

Warwick Local Plan Examination:  
Hearing Statement submitted on behalf of  
IM Properties (Representation ID: 11681)  
in relation Matter 7d: Proposed housing  
allocations – Growth Villages and Hockley  
Heath (Site H24 – Burrow Hill Nursery)

August 2016

# 1. Introduction

- 1.1 This Hearing Statement has been prepared on behalf of IM Properties in respect of their land interests to the east of Burton Green. The Site is available and represents a suitable and deliverable opportunity for major residential development and it is considered that the Site should be assessed favourably through the Examination of the Local Plan.
- 1.2 It is relevant to note that the site has previously been promoted through the Local Plan preparation by Turley, formerly on behalf of David Wilson Homes, Mr and Mrs Hill and Mr and Mrs McCulloch. However, the site is now controlled by IM Properties and will now be promoted on that basis.
- 1.3 Our Hearing Statement centres on the grounds that:
- The Council has failed to comprehensively assess land for release from the Green Belt; in particular there are concerns with the methodology to assess broad land parcels without a further assessment focussing on the sub-division of the broad areas into smaller parcels, which does not accord with paragraphs 83-85 of the NPPF; and
  - No sensible and thorough justification has been provided to demonstrate why land east of Burton Green has been discounted during the site selection methodology and why the site remains as Green Belt, despite the release of larger Green Belt sites to the east of it, and further away from existing built development.
- 1.4 The Hearing Statement should be read in conjunction with the appended:-
- Updated Site Vision Document (appendix 1)
  - Warwick District Council Policy and Green Belt Plan (appendix 2)
  - Landscape and Visual Appraisal (appendix 3)
  - Access Plan (appendix 4)
- 1.5 Our client trusts that the information provided within the Hearing Statement will be reasonably considered by the Inspector and we welcome the opportunity to engage and promote the Site during the programmed Hearing Sessions in September 2016.

## 2. Response to the Inspector's Questions

- 2.1 This section of our Statement sets out our response on behalf of IM Properties to the questions that have been raised by the Inspector in his Matters and Issues Paper circulated on 15 July 2016.

**Issue: Whether the proposed housing site allocations at the Growth Villages and Hockley Heath are justified, effective and consistent with national policy.**

### **Question 1: What is the current planning status of the site?**

- 2.2 Site H24 has been assessed as part of a larger site within the HO12 'Strategic Housing Land Availability Assessment – Rural Areas Part 2' (May 2014) entitled R90 under the site name 'Burrow Hill Nursery'.
- 2.3 In respect to its suitability, the SHLAA states that H24 is potentially suitable subject to a 3 metre protection zone to the north-eastern extent of the site, which contains an underground high pressure liquid fuel pipeline. Furthermore, H24 would need to demonstrate appropriate measures to manage surface water; protect environmental quality; and the implementation of a masterplan and phasing.
- 2.4 The Council have stated that H24 is available owing to the landowner expressing a willingness to release the site for development and is potentially achievable subject to overcoming layout and landscaping considerations.
- 2.5 It is considered that the implications of the proposed HS2 line through Burton Green will place great risk on the delivery of H24, as it is currently proposed to accommodate a compound during construction of the HS2 line and once completed the immediate surrounding area will potentially be subject to noise from the line. Therefore, questions remain as to whether the potential to deliver for up to 90 dwellings over the plan period is achievable.

### **Question 2: How does it fit within the overall spatial strategy?**

- 2.6 The proposed allocation of H24 aligns with principle (b) of draft policy DS4, which underlines that where greenfield sites are required for housing, they should be generally located on the edge of urban areas in sustainable locations close to areas of employment or where community facilities are available.
- 2.7 Despite the above, we consider that similar sized sites such as land to the east of Cromwell Lane should be assessed more favourably, especially in the context of principle (f) of draft policy DS4, which indicates that housing will be distributed across the District to take account of:

**“areas assessed as high landscape value or other highly sensitive features in the natural environment will be avoided”**

- 2.8 It is considered that H24 has a greater detrimental impact upon landscape value and sensitivity when compared to land to the east of Cromwell Lane, particularly taking into account the proposed allocation of site H42.
- 2.9 HO12 'Strategic Housing Land Availability Assessment – Rural Areas Part 2' (May 2014) recognises that the potential impacts of H24 will be the potential loss of hedgerows and trees; closure and relocation of a business; southern part of the site would extend built form inappropriately to the south; and the majority of land is of high landscape sensitivity.
- 2.10 In light of the above, the alternative allocation of similar sized housing sites, such as land to the east of Cromwell Lane, would reduce the impact on the wider landscape sensitivity / value and the extension of the built form to the south of Burton Green.
- 2.11 Notwithstanding this, the proposed allocation of H24 reinforces that Burton Green is a sustainable location for residential development and contributes to the spatial strategy being justified in respect to the distribution of development. However, this is undermined owing to the risk associated with the construction of the proposed HS2 line.

