



Clustering of trees and individual parkland specimens provides an attractive response for receptors on arrival into the development when journeying from the north

Parkland trees to filter development from existing TRow to the west

Proposed hedgerow around development perimeter to filter development in combination with existing boundary vegetation

Buffer planting to boundary to provide GI link around development and assimilate into wider landscape setting

Street trees within development parcels break up development. Create attractive street scene and provide GI links

Proposed play provision located off the Millennium Way providing exciting and challenging opportunities for residents of new development and existing village

SuDS attenuation features integrated into the landscape with appropriate seeding regime to contribute to amenity open space

Proposed native buffer planting to protect amenity of existing residents

Larger setback from Waste Lane with development contained behind existing hedgerow allowing provision of large area of POS for recreation and biodiversity enhancement

Enhancement of existing ponds to create attractive feature on arrival that enhances semi-rural character of the development

Proposed SuDS attenuation to eastern boundary with permanently wet areas to enhance biodiversity

Existing trees and hedgerows retained as important GI corridors, providing structure to development

Robust buffer planting along the eastern boundary provides a defensible and permanent green belt boundary

Proposed community orchards and growing areas as part of provision for residents and biodiversity improvements on site

Existing vegetation retained as part of habitat provision and green infrastructure



LANDSCAPE CHARACTER - SITE ENTRANCE

6.24 This landscape character area performs the following specific functions;

1. To safeguard the rural character of Waste Lane.
2. To create a positive and distinctive entrance to the scheme proposals.
3. Provide an extensive area of varied public open space.

6.25 Firstly in order to safeguard the rural character of Waste Lane the following provisions have been made:

- The existing hedgerow is to be retained and enhanced with complimentary native hedgerow planting;
- Beyond the hedgerow the development has been set back significantly behind a retained meadow so as not to be discernible as you approach Balsall Common along Waste Lane;

- The soft highway verge is retained and instead, a footway running parallel to Waste Lane is proposed within the development.

6.26 In order to create a positive and distinctive entrance to the scheme proposals, the existing field pond is retained and enhanced with complimentary planting and landscape works. This creates a key focal point and also offers the opportunity to provide improved and enhanced natural habitats.

6.27 The retained meadow is to receive a network of footpaths allowing access for all. A space to enjoy the sites rural and natural character, to walk and exercise the family dogs, to enjoy a picnic, to fly a kite, and participate in informal play. The retention as a natural meadow space enhanced by wildflower planting and the inclusion of sustainable drainage features will also bring forward bio-diversity enhancement.



