

Hearing Statement Matter 7d

**Representations
on behalf of the landowners
of
SHLAA site**

C20/proposed allocation H19

**Baginton - Land north of
Rosswood Farm**

August 2016



This Hearing Statement is submitted on behalf of the landowners of SHLAA site C20 which comprises the original Site H19, as proposed in the submitted Local Plan. It is noted that any modification recommended by the Inspector will be modifications to the submitted Local Plan. As such, this Hearing Statement relates specifically to the originally submitted Site H19.

However, as submitted in response to the Consultation on Proposed Modifications published in March 2016, the landowners of SHLAA site C20 have no objection to the extension of the site to incorporate neighbouring land to the south. Alternatively, SHLAA site C20 can be delivered in isolation, as per the submitted Local Plan.

Representatives of the landowners of both sites have met to discuss joint working and there is an agreed understanding that the combined site could be brought forward promptly, if it is released from the Green Belt. Discussions have also been held during the preparation of Hearing Statements, to confirm that all parties remain committed to delivering the combined sites.

1) What is the current planning status of the site?

The site is currently within the Green Belt, adjacent to Baginton.

SHLAA site C20 has been promoted for development throughout the plan process by the landowners and was first proposed as an emerging draft allocation in the Warwick Local Plan Publication Draft in May 2014.

SHLAA site C20 is suitable, available and deliverable either in isolation or in conjunction with the additional land to the south.

2) How does it fit within the overall spatial strategy?

Baginton has been categorised as a Growth Village on the basis of its existing service provision and is consequently deemed suitable to accommodate a proportion of Districts Objectively Assessed Need (OAN) for housing. Given the recommendation to increase the OAN, it is logical that the allocation to Baginton be increased proportionately.

35 dwellings represented 0.27% of the OAN of 12,860 dwellings under the submitted plan. The proposed modification to allocate 80 dwellings at the site would represent 0.47% of the new OAN of 16,776 under the Proposed Modification 2016; a slightly higher proportion but not materially different as it is still less than 1%.

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

The proposed policy includes 40% much needed affordable housing which would equate to either 14 of the originally proposed 35 dwellings, or 32, should the allocation be increased to 80.



The site would also be able to provide a range of house types, including housing designed for older people and for people looking to downsize.

Development of the site would include a landscape buffer of native tree and hedgerow planting which would increase biodiversity.

Contributions would also be made to local village amenities under S106 agreements (or Community Infrastructure Levy) as part of the planning permission for the site.

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

Development of the site would inevitably impact on the openness of the Green Belt. However, this could be mitigated by landscape enhancement through replacing native hedgerows and the planting of a landscape buffer of native woodland around the new development.

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?

According to the 2011 Census: Key Statistics (Neighbourhood.Statistics.gov.uk), the Parish of Baginton has a population of 755 and a total of 356 dwellings. This equates to an average of 2.12 persons per dwelling.

Policy H19 proposes allocation of the site for 35 dwellings. This would bring the total amount of dwellings in Baginton up to 391, and, applying the average of 2.12 persons per dwelling would increase the population by 74 to 829. This would be a 9.8% increase.

The proposed modification to increase the allocation to 80 dwellings would represent a 22.4% increase in both dwelling numbers and population to 436 and 924 respectively.

Service provision in Baginton is good. Whilst it lacks formal educational or medical services it benefits from a village hall, the Royal British Legion, two public houses, a village shop/post office, hot food takeaway, five nurseries, children's playground, Millennium field (used for village events, sports and recreation and includes a community orchard), a village green and ancient Baginton Oak tree and two museums. The Parish also includes the Middlemarch Business Park and airport, both significant employment locations.

The Village Settlement Hierarchy Report, June 2013, identifies Baginton as a Secondary Service Village, and, based on this service provision, considered it suitable to accommodate 70-90 dwellings. However, the density proposed for Site H19 is below the full capacity as a result of the need for environmental screening.



A Landscape and Visual Impact Assessment submitted by the site landowners to the Draft Plan consultation in June 2014 demonstrates that the site could accommodate up to 54 dwellings, without adverse environmental impact.

A 10%-22% increase in dwellings and population is not considered to be out of scale based on the existing village capacity and services.

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

Being of only a modest scale, the infrastructure costs and requirements will not be significant.

The site can be accessed from the existing access at Church Road. The County Highways comments in relation to the site (as reported in the Village sites appraisal matrix) are that this existing access would be adequate but would require widening.

Whilst this could be achievable, it is proposed to access the site from a new access off Coventry Road (as per the Village Housing Options and Settlement Boundaries) which would require no road widening.

Submitted with this Hearing Statement is a Technical Note provided by Bancroft Consulting, Highway Engineers. This demonstrated that a suitable access could be provided off of Coventry Road, opposite the Oak, sufficient to serve either the original or enlarged site.

There is no evidence to suggest any existing highway safety problems in the surrounding area of the site and as such the potential access should have no adverse effect on the local highway network. There is adequate width and visibility to provide a suitable arrangement for the potential development.

Development of the site would require a landscape buffer and new tree planting.

Affordable housing would be provided at 40%.

Contributions would also be made to local village amenities under S106 agreements (or Community Infrastructure Levy) as part of the planning permission for the site.

7) Is the site realistically viable and deliverable?

A site of this scale (35-80 dwellings) will not require significant infrastructure investment such as to make it unviable. As a mixed practice of Chartered Surveyors and Planners with its own architectural team, Sworders is well placed to advise on the viability of sites. We sell sites across a wide area within the UK, including many sites in Warwickshire, with two similar scale sites sold in the last 12 months.

Even accounting for the impact of the nearby runway, sale values are likely to be sufficient to support the viability of the site, taking account of the likely Section 106 and infrastructure requirements.



Because our approach to the sale of sites involves extensive due diligence into key construction costs to ensure these are a known quality prior to marketing we are aware of the degree of variability in costs from site to site (owing to soil type, utility connection costs etc).

Our experience of the degree of variability in construction costs on sites of this scale do not suggest that sites of this nature are on the margins of viability and require more in depth assessment.

The above commentary is predicated on a full understanding of Landowners aspirations in terms of Benchmark Values, ie the competitive return to the landowner.

8) What is the expected timescale for development and is this realistic?

Based on an allocation for 35 dwellings, all dwellings should be completed within 24-36 months of adoption of the Plan, i.e. by the end of year three.

The addition of a single landowner and a further 45 dwellings is not considered to be of sufficient scale or complexity to result in delays in site delivery so it is anticipated that if the site is enlarged to an allocation for 80 dwellings, all dwellings should be completed within 48-60 months of adoption of the Plan i.e. by the end of year five.

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

The effect on the purposes of including land in the Green Belt would be neutral, since the site serves none of the purposes:

To check the unrestricted sprawl of large built-up areas;

Baginton is a growth village; it is not a large urban area. Being an entirely separate settlement from Coventry, and the site itself lying on the opposite side of Baginton from Coventry, the site does not currently act to constrain Coventry sprawl.

To prevent neighbouring towns from merging into one another;

Whilst in the proximity of Coventry, the site is a considerable distance from Kenilworth, Warwick and Leamington Spa so would in no way contribute to the merging of these towns.

To assist in safeguarding the countryside from encroachment;

Although the site is located in the countryside it is adjacent to Baginton and would not represent unacceptable encroachment. Development of the proposed site opposite the pub would not extend building line south of the existing limits, as defined by the pub.

The site has been demonstrated to have the least impact on the Green Belt of the other Baginton site options through the Landscape Sensitivity and Ecological & Geological Study,



the Green Belt Review and the LVIA submitted to the Publication Local Plan Consultation in June 2014.

To preserve the setting and special character of historic towns;

The sensitive historic features of Baginton, i.e., the Lunt Roman Fort, Baginton Castle and Fish Ponds lie to the north and west of the village, remote from the site. The site does not contribute to preserving the historic setting of Baginton.

10) What would be the effect on the openness of the Green Belt?

Site H19 was demonstrated by the Landscape Sensitivity and Ecological & Geological Study (November 2013) and the Green Belt Review to be the most appropriate site in Baginton for development in visual landscape terms.