**Question 3: In addition to housing provision, are there other benefits that the proposed development would bring?**

- 2.12 We reserve judgement on the benefits that the proposed development at H24 would bring.
- 2.13 However, it should be noted that land to the east of Cromwell Lane provides an opportunity to bring development forward in the village whilst HS2 is under construction (i.e. in advance of H24). The construction of HS2 will mean the loss of dwellings in the village, which is an important factor that has not been accounted for when distributing the level of housing to Burton Green.

**Question 4: What are the potential adverse impacts of developing the site? How could they be mitigated?**

- 2.14 It is considered that development of H24 for 90 dwellings will need to consider the setting of the adjacent Grade II Listed Long Meadow Farm, and the potential loss of on-site hedgerows and trees. Paragraph 129 and 133 of the NPPF seeks to avoid or minimise conflict between heritage assets conservation and any aspect of a proposal.
- 2.15 H24 would have a much greater detrimental impact on the landscape value and sensitivity, as it extends further south of Burton Green into an area of high landscape value in comparison to land to the east of Cromwell Lane. In its current form, the Local Plan does not provide sufficient detail as to how H24 will implement landscape screening or buffering to the southern boundary.

**Question 5: Is the scale of development proposed compatible with the capacity of the village to accommodate further growth in terms of its character and appearance, the level of services and existing infrastructure?**

- 2.16 We agree that H24 is compatible with the capacity of Burton Green to accommodate further growth in terms of its character and appearance, and the level of services available.
- 2.17 Despite the above, it should be noted that the arrival of the proposed HS2 line will in effect sever the village so that H24 will become isolated to the south of the line. As a result of this severance, future occupiers may be inclined to use the services and facilities in Catchems Corner and/or Balsall Common; therefore contributing to an increase in the use of the private car. This is inconsistent with the principle of paragraph 30 of the NPPF.
- 2.18 In light of the above we consider that in respect of this matter the Local Plan is not justified.

**Question 6: What are the infrastructure requirements/costs and are there physical or other constraints to development? How would these be addressed?**

- 2.19 It is noted that the provision of a community hall, village green and parking at H24 has been omitted under draft policy DS11 within the Proposed Modifications. In addition, no supporting documentation or site specific policy principles have been produced or formulated to indicate if any infrastructure requirements will be delivered.
- 2.20 As outlined at Question 4, there are a number of adverse impacts of developing H24, which will require subsequent mitigation measures. In its current form, the Local Plan fails to detail what infrastructure requirements will be needed at H24, in particular access points and improvements to highway capacity.
- 2.21 Therefore, in respect to infrastructure provision and its associated costs, H24 is inconsistent with paragraph 155 and 177 of the NPPF, which seek to ensure Local Plans plan positively for the development and infrastructure required to meet the objectives of the NPPF and ensure that there is a prospect that planned infrastructure is deliverable in a timely fashion.

**Question 7: Is the site realistically viable and deliverable?**

- 2.22 Whilst it has been identified there are opportunities to meet housing need in Burton Green, such opportunities need to be judged against the infrastructure requirements, highway and traffic implications, deliverability and viability matters.
- 2.23 No potential infrastructure costs have been provided to support the proposed allocation of H24; therefore it will be for the Council, and the Inspector to be satisfied that the site can be viably delivered.

**Question 8: What is the expected timescale for development and is this realistic?**

- 2.24 HO07 'Housing Trajectory Sites' (May 2014) has only projected the delivery of 60 dwellings as per the proposed allocation in the Local Plan Submission Version, which is projected to be delivered from 2026/27 to 2028/2029 – very much towards the end of the plan period.
- 2.25 Despite the modest scale of development at H24, there is great risk that the housing trajectory will not be met, largely because of uncertainty regarding the construction, completion and operation of the adjacent HS2 line, which may be subject to slippage; therefore prolonging the delivery of H24 beyond the current plan period.
- 2.26 Even when given a HS2 line completion date of 2026, it should be noted that promoter of H24 will need to obtain the necessary planning permission; purchase land if the site is optioned or market and sell land if the site is not owned by a housebuilder; complete s106 agreements; discharge relevant conditions; and implement the necessary enabling infrastructure.

**Question 9: What would be the effect of the proposal on the purposes of including land within the Green Belt?**

- 2.27 No comment.

**Question 10: What would be the effect on the openness of the Green Belt?**

- 2.28 Introducing development onto this site would impact on the openness of the Green Belt. Site H24 was considered as part of parcel BG2 within the 2015 Joint Green Belt Study. Within this study it is noted that notwithstanding the existing development (including the plan nursery), the presence of agricultural fields around this development still maintains the overall sense of openness. It is specifically noted within the assessment that the plant nursery and other developments are not considered to be "urbanising influences".
- 2.29 Furthermore, the assessment goes on to note the importance of the parcel within which H24 sits in maintaining separation between the village of Burton Green and Honiley.
- 2.30 It is therefore considered that the development of the Burrow Hill nursery site would have an impact on the openness of the Green belt.