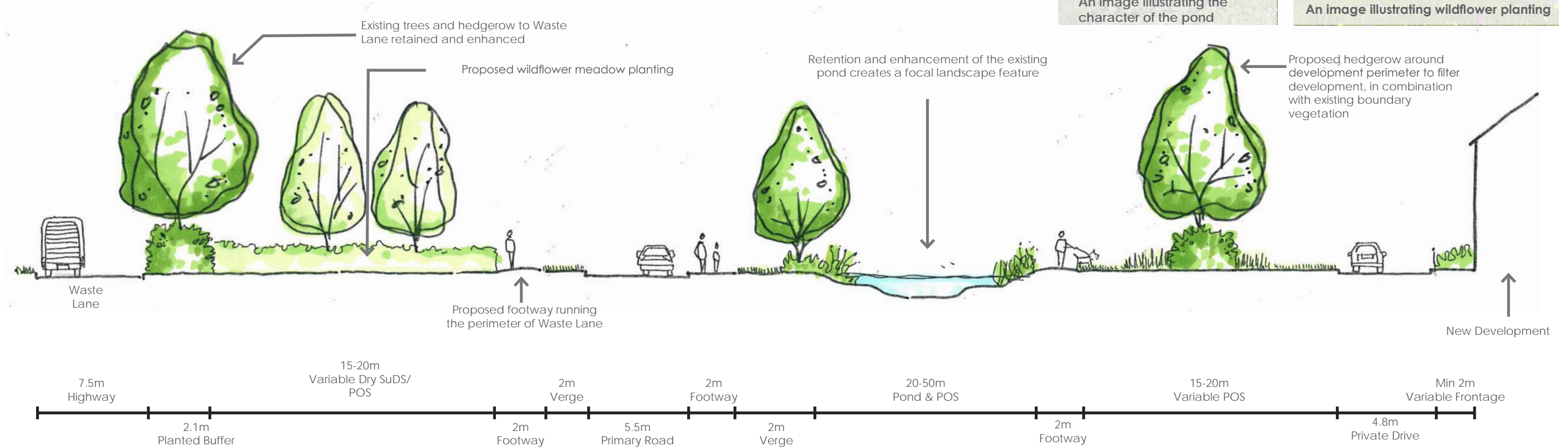
An image illustrating the site entrance



An image illustrating the character of the pond



An image illustrating wildflower planting



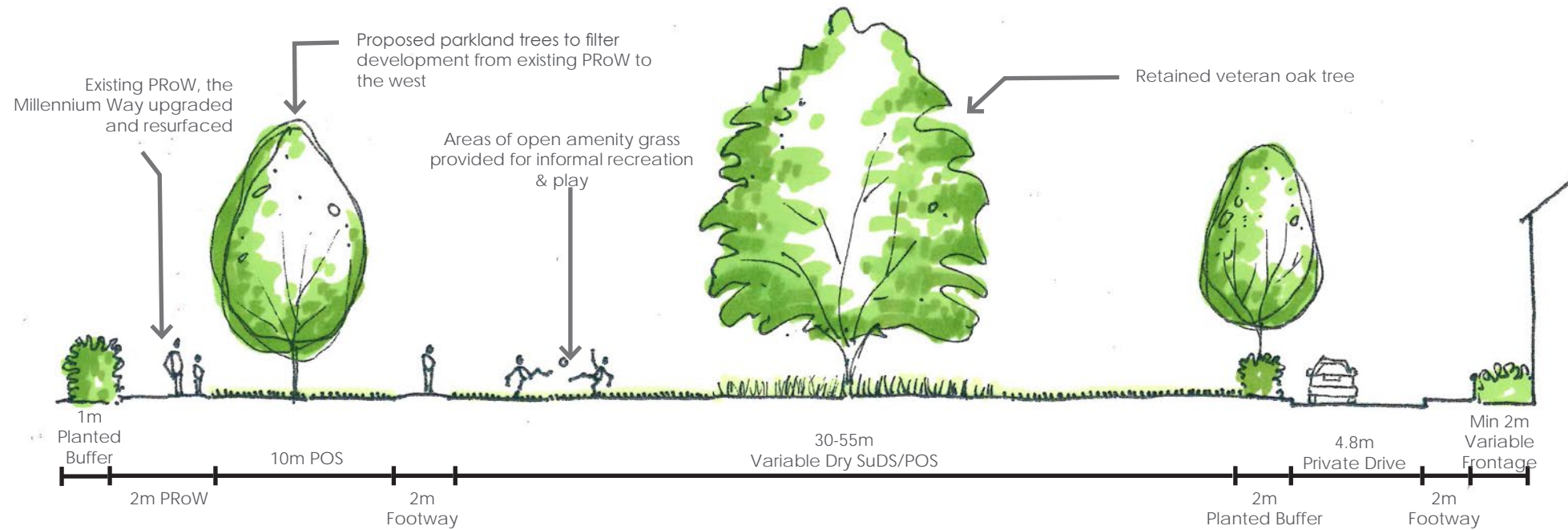
Typical section demonstrating the overlapping components of this landscape character area



An image illustrating the Millennium Way approach from Hob Lane



An image illustrating the site approach onto Millennium Way from Waste Lane



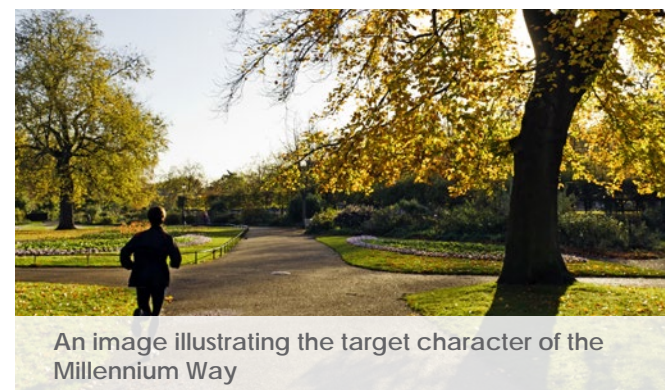
Typical section demonstrating the character of this landscape character area

LANDSCAPE CHARACTER - MILLENNIUM WAY

- 6.28 The specific function of this character area is to form an attractive and varied greenway for pedestrians and cyclists to enjoy. This route will follow the alignment of the existing Millennium Way promoted route.
- 6.29 The route will be surfaced to form a leisure route set within a green corridor of varying widths and character. The route will receive specimen tree planting to greater enhance its significance.
- 6.30 Given its central location and direction of travel, it is envisaged that this will be the principle pedestrian route used by new residents and will be on the walk to school route. With a view to greater promote its use, significant areas of play are positioned within the proposal at opposing ends of the route. The areas of play will include play equipment as well as offer kick-about space and areas for varied informal play.



An image illustrating the character of the natural play space we aim to create



An image illustrating the target character of the Millennium Way



An image illustrating an arcade of trees, achieved through strategic planting along the Millennium Way



An image illustrating how areas of public open space may be used

LANDSCAPE CHARACTER - EASTERN BOUNDARY

6.31 This landscape character area performs the following specific functions:

1. Provides a defensible and permanent green belt boundary.
2. Integrates and incorporates a network of above ground SuD'S features.
3. Forms part of a network of pedestrian routes that follow the perimeter of the development proposals and offer opportunities for leisure and recreation.

6.32 Firstly in order to perform as a defensible and permanent green belt boundary the existing field

boundaries are enhanced and strengthened to form a 5m deep planted buffer. Inside of the buffer a varied green corridor of between 10-20 meters is established. This green corridor safeguards against any future conflict between the proposed residential properties and the new green belt boundary. The green corridor itself forms part of the network of pedestrian routes that form part of the scheme proposals. The perimeter routes, whilst offering opportunities for play, are primarily envisaged to offer opportunities for general recreation and fitness such as walking and jogging. The establishment of a trim trail within this character area may be a consideration at reserved matters stage.

6.33 Within the character area and to establish an interesting and varied route, the proposed footpath will navigate around, and between, a series of drainage features which will in themselves provide rich and varied habitat areas.



