

Legend

- |  |   |  |  |  |   |
|--|---|--|--|--|---|
|  | Site Boundary                                     |  | Disused Sewage Works                               |  | Warwick Parkway Railway Station                       |
|  | Public Right of Way                               |  | A46  |  | Proposed Foul Water Pumping Station with 15m Standoff |
|  | Potential Vehicular Access                        |  | Existing Vegetation<br>Source: Google Aerial Photo |  | Overhead Cable  |
|  | Indicative Location for Surface Water Attenuation |  | Existing Dwellings Backing onto Site               |  | Existing Foul Sewer with Sewer Easement               |
|  | Existing railway                                  |  | Green Belt   |  |   |

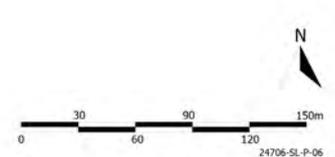


Figure 4.1> Constraints Plan

## Sustainable Transport

4.7 A combined footway cycleway runs parallel to Old Budbrooke Road on its southern side measuring 2.5m to 3.0m in width, which is complemented with a footway on the opposing side of Old Budbrooke Road, currently of varying widths due to the encroachment of the grass verge which could be cut back and maintained. These footpaths provide direct connectivity to Hampton Magna, Warwick Parkway Station and pedestrian links / connectivity to facilities in the wider locale.

4.8 The proposals for the site, as shown in section 5, include the potential to provide a pedestrian connection through the site to improve the pedestrian connectivity to Warwick Parkway station for a new and existing residents.

4.9 Aside from Warwick Parkway Station and Budbrooke House children nursery, which are located to the north of the site the main concentration of facilities can be found to the south west of the site within the village of Hampton Magna and as shown on Figure 3.1. These include; Budbrooke Primary School, Budbrooke Medical Centre, Convenience Store/ Post Office, Café, Public House and recreational areas.

4.10 The Public transport (service 68) operates along Old Budbrooke Road on a 30 minute frequency, Monday to Saturday. The service, which is operated by Stagecoach, runs between Hatton Park and Cubbington, stopping at a number of locations including Warwick and Warwick Parkway Rail Station.