**Question 11: Are there exceptional circumstances which justify altering the Green Belt? If so, what are they?**

- 2.31 Paragraph 83 of the NPPF is clear that when reviewing Green Belts, Local Planning Authorities should consider the intended permanence over the long term. Paragraphs 84 to 87 provide further clarification in this regard.
- 2.32 Given that there is a lack of alternative sites outside of the Green Belt to meet the Council's objectively assessed need, we consider that exceptional circumstances would apply to site H24. However, where the exceptional circumstances apply for H24, they also apply to land to the east of Cromwell Lane.

2.33 Therefore, in order to conclude what sites are most suitable for Green Belt release, in order to sustainably meet the District's housing need, great importance is placed on ensuring a review of the Green Belt boundary is comprehensive, as set out at paragraphs 83 – 84 of the NPPF.

## **Appendix 1: Updated Site Vision Document**





# LAND EAST OF CROMWELL LANE



VISION DOCUMENT | AUGUST 2016

# VISION

The proposals for Land East of Cromwell Lane will be **defined by existing landscape features**, ensuring that the development offers **a quality place to live, visit and enjoy**. Benefiting from a range of **sustainable connections** that link the site with both local and national destinations, the development will retain and enhance these routes through the provision of a legible place that is easy to navigate. The masterplan will **encourage community cohesion** through the implementation of best practice design principles and aid the creation of an attractive, safe place with open space on the doorstep.

## INTRODUCTION

This vision document has been prepared on behalf of IM Properties PLC to support the proposals for the release of Land East of Cromwell Lane from the green belt, and the potential to deliver residential development. The document is submitted in support of representations that propose the removal of the site from the green belt, through the Warwick Local Plan Examination process.

Key aims and objectives of the document are:

- » To present a vision that provides a design framework to guide and shape the proposals.
- » Set out a summary of site assessment work undertaken to date.
- » Present the draft concept proposals, along the key benefits that the development could offer.

### THE SITE

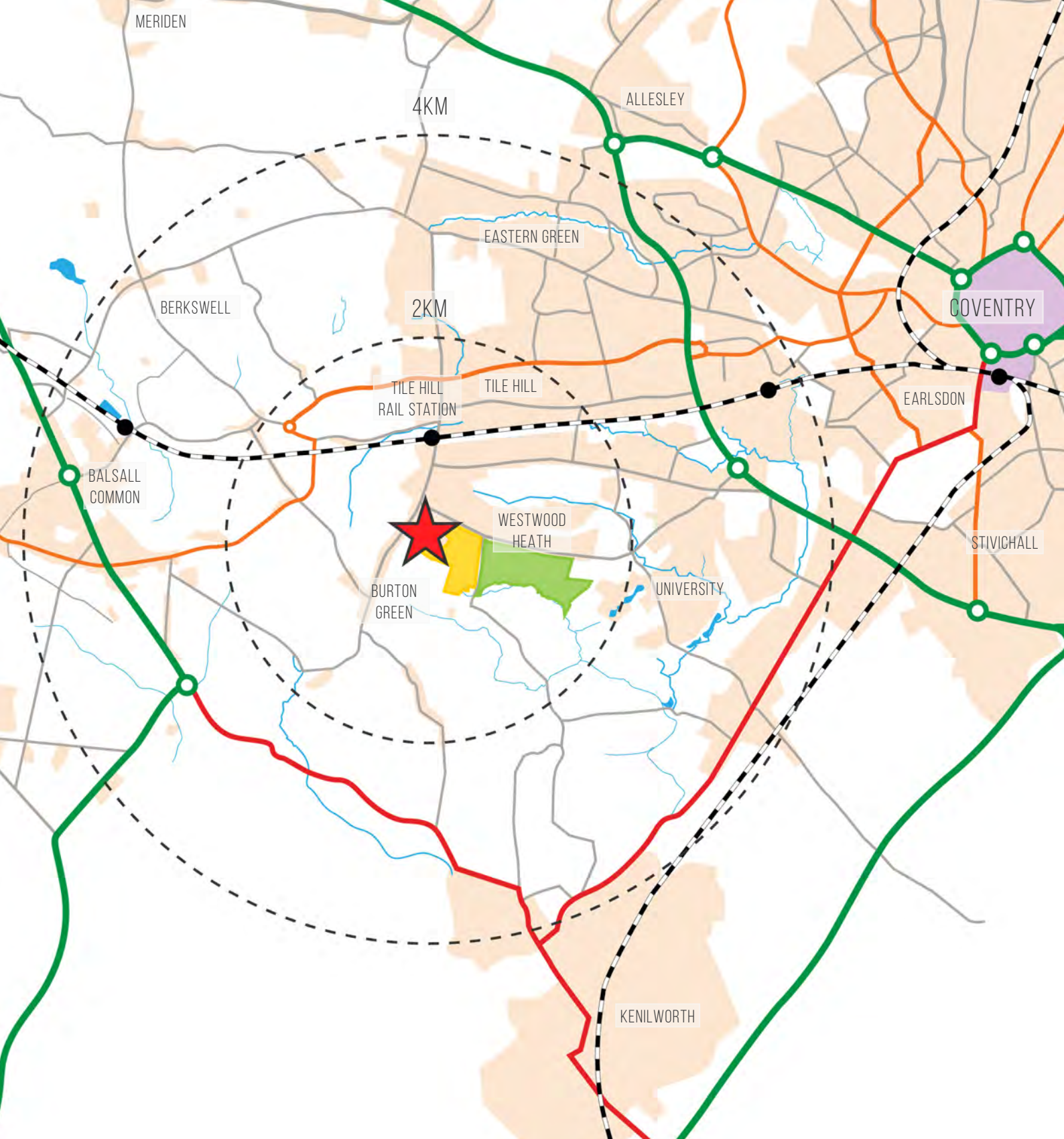
The site is located approximately 7 kilometres (km) to the south west of Coventry City centre and lies within the administrative boundary of Warwick District Council. It is approximately 5.7 hectares (ha) and comprises rough grassland to the north and disused recreational grassland to the south. It is broadly flat, with the land sloping from the south western corner of the site (129m Above Ordnance Datum (AOD)) to the north eastern corner (119m AOD).