The Landscape Sensitivity and Ecological & Geological Study has identified the site as having a medium sensitivity to housing development.

As set out in the Landscape Sensitivity and Ecological & Geological Study, the visual appearance of the area has already been slightly degraded due to the lack of hedgerows which have been replaced by post and wire / tape fences and that Coventry Airport is very visible beyond the zone to the east.

It identifies the potential for landscape enhancement as a result of development through replacing native hedgerows and the planting of a landscape buffer of native woodland around the new development and also recommends that development should be restricted to roadside only, with development not being extended further south than the pub. We note that this view has not changed following the January 2016 addendum.

The visual impact mitigation measures identified for site H19 in the Landscape Sensitivity and Ecological & Geological Study 2013 are all entirely achievable on this site as demonstrated by the Landscape and Visual Impact Assessment (LVIA) submitted by the site landowners to the Draft Plan consultation in June 2014.

This demonstrates that due to the local topography significant visual impacts are apparent only from certain locations, particularly nearby. The overall visual impact without mitigation was assessed to be moderate.

The LVIA recommends the same mitigation measures as the Landscape Sensitivity and Ecological & Geological Study 2013 (implementation of perimeter tree and hedgerow planting as proposed, preservation of the existing roadside hedge and trees and use of native hedging shrub species to increase biodiversity and enrich the local habitat) and concludes that with these mitigation measures, the landscape and visual impact would be low. It includes an indicative Landscape Mitigation site layout plan, to demonstrate how these can be accommodated as part of the site landscape proposals to minimise the landscape and visual



impacts. Whilst this relates to SHLAA site C20 only, the perimeter planting could be provided at the boundary of the larger site.

As such, whilst development of the site would inevitably affect the openness of the Green Belt, the effect would not cause unacceptable harm to the landscape or result in an unacceptable visual impact.

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

Yes, to help address local housing needs and the imbalance in the current housing markets, which given the demographic trends in this physically constricted settlement is likely to have an impact on the future of the local services and facilities.

Strategic policy DS4 of the Submission Version of the Local Plan sets out four considerations to be taken into account when determining whether exceptional circumstances can be justified. In relation to Site H19:

i) ***the availability of alternative suitable sites outside the Green Belt;***

Baginton is deemed appropriate to accommodate part of the district's growth, according to the evidence base (the Settlement Hierarchy Report 2014) and is consequently proposed as a Growth Village.

All alternative sites adjacent to Baginton are within the Green Belt and this site has been demonstrated to have the least unacceptable impact on the Green Belt of the reasonable alternatives.

The site was included as parcel BAG4 under the Green Belt and Green Field Review November 2013. Whilst the parcel received a high sensitivity rating this referred to the land parcel as a whole which stretched from the A46 and sewage works, across to Coventry Road and Stoneleigh Road, as far south as Stoneleigh and Gantry Heath Wood and includes the castle. The results are therefore broad brush and not indicative of the entire parcel which was then assessed separately as a sub-parcel.

The sub-parcel was considered to be *“one which could accommodate a village extension as part of a sustainable pattern of development within the proposed village inset, with a modest impact on the fundamental aim and purposes of the Green Belt.”*

Furthermore, all of the land parcels at Baginton were considered to have between medium and high landscape value, save for land parcel BAG6 which is the very small parcel adjacent to the A46.

In addition to the Green Belt and Green Field Review, the owners of the site sought specialist advice from landscape architects who have produced a full LVIA and Site Comparison Assessment.



These demonstrate that site H19 could be developed without causing unacceptable harm to the landscape or result in an unacceptable visual impact and crucially, that development would have significantly less landscape and visual impact than the other sites considered as part of the Local Plan process meaning it is the most suitable choice for development at Baginton. All alternative sites around Baginton are within the Green Belt so no non-Green Belt options exist.

Taking into account the site conditions, visibility and the nature of the development proposals assessed, the site could be developed without causing unacceptable harm to the landscape or result in an unacceptable visual impact and recommends various mitigation measures to minimise this impact.