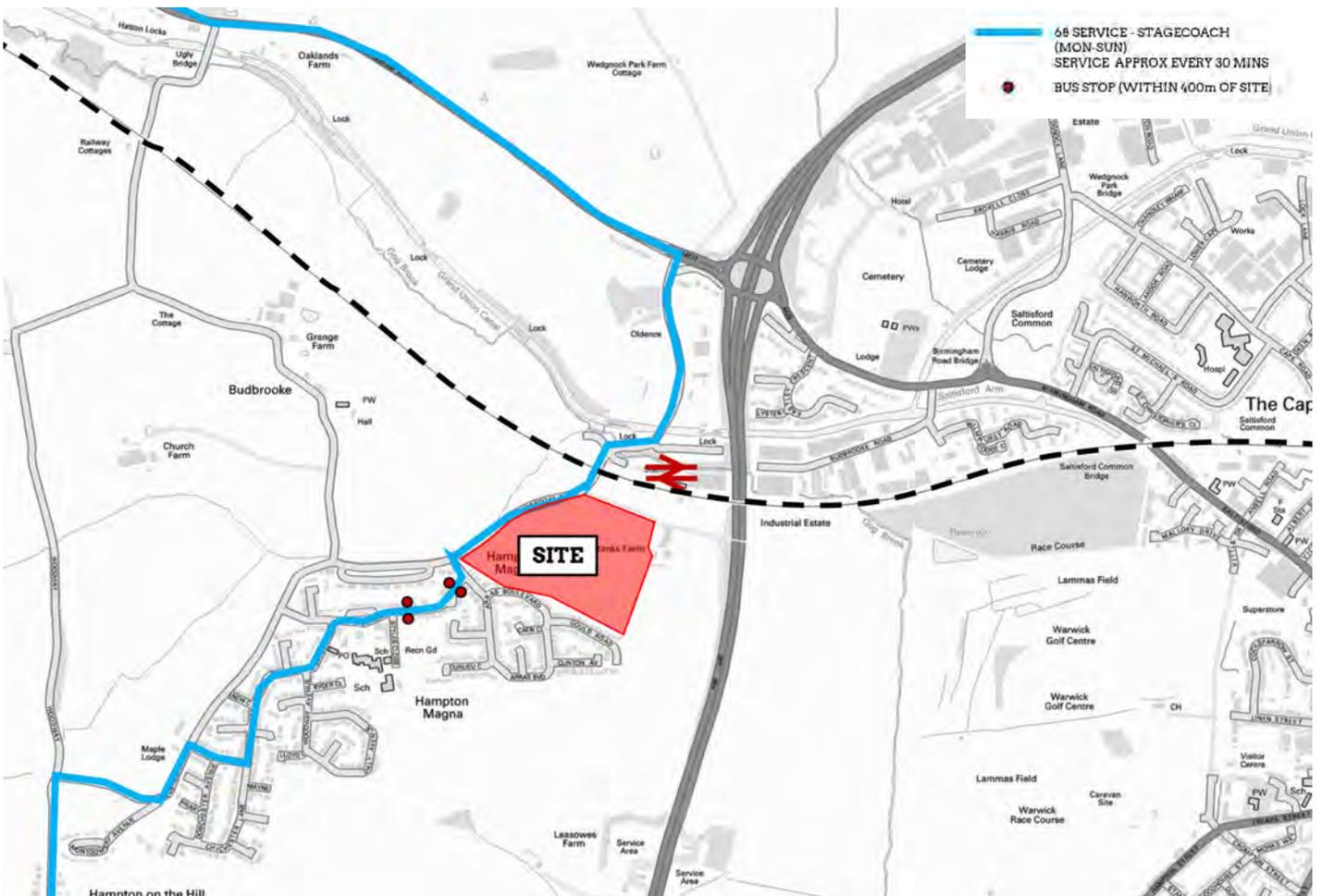


Figure 4.2> Hatton Park bus service

## Landscape and Visual

4.11 The site is broadly triangular in shape and occupies a single, large arable field at the northern edge of the settlement. It has a distinctly domed land form, rising approximately 5m towards the existing housing area to the south from a low point of approximately 65m AOD at the boundaries with Old Budbrooke Road and the access leading to Stanks Farm to the north east and north respectively.

4.12 The interior of the field contains no landscape features of note. To the north, the boundary follows the access leading to Stanks Farm and is defined by a hedgerow containing a notable oak tree which extends parallel to the boundary, a short distance to the south.

4.13 To the north west, the boundary with Old Budbrooke Road is defined by an agricultural hedgerow, approximately 1.4m in height and containing a group of mature ash trees at its southern extent. To the south, the boundary is largely defined by the rear gardens of the dwellings

at Blandford Way, Arras Boulevard and Gould Road, although there is an open section at the mid-point of the boundary, defined by a grass verge and low section of brick walling. Rear garden treatments typically comprise a mixture of fencing, trellis and boundary hedging. There are also a number of mature trees and sections of native overgrown hedgerow located alongside this boundary.

4.14 The eastern boundary is defined by a tall hedgerow, 4 to 5 metres in height, containing a number of mature hedgerow trees. There are a number of shrubs and pockets of thicket adjacent to the curtilage of Stanks Farm at the northern extent of this boundary.

4.15 Urbanism features, including existing housing and Warwick Parkway station are prominent from within the site and reduce the rural character of the site.



## Landscape Quality, Sensitivity and Value

4.16 The Site is not covered by any statutory or non-statutory designations for landscape character or quality. It occupies two large, arable fields and is influenced by its proximity to the existing settlement edge, to Warwick Parkway Railway Station and the embanked route of the railway which passes a short distance to the north and by the A46 bypass to the east. In landscape terms, it is undistinguished and no more than medium landscape quality and sensitivity. The landscape to the south of Hampton Magna possesses similar characteristics and is also considered to be of medium quality and sensitivity.

4.17 In terms of landscape value, the Site is currently accessible to the public by virtue of a public right of way which extends alongside the southern boundary of site.