The site is well connected to the sustainable transport network, with Public Rights of Way crossing through the site, bus stops located on Cromwell Lane and Tile Hill Rail Station being located approx. 1km north west of the site. This provides connections to key local and national destinations, including Birmingham Airport.

The site is bounded by existing built development to the north and west and predominantly agricultural fields and tree/hedgerow planting to the south and east. A private access track leading to Lodge Farm and small number of additional properties also bounds the north eastern site boundary.

To the east of the site there is an area of land (ref. H42) which has been proposed to be released from the Green Belt for the allocation of residential development. If H42 were to be released it would change the character of the Green Belt; the site would be positioned between the existing settlement of Burton Green and the development of H42. Further east beyond the H42 land there is an area which has been allocated as Safeguarded Land.





## SITE LOCATION PLAN

	Site		A Roads		Railway Station
	Developed Areas		B Roads		Watercourse
	Coventry City Centre		Other Key Roads		H42 Housing Allocation Site
	Dual Carriageway A Roads		Railway Line		S1 Safeguarded Land



# CONSTRAINTS & OPPORTUNITIES

A comprehensive assessment of the site has been undertaken for a number of technical disciplines. A summary of this site assessment is set out here:

## LAND USE

- » The proposals will consider the relationship between properties that adjoin the boundary of the site and seek to ensure that the amenity and privacy of these properties is respected.
- » The development will be guided by best practice design principles to aid the creation of a high quality place that is enjoyable to inhabit.
- » The development will include open space that encourages social interaction and community use, through the provision of areas for play.
- » The scheme will consider the proposed allocation of the adjacent site H42, and the potential relationship between the two sites, and provide opportunities for informal pedestrian routes between the two.

## ACCESS AND MOVEMENT

- » Vehicular access will be taken from Cromwell Lane.
- » The existing Public Rights of Way crossing the site will be retained and integrated with new pedestrian and cycle routes, ensuring accessibility and permeability for the development.
- » Sustainable linkages to surrounding facilities and routes will be considered. Mainline rail services from Tile Hill Station provide an easy link to central Coventry, Birmingham, Birmingham Airport and London. The Kenilworth Greenway (NCN 523) links to the wider NCN route 52 between Warwick and Loughborough. Both facilities are located approximately 1km north and south of the site respectively.
- » The nearest bus stops to the site are situated on Cromwell Lane, approximately 50m south of the proposed site access, with buses operating on an hourly frequency towards Coventry and Solihull.

RIGHT: CONSTRAINTS AND OPPORTUNITIES PLAN









## DRAINAGE AND FLOODING

- » According to EA data the site is not constrained by flooding. No development will be located within land that is at risk of flooding.
- » The proposals will consider suitable areas to locate SUDs (Sustainable Urban Drainage Systems) to manage surface water runoff and enhance visual amenity and ecological habitat creation.

## LANDSCAPE & TOPOGRAPHY

- » The boundaries of the site are lined with a mix of hedgerow vegetation and hedgerow trees. Where possible mature trees should be retained, and if necessary, replaced with locally occurring native species.
- » New woodland planting should be of native broadleaved species, favouring oak as the dominant species and relate to the scale and spatial pattern of the Arden Parklands Landscape Type.
- » Enhance the Green Infrastructure of the site, joining up existing green assets such as hedgerows and mature trees
- » Strengthen the boundaries of the site with additional shrub and characteristic woodland planting, particularly along the southern boundary to filter long views from the south.
- » Opportunities should be sought to incorporate areas of green infrastructure along the eastern and southern boundaries of the site to increase biodiversity.
- » Strengthen Public Right of Way (PRoW) links ensuring routes through the site well defined connect to the wider PRoW.
- » Enhance and define the vegetation along the boundary of the site adjacent to the existing settlement limit to create a unified vegetation character.

- » Due to the enclosed nature of the boundaries of the site, and its proximity to the settlement edge, the site has a stronger relationship to the existing built form than it does with the open countryside to the east and south which is also located within the Green Belt.

## ECOLOGY

- » A desk-based ecological assessment has been undertaken to provide the relevant technical information. It is considered that the site does not present any significant ecological impacts that could not be adequately mitigated for as part of development of the site. Indeed, the majority of the site, being composed of species-poor grassland, would not require protection or mitigation.
- » Boundary features could easily be integrated into development proposals negating the need for mitigation.
- » Further ecological surveys of the habitats and species present on the site will inform any detailed proposals for development, to both identify what mitigation is required and the best method to secure this.
- » Opportunities for ecological enhancement would likely be available through development of the site and may comprise increasing the variety and species richness of habitats on the site, which at the moment appear to be fairly limited.
- » Native species could be promoted within the design of the development, increasing both the structural diversity and plant species richness of the site, which will in turn, both retain faunal species currently on the site and attract additional species.

## HERITAGE & ARCHAEOLOGY

- » The proposals would cause no physical impact to designated heritage assets as there are no designated heritage assets within the boundary of the site.
- » A limited number of listed buildings have been recorded within the vicinity of the site. Due to the topography of the landscape as well as the intervening vegetation and buildings. No setting impacts on the designated heritage assets recorded in the search area are expected.
- » In respect of potential indirect impacts to designated heritage assets, which could be experienced as a consequence of changes within their settings, it is anticipated that impacts of 'substantial harm' are extremely unlikely.
- » Consideration of any potential setting impacts at an early stage of master planning could remove/reduce the potential for any setting impacts to designated heritage assets.
- » Whilst the HER does not record any evidence for the presence of buried archaeological remains within the boundary of the site, their presence cannot be discounted at this stage. However, it is considered that it is unlikely that remains of high (national) importance are located within the boundary of the site. As such any fieldwork, if deemed necessary, could be undertaken as a condition to planning consent. However, the scope, extent and timing of fieldwork should be established with the development control/planning archaeologist.



\* PLAN IS DRAFT AND SUBJECT TO DETAILED TECHNICAL INPUT AND SURVEY



# DESIGN CONCEPT AND PRINCIPLES

The concept proposal for the site has been informed by the vision and site analysis previously set out in this document. It seeks to ensure that the scheme offers a high quality, attractive and vibrant place to live. The following design principles have informed the concept plan, set out opposite:







- » Provision of 4.04Ha residential development, achieving approximately 140-150 dwellings using an average density of 35-37 dph.
- » Vehicular access will be taken from Cromwell Lane, comprising a simple priority junction.
- » Existing public rights of way crossing and adjoining the site will be retained. They will be linked with new circular pedestrian links that reflect key desire lines through the site.
- » Development has been shaped by a new green infrastructure that will contain a number of spaces and places that vary in character, linked via generous green corridors. Existing tree planting, topography, and views have influenced the location of green space in the central and southern parts of the site respectively, whilst an indicative area for attenuation is provided within the north eastern corner of the site.
- » The provision of active and accessible spaces encourages social interaction and a sense of community pride.
- » The structure of development blocks aims to ensure streets and spaces are overlooked wherever possible, encouraging natural surveillance and safety.
- » Development blocks back on to existing properties adjoining the north and western boundaries of the site. Block depths in these areas will be considered so that the amenity and privacy of these existing properties is respected.
- » Ensure that the network of PRoW which cross the site can connect to the wider PRoW network to enable pedestrian links through to the surrounding countryside and to the proposed H42 allocation site to the east.
- » Ensure that proposed planting for the site is of native species to enable a coherent planting scheme across the site that emphasises key characteristics of the surrounding landscape and will complement proposed planting within the H42 allocation site.





## CONCEPT PLAN

-  Primary Vehicular Access Point
-  Pedestrian Access Point
-  Residential Development
-  Public Open Space
-  Existing Tree/ Hedgerow Planting
-  Proposed Tree/ Hedgerow Planting
-  Proposed Area for Formal Play

-  Indicative Attenuation Ponds/ Drainage
-  Proposed Informal Pedestrian Route
-  Public Right of Way
-  Local Authority Boundary (Warwick Dist. / Coventry City / Solihull Met. Borough)
-  Allocated Development Site H42
-  \* PLAN IS DRAFT AND SUBJECT TO DETAILED TECHNICAL INPUT AND SURVEY



# CONCLUSION

The emerging concept masterplan presented in this document shows how development at Land East of Cromwell Lane has been informed by the vision and existing site analysis. Overall the site will provide the following key benefits:

- » High quality and attractive development with a defining green character that references the existing landscape setting of the site
- » Provision of residential development in a sustainable location, close to existing local facilities, employment and transport links.
- » Provision of a connected and accessible development, with enhanced Public Rights of Way and increased levels of access to the extensive countryside Public Rights of Way and cycle network beyond the site.
- » Redevelopment a of disused private playing field, providing the community access to the site through the provision of quality informal recreation space.
- » Generosity of space, created through the provision of public open space and development at a considered density.
- » Retention and enhancement of existing green infrastructure that provides visual amenity, ecology and community benefits in addition to creating a unique, site specific character.
- » Compliment the wider Green Belt release in the area, and the residential allocation of H42 adjacent to the east of the site, as part of the Warwick District New Local Plan.