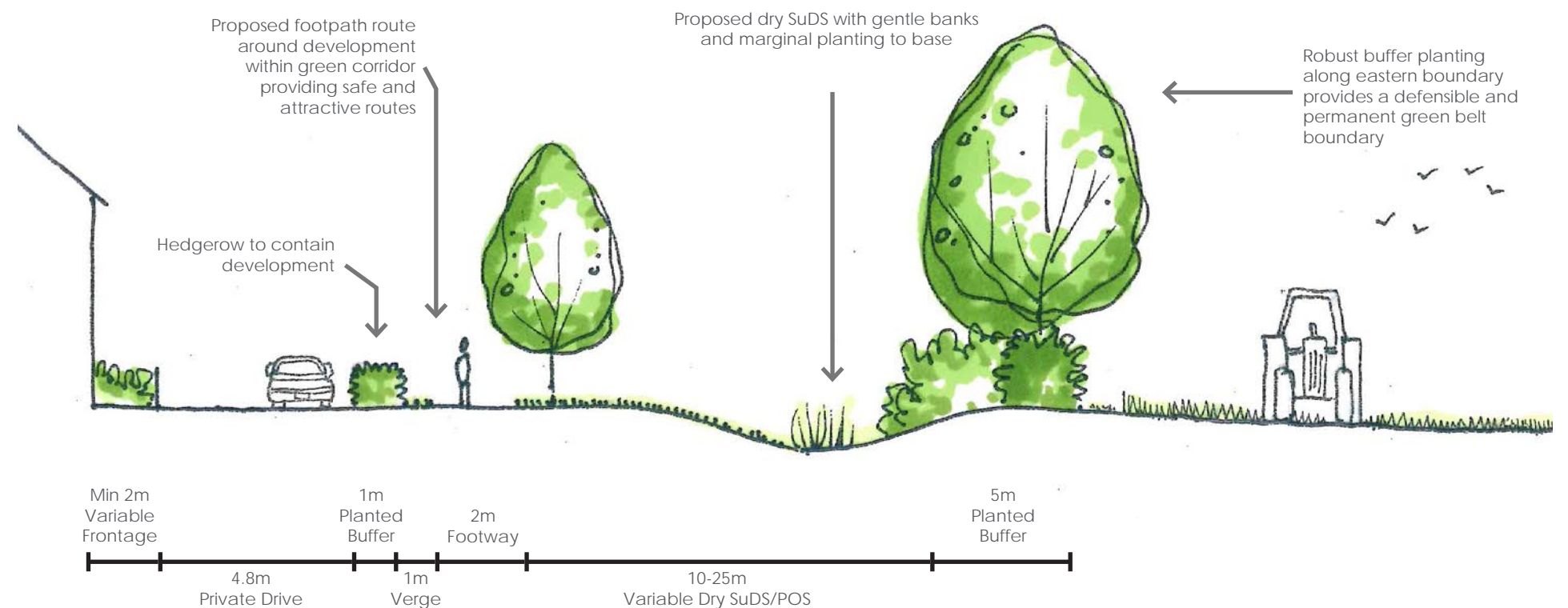
An image illustrating the new greenbelt edge on the eastern boundary



An image illustrating the character of the eastern boundary



An example image showing a typical trim train that could be incorporated within this character area



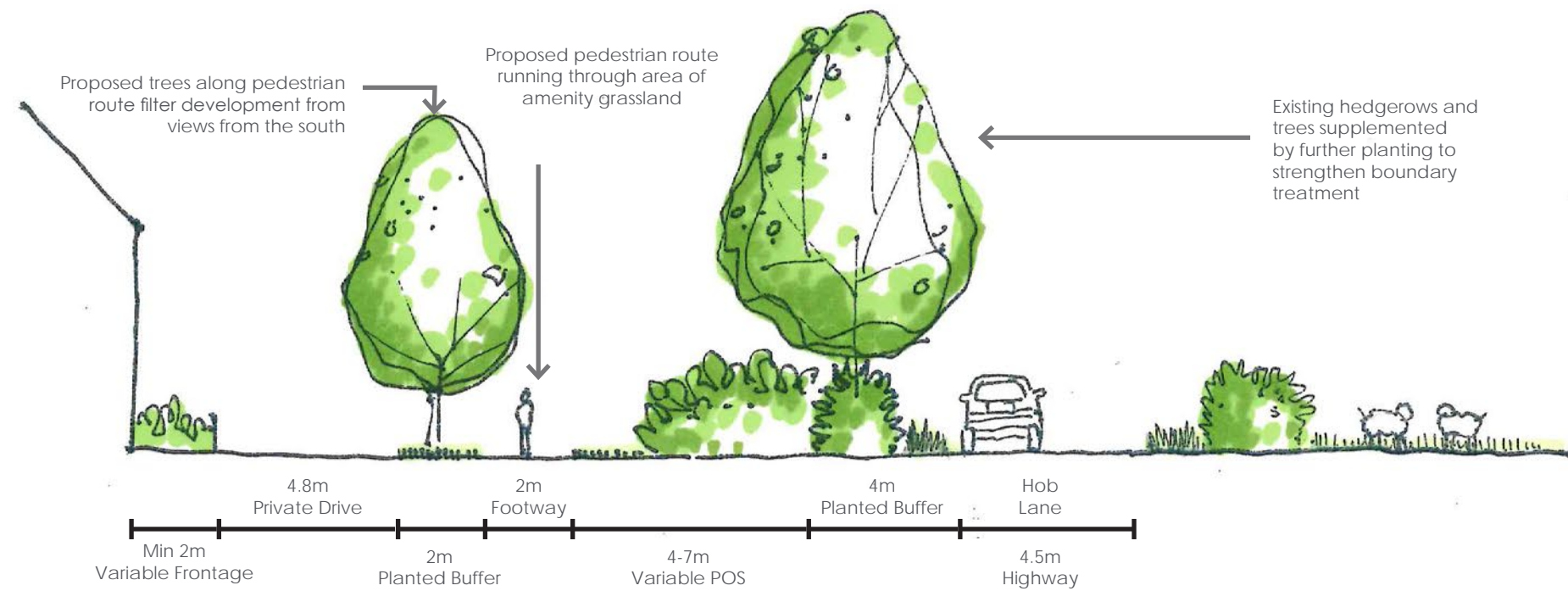
Typical section demonstrating the relationship of the development with the proposed new greenbelt boundary