4.18 Beyond the A46 bypass is an area of open land, including Warwick Racetrack which forms a notable area of open space at the western edge of the historic city of Warwick. This area is considered to be of medium to high landscape quality, and high sensitivity and value owing to its generally open

character, accessibility to the public and its role in the setting of the town.

4.19 The wider rolling landscape, visible to the north and west of the Site is characteristic of the Arden Character Area, with a small to medium field pattern, heavily treed hedgerows and wooded backdrop. This area is considered to be of medium to high landscape quality, sensitivity and value.

## Ecology

4.20 The site comprises an arable field with tall ruderal/ semi-improved grassland margins and hedgerows/tree lines along the field boundaries.

4.21 There are no statutory designations covering any part of the Site and no internationally important designations present within 10km of the Site. There is one nationally important designation and one locally important designation present within 3km of the Site. These are Coten End Quarry SSSI (c.2.45km east of the Site) and Oakwood and Blacklow Spinney LNR (c.2.83km north east of the Site).



4.22 Confirmed ecological constraints, which would need to be considered as part of the design of the site include semi-mature and mature trees, hedgerows and nesting birds. Further survey work is required to further investigate any potential impacts on bats, badgers and great crested newts.

4.23 Overall, there are no overriding constraints to development of the Site assuming appropriate avoidance and mitigation measures are implemented to ensure ecological constraints to the development are anticipated. Indeed, it is anticipated that a net biodiversity gain would be delivered.

## Flood Risk and Drainage

4.24 The Site lies in Flood Zone 1 and is therefore sequentially acceptable for development. The surface water flooding maps show small pockets of surface water accumulations along the northern boundary of the site.

4.25 Onsite attenuation would be provided with above ground features likely to be required. The developable area will be in the region of 4.38ha therefore, it is anticipated the majority of this storage would be delivered through two interlinked balancing ponds, located either side of the proposed site access, along the western boundary of the site.

4.26 There are a possible two options which could be assessed in relation to foul flows from the site and these are outlined as follows: a pumped solution to the sewer which runs within the site (southern boundary), with a pumping station situated close to the northeastern boundary; or draining via gravity (however a Section 98 sewer requisition would be required to connect to a sewer located east of the site.)



## Noise

4.27 The northern boundary of the site lies approximately 70m from the Chiltern Main Line and the western boundary lies directly adjacent to Old Budbrooke Road. To the east of the site, the A46 trunk road lies 190m from the edge of the site. Due to the close proximity of the site to the railway line and the carriageway edge, it is likely that noise will require consideration as part of any planning application for the site.

4.28 It is anticipated that any dwellings situated along the northern, eastern and western boundaries of the site would need to protect rear gardens. Furthermore, some enhanced glazing and ventilation specifications may be required to protect internal amenity.

## Utilities

4.29 Existing utilities are located within the development area. A150mm public foul sewer is located within the northern footway of Arras Boulevard with a 300mm public foul sewer located

close to Warwick Parkway Rail Station. The sewer records show that a 300mm public foul sewer runs within the site from west to east close to the southern boundary.

4.30 There are existing 11kV overhead high voltage cables running across the site from west to east which will require diverting underground to facilitate the site proposals. An overhead cable is also noted connecting to Stanks Farm along the eastern boundary of the site.

## Summary of Assessment

4.31 The assessment has revealed a series of features and development opportunities which can be positively integrated into the proposed development. As such no overriding constraints to development have been identified, supporting the case for development coming forward in this location.





PARISH OF BUDBROOKE

HAMPTON MAGNA



# 5.0

## Development Framework Context

Taking all of the assessment and analysis work as well as interpreting the Local Plan policy requirements, a framework masterplan has emerged for the Site. The following Sections explain the main components and strategies underpinning the framework, namely those focused on the distribution of land uses; access and movement; landscape, ecology and drainage; and the indicative phasing and delivery of development.

### Land Use and Amount

5.1 Table 5.1 and Figure 5.1 provide an indication of the proposed distribution of land uses and how they are broken down. The predominant land use will be residential, with the site capable of delivering up to 140 dwellings.

5.2 The site is focused on delivering a green network, which would connect the site both visually and physically in to the surrounding area. As well as a central area of open space, there are key landscape buffers shown along key site boundaries, which, when combined with the physical boundaries adjacent to the site, ensure that there will be permanence to the proposed Green Belt boundary beyond the Plan period.

