

Dorridge Design Statement – October 2011

(To be read in conjunction with Design & Access Statement April 2011)

Following submission of the planning application in April 2011 there has been further discussion with Solihull Metropolitan Borough Council (SMBC) to review consultation feedback. This has resulted in a number of changes:

Public realm / Station Road / Store frontage

Additional trees in the carriageway on Station Road

- An additional two trees have been introduced into the centre of the carriageway along Station Rd to supplement the two already proposed. These trees are proposed to compensate further for the loss of the existing mature trees currently in raised beds in the central reservation. The specification and size of the proposed trees is such that they will very quickly establish a presence providing visual continuity and the next generation of trees within the highway.

Clearer pedestrian access provided to Station Approach/ Station Road

- Trees and cycle stands previously proposed in the pavement on the Station Approach / Station Road junction have been removed to provide a clearer pedestrian route in response to the concerns that pedestrian desire lines were at risk of becoming cluttered and unclear. Cycle stands have been relocated to alternative locations within the public realm area.

Changes to public square

- A tree in the public square has been removed from the scheme in response from potential operators for the other retail units raising concerns that the new retail facades were becoming obscured.
- Cycle stands proposed for the public square outside the store and retail unit entrances have been relocated and additional seating added in their place to make the most of the South facing aspect and create a space where the public might meet or rest. In combination with the removal of the tree the space now better provides the opportunity for small scale local events.

Tree species

- The tree species specified for the feature tree on the corner of Forest Road and Station Road has been changed from Lime to Liquidambar in response to consultation comments to provide the position with a more visually interesting tree.

Station Approach

Parking / loading configuration

- The parking and loading bay have been reconfigured along Station Road. The changes result in a provision of 5 standard spaces, 1 disabled bay and a double-length bay, to serve as a loading bay between certain hours of the day and as 2 additional parking bays during the remainder of the day (hours of operation tbc). The highways revisions result in a loss of 2-4 spaces (dependent on times of operation of the loading bay restrictions) compared to the submitted proposals. This still equates to an additional 84-86 spaces provided in Dorridge village centre as part of the development proposals. The changes were made in order to minimise the impact on the Dorridge Conservation Area as requested by SMBC.

Realignment of the Station Road to Station Approach kerb line

- The build-out at the southern end of the parking bays has been retained in order to ensure visibility splays are maintained at the junction of Avenue Road and a shorter crossing distance for pedestrians at the proposed Station Approach Zebra Crossing.

A dropped kerb arrangement to facilitate servicing access to the Forest Hotel

- A significant section of the existing dropped kerb is retained on Station Approach therefore maintaining the existing access arrangements into Forest Court Hotel.

Paving material and the integration between new and existing

- The existing paving slabs will be retained along the frontage of Station Approach, and new matching slabs will be used in the newly created areas of footway. The line of interface between the proposed paving scheme and the existing scheme has been moved to better integrate the two. Where necessary the existing scheme will be extended and made good with retained or new paving units.

The above amendments to the proposed landscaping and highways have addressed issues that were recognised in the original submitted planning drawings from April 2011.

Drawing reference for above changes:

PL-10_Site Plan_Proposed Lower Ground - Rev A

PL-11_Site Plan_Proposed Upper Ground - Rev A

PL-12_Proposed Lower Ground - Rev A

PL-13_Proposed Upper Ground - Rev A

PL-14_Proposed Roof Plan - Rev A