VIEW FROM THE SITE LOOKING SOUTH EAST





<b>Project Ref:</b>	26559/A5
<b>Status:</b>	Final
<b>Issue/Rev:</b>	A
<b>Date:</b>	26.08.16
<b>Prepared by:</b>	CDB/EB
<b>Checked by:</b>	JdH
<b>Authorised by:</b>	JdH

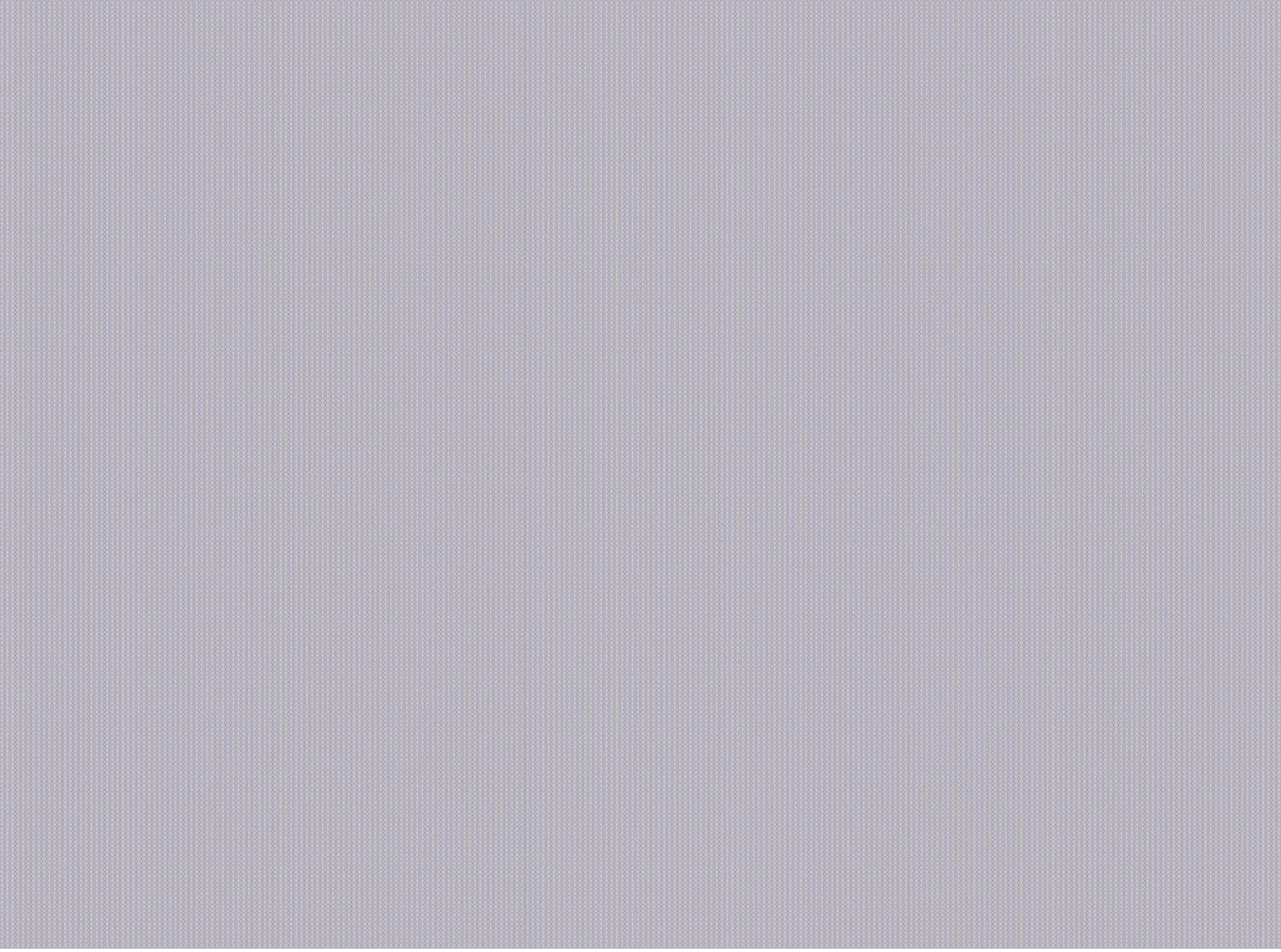