Areas	Ha	Ac
Development Area	4.57	11.29
Landscape Buffer (including SUDS)	1.49	3.68
Public Open Space	1.36	3.36
Total	7.42	18.33

Table 5.1> Land Use Schedule

5.3 The open space will also be used to incorporate SUDS on the western boundary and to enhance pedestrian connectivity for new and existing residents to Warwick Parkway station, with a pedestrian linkage to run through the core of the site.

5.4 The masterplan Figure 5.1 includes;

- A central area of open space
- A primary access from Old Budbrooke Road, with the potential for an emergency link on to Arras Boulevard
- A potential pedestrian link from Arras Boulevard to Old Budbrooke Road, enhancing pedestrian connectivity to Warwick Parkway station
- SUDS adjacent to the access road on the western edge of the site
- Landscape buffers along key boundaries to protect residential amenity and provide permanence to the Green Belt edges

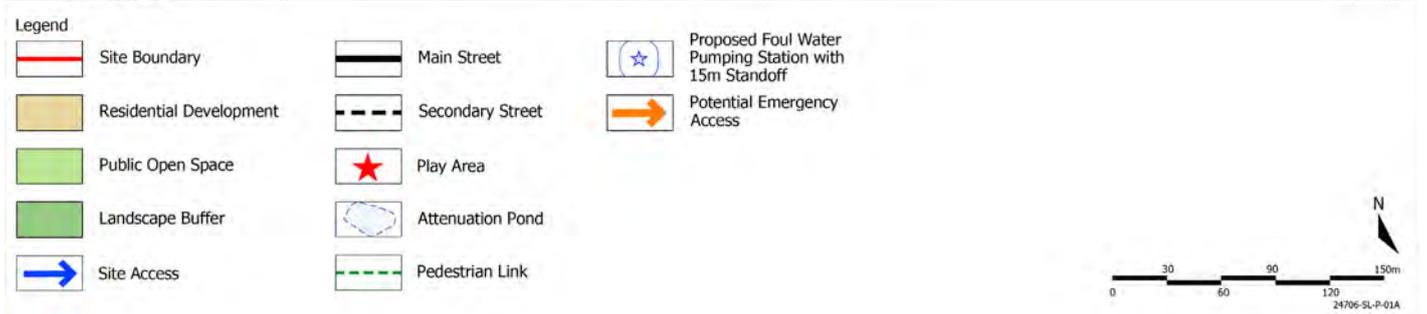


Figure 5.1> Framework Master Plan

# 6.0

## Landscape, Ecology & Drainage

A strong landscape framework will form an important part of the proposals. The development of the Site provides the opportunity to enrich and strengthen the existing landscape structure, whilst improving ecological and recreational functions.

### Landscape and Ecology Strategy

6.1 The design intention is to create multi-functional landscape features within which a range of functional formal and informal open spaces and ecological typologies can be delivered. These spaces will also positively integrate surface water drainage functions which will be designed to contribute towards the overall character, quality and amenity of the public realm.

6.2 The existing landscape features and topography of the site, alongside future surface water drainage requirements have strongly influenced the creation of a connected landscaped buffer running along key site boundaries. Opportunities within the development of the site have allowed for a central core of public open space to be utilised by existing and future residents which also provides a focal point for the development.

6.3 The landscape buffer zones to both the northern and eastern boundaries will provide an opportunity for ecological biodiversity by encouraging the use of surrounding landscape. The proposed SUDS on the western boundary of the site will also act as an opportunity to enhance biodiversity within the site and its surroundings.

### Drainage Strategy

6.4 The 1:50,000 British Geological Survey (BGS) map, Sheet 184 (Warwick) shows no superficial deposits overlying the site. Deposits of Alluvium are shown along the north western boundary and may impinge on the site. The solid geology underlying the site is the Mercia Mudstone Group - red or green grey mudstone and thin siltstone bands (weathers to clay). The Mercia Mudstone Group strata underlying the entire site are classified as

being a Secondary (B) Aquifer. The Alluvium along the north western boundary of the site is classified as a Secondary (A) Aquifer. The site is not within 500m of a groundwater source protection zone. Percolation testing would need to be undertaken in due course.