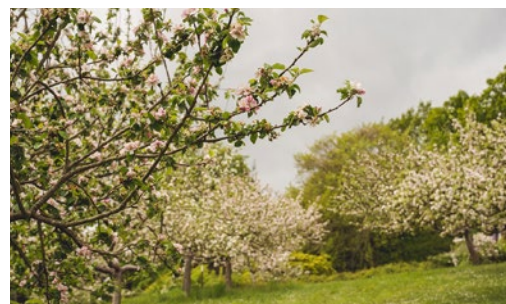
An image illustrating the relationship of the south-western corner of the site with Berkswell Windmill



An image illustrating the proposed community orchard/growing space



Typical section demonstrating the relationship of the development with Hob Lane



Images illustrating the character of the community orchard/growing space

LANDSCAPE CHARACTER - WINDMILL/HOB LANE FRONTAGE

- 6.34 This landscape character area performs the following specific functions:
1. To safeguard the rural character of Hob Lane and Windmill Lane.
 2. To safeguard the setting of Berkswell Windmill.
 3. To provide a community orchard and/or growing space
- 6.35 In order to safeguard the existing rural character of both Hob lane and Windmill Lane, the existing hedgerows are retained and strengthened. Beyond the hedgerows, areas of public open space are established to ensure these boundaries are not eroded by residents in the future.
- 6.36 Beyond the hedgerows and variable areas of public open space, development will be limited to two storey. The cumulative effect will be to minimise the impact of development experienced from either Hob Lane or Windmill Lane. This will mean the landscape/masterplanning approach will have the dual benefit of acting to also limit any impact upon the setting of Berkswell Windmill.
- 6.37 Within the variable zone of public open space that offsets the development from Hob Lane, it is proposed a community growing orchard or growing space is established in the south eastern corner of the site. The aim, unlike allotments, is to establish an area for fruit trees and canes that can be enjoyed by the whole community rather than a select few. Within this area the planting scheme will be high in pollinators and include wild flower planting to attract and sustain butterflies and bees within an attractive habitat environment.
- 6.38 The community orchard/growing space will form one of a series of key public spaces interconnected by a network of footpaths that cross the site.



MOVEMENT & ACCESS STRATEGY

- 6.39 The proposed layout creates a well-connected movement network, accessible by all users, which ensures that all areas of the development will be accessible, easy to navigate, safe and secure. The proposed access and movement strategy will focus on the delivery of the following elements to be in accordance with national and local planning policy:
- Proposed points of access;
 - Proposed pedestrian and cycle movement network;
 - Street hierarchy;
 - Parking.
- 6.40 The proposals maximise the already established movement network surrounding Balsall Common, and create new and improved opportunities for attractive, safe and sustainable pedestrian movement through the site and into Balsall Common.
- 6.41 The proposed access strategies set out and define the main routes and help to achieve a permeable and sustainable layout.

POINTS OF ACCESS

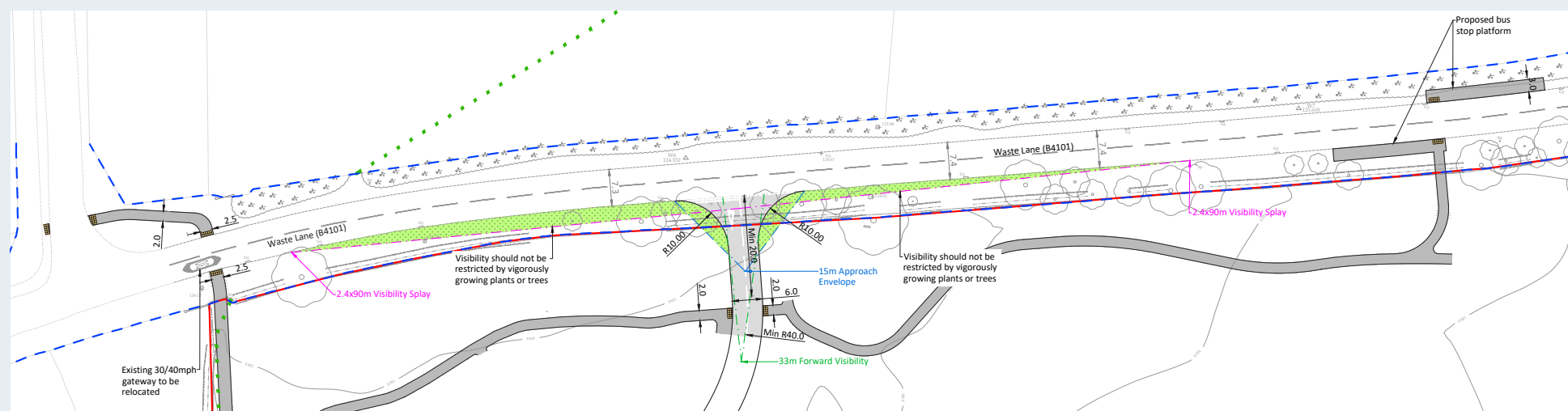
- 6.42 Full details relating to access and movement can be found within the Transport Assessment, prepared by PJA, which accompanies the application.
- 6.43 Vehicle access will be provided via a new priority junction on Waste Lane. The junction will be 6m in width and achieves visibility splays of 2.4x90m in accordance with the 85th percentile speeds recorded by an Automatic Traffic Count (ATC) undertaken in September 2022. The design of this proposed junction is indicated below, and is submitted as part of the outline application.
- 6.44 Pedestrian and cycle access will be provided via Waste Lane and Windmill Lane by a 2m footway within the site in an east to west alignment. This will connect onto Waste Lane at the eastern and western extents of the site with dropped kerb crossing points.
- 6.45 A proposed pedestrian/cycle/emergency access is also proposed via Windmill Lane. This access will be a minimum of 3.75m in width and will comprise a vehicle crossover facility. Pedestrian access will be via dropped kerb crossing point connecting between the site and existing footway infrastructure on Windmill Lane.