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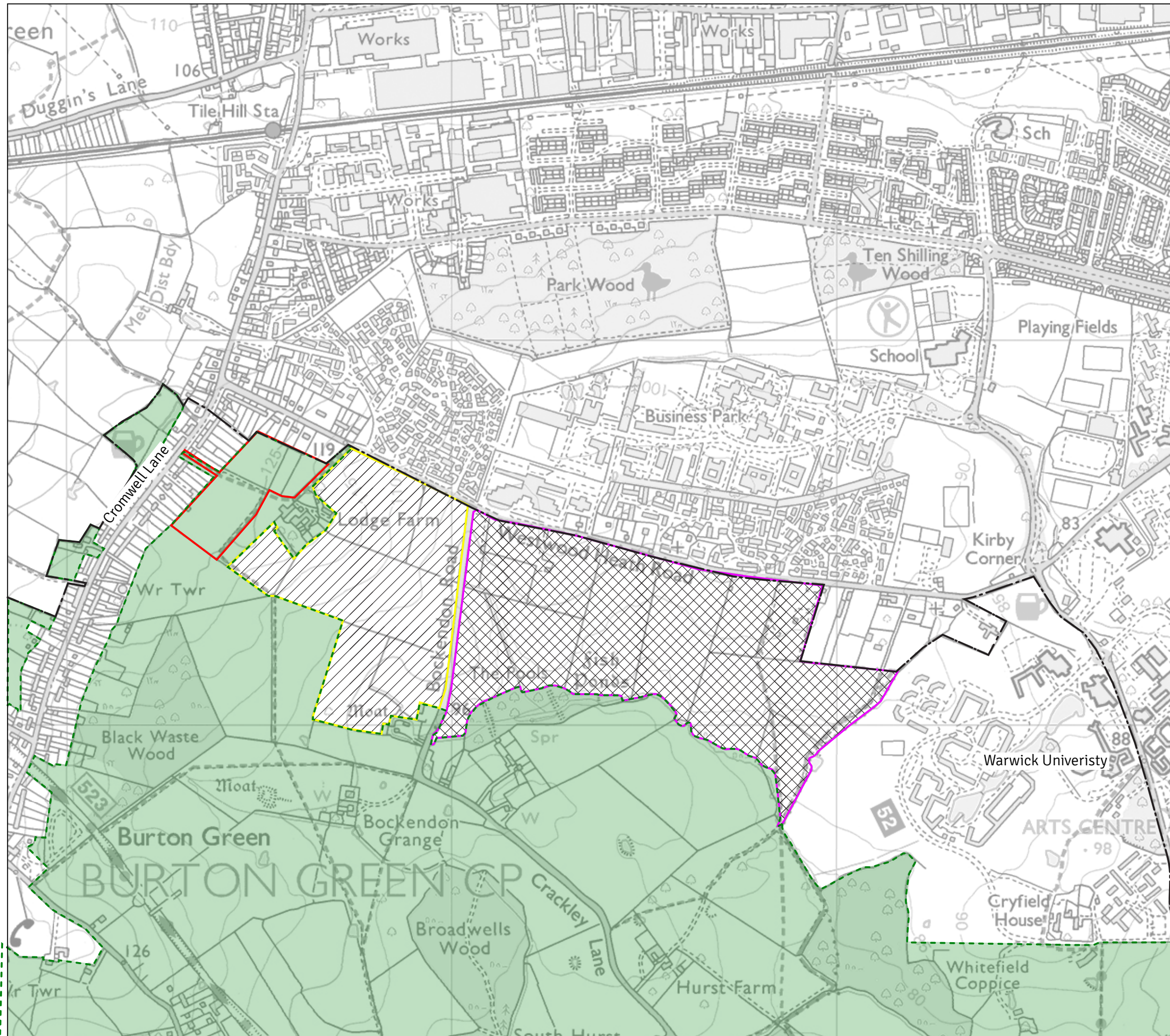
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## **Appendix 2: Warwick District Council Policy and Green Belt Plan**