- ii) ***the potential of the site to meet specific housing or employment needs that cannot be met elsewhere;***

Given the considerable extent of the Green Belt in Warwick District, in order to provide for the district's full objectively assessed need in the locations where this need arises, Green Belt releases will be necessary.

Locating all growth outside of the Green Belt would result in a disproportionate amount of development in the south-eastern corner of the district and deprive the majority of the district of the benefits that growth can bring.

Paragraph 83 of the NPPF states that the appropriate time for the review of Green Belt boundaries is through the preparation or review of the Local Plan. In doing so, consideration should be given to the permanence and endurance of the Green Belt boundaries in the longer term beyond the plan period. If Green Belt releases are not made at this point, the District's full objectively assessed need would not be met in the areas it arises and it would therefore be likely that an early review of the Local Plan would be necessary. The current Green Belt boundaries cannot therefore endure in the longer term.

The housing needs of Baginton, which lies to the far north-east of the District, cannot be met through new development in the south of the District.

- iii) ***the potential of the site to support regeneration within deprived areas;***

Given the relatively small scale of the allocation and that it is to serve the needs of Baginton which has no regeneration sites, allocation of this site would not prejudice opportunities for urban regeneration elsewhere within the District.

- iv) ***the potential of the site to provide support to facilities and services in rural areas.***

Development of this site provides an opportunity to assist in re-balancing the local housing markets in Baginton and to provide much needed affordable housing and market homes for local residents. With new housing comes the positive benefits of helping support and sustain local services, facilities and businesses.



BAG1128 209054 Draft Hearing Statement August 2016

COVENTRY ROAD, BAGINTON
TECHNICAL NOTE
AUGUST 2016

1.0 INTRODUCTION AND POTENTIAL DEVELOPMENT

- 1.1 Bancroft Consulting were appointed by Sworders to provide highways and transportation advice in respect of a potential development on land to the west of Coventry Road, Baginton. This Technical Note has been produced to assist the Project Team with identifying an appropriate access strategy for the scheme. As such the objective is to provide an opinion on whether a safe and suitable access for up to 35-80 dwellings could be achieved on Coventry Road.
- 1.2 Due regard has also been given to Warwickshire County Council's adopted design guidance 'Transport Road and Developments: The Warwickshire Guide 2001'. However, given that Warwickshire's guidance is now out dated, more up to date guidance in the 6Cs Design Guide, as used by several neighbouring authorities, has been taken into account as this more closely reflects current Manual for Streets principles.

2.0 SITE DETAILS AND EXISTING HIGHWAY CONDITIONS

- 2.1 The site is located to the west of Coventry Road and is currently used as agricultural land. It is bound by Church Road to the north, Coventry Road to the east, Rosswood Farm to the south and open fields to the west. A gated access currently serves the site from Church Road, measuring approximately 3.2 metres wide and is set back approximately 12 metres from the edge of the Church Road carriageway.
- 2.2 Coventry Road is subject to a 30mph speed limit and measures approximately 6.1 metres wide in the vicinity of the site. Approximately 150 metres south of the southernmost boundary this increases to 50mph. Observations from Street View and Google Earth show that Coventry Road has traffic calming features that comprise speed humps 20 metres south of the Church Road / Coventry Road T-junction and a priority controlled narrowing 20 metres south of the southernmost boundary, as shown on **Drawing Number F16147/01**. A grass verge measuring

between approximately 2 and 5 metres wide runs along the western edge of Coventry Road carriageway. Along the eastern edge of the carriageway there is a footway and verge that exists, measuring approximately 1.2 metres and 2 metres wide respectively. It is assumed that the verges in the vicinity of the potential site access are highway land, however a highway land boundary search should be undertaken as part of any future assessment.

- 2.3 Details of Personal Injury Accident records for the local area have been reviewed using 'CrashMap' (www.crashmap.co.uk), which shows that there have been two incidents in the vicinity of the site during the last 5 year period. The first occurred at the Bubbenhall Road / Stoneleigh Road T-junction, which was classed as 'slight' in severity. The other was 100 metres north of the Coventry Road / Church Road T-Junction, which was classed as 'serious' in severity. Both of these occurred over 3 years ago, so it is considered that there are no pre-existing highway safety concerns which would be exacerbated by the proposed development.

