, demonstrating that a suitable residential development can be achieved.

Developable

6.6 The Site is in a suitable and sustainable location for development. Kler Group are committed to the delivery of the Site should it be allocated as part of the emerging Local Plan Review.

Deliverable

6.7 The Site could be delivered within the first five years of the Plan period, subject to allocation for residential development.

Social Sustainability

Community

6.8 The development will encourage active communities by providing links to existing footways.

Health

6.9 The Site will promote a healthy and sustainable environment. The Site will provide on-site play open space and play facilities. Furthermore, the proximity of local shops and services will encourage residents to walk or cycle.

Environmental Sustainability

Environment and Carbon Reductions

6.10 The Site is capable of delivering new homes that will incorporate technology to promote environmental sustainability. Improved water use through the adoption of water efficiency mechanisms, together with the provision of energy efficient homes will maximise the green credentials.

6.11 The management and improvement of the existing trees and hedgerows together with the introduction of green spaces will enhance biodiversity.

Design

6.12 The Site will incorporate a scheme of high quality design to create an attractive place to live whilst giving a strong sense of community and place. The design basis will be informed by the existing settlement of Dorridge and its landscape setting.

Transport

6.13 The Site is located within a short walking distance from Dorridge railway station and nearby shops and services.

Economic Sustainability

Jobs

6.14 The development of the Site will provide employment opportunities during the construction phase, whilst a range of new homes will help to sustain local shops and services.



7. Conclusion

Benefits of the Proposed Development

7.1 The development of land at Dorridge Road, Dorridge will deliver the following benefits for both the Site and the wider area:

Provision of a range and mix of houses

7.2 Development of the Site will deliver a balanced and mixed community. A wide range of quality and well-designed housing will be delivered at this location, which will contribute to the existing community and enhance local facilities.

Affordable Housing

7.3 The provision of high quality affordable housing will assist in providing homes for all and ensuring young people and families are able to join the property ladder without having to move out of Dorridge.

High Quality Open Space and Landscaping

7.4 The provision of high quality open space and landscaping will be an integral part of the development to minimise any visual impact and ensure a high quality environment.

Impact upon the Green Belt

7.5 The release of the Site would not significantly adversely impact upon the qualities and purposes of the Green Belt designation.

Supporting Local Services

7.6 Additional homes in this location will help to support the existing shops and services available within Dorridge.