PEDESTRIAN & CYCLE MOVEMENT

- 6.46 As previously analysed, the facilities and amenities of Balsall Common are all within acceptable walking and cycling distance of the application site.
- 6.47 The proposed development will be serviced by established pedestrian routes linking the site to the centre of Balsall Common, as well as the wider area. The proposed development has been designed to enhance these existing pedestrian and cycle routes.
- 6.48 An existing public right of way (PROW) runs across the site, which the development will retain and enhance. This enhanced PROW and the network of new footpaths to be created within the development proposals will create improved pedestrian links to the village, promoting pedestrian connectivity and encourage sustainable forms of travel.

"Patterns of movement for people are integral to well-designed places. They include walking and cycling, access to facilities, employment and servicing, parking and the convenience of public transport. They contribute to making high quality places for people to enjoy. They also form a crucial component of urban character. Their success is measured by how they contribute to the quality and character of the place, not only how well they function."
(National Design Guide)






'...provide for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking... create places that are safe, secure and attractive - which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards' (NPPF, ch 106d, 112c)



The proposed access arrangement





- KEY**
-  MILLENNIUM WAY SURFACED & ENHANCED
 -  LEISURE FOOTPATHS
 -  EXISTING BUS STOPS
 -  EXISTING BUS STOP TO BE RELOCATED
 -  RELOCATED AND ENHANCED BUS STOP



*Pedestrian and Cycle
Movement Strategy*

STREET HIERARCHY STRATEGY

6.49 A number of improvements to the existing pedestrian and cycle network are proposed. These improvements include;

- The provision of a new pedestrian crossing on Waste Lane, located at the point where the existing alignment of the Millennium Way meets Waste Lane, improving pedestrian safety and connectivity;
- Public realm improvements to Waste Lane to encourage slower vehicle speeds and provide an attractive cycle corridor;
- Improved cycle signage and traffic calming measures to enhance the existing cycle route on Meeting House Lane; and
- Provision of advanced cycle stop lines at the Kenilworth Road/Kelsey Lane/Alder Lane signal junction to prioritise cyclists.

6.50 The Site is served by existing public transport services. The scheme proposes various enhancements, including the provision of upgraded bus stops providing sheltered waiting facilities. In addition, the existing bus stops, currently located east of the site on Waste Lane, are to be relocated bringing them closer to the site. New footpaths will provide improved pedestrian access, and a pedestrian crossing will be provided to ensure access to services in both directions.

6.50 The Illustrative Masterplan proposes a hierarchy of internal streets, with the primary, secondary and tertiary routes designed to provide a connected, easily accessible and safe network around the site

6.51 The Road Typologies, are designed to inform detailed development, and to create a legible development, with a clear hierarchy of routes, each with their own identifiable character.

6.52 The hierarchy is established with the following objectives:

- Design for ease of movement particularly for walking and cycling;
- Establish spatial coherence, based on well-defined streets and spaces;
- Deliver a street network that is compliant with the Manual for Streets principles;
- Provide a permeable network and choice of routes when moving within and through the development to create a high quality, attractive landscape and usable public realm.

6.53 The design of the streets within the development is intended to meet the above principles while making sure that it responds to the anticipated volume and type of traffic and a safe and attractive environment.

6.54 The internal site layout will be designed taking into consideration the Building for a Healthy Life (2020) criteria and will provide good connectivity for all users with priority given to non-motorised users where appropriate.

6.55 In order to achieve the objectives outlined above, the Illustrative Masterplan proposes four distinct street typologies:

- **Principle Street**
- **Secondary Street**
- **Tertiary Street/Lane**
- **Green Lanes/Private Drives**

6.56 These are identified on the street hierarchy strategy drawing opposite.

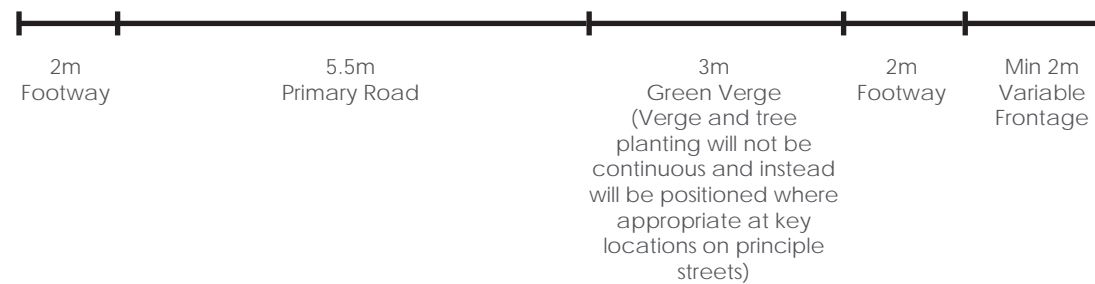
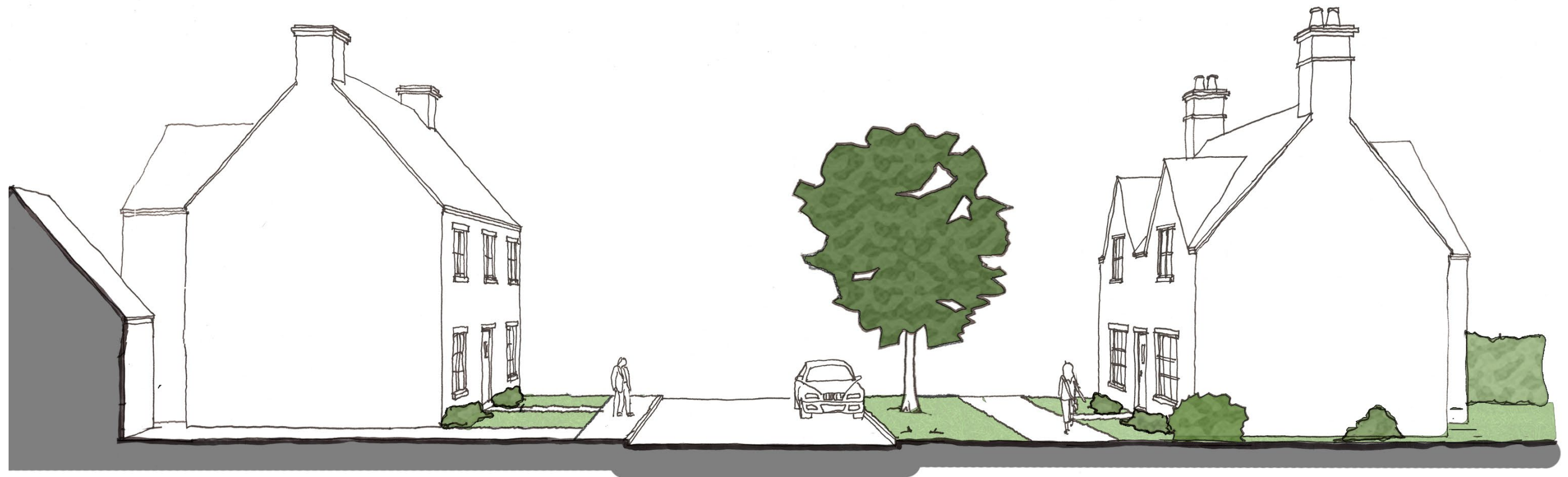
PARKING

6.57 The parking provision will be determined at a Reserved Matters stage and will have regard to the required standards/policy at that time.

6.58 Where possible parking will be located off-street, and behind key elevation lines.

6.59 The typology of the parking provision will be detailed in accordance with proposed house-types and the proposed street scene at a reserved matters stage.





PRINCIPLE STREET

- 6.60 The Principle Street connects the site to the existing highways network via the access point on Waste Lane and acts as the main route serving the development parcels within the site.

6.61 Manual for Streets principles will allow pedestrians and vehicles to move safely through the site. This road is designed to be a minimum of 5.5m wide with a 2m footway at either side.
- 6.62 At key selected locations a linear green verge will follow this route, this green verge will offer the opportunity to accommodate street trees which will soften the street scape.

6.63 The built form will provide a higher degree of continuous frontage and a greater sense of enclosure by keeping the gaps between the buildings to a minimum. Inspired by the existing local context, there should be larger 2.5 storey properties which act as land-marks in prominent locations.



SECONDARY STREETS

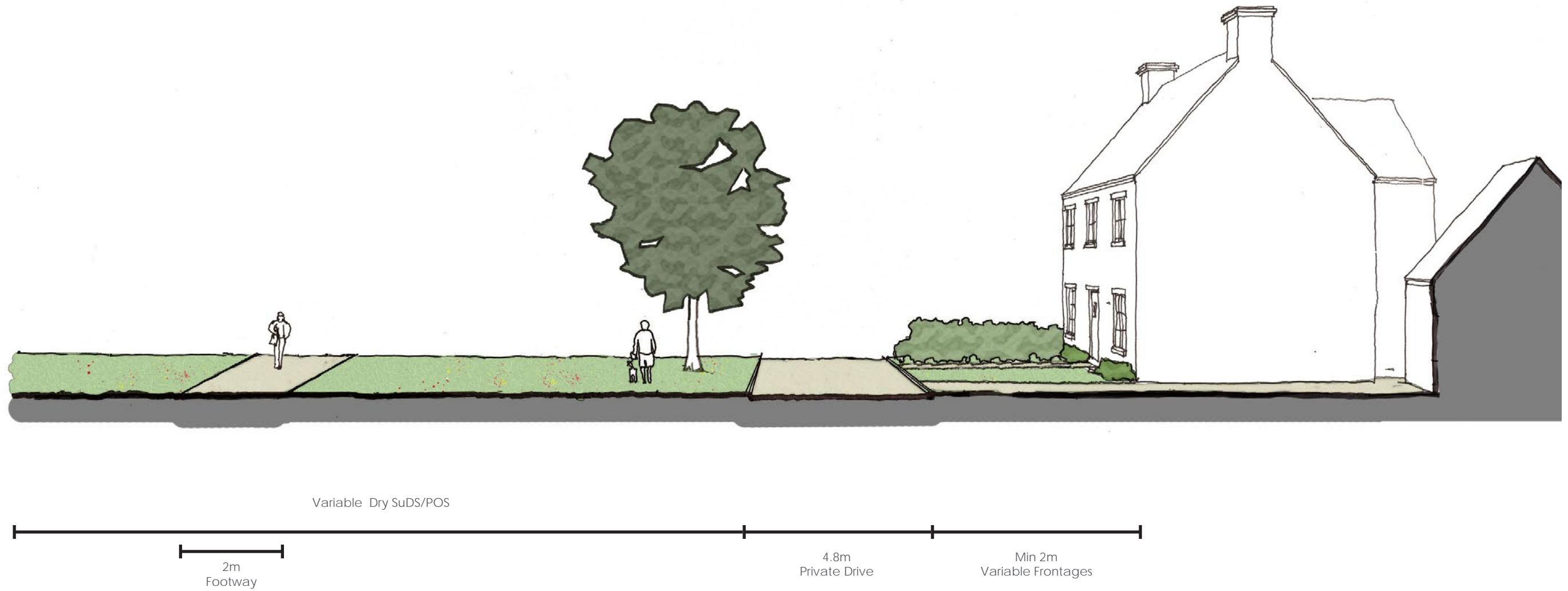
- 6.64 Secondary streets will provide access to smaller areas of development, and these routes will be less formal, with variable frontages to properties, with the opportunity for occasional tree planting in front gardens, creating a village style development.
- 6.65 Development along these routes will be 2 storey in height, and the meandering of these routes will create opportunities for focal plots or areas of green space to generate interest.

- 6.66 Traffic levels will be low and Manual for Streets principles will allow pedestrians and vehicles to move safely through. These are designed to be 5m wide with a 2m footway to both sides of the carriageway.



TERTIARY STREET/LANE

- 6.67 Tertiary Streets are less utilised routes that serve the periphery of the development and are intended to help transition from the central areas of the development, to the rural fringes.
- 6.68 Continuous building lines should be used to create a strong sense of enclosure, which, along with the smaller frontage distances will help create a rural village type character, with small cottage gardens softening the street scape.
- 6.69 A range of roof heights should be used to provide an informal character, with occasional 1.5 storey dwelling types used to create variation.
- 6.70 As traffic levels will be some of the lowest found, Manual for Streets principles will allow pedestrians and vehicles to move safely through. These are designed to be a minimum of 4.8m wide with a 2m footway to both sides of the carriageway.



GREEN LANES/PRIVATE DRIVES

- 6.71 Green Lanes are located at the edges of the development, and front onto the surrounding areas of open space. These shared surface routes will serve minimal numbers of units as set out in Manual for Streets. Frontage depths will be informal and vary between 2 – 6.5 metres, allowing for a varying range of parking typologies. This will range from side parking, frontal parking and on-plot parking.



6.72 The proposed illustrative masterplan has been designed in response to site considerations and relevant planning policies and standards, as identified in the previous sections and summarised in the following paragraphs.

The design solution for the site will reflect the variety in townscape form that can be seen in Balsall Common and in particular the area surrounding the site.

PLACE MAKING

6.73 The scale and arrangement of the development has been guided by the evaluated opportunities and constraints of the site. The following provides further detail relating to residential density, and land mix.

6.74 The proposals are based on best practice principles of urban design, with the creation of outward facing perimeter blocks that present a strong frontage to the public realm and private rear gardens. The perimeter block layout ensures a permeable movement network is created through a clear hierarchy of streets.

6.75 Dwellings face the street or public open space in order to provide strong continuous frontage to frame key locations.

6.76 This perimeter block form of development promotes safety, security and surveillance to minimise the opportunity for crime and anti-social behaviour within areas of public realm whilst creating a positive urban space.

6.77 The proposals are landscape led with the development informed by the pattern of existing field boundaries. Provision of public open space has been maximised with a large

area of green space to the north, fronting Waste Lane. Open Space and areas for play have been located according to where the Millennium Way passes through the site, enhancing the existing route and ensuring that the facilities proposed benefit the wider community along with new residents.

MASSING

6.78 Frontages should be carefully considered with generous openings to habitable rooms, without prohibiting privacy, defined and attractive front doors and variable planting to create a buffer between the public and private landscape.

6.79 Key frontages, such as those overlooking areas of public open space and at key locations along the Principal Route, will be critical to the appearance of the development. Particular attention should be paid to the massing and architectural style of these proposed dwellings, so that they contribute positively to the quality and character of the development.

6.80 Affordable housing should be integrated amongst open market housetypes, with a tenure-blind approach to ensure there is no difference between private and affordable types.

DENSITY

6.81 Residential use will be the primary land use within the site. The total residential area amounts to approximately 6.7ha, excluding the areas required for green infrastructure, public amenity space and SuDS. The average density sought is approximately 37dph, providing approximately 250 dwellings.

6.82 At the edges of the site - in particular where development meets the eastern rural Green Belt, and along the frontages to Waste Lane, Windmill Lane, and Hob Lane - the proposed residential densities are to be lower in keeping with the existing village edge character.

6.83 Within the core of the development the proposed density and scale is nominally increased to create a clear and defined street-scape.

The building density parameter plan demonstrates the proposed design intent

BUILDING HEIGHTS

6.84 The height and massing of the proposed development varies across the site according to its location and immediate context. The majority of development will be 2-storey, reflecting the surrounding built form of along Waste Lane, Old Waste Lane, Windmill Lane and Hob Lane.

6.85 Along the Principle route, and within the heart of the development, an increase in storey heights (up to 2.5-storeys) will aid legibility and provide articulation within the street scene, including key junctions, termination of street vistas or where it is necessary to provide an increased sense of enclosure.

6.86 A range of house types and sizes, ranging from smaller 1 and 2 no. Bed apartments, through to larger 4+ bedroom detached houses will provide a variety of roof heights, which is key to ensuring the proposals site within their context.

6.87 The building heights parameter plan demonstrates the proposed design intent.

'Built form is the three-dimensional pattern or arrangement of development blocks, streets, buildings and open spaces. It is the interrelationship between all these elements that creates an attractive place to live, work and visit, rather than their individual characteristics. Together they create the built environment and contribute to its character and sense of place.'
(National Design Guide)

'...are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities).' (NPPF, ch. 130c)







KEY

- LOW DENSITY DEVELOPMENT
UP TO 33 DWELLINGS PER
HECTARE
- MEDIUM DENSITY
DEVELOPMENT
UP TO 40 DWELLINGS PER
HECTARE

Densities grade from the centre of the site to its perimeter

ALLOCATED LAND
BC 4
UNDER DIFFERENT
OWNERSHIP

Decreased densities on the perimeter provide a soft edge to the development

Increased densities and scale are used to define the principle movement corridor



Artist impression of how the development proposals may look upon completion with the Millennium Way at the centre of the image.

IDENTITY ATTRACTIVE AND DISTINCTIVE



6.88 The design aim is to create a natural connection and be responsive to the local character, to achieve this proposals will take reference from local character and architectural detailing as appraised in section 3.

6.89 Character areas and design coding are a useful tool to help assimilate the design proposals within their surroundings, whilst providing a continuity of themes across the development and helping to generate a sense of place.

6.90 In addition and complimentary to the landscape character areas previously identified, it is proposed that the site be divided into six architectural character areas. Each with design coding to give a defined character relating to the site's context and surroundings. The following pages describe how the character areas are designed in such a way to help create a varied and diverse townscape.

The character areas are detailed below as follows;

- Waste Lane Frontage
- Windmill/Hob Lane Frontage
- Millennium Way
- Village Core
- Village
- Village Edge

6.91 A summary of the proposed character areas is set out on the following pages and how these relate to the layout is identified on the character area strategy drawing opposite.

PROPOSED CHARACTER AREAS



WASTE LANE FRONTAGE



VILLAGE



VILLAGE CORE



MILLENNIUM WAY



VILLAGE EDGE



WINDMILL/HOB LANE FRONTAGE

'The identity or character of a place comes from the way that buildings, streets and spaces, landscape and infrastructure combine together and how people experience them. It is not just about the buildings or how a place looks, but how it engages with all of the senses.'
(National Design Guide)

'...are visually attractive as a result of good architecture, layout and appropriate and effective landscaping' (NPPF, ch. 130b)





- KEY**
- WASTE LANE FRONTAGE CHARACTER AREA
 - VILLAGE CHARACTER AREA
 - VILLAGE CORE CHARACTER AREA
 - MILLENNIUM WAY CHARACTER AREA
 - RURAL EDGE CHARACTER AREA
 - WINDMILL/HOB LANE FRONTAGE

WASTE LANE FRONTAGE CHARACTER AREA

- 6.92 Acting as the gateway into the proposals, a significant area of open space, including wild-flower planting, the clustering of trees and planting of individual parkland species, provides an attractive environment for visitors on arrival into the development.
- 6.93 Additional hedgerow planting is proposed around the development perimeter, which in combination with the existing boundary vegetation will filter and screen views into the development.
- 6.94 Densities within this character area to be low with Green Drives providing direct access to dwellings along the edges of the development. Properties here should have larger frontages, reflecting the character of the existing properties along Waste Lane/Old Waste Lane. These frontages should be enclosed by less formal hedging creating a soft edge to the development.
- 6.95 In line with the Policy objectives of BC4 2ii, the development safeguards the character of the settlement approach and existing amenity of residents along Waste Lane with considered treatment of the development parcel edges and surrounding open space.
- 6.96 The protection and enhancement of existing mature hedgerows along Waste Lane which will assist in screening views of the development and protect the character of the settlement approach.



VILLAGE CHARACTER AREA

- 6.97 This character area comprises the majority of the development, thus should be flexible in terms of density, street typologies and landscape characteristics. Properties here will have range of frontages depths and treatments, dependent upon their location. There is the potential for cul-de-sac style developments, with properties arranged around a central green space, which could act as a focal point of the local community.
- 6.98 Properties however, should be constructed from traditional materials which will reflect surrounding character generally of brick with some render, and timber detailing.
- 6.99 Verges, which vary in width as streets meander, will provide opportunities for drainage conveyance features and informally arranged street trees.



VILLAGE CORE CHARACTER AREA

- 6.100 The Village Core Character Area features medium density development, which will define and enclose the principal route through the development.
- 6.101 The built form should provide a higher degree of continuous frontage and a greater sense of enclosure by keeping the gaps between the buildings to a minimum.
- 6.102 Properties should have consistent frontage depths, which should be no more than 2m, with greater use of low level walls and formal hedge planting responding to the surrounding character. Inspired by the existing local context, there should be larger 2.5 storey properties which act as land-marks in prominent locations.
- 6.103 Highways Verges will provide some greening to the street scape and provide opportunities for Drainage conveyance features and specimen street trees. Verges within the Village Core should be more formal and more linear in nature.

MILLENNIUM WAY CHARACTER AREA

- 6.104 The Millennium Way promoted route crosses the site. The existing built form and commercial activities do not present an attractive environment for users of Millennium Way along much of the route. Redevelopment of the site creates opportunity to enhance the on-site route and its setting within the local context.
- 6.105 In order to ensure that experience of users is enhanced, the Millennium Way Character Area proposes new landscape features and the connections between the Millennium Way, the site and the surrounding area.
- 6.106 Properties fronting onto the millennium way will be set back behind larger frontages giving sufficient space for new hedge and tree planting to create a soft edge to the development. These should be constructed from traditional materials which will reflect surrounding character generally of brick with some render, and timber detailing.
- 6.107 Whilst a range of densities are appropriate within this character area, a consistent use of clipped hedgerow planting to frontages with regular street trees and a formal building line will enhance the Millennium Way, creating a boulevard like character.