6.5 The site naturally slopes to the north with levels of 72.19mAOD falling to 63.58mAOD along the sites northern boundary, which is the lowest point. The site therefore has a difference in topography of 8.61mAOD from the north to the southern boundary. The site also slopes gradually to Old Budbrooke Road where levels of 65.17mAOD are noted with the site also gradually falling along its eastern boundary to levels of 69.12mAOD.

6.6 Onsite attenuation would be provided with above ground features likely to be required. The built area will be in the region of 4.57ha therefore, it is anticipated the majority of this storage would be delivered through two interlinked balancing ponds, located either side of the proposed site access, along the western boundary of the site. Restricting the surface water flow rate via a hydro-brake (or similar flow device) to 15.5 l/s, an estimated storage volume of approximately totalling 3700 m<sup>3</sup> for a 1 in 100 year storm event plus 40% for climate change would be required. Both attenuation ponds would outfall to the watercourse located along the western side of Old Budbrooke Road.

6.7 It should be noted that the north eastern boundary is the lowest point of the site however, due to the distance this location is from the outfall it is not deemed suitable for the SUDS. Due to the lower levels close to the north-eastern boundary, this area of the site would remain undeveloped.



# 7.0 Summary

The Site has excellent links to the local area and is in an inherently sustainable location with access to local services and facilities

## Conclusions

7.1 This DFD demonstrates that the development of land east of Old Budbrooke Road, Hampton Magna can assist Warwick in sustainably meeting the housing needs of existing and future residents as the area continues to grow.

7.2 The Site has excellent links to the local area and is in an inherently sustainable location with access to employment, retail, education and public transport within 2.5km of the Site. The site also has the potential to enhance pedestrian connectivity to Warwick Parkway station for new and existing residents.

7.3 The Site would provide areas of public open space for leisure and recreational purposes within its boundaries. This would be provided via a central area of open space complemented by landscape buffers along key site boundaries. The landscape buffers and SUDS, which is located on the western boundary, will also provide zones to enhance ecological biodiversity.

7.4 These landscaped buffers will also assist in softening the development edge of the proposals respecting the landscape setting of this Green Belt site, by making use of the existing permanent features to provide permanence for the Green Belt boundaries beyond the Plan period.

7.5 In summary, the Site represents a highly sustainable and deliverable opportunity for a residential development which is both available and deliverable now.





Kathryn Ventham

Planning Partner

Email: [kathryn.ventham@bartonwillmore.co.uk](mailto:kathryn.ventham@bartonwillmore.co.uk)

Telephone: 0121 711 515

**Taylor**  
**Wimpey**

**BARTON**  
**WILLMORE**



Land at Hampton Magna,  
Warwick

## **Landscape and Visual Appraisal and Green Belt Review**

Prepared by  
CSA Environmental

on behalf of  
Taylor Wimpey UK Ltd

Report No: CSA/2634/01

September 2015

Report Reference	Date	Revision	Prepared by	Approved by	Comments
CSA/2634/01	26/11/2015	-	ES	CA	Draft



# CONTENTS

	Page
1.0 Introduction	2
2.0 Landscape Policy Context	3
3.0 Site Context	10
4.0 Site Description and Visibility	14
5.0 Ability of the Site to Accommodate Development	18
6.0 Conclusion	27

## Appendices

Appendix A: Site Location Plan

Appendix B: Aerial Photograph

Appendix C: Photosheets

Appendix D: Magic Map and Heritage Information

Appendix E: Extract from Landscape Sensitivity and Ecological and  
Geological Study

## 1.0 INTRODUCTION

- 1.1 CSA Environmental has been appointed by Taylor Wimpey UK Ltd to undertake a landscape and visual appraisal of land to the north and east of Hampton Magna ('the Site'). The findings of this appraisal will form part of the baseline information to support representations to the Council.
- 1.2 The Site is being promoted as a potential housing allocation through Warwick District Council's new Local Plan. The findings of this appraisal will form part of the baseline information to support representations to the Council.
- 1.3 The Site is located within the Green Belt and this report also considers the impact of releasing the Site in terms of the functions and purposes of the Green Belt, as well as the nature and durability of the proposed Green Belt boundaries. The location and extent of the Site is shown on the Location Plan at **Appendix A** and on the Aerial Photograph at **Appendix B**.
- 1.4 This appraisal describes the existing landscape character and quality of the Site and the surrounding area. The report then goes on to discuss the suitability of the Site to accommodate the development proposals, and the potential landscape and visual effects on the wider area.