Legend

-  Site boundary
-  Warwick District Council Boundary

Warwick District Council Policies

-  DS19 - Green Belt
-  DS11 - Housing Allocation (Site Ref H42)
-  DSNEW2 - Safeguarded Land (Site Ref S1)

PROJECT  
Land East of Cromwell Lane

DRAWING TITLE  
Warwick District Council Policy and Green Belt Plan

DATE	SCALE	DRAWN BY	CHECK BY
25.05.2016	NTS	CR	RMcW
PROJECT NO 26559			

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## **Appendix 3: Landscape and Visual Appraisal**





LAND EAST OF  
CROMWELL LANE



LANDSCAPE AND VISUAL APPRAISAL | AUGUST 2016



ISSUE DATE	30/08/16
DOCUMENT STATUS	Final
REVISION	a
AUTHOR	CR
CHECKED BY	RMcW
AUTHORISED BY	RMcW

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# INTRODUCTION

The methodology adopted for the Landscape and Visual Appraisal (LVA) has been informed by current thinking and industry best-practice guidance, in particular:

- » Guidelines for Landscape and Visual Impact Assessment 3rd Edition (GLVIA3); and
- » Landscape Character Assessment – Guidance for England and Scotland.

The Third edition of the GLVIA sets out a differential between Landscape and Visual Impact Assessment (LVIA) and Landscape and Visual Appraisal (LVA) studies. The preparation of Landscape and Visual Appraisal studies has the rigour of the EIA process but has looked to identify issues of possible harm that might arise from the development proposal and offset them through change and modification of the proposals before a fix of the proposal – this LVA has been devised as a tool or body of information that will inform an evolving proposal rather than an assessment of a finalised proposal. This LVA study is not however part of a formal Environmental Statement and it is therefore described as an Appraisal.

This LVA is a record of study that has examined the landscape and visual qualities of the Site and its setting in relation to its capacity to accommodate residential development. The LVA provides a preliminary analysis of Site and the landscape surrounding the Application Site and outlines recommended landscape framework principles. The Landscape Architects working on the LVA have been part of team of consultants looking at the development potential of the Site.

The substantive purpose of this LVA is to record the 2016 fieldwork; to review and critique the current and on-going process of examination of the Green Belt as part of the Local Plan review process. To evaluate the development capacity of the Site for residential development considering the existing landscape and visual and; to set out the initial landscape framework principles that have been derived as a response to the character of the Site and its local setting.



# SITE AND SURROUNDING AREA

## LOCATION

The Site is located to the south of the settlement of Tile Hill, within the administrative of Warwick District Council within the county of Warwickshire. The administrative boundary of Coventry District Council runs along the northern boundary of the Site. The residential back gardens of properties contain the Site to the north, residential back gardens of properties along Cromwell Lane line the western boundary. The tree lined drive of Lodge Farm bounds the Site to the east. The mainline railway which runs between Coventry and Birmingham is located to the north of the Site in Tile Hill. The land within the Site is comprised of a collection of two rough grassland fields which have been previously used for agricultural purposes and sports pitches.

An area of land to the east of the Site has been allocated for residential development as part of the Warwick District Local Plan. This allocation has been given the Site reference of H42.

## LANDFORM AND VEGETATION

The Site is largely flat with a gentle slope towards a low point at the north-eastern most corner, the low point of the Site is contained and enclosed and relates to the existing settlement. Field boundaries are lined with hedgerow vegetation, and reinforced with hedgerow trees. Beyond the Site boundary the landscape rolls away to the east and south, however the Site has well defined boundaries forming strong limits along its edges.

The Site is situated on ground with a slightly higher elevation than the surrounding countryside to the south east. The open broad sweep of the surrounding landform is most noticeable around Bockendon Road and Bockendon Grange Farm to the southeast of the Site. This broad rolling landform is a key characteristic of the Warwickshire countryside in contrast to the Site which is a predominantly flat.

The wider area is characterised by a patchwork of irregular sized and shaped fields bound by mature gappy hedgerows interspersed with small woodland blocks and tree belts (generally on higher ground). There are extensive and prominent mature oak trees in field boundaries, many stands of trees in the large and common woodlands and an overall strong hedgerow pattern.

## SETTLEMENT PATTERN

The surrounding settlement pattern varies from regimented and angular in form to curved areas where more recent development has occurred. The limits of the built form are contained by infrastructure such as roads, the railway and also watercourses, blocks of woodland and field boundaries. Farmsteads area also a common feature scattered across the surrounding landscape.

The existing settlement pattern immediately adjacent to the west of the Site is linear in form, properties along Cromwell Lane are in single depth plots with long back gardens which abut the Site. These gardens are lined with wooden domestic fencing and vegetation which create strong well defined boundaries, similarly existing vegetation around the Lodge Farm complex helps to create a well-defined boundary along the east of the Site. To the north properties and their associated gardens contain the Site. The proposed access point for the Site is to be taken from Cromwell Lane.

## ACCESS

There is currently no vehicle access into the Site. A Public Right of Way (PRoW) footpath runs from Cromwell Lane and crosses the centre of the Site in a broadly east to west orientation. Another PRoW footpath is located along the eastern boundary of the Site. The proposed vehicle access for the Site is to be taken from Cromwell Lane.

## GREEN BELT

The Site including the access road is located on land currently designated as Green Belt which surrounds Coventry.

## DESIGNATIONS

No part of the Site is located within or close to a statutorily designated landscape or non- statutorily designated landscape. The development of the Site is therefore not constrained by any landscape designations.

Approximately 220m to the southwest of the Site is located the Grade II listed Arnolds Farmhouse and barn, slightly further away, 225m to the northwest of the Site a Grade II listed property is located at 142 Cromwell Lane.

To the south of the Site the ancient woodland Black Waste Wood is located, there are also several other blocks of ancient woodland. 450m to the north of the Site Park Wood Ancient woodland is located, Park Wood is also designated as a Local Nature Reserve.

## LANDSCAPE CHARACTER

*National*

At a national level the Site is located within the National Character Area (NCA) 97, Arden.

Overall the NCA is considered generally to be in good condition and in some places poor condition - the major transport links which cross the area eroding the predominantly tranquil character of the area. The Site itself has several of the characteristics identified in the wider NCA, features such as mature oak trees within hedgerow oaks within a the fragmented field pattern which are set amongst the rolling landform are common features within the wider NCA.