3.0 POTENTIAL ACCESS LAYOUT

- 3.1 **Drawing Number F16147/01** shows the recommended position of the potential site access along the eastern edge of the site onto Coventry Road. The potential site access should be situated between The Oak's northernmost access and the existing speed humps. This has been located in this position due to there being two existing T-junctions opposite, serving The Oak, which operate on an access and egress arrangement. Locating the access in this position would minimise any potential conflict issue with existing accesses and traffic calming features.

- 3.2 The recommended site access for 80 dwellings has been designed with due regard to best practice design guidance. **Drawing Number F16147/01** shows a suitable adoptable site access arrangement for the potential development. It includes a 5.5 metres wide carriageway, 2 metres wide footways on each side and 6 metres kerb radii at the junction with Coventry Road. This should be suitable to accommodate movements by refuse vehicles, and other typical service vehicles. In line with the 30mph speed limit in place on Coventry Road, **Drawing Number F16147/01** also shows how 43 metres visibility splays from a 2.4 metres set back could be provided at the site access in each direction. A splay of 43 metres would be commensurate

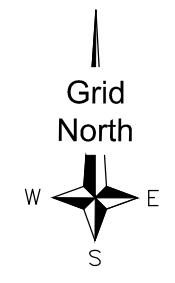
with 30mph vehicle speeds, although this may need to be verified by a speed survey in due course.

4.0 ACCESS BY NON-CAR MODES

4.1 The development is located at the edge of Baginton which is connected to the site by an existing gated access on Church Road. There is a footpath on the eastern side of the Coventry Road carriageway, which provides a suitable link to Baginton Village, which is approximately 400 metres north of the northernmost boundary. Coventry Road is considered suitable to accommodate cyclists due to the carriageway width being more than adequate for two HGV's to pass at 6.1 metres wide. Observations from Bing Maps indicate that the surrounding area has a fairly flat topography, this has been based on the mapping contour lines. Also Coventry City centre is within 5 kilometres of the site, which makes it a reasonable distance for people to commute. An initial review has identified there are two existing regular bus services that are served by bus stops approximately 30 metres north of Coventry Road / Church Road T-junction, combined frequency of 1 bus every hour in each direction.

5.0 SUMMARY

5.1 Bancroft Consulting were appointed to provide highways and transportation advice regarding scope for an access to serve a residential development land at Coventry Road at Baginton. This Technical Note has been produced to assist in the identification of a suitable new access arrangement for the potential development. There is no evidence to suggest any existing highway safety problems in the surrounding area of the site, as such the potential access should have no adverse effect on the local highway network. As shown in **Drawing Number F16147/01**, there is adequate width to provide a suitable arrangement for the potential development. Notwithstanding the above, these arrangements are subject to further assessment in support of any upcoming planning application.



NOTES:
1. SPLAY DISTANCES SUBJECT TO APPROVAL OR JUSTIFICATION BY SPEED SURVEY.

2.4 x 43 metres visibility splay (taken to the edge of carriageway)

2.4 x 43 metres visibility splay (taken to tangent)

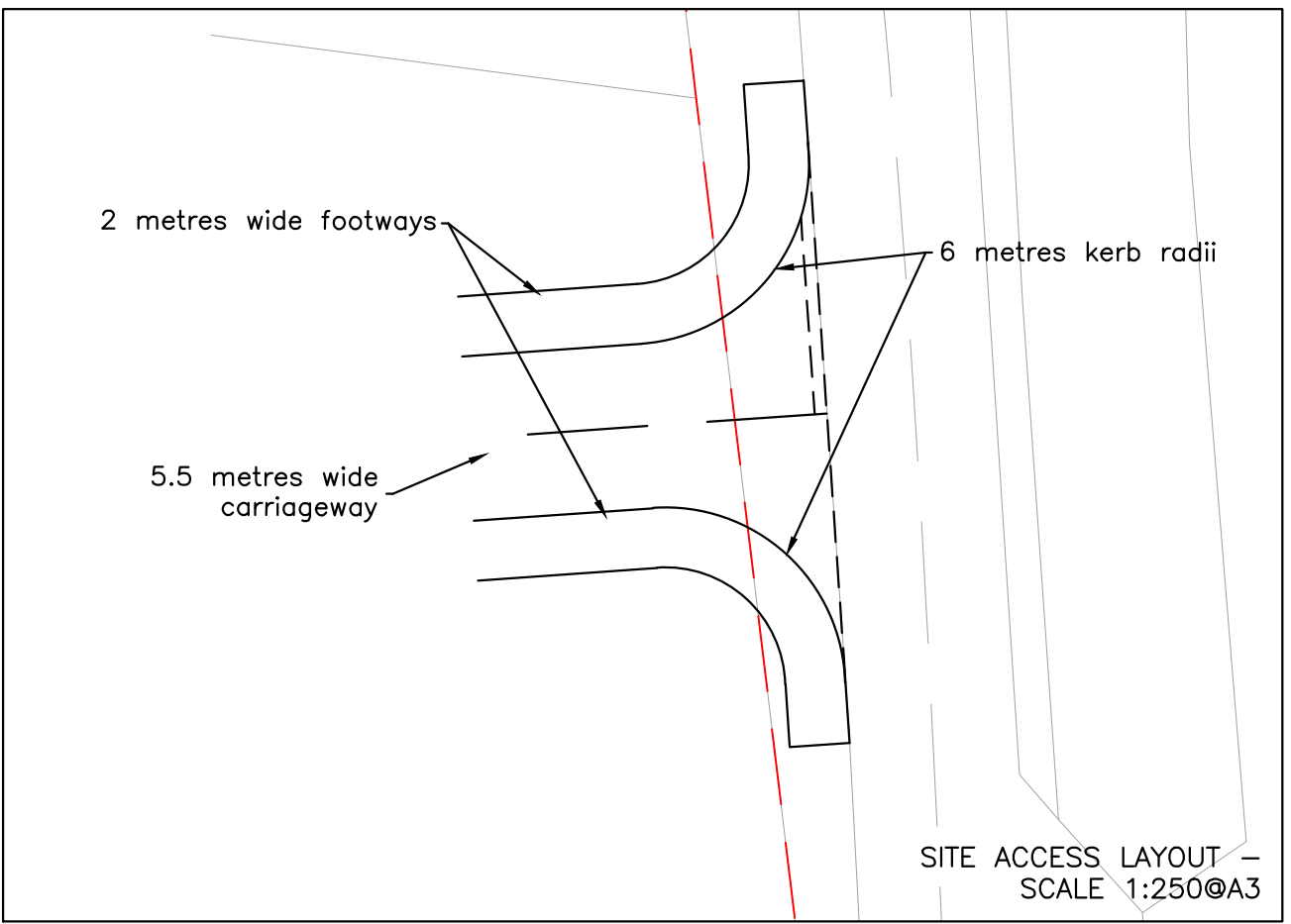
existing speed humps

2.4 x 43 metres visibility splay (taken to the edge of carriageway)

VISIBILITY SPLAYS SHOWN FROM POTENTIAL ACCESS LOCATION – SCALE 1:500@A3

indicative location of site boundary

existing priority controlled narrowing



REV.	DATE	DESCRIPTION	BY	CHK'D
CLIENT				
SWORDERS				
CONTRACT				
COVENTRY ROAD, BAGINTON				
TITLE				
POTENTIAL SITE ACCESS LAYOUT				
bancroftconsulting transport consultancy services Bancroft Consulting Ltd Jarodale House 7 Gregory Boulevard Nottingham NG7 6LB t 0115 9602919 f 0115 9648201 e office@bancroftconsulting.co.uk				
DRAWN BY				
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KH		24.08.16		
CHECKED BY				
NAME (PRINT)		DATE		
CJB		25.08.16		
SCALE AS SHOWN		STATUS PRELIMINARY		
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