### Methodology

- 1.5 This appraisal is based on a site visit undertaken by a suitably qualified and experienced Landscape Architect in June 2015. The weather conditions at the time of the appraisal were good and visibility was clear.
- 1.6 In landscape and visual appraisals, a distinction is drawn between landscape effects (i.e. effects on the character or quality of the landscape irrespective of whether there are any views of the landscape, or viewers to see them) and visual effects (i.e. effects on people's views of the landscape, principally from any residential properties, but also from public rights of way and other areas with general public access). This report therefore considers the potential impact of the development on both landscape character and visibility.
- 1.7 Photographs contained within this document (**Appendix C**) were taken using a digital camera with a lens focal length approximating to 50mm, to give a similar depth of vision to the human eye. In some instances images have been combined to create a panorama.

## 2.0 LANDSCAPE POLICY CONTEXT

### National Planning Policy Framework ('NPPF')

2.1 National Green Belt policy is set out in Section 9 (paragraphs 79 and 80) of the NPPF which states that the essential character of Green Belts is their openness, their permanence and their ability to serve the following functions:

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

### Local Planning Policy

2.2 Warwick District Council is currently in the process of preparing its new Local Plan which will guide the Districts development until 2029. The New Local Plan was submitted to the Secretary of State for independent examination on the 30th January 2015. The Inspector, in a letter to the Council, found that the new Local Plan was not sound in terms of overall housing provision and supply and delivery of housing land. He therefore recommended non-adoption of the Local Plan, or its withdrawal in order that the Council have sufficient time to undertake a review of the Spatial Strategy for the District and identify additional locations for housing growth / site allocations.

2.3 Accordingly, until the new Local Plan is formally adopted, the saved policies in the Local Plan (1996 - 2011) remain relevant as long as they are consistent with the NPPF. The main landscape policies that relate to the Site are identified below.

### Adopted Local Plan

2.4 **Saved Policy DP1** (Layout and Design) states that development will only be permitted where it contributes positively to the character and the quality of the environment. Amongst other things, the policy notes that development proposals will be expected to demonstrate that they:

- Harmonise with, or enhance, the existing settlement in terms of physical form, patterns of movement and land use;

- Relate well to local topography and landscape features, including prominent ridge lines;
- Enhance and incorporate important existing features into the development;
- respect surrounding buildings in terms of scale, height, form and massing;
- Adopt appropriate materials and details;
- Integrate with existing paths, streets, circulation networks and patterns of activity;
- Provide adequate open space for the development in terms of both quantity and quality; and
- Ensure all components, e.g. buildings, landscaping, access routes, parking and open spaces are well related to each other and provide a safe and attractive environment.

2.5 **Saved Policy DP3** (Natural and Historic Environment) seeks to protect important natural features which positively contribute to the character and quality of the natural and historic environment. It states that development proposals will be expected to demonstrate that they:

- Protect and/or enhance local ecology, including existing site features of nature conservation value;
- Protect and enhance the landscape character of the area, particularly respecting its historic character;
- Integrate the amenity space and proposed landscaping into the overall development; and
- Secure the long term management and maintenance of habitat/landscape features.

2.6 **Saved Policy DAP4 Protection of Listed Buildings** notes that development will not be permitted which adversely affects the setting of a listed building.

### **New Local Plan**

2.7 The following draft policies, though not adopted, are of some relevance in that they reflect the Council's emerging policy direction. These policies are taken from Warwick District Local Plan 2011 – 2029 Publication Draft (Incorporating Proposed Amendments Submitted for Examination – February 2015).

2.8 **Strategic Policy DS4 Spatial Strategy** states that in considering the location for allocated housing the Council will consider the following, amongst other things: