

- where green field sites are required for housing, they should generally be located on the edge of urban areas in sustainable locations close to areas of employment or where community facilities such as shops, bus services, medical facilities and schools are available or can be made available.
- limiting development on sites which would lead to coalescence of settlements to ensure settlement identity is retained;
- sites which have a detrimental impact on the significance of heritage assets will be avoided unless the public benefits of development outweigh the harm;
- areas assessed as high landscape value or other highly sensitive features in the natural environment will be avoided; and
- taking the national Green Belt policy in to account, sites that are currently in the Green Belt will only be allocated where exceptional circumstances can be justified.

- 2.9 The settlement at Hampton Magna is identified as a Growth Village. These are assessed as being the most sustainable rural settlements according to a range of factors, including availability of local services and access to larger settlements. The Settlement Hierarchy Report undertaken in 2014 recognises these villages as the most suitable to accommodate housing growth.
- 2.10 The new Local Plan proposes several alterations to the existing Green Belt boundary in order to accommodate the anticipated level of growth within the District. The revised Green Belt boundary is shown on the draft Proposals Maps, with the Site shown outside the proposed Growth Villages Envelope and retained as Green Belt. **Draft Policy DS11 Allocated Housing Sites** identifies the land to the South of Arras Boulevard, Hampton Magna as a housing allocation capable of providing 100 new homes.
- 2.11 **Draft Policy BE1 Layout and Design** states that new development will be permitted where it positively contributes to the character and quality of its environment through good layout and design.
- 2.12 **Draft Policy DS19 Green Belt** states that the Council will apply Green Belt policy in line with Government guidance as set out in National Planning Policy.
- 2.13 **Draft Policy NE1 Green Infrastructure** states that the Council will protect, enhance and restore the District's green infrastructure assets.
- 2.14 **Draft Policy NE4 Landscape** states that new development should positively contribute to landscape character. It notes that development proposals should demonstrate that they:
- integrate landscape planning into the design of development at an early stage;

- consider its landscape context, including the local distinctiveness of the different natural and historic landscapes and character, including tranquillity;
- relate well to local topography and built form and enhance key landscape features, ensuring their long term management and maintenance;
- identify likely visual impacts on the local landscape and townscape and its immediate setting and undertakes appropriate landscaping to reduce these impacts;
- aim to either conserve, enhance or restore important landscape features in accordance with the latest local and national guidance;
- avoid detrimental effects on features which make a significant contribution to the character, history and setting of an asset, settlement, or area;
- address the importance of habitat biodiversity features, including aged and veteran trees, woodland and hedges and their contribution to landscape character, where possible enhancing and / or expanding these features through means such as buffering and reconnecting fragmented areas;
- maintain the existence of viable agricultural units; and
- are sensitive to an area's capacity to change, acknowledge cumulative effects and guard against the potential for coalescence between existing settlements.

Village Housing Options and Settlement Boundaries Consultation (Nov 2013)

- 2.15 This consultation document sets out the Council's preferred village site allocations and indicative proposals for new village boundaries. The findings of the document have been informed by supporting information and a number of technical studies which have been undertaken as part of the evidence base for the new Local Plan. These include the existing Strategic Housing Land Availability Assessment ('SHLAA'), sustainability appraisal and ecology, landscape and Green Belt studies. The findings of the relevant studies and background information have informed the content of the site appraisal matrix for each of the Sites considered by this document. The Site is not currently identified as a potential housing site.
- 2.16 The following section considers the findings of the technical studies undertaken to inform the village housing options.

Landscape Sensitivity and Ecological & Geological Study

- 2.17 This was produced for Warwick District Council jointly by Warwickshire County Council ('WCC') Ecological Services and Habitat Audit and WCC Landscape Architects. The original report was published in November 2013 and the landscape assessment was updated for a select number of parcels followings matters raised during the Village Housing Options and Settlement Boundaries Consultation. The updates were published in April 2014.
- 2.18 Volume 1 of this document provides a landscape sensitivity assessment of the land around the villages and settlements in Warwick District identified for potential housing growth / or the establishment of defined settlement boundaries.
- 2.19 This assessment divides the land at the edge of the settlement into a series of Landscape Description Units ('LDU'), which have been further refined into more detailed Land Cover Parcels ('LCP'). The assessment of the village of Hampton Magna identified that the majority of the land at the periphery of the settlement has a high sensitivity to housing development, with only three land parcels, including the northern part of the Site (Parcel A) identified as having a high / medium landscape sensitivity. The relevant extract from the Study is contained with **Appendix E**.
- 2.20 Parcel A lies within LCP HM_04 which covers a wide area between the settlements of Hampton Magna and Budbrook. The majority of this zone is considered unsuitable for development, however the assessment identifies the land between the existing settlement edge along Blandford Way / Arras Boulevard / Gould Road and Stanks Farm as having potential for a small amount of development. It notes that any proposals would need to include a substantial landscape buffer to strengthen the green corridor and any physical or visual link to Warwick. In addition, the commentary identifies the separation afforded by the A46 and the railway, which could be heightened by new tree planting which would enhance the Wooded Estatelands character and maintain biodiversity links.
- 2.21 Parcel B lies with LCP HM_05 which covers the land to the east of the settlement alongside the A46 corridor. It is described as gently undulating with a sub-regular pattern of open, medium to large scale fields of mixed agriculture and containing the farm buildings of Stanks Farm, a sewage works and a service area. It notes that it is overlooked by the edge of Hampton Magna however it has retained its rural character with good tree cover to the boundaries and the road corridor. The original assessment concluded that there is some small potential for housing development providing that views towards Warwick are preserved, however following the update to the landscape assessment, the document considers that housing development would be inappropriate owing to potential visibility issues. It goes on to state that new development should not extend beyond

the existing settlement edge or south of the public footpath leading eastwards from Daly Avenue and Mayne Close.

Green Belt and Green Field Review (November 2013)

- 2.22 This report reviews the existing Green Belt and green field land adjacent to a number of settlements identified for potential housing growth. The methodology for this review set out the criteria for assessing the function of the Green Belt. This includes the five purposes of the Green Belt identified in the NPPF, and also includes as a local criteria, the preservation of individual character, identity and setting of villages and hamlets in the Green Belt. It also identifies the aim to plan to enhance the beneficial use of the Green Belt including access, sport, recreation, and to enhance and retain landscape and visual amenity, biodiversity, and to improve damaged and derelict land.
- 2.23 The Site lies within a land parcel identified as HM1, land east of Hampton Magna. This includes an extensive area which washes over the land to the east of the settlement as far as the Warwick Bypass. In terms of the function of the Green Belt at this point, the report identifies a number of potential effects resulting from development. It notes that there could be some loss of openness and potential visual effects due to the open nature of the landscape. It states that the highway and rail infrastructure provide a permanence to the Green Belt boundaries at this point, although loss of land in this Green Belt parcel would lead to encroachment on the wider countryside. In addition, it notes that any development would be closely related to the existing settlement at Hampton Magna and would not be perceived as coalescence with Warwick; nor does the parcel contribute to the special character or setting of the historic town of Warwick. It does also note that development in this location could impact on to the setting of the approach to Hampton Magna from the north. The Overall Value Assessment for this Green Belt area is considered to be high.
- 2.24 A 'Critical Friend' Analysis of Warwick District Council's Draft Green Belt Assessment (2013) was undertaken to independently assess the findings of the above assessment. This report also considered sub-parcels of land within the land parcels identified in the originally report. Although the Site was not considered in more detail as part of this process, the findings demonstrate that local variations in sensitivity are likely when the original Green Belt parcels were broken down into smaller units.

Joint Green Belt Study (June, 2015)

- 2.25 Land Use Consultants were appointed by six West Midlands councils, including Warwick District Council, to undertake an assessment of the Green Belt land within each of their administrative boundaries. The purpose of the study was to assess the function of the Green Belt against the five Green belt purposes set out in the NPPF. The Study identified a series of land parcels adjacent to the large built up areas within the study area, with the Site identified within Land Parcel WA2.

Each Land Parcel was attributed a score dependent upon the degree to which it met the identified Green Belt functions.

- 2.26 Land Parcel WA2 is a broad area which covers the land to the east of Hampton Magna and Old Budbrooke Road. It is bounded by the railway line to the north, the A46 to the east and by Hampton Road to the south. It includes both Parcels A and B and the draft housing allocation, land to the south of Arras Boulevard.
- 2.27 The study identifies that WA2 performs well against the Green Belt purposes with an overall score of 15 / 20. It notes that the Warwick Bypass prevents encroachment into the countryside to the west of Warwick, however in places the A46 is some way from the settlement edge and the Green Belt protects significant area of countryside from encroachment. It also notes that although the parcel does not overlap with a conservation area, there is good inter-visibility with Warwick Conservation Area located 450m to the east.

Strategic Housing Land Availability Assessment ('SHLAA') (May 2014)

- 2.28 The western part of Parcel A was assessed as part of the SHLAA (R94, West of Stanks Farm, Hampton Magna). The assessment considers potential impacts on an area of high / medium landscape sensitivity. It also noted that some noise alleviation was likely to be required owing to the proximity of the railway line. Overall it found this area had potential for development subject to the alteration of the Green Belt boundary and resolution of any impacts on built form and connectivity with the existing village. In terms of housing capacity, the SCHLAA found that this part of the Site has potential to accommodate up to 94 dwellings.
- 2.29 The SHLAA also considered Parcel B (R98, Land to the East of Clinton Avenue). It noted that potential impacts could include impacts on a high landscape value in a highly visible Green Belt location and that consequently land was not suitable for release for housing.

3.0 SITE CONTEXT

Site Context

- 3.1 The Site location and surrounding context are illustrated on the Location Plan and Aerial Photograph contained in **Appendices A and B**. The Site comprises two distinct land parcels, and for ease of description, the northern parcel is identified as Parcel A and the southern parcel as Parcel B, as shown on the Aerial Photograph.
- 3.2 Parcel A occupies a broadly triangular tranche of land at the northern extent of the settlement at Hampton Magna. It is bound to the north west by the route of Old Budbrooke Road which marks the northern approach to the village; to the north by the access leading to Stanks Farm, beyond which is a narrow field which separates the Site from the embanked route of the railway line and Warwick Parkway Station; to the east is farmland which falls a short distance to the A46, Warwick Bypass; and to the south is the existing built up area of Hampton Magna. The southern area of the Site (Parcel B) is directly to the south east of Parcel A and is bounded by the village to the north east and the A46 to the east.
- 3.3 The settlement at Hampton Magna lies to the east of Old Bulbrooke Road, with the rolling landscape gently rising to the north and west of the route towards Church Farm and the Church of St Michael which occupies a high point to the north of the settlement.
- 3.4 Development within the village comprises modern estate housing, which occupies the rising ground east of Old Bulbrooke Road. To the south, the village merges seamlessly with the adjoining settlement at Hampton on the Hill.
- 3.5 To the east of Hampton Magna, farmland extends to meet the route of the A46, Warwick Bypass, which passes the village north to south, contained within a shallow cutting and screened by mature road side vegetation. Beyond this is an area of farmland and the Warwick Racecourse, which provides an extensive area of open space indented into the western edge of Warwick. This land is covered by a network of footpaths, some of which lead towards Hampton Magna, although the connections are now severed by the route of the bypass. The tower at St Mary's Collegiate Church is a prominent landmark, visible in views from the landscape to the west. In addition, the towers and ramparts at Warwick Castle can be discerned above the urban area of the City.
- 3.6 North of Hampton Magna is Warwick Parkway Station and associated parking areas. The route of the embanked railway line which passes westward from the centre of Warwick, separates the village from the Grand Union Canal and the highway infrastructure associated with the junction of the A46 and A4177 at the western approach to Warwick.

- 3.7 The wider landscape to the north and west of the settlement is characterised by rolling, mixed farmland, with a legible landscape framework, characterised by mature, heavily treed hedgerows and frequent blocks of woodland, particularly visible on higher ground. The Listed Church of St. Michael is visible landmark in views to the north of the settlement, as is the former General Hospital and the King Edward VII Memorial Hospital buildings which now form part of the recent housing development at Hatton Park to the north west.
- 3.8 Farmland also extends in depth to the south of the village, broken by a number of transport corridors, in particular the M40 which passes approximately 1.5km to the south of the settlement.

National Landscape Character

- 3.9 Natural England has produced profiles for England's National Character Areas ('NCA's'), which divides England into 159 distinct natural areas, defined by a unique combination of landscape, biodiversity, geodiversity and cultural and economic activity. The profile identifies the Site as lying within Arden Character Area (Character Area 97).
- 3.10 The Arden character area is traditionally regarded as the land lying between the River Tame and the River Avon in Warwickshire. The Arden landscape also extends into north Worcestershire to abut the Severn and Avon Vales. The landscape is described as being characteristically well-wooded farmland with a rolling landform and numerous areas of former wood-pasture with large, old oak trees, often associated with heathland remnants.
- 3.11 This description is consistent with our own assessment of the surrounding landscape, particularly to the north and west of the Site, however in the vicinity of Warwick we would also note the presence of a number of significant transport corridors, together with areas of relatively recent housing development, particularly within some of the settlements bordering the city.

County Landscape Character

- 3.12 Warwickshire County Council have prepared the Arden Landscape Guidelines (1990) as part of the Warwickshire Landscapes Project. The landscape to the west of Warwick, including the periphery of Hampton Magna, falls within the Wooded Estate lands local landscape type. This area is described as a well-wooded estate landscape characterised by a large scale rolling topography and prominent hilltop woodlands.
- 3.13 The characteristic features of this character area are as follows:
- A large scale rolling topography with occasional steep scarp slopes;
 - Large woodlands, often associated with rising ground;

- Mature hedgerow and roadside oaks;
- Mixed farmland with a semi-regular pattern of medium to large sized fields; and
- A varied settlement pattern of small villages and scattered farmsteads.

3.14 The management strategy for this area is to conserve and enhance the overall structure and well-wooded character of the landscape. In terms of landscape guidelines, these include:

- Conserve and restore primary hedge lines;
- Conserve and enhance cover in and around rural settlements;
- Enhance tree cover through large scale woodland planting on rising ground; and
- Protect and enhance the internal space and irregular outline of village settlements.

Statutory and Non-Statutory Designations

3.15 The Multi Agency Geographic Information for the Countryside Map ('MAGIC') indicates that neither the Site, nor the landscape adjoining it, are covered by any statutory designations for landscape character or quality (See **Appendix D**). In addition, there are no non-statutory landscape designations which effect the Site, as shown on the proposals map to the Local Plan.

Conservation Area and Listed Buildings

3.16 Hampton Magna is a relatively recent settlement, predominately dating from the 1960's and 1970's, and there are no identified heritage assets contained within its settlement boundaries. The Church of St. Michael to the north of the village is a Grade II listed building, as is Church Farm, which is located a short distance to the west. The locations of the listed buildings are shown on the plan contained in **Appendix D**.

3.17 There are numerous listed buildings within the historic town of Warwick to the east of Hampton Magna, beyond the route of the A46. The majority of these are contained within the Warwick Conservation Area the western extent of which follows the western edge of Warwick Race Course, approximately 450m from Parcel B.

Public Rights of Way

3.18 A public footpath runs along the southern boundary of Parcel A and the northern boundary of Parcel B, leading from Budbrooke to the west of the settlement and extending eastwards towards Warwick, although the route is severed by the route of the A46. In addition a second

footpath leads from the A46 alongside the southern boundary of Parcel B.

- 3.19 The Grand Union Canal Walk and Shakespeare's Avon Way Long Distance Footpath lie approximately 180m north of Parcel A, beyond the route of the railway line. There are numerous footpaths located within the open space on the western edge of Warwick.

4.0 SITE DESCRIPTION AND VISIBILITY

Site Description

- 4.1 The Site occupies two distinct land parcels at the north eastern edge of the settlement at Hampton Magna. For ease of description, the northern land parcel is identified as Parcel A and the southern parcel as Parcel B, as shown on the Aerial Photograph contained in **Appendix B**.

Parcel A

- 4.2 Parcel A 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 ('Above Ordnance Datum') at the boundaries with Old Budbrooke Road and the access leading to Stanks Farm to the north east and north respectively.
- 4.3 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.
- 4.4 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.
- 4.5 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.

Parcel B

- 4.6 Parcel B comprises a reverse 'L' shaped field which encloses the eastern extent of the housing area at Gould Road and Clinton Avenue. Its slopes eastwards from a high point alongside the existing housing area of approximately 65m AOD to approximately 55m AOD in the vicinity of the boundary with the A46.
- 4.7 A mature hedgerow, approximately 6m in height, extends alongside the northern boundary of Parcel B, separating the Site from the

adjoining sewage works and the buildings at Stanks Farm. The tall hedgerow, approximately 7 – 8m in height at this point, continues alongside the eastern boundary, forming a dense screen to the A46 Warwick Bypass. There are views available from the existing settlement edge, eastwards over this hedgerow towards the edge of Warwick, including the tower at St Mary's Collegiate Church and the ramparts at Warwick Castle.

- 4.8 To the south, the boundary is defined by an outgrown hedgerow containing several large, mature oak and ash trees. To the west, the boundary dog-legs around the existing settlement edge before returning southwards along an established hedge line, approximately 5m in height. To the north, the boundary is open with a section of Gould Road, with the central section defined by the rear gardens of the existing bungalows.
- 4.9 The open field to the west of Parcel B is identified as a draft housing allocation (Land South of Arras Boulevard) in draft Policy DS11 of the emerging Local Plan.

Topography

- 4.10 Parcel A has a domed landform, rising from 65m AOD adjacent to Old Budbrooke Road, to a high point at the centre of the Site of approximately 70m AOD. Parcel B falls eastwards from approximately 65m AOD alongside the existing settlement edge to 55m AOD in the vicinity of the A46 bypass.
- 4.11 The adjoining settlement at Hampton Magna follows a similar pattern, with housing to the east of Old Budbrooke Road rising to a high point of approximately 65 to 70m AOD alongside the eastern edge of the settlement, before falling towards the route of the A46 further east. The wider topography is distinctly rolling, with the immediate landform rising to the west of the settlement to the adjoining hamlet of Budbrooke before gradually falling away once more.

Landscape Quality and Value

- 4.12 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.
- 4.13 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 Parcel A, continuing eastwards along the northern boundary of Parcel B. A second footpath extends alongside

the southern boundary of Parcel B. It does not contain any known heritage assets, however there are views available from the higher ground in the central part of Parcel A towards the tower at St Mary's Collegiate Church in Warwick and towards the Church of St. Michael in Budbrooke to the north. Similarly, there are views from Gould Road over Parcel B towards the western edge of Warwick. The Site, is therefore likely to be valued at a local level, and is considered to be of medium value.

- 4.14 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 city.
- 4.15 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.

Visibility

- 4.16 The following section briefly describes the key views from the surrounding area. Photographs illustrating these views are contained in **Appendix C** and the photograph locations are shown on the plans in **Appendices A and B**.
- 4.17 Parcel A occupies rising ground on the northern edge of Hampton Magna, whilst Parcel B wraps round the eastern edge of the settlement. Views from the north of both land parcels are largely prevented by the embankments associated with the railway line which bisects the land to the north of the Site. There are middle and long distance views of Parcel A available from high points within the undulating landscape to the north west and west. There are also views towards both parcels from the open space at the western extents of Warwick.
- 4.18 There are near distance views of Parcel A from the rear of dwellings at Blandford Way, Arras Boulevard and Gould Road, although these are to varying extents filtered by rear garden vegetation and fences (**Photograph 04**). There are open, public views from Arras Boulevard where there is a break in the built form adjacent to the Site boundary, and from the public footpath which extends alongside the southern Site boundary (**Photographs 01 and 02**).
- 4.19 There are open views across the majority of Parcel B from the turning head at the end of Gould Road (**Photograph 15**) and from the footpaths which extend alongside the northern and southern edges of this land parcel (**Photographs 03, 16 and 17**). There will also be views

from the rear of several dwellings located at Clinton Avenue (**Photograph 17**).

- 4.20 Views from public footpaths which cross the land to the south of Parcel B are heavily filtered by established treed hedgerows within the intervening landscape (**Photograph 20**). Views of the interior of Parcel B from Hampton Road, as it crosses over the A46, are limited to the boundary vegetation alongside the bypass (**Photograph 19**).
- 4.21 There are near distance views of Parcel A from the approach to the village along Old Budbrooke Road (**Photographs 04, 05 and 06**). In views from this vantage point, the rising land within the Site is apparent, with existing housing visible in the backdrop above the domed landform.
- 4.22 There are views towards Parcel A from the public footpaths which cross the land to the west, in the vicinity of the adjoining Hamlet of Budbrooke. In these views the upper slopes of the Site are visible with the existing housing area conspicuous to the right of the view (**Photographs 07, 08 and 09**). There are also distant views towards the Site available from high points within the recent development at Hatton Park (**Photograph 18**), with housing within Hampton Magna visible to the rear of the buildings at Grange Farm.
- 4.23 Views of the Site from the Grand Union Canal to the north are prevented by intervening vegetation and the raised route of the railway line. Similarly, glimpsed, transient views from the A46 to the east are largely prevented by the heavily vegetated, embanked edges to the road, although filtered views of Parcel B are likely in the winter months when the vegetation is out of leaf.
- 4.24 There are however middle distance views from the farmland and open space to the east of the A46. In views from the footpath west of the race track, the hedgerow at the eastern boundary of Parcel A is visible, as are the buildings at Stanks Farm, and the telegraph poles crossing the Site (**Photograph 13**). Further west however, Parcel A is increasingly screened, although the existing residential edge to the west of Parcel B is visible above the intervening vegetation (**Photograph 14**). In views east from vantage points within the Site a number of dwellings are visible at the edge of Warwick, together with the tower at St Mary's Collegiate Church in Warwick and the ramparts at Warwick Castle. It is likely therefore that more expansive views of the Site can be expected from upper floor windows and from the church tower and the castle battlements. In these views, the Site will be perceived within the context of neighbouring, modern housing development in Hampton Magna.

5.0 ABILITY OF THE SITE TO ACCOMMODATE DEVELOPMENT

5.1 This section assesses the ability of the Site to accommodate development and the key landscape considerations that will need to be taken into account in formulating any development proposals. It then goes on to consider the implications of releasing the land from the Green Belt, and any consequences resulting from development on the separation between Hampton Magna and the historic settlement at Warwick.

5.2 From our initial assessment we have identified a number of factors which need to be taken into account when developing the proposals for the Site, and these include:

- Provide an appropriate landscape frontage to the approach to the settlement along Old Budbrooke Road;
- Respect the existing landscape framework and retain the vast majority of existing boundary vegetation;
- Provide a landscape buffer alongside the northern and eastern boundaries of Parcel A in order to screen views of the housing from the wider landscape, and to provide a robust edge to the settlement;
- Opportunity to retain the higher ground at the heart of Parcel A, adjacent to Arras Boulevard, as open space in order to integrate development with the existing housing area;
- Provide open space and strategic landscape planting alongside the route of the A46 (Parcel B);
- Plant large-canopied tree species within areas of open space, particularly on higher ground to provide a strong landscape framework and assimilate development into the wider landscape;
- Opportunity to create framed views towards the tower at St Mary's Collegiate Church in Warwick and towards the Church of St Michael in Budbrooke;
- Respect the existing views available from public vantage points on Gould Road;
- Retain the existing footpath connections, either along their current alignment or locally divert to provide a more appropriate route and to create opportunities for passive surveillance; and

- Respect the visual amenity of the adjoining residential area and the existing dwelling at Stanks Farm.

5.3 In the following section a brief commentary is made on the effects of developing the Site against a series of landscape criteria.

Relationship to the Existing Urban Area

5.4 Parcel A adjoins the northern edge of the settlement at Hampton Magna. It lies to the east of Old Budbrooke Road, and development would respect the existing pattern of development within the village, which follows the eastern edge of the road. To the north is the railway line, which forms a robust edge to the outward expansion of the settlement, and development at the Site would effectively 'round off' of the village at this point, forming a logical extension to the settlement. Eastwards, the Site extends no further than the existing housing at Gould Road, and housing would be at a similar elevation to the existing urban area.

5.5 There is potential to access Parcel A off Arras Boulevard, and in combination with new open space provision and landscaping adjacent to this boundary, the new housing area could be effectively integrated into the existing residential edge at this point.

5.6 Parcel B lies to the east of existing housing at Gould Road. The land to the west of the Site is a draft allocation for residential development. Housing in Parcel B would again be well related to the existing settlement pattern and could form part of a wider expansion to the east of the village. In addition, development would be contained by the A46 bypass which provides a robust boundary to the expansion of the settlement, and separates Hampton Magna from the neighbouring town of Warwick.

Impacts on Heritage Assets

5.7 There are no known heritage assets contained within the Site nor within the wider built up area of Hampton Magna. The Grade II listed Church of St Michael lies approximately 0.5km to the north west of Parcel A, however housing in this location would be closely related to the existing settlement edge and would not intrude directly on the setting of the church.

5.8 There are numerous heritage assets located within the historic settlement at Warwick to the east. These are separated from the Site by the route of the A46 and by the open land at the western edge of Warwick. Development at the Site would be closely related to the existing settlement pattern in Hampton Magna and would be divorced from the landscape further east by the route of the A46. Accordingly, housing in this location would not impact directly on the setting of the historic town. Despite this, development here should respect existing views towards Warwick, in particular views of the tower at St Mary's Collegiate Church.

Impact on Landscape Features

- 5.9 There is little vegetation to constrain development at the Site and there are opportunities for significant areas of new landscape planting within areas of open space and strategic landscape buffers.

Public Rights of Way

- 5.10 The proposals will impact on sections of existing rights of way which cross both Parcels A and B. In both cases, the character of the existing routes is influenced by the proximity of the existing residential area, and by the A46 which has effectively severed these routes to the east. The potential exists to retain the existing footpaths along their current alignments adjacent to the boundary vegetation, or alternatively locally diverted through the development. In addition, housing can be sensitively located to provide passive surveillance of the routes.

Visibility

- 5.11 The visual assessment identified that near distance views of the Site are typically limited to the adjoining rights of way and neighbouring housing. There are middle and long distance views of the higher ground within Parcel A from high points within the landscape to the west and north west. There are also middle distance views towards both Parcel A and B from the open space at the western extent of Warwick.
- 5.12 There are views of Parcel A from the approach to Hampton Magna along Old Budbrooke Road, although these views are prevented beyond the railway crossing to the north. Development proposals for the Site should positively address the road, and should be set back with space to provide an appropriate landscaped frontage to the Site and attractive approach to the village. If this strategy is adopted then visual effects will be limited and the proposals will provide an appropriate approach to the settlement.
- 5.13 There will be views of housing within both Parcel A and B from the rear of neighbouring properties and any proposals will need to respect appropriate set back distances and privacy / overlooking standards. There will be views from Arras Boulevard of new housing within Parcel A however these can be mitigated by new landscaping and open space on the higher ground, which would integrate the proposals with the existing housing area at this point.
- 5.14 Similarly, there will be views of housing in Parcel B from Gould Road. In these views, the development proposals should seek to retain a view towards Warwick, which could be 'framed' by new housing in this location.
- 5.15 There will be views of development from the public footpaths which cross both Parcels A and B and proposals will need to respond sensitively to the setting of these routes. New housing should be

orientated to provide passive surveillance over the footpaths, whilst respecting the privacy of the adjoining houses.

- 5.16 New housing in Parcel A will result in the northern expansion of the settlement at Hampton Magna and will be visible above the existing vegetation when viewed from the landscape to the north and north west, in the vicinity of the Church of St Michael. Accordingly, there will be a perceptible increase in built form in views from these vantage points however it will be closely related to the existing housing area which lies at the same elevation immediately to the south. New tree planting within the development proposals, in particular on the higher ground within the central part of Parcel A, would provide a vegetated backdrop to the housing, helping assimilate the proposals into the wider landscape setting.
- 5.17 Similarly, in long distance views from vantage points in Hatton Park, development in Parcel A will be barely perceptible owing to the intervening heavily wooded landscape, and glimpsed views of rooflines will be seen in the context of existing neighbouring development within the village.
- 5.18 In views from the open space and farmland at the edge of Warwick existing housing at the eastern edge of Hampton Magna is visible. Views of new housing in Parcel A however would be filtered by the existing hedgerow to the east. Provision of a more extensive landscape buffer alongside this boundary would ensure a robust edge to Parcel A and further limit views from this direction.
- 5.19 Views of Parcel B from the edge of Warwick are restricted by the sloping landform within this part of the Site and by the vegetation alongside the route of the A46. There will be views of the upper floors of housing located on higher ground in the western part of Parcel B, however these would be in the immediate foreground of the existing residential edge, and there would be little detriment to the character or quality of the existing view. More extensive views will be available in the winter months when the vegetation is out of leaf, however these can be mitigated by new structural planting within the eastern part of Parcel B.
- 5.20 As identified in the visual appraisal in Section 4, views of the Site from the countryside to the south of Hampton Magna are heavily filtered by intervening hedgerows and trees and new housing would cause little detriment to existing views.

Landscape Quality and Value

- 5.21 As described in Section 4, the Site is considered to be of medium landscape quality and is subject to a number of urbanising effects, including the existing residential edge, the proximity to the railway line and railway station at Warwick Parkway, and the A46 Warwick Bypass. New housing in both Parcels A and B would be closely related to the existing housing area and would not appear discordant or out of

character with the existing settlement character. Both the embanked route of the railway line and the route of the A46 form robust boundaries to expansion north and east of Hampton Magna. Although, there is inter-visibility between the edge of Warwick and the Site, housing in this location would be well related to existing housing within the village and would not intrude on the setting of the historic town. Accordingly, our assessment finds that the both Parcels A and B have a medium sensitivity to residential development, and therefore a reasonable ability to accommodate change of this nature.

- 5.22 As stated above, proposals for development should respect the setting of the approach to the village along Old Budbrooke Road; provide appropriate landscape and open space buffers to the eastern boundary of Parcel A and along the route of the A46; and incorporate a scheme of new landscape planting and enhancements. Subject to appropriate development proposals which respect the scale and character of the existing settlement and adopt the recommendations set out in paragraph 5.2, housing could be accommodated at the Site without resulting in significant harm to the wider landscape or townscape character.

Impact of releasing the Site from the Green Belt

Redefined Green Belt Boundary

- 5.23 If the Site is allocated for development, the Green Belt boundary would need to be amended to reflect the change. The current Green Belt boundary within the vicinity of the Site is contiguous with the northern settlement edge at Arras Boulevard and Gould Lane; and to the east, it is defined by the route of the A46 bypass. In terms of the wider settlement, the Green Belt skirts around the northern and western edge of Hampton Magna following the route of Old Budbrooke Road. Opportunities for expansion of the settlement west of Old Budbrooke are limited owing to the existing settlement pattern, which lies exclusively to the east of the road. To the south of the village the boundary follows the existing residential edge.
- 5.24 Whilst the exact location of the revised Green Belt boundary would be a matter for the LPA, in the event the Site came forward for development, it would be logical to recast the boundary to follow Old Budbrooke Road as far as the northern edge of Parcel A, which is defined by the access leading to Stanks Farm. The railway line which extends a short distance to the north of this point forms a robust barrier to further growth in this direction. Similarly, to the east of the settlement, Parcel B could be omitted from the Green Belt, with the redefined boundary defined by the route of the A46 before returning along the treed hedge line which forms the southern boundary of Parcel B.

Compliance with Green Belt Objectives

- 5.25 The following section considers whether release of the Site would impact on the Green Belt purposes identified in the NPPF. It also considers the Councils own assessment of the current Green Belt extents as set out in the Green Belt and Green Field Review and in the Joint Green Belt Study.
- 5.26 The NPPF at paragraph 80 identifies the five purposes of Green Belts as:
- 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.
- 5.27 The NPPF states at paragraphs 79 and 80, that the essential character of Green Belts is their openness, their permanence and their ability to serve the functions as set out above. The Framework notes that when defining Green Belt boundaries, local authorities should take account of the need to promote sustainable patterns of development and ensure that there would be sufficient safeguarded land outside the Green Belt in order to meet the long term development needs of the area. It goes on to say that Green Belt boundaries should be defined clearly along physical features which are readily recognisable and likely to be permanent.
- 5.28 Development within both Parcel A and Parcel B would benefit from well defined boundaries. In the case of Parcel A, these would be marked to the north west by Old Budbrooke Road; a short distance north by the railway line; to the south by the existing housing area; and to the east by the mature hedge line, with development extending no further east than the current urban extents at Gould Road.
- 5.29 Similarly, Parcel B adjoins the existing settlement to the west, and the route of the A46 provides a robust boundary to expansion eastwards. To the north and south this land parcel is bordered by established hedgerows and trees. Development in this location would extend housing no further south than the existing settlement extents at Daly Avenue, and the draft Site Allocation at Land to the South of Arras Boulevard.
- 5.30 Furthermore, owing to their relationship to the existing urban area and the robust nature of the existing boundaries, including the railway line and the A46 road corridor, development in Parcels A and B would have little impact on the openness of the adjoining Green Belt, west of

Old Budbrooke Road or south of Hampton Magna; nor would it represent an encroachment on the wider countryside.

- 5.31 As discussed above, both Parcels A and B are well related to the existing settlement pattern within Hampton Magna and any expansion to the north would be contained by the route of the embanked railway line; whilst to the east it will be constrained by the route of the A46. A planned extension of the settlement to the north and east would be well contained, and perceived as a small extension of the existing village, and could not thus be construed as urban sprawl.
- 5.32 Similarly, although there is some inter-visibility between the Site and the built up area of Warwick, views of new housing, where available, would be seen in the immediate foreground of the existing settlement edge. To the north, the visual connection is severed by the route of the railway line, whilst to the east the settlements are separated by a broad expanse of farmland, by the open space / racetrack at the edge of Warwick and by the route of the A46.
- 5.33 Development within Parcel B would result in a small diminution in the separation between Hampton Magna and Warwick, however this loss would be barely perceptible, largely owing to the separation and screening afforded by the A46 road corridor. The inclusion of open space and new planting along the route of the A46 would reinforce this buffer between the two settlements. Accordingly, development within Parcels A and B would not result in coalescence or merging of the two towns.
- 5.34 In respect of the fourth purpose of the Green Belt, development of the Site would not directly impact on any listed buildings or conservation areas. Proposals would be well related to the village at Hampton Magna and would not intrude on the setting of historic Warwick by virtue of the separation afforded by the A46 and by the farmland and open space at the western edge of Warwick.
- 5.35 In terms of the fifth purpose of the Green Belt, there are limited opportunities for brown field regeneration within the existing settlement area at Hampton Magna. Accordingly, a planned release of green field land would not prejudice urban regeneration within the settlement.
- 5.36 The Council's evolving Local Plan acknowledges that a planned release of Green Belt land will be necessary in order to meet the District's housing needs, and Hampton Magna is identified as a Growth Village capable of supporting new development. Opportunities for brownfield development in the village are limited and therefore some green field release will be necessary. For the reasons set out above, sensitive development in Parcels A and B, which is informed by the principles set out in this Section, could be delivered in this location with no over-riding impacts on the adjoining landscape, nor on the objectives of the Green Belt.

Green Belt and Green Field Review ('GBGFR')

- 5.37 The Council prepared a review of the Green Belt within the District which was published in 2013. The Site occupies the northern part of a much larger land parcel which extends to the east of Hampton Magna (HM1). This review finds that the Overall Value Assessment for this land parcel is high.
- 5.38 Although this review considers a much wider area and finds that the overall value of this area remains high, there are some points to note. Its principle concern is loss of openness, however both Parcels A and B are located in close proximity to the settlement edge, and housing would not be at odds with the settlement pattern in this location, nor would it intrude on the farmland which extends in depth to the south of the village.
- 5.39 The GBGFR also acknowledges the presence of robust boundaries including the railway line to the north, and Warwick Bypass to the east, which it states can prevent urban sprawl in these directions. It notes that development in this area would not intrude on the historic setting of the Warwick, although it could lead to erosion of the western fringe of the town. It is concerned about expansion to the north and the setting of the approach to the village, however as noted above, development could be accommodated subject to appropriate landscaping and layout, without detriment to the setting of the village.
- 5.40 Similarly, the review raises concerns about impacts on the open character at the eastern edge of Hampton Magna and about the role of this land parcel in the setting of the village. Our own appraisal found that, where the existing settlement abuts the countryside, to the east and south, the interface is poorly defined by the rear of dwellings which back onto the adjoining countryside. A well-designed expansion on the eastern edge of the settlement, which retains a significant landscape buffer to the A46, could provide an improved settlement edge which positively addresses the edge of village location.
- 5.41 A 'Critical Friend' Analysis of Warwick District Council's Draft Green Belt Assessment (2013) was undertaken to independently assess the findings of the above assessment. This report considered sub-parcels of land within the land parcels identified in the original report. This assessment noted that the land south of Arras Boulevard could accommodate a sensitively designed village extension, with a modest impact on the fundamental aims, characteristics and purposes of the Green Belt. Although the analysis did not specifically consider Parcels A and B, it demonstrates how local variations in the function of the Green Belt occur across the larger land parcel.

Joint Green Belt Study ('JGBS')

- 5.42 The purpose of the study was to assess the function of the Green Belt against the five Green belt purposes set out in the NPPF. The Site is

identified as lying within WA2, which is a broad area which follows comparable boundaries to HM1 identified in the GBGFR above.

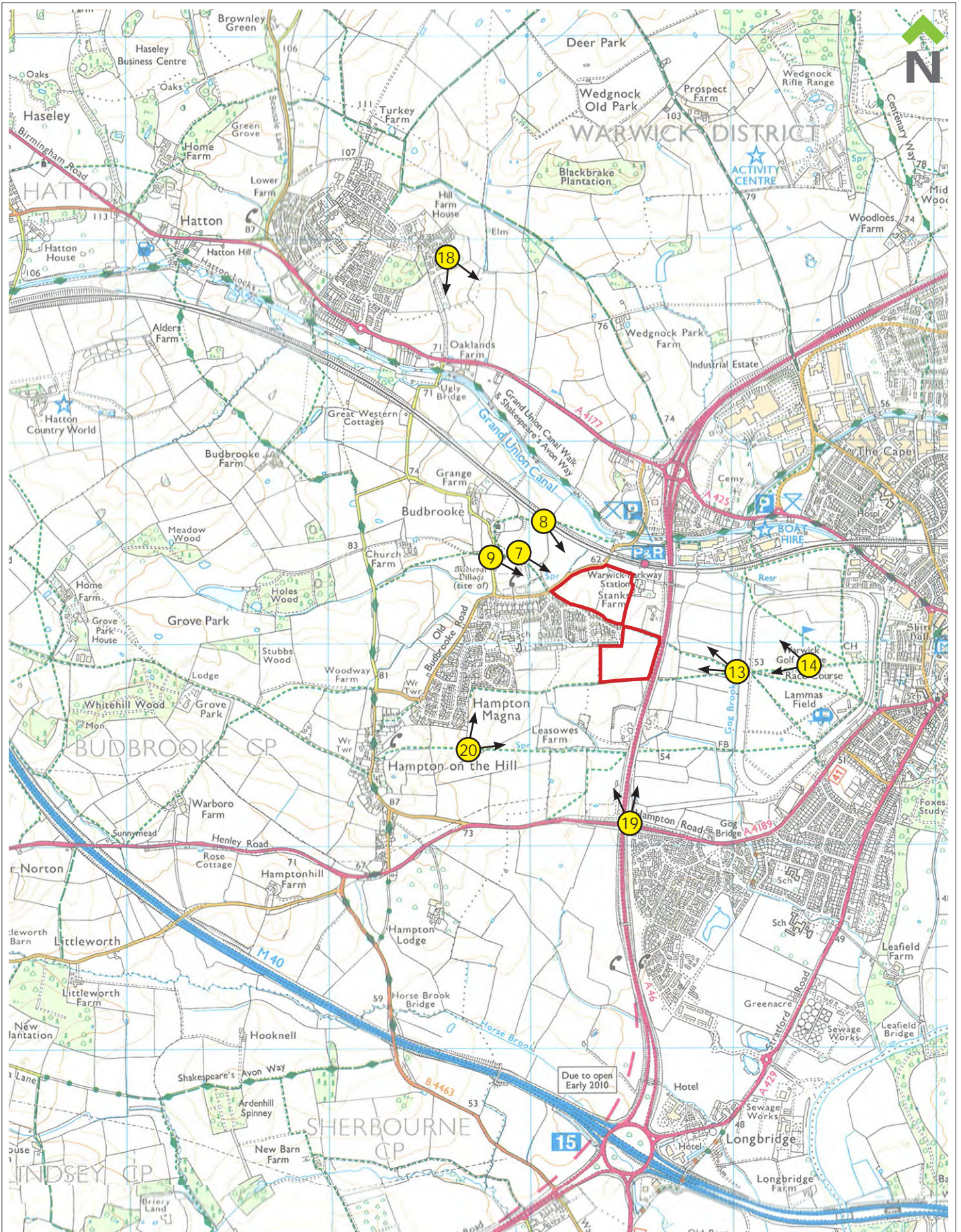
- 5.43 Owing to its proximity to Warwick, the parcel scores highly against the second purpose of the Green Belt, namely to prevent neighbouring towns merging into one another. This however is based on a straight line measurement of the distance between the two settlements and does not take into account other factors such as inter-visibility and physical boundaries to coalescence.
- 5.44 It also notes the role that the Green Belt plays in preventing ribbon development along the southern edge of Old Budbrooke Road. Despite this, in the event Parcel A was released from the Green Belt, development here would constitute a planned release, contained by defined, logical boundaries at Old Budbrooke Road and by the Railway Line to the north. It could therefore be accommodated, in our view, without constituting urban sprawl.
- 5.45 The study notes that there are a number of urbanising influences which affect the character of the countryside within this land parcel, however the wider Green Belt is relatively open and rural. In the vicinity of the Site however, the Green Belt is relatively narrow, contained by the edge of Hampton Magna and by the A46 and the railway line and, as a result, urbanising influences are more evident. In addition, the presence of robust boundaries to both Parcels A and B would assist in containing built development and prevent significant encroachment into the wider countryside. The study acknowledges that the A46 prevents encroachment into the open land at the western edge of Warwick.
- 5.46 The study identifies that there is inter-visibility between the land parcel and the historic core of Warwick, in particular it notes that there are views from Gould Road of several listed buildings. Our own assessment would acknowledge this, however in reciprocal views from the open space at the edge of Warwick, views of rooflines within Parcel A and B would closely relate to the existing housing in the village and views would be filtered by the vegetation along the A46 and intervening field boundaries. Subject to careful design, which respects the scale of the adjoining village and provides for new landscaping alongside boundaries and the A46, sensitive development in Parcels A and B can be provided without materially impacting on the setting of historic Warwick.

6.0 CONCLUSION

- 6.1 There are no policies or designations for landscape character or quality covering the Site or the adjoining land, however the Site is located within the Green Belt.
- 6.2 The Site occupies two distinct land parcels at the north eastern edge of the settlement at Hampton Magna. For ease of description, the northern land parcel is identified as Parcel A and the southern parcel as Parcel B, as shown on the Aerial Photograph contained in **Appendix B**.
- 6.3 The landscape and visual appraisal identified a number of landscape opportunities and constraints to development at the Site. Within Parcel A this includes the provision of an appropriate buffer to the northern and eastern boundaries; landscaping to the frontage with Old Budbrooke Road; and a centrally located area of open space which integrates with the adjoining housing area. In terms of Parcel B, development proposals should retain a broad swathe of open space alongside the A46 and reinforce the boundary vegetation alongside the road. In the case of both parcels there are opportunities to retain vistas towards historical landmarks within the wider area.
- 6.4 The appraisal found that both Parcels A and B are well related to the existing housing area and benefit from robust boundaries, including Old Budbrooke Road, the railway line and the A46 Warwick Bypass. As discussed in Section 5, subject to the sensitive design, detailing and layout, development at the Site would not result in urban sprawl; nor represent an encroachment into the wider countryside; it would not impact on local heritage assets; nor would it materially contribute to coalescence with the neighbouring settlement at Warwick. Accordingly, development could be accommodated without resulting in significant landscape and visual effects, or offending the objectives of Green Belt policy.

Appendix A

Site Location Plan



Site Boundary

12
↔ Photo Locations

	Dixies Barns, High Street, Ashwell, Hertfordshire SG7 5NT		Project Land at Hampton Magna, Warwick	Drawing No. CSA/2634/100	Rev -	
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			Client Taylor Wimpey UK Ltd	Date May 2015	Checked CA	

Appendix B

Aerial Photograph



Site Boundary

12
↔ Photo Locations

CSA
 environmental

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Drawing Title Aerial Photograph

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Appendix C

Photosheets



View eastwards from footpath adjacent to Arras Boulevard **Photograph 01**



View north westwards from footpath adjacent to Arras Boulevard **Photograph 02**



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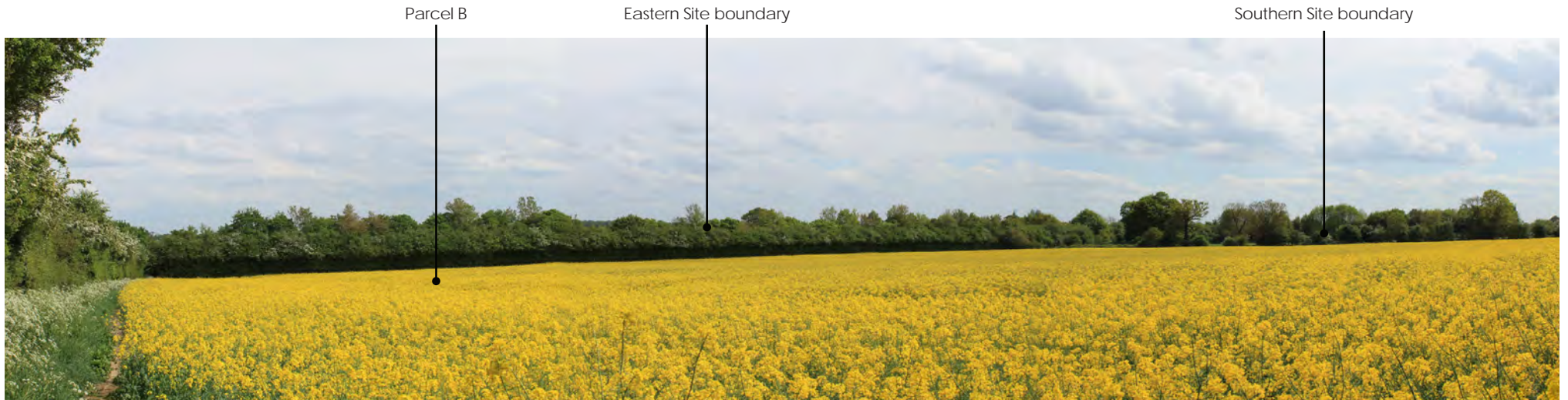
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View eastwards from Public Footpath **Photograph 03**



View south westwards from Old Budbrooke Road **Photograph 04**



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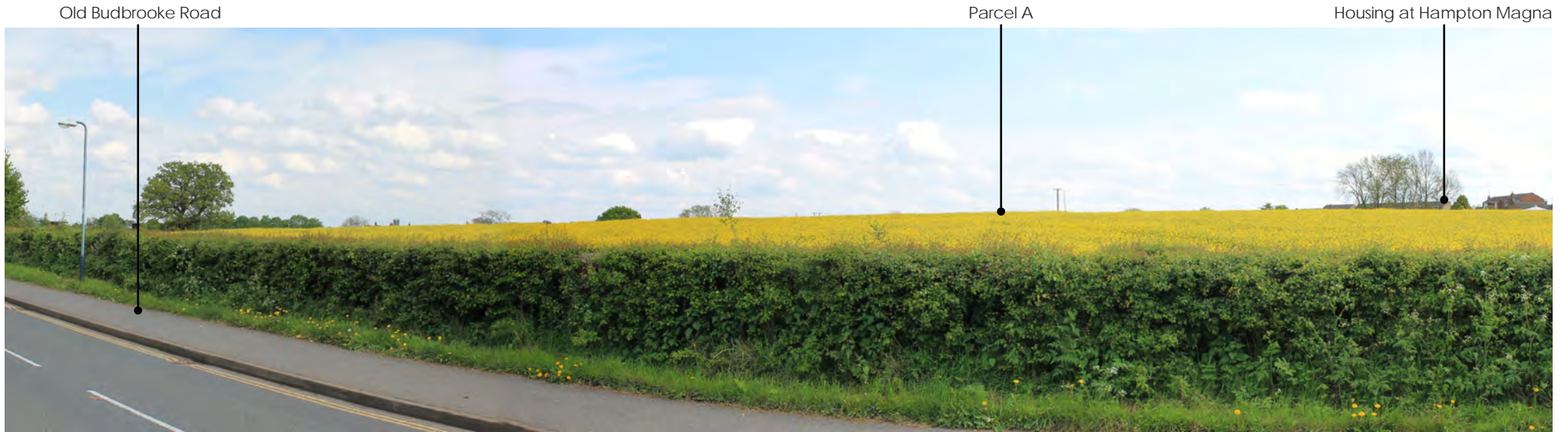
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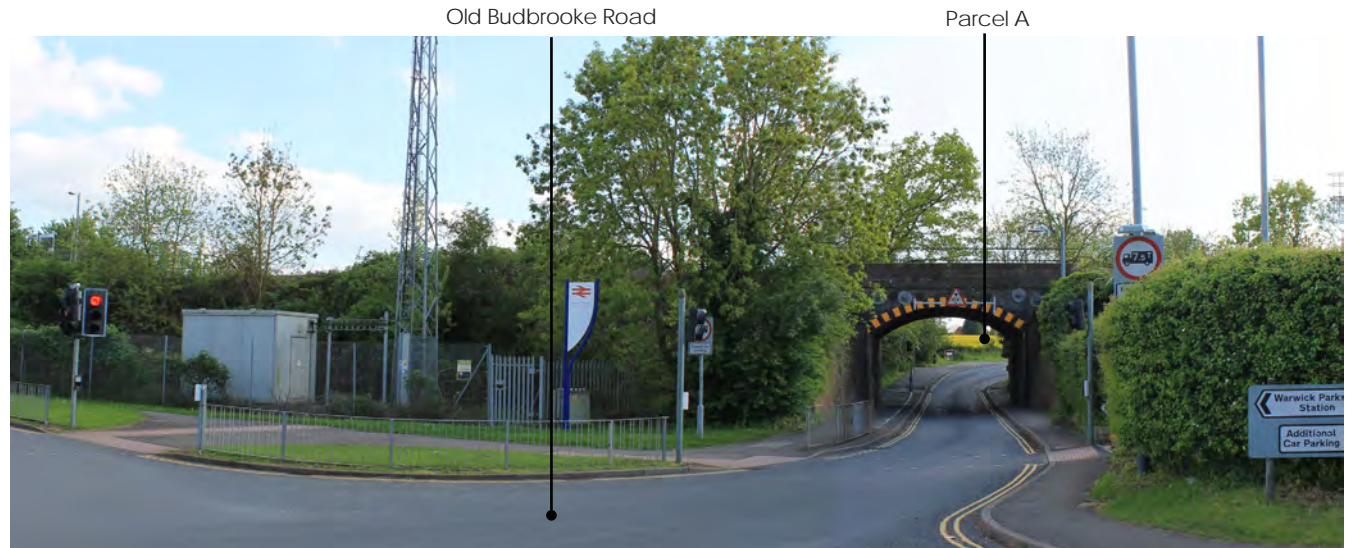
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View south eastwards from Old Budbrooke Road **Photograph 05**



View southwards from Old Budbrooke Road adjacent to Warwick Parkway Train Station **Photograph 06**



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View south eastwards from Public Footpath **Photograph 07**



View south eastwards from Public Footpath **Photograph 08**



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View south eastwards from Public Footpath **Photograph 09**



View eastwards from Old Budbrooke Road **Photograph 10**



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View eastwards from Public Footpath at the south western corner of Parcel A **Photograph 11**



View eastwards from Public Footpath **Photograph 12**



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View westwards from Public Footpath **Photograph 13**



View westwards from Public Footpath within Warwick Golf Course **Photograph 14**



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View eastwards from Gould Road **Photograph 15**

Housing at Hampton Magna

Eastern Site boundary

Public Footpath



View eastwards from Public Footpath at the south western corner of Parcel B **Photograph 16**



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Western Site boundary



View northwards from Public Footpath **Photograph 17**

Grange Farm Housing at Hampton Magna



View towards Hampton Magna from public open space in Hatton Park **Photograph 18**



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View northwards from Hampton Road bridge across the A46 **Photograph 19**



View north eastwards from Public Footpath **Photograph 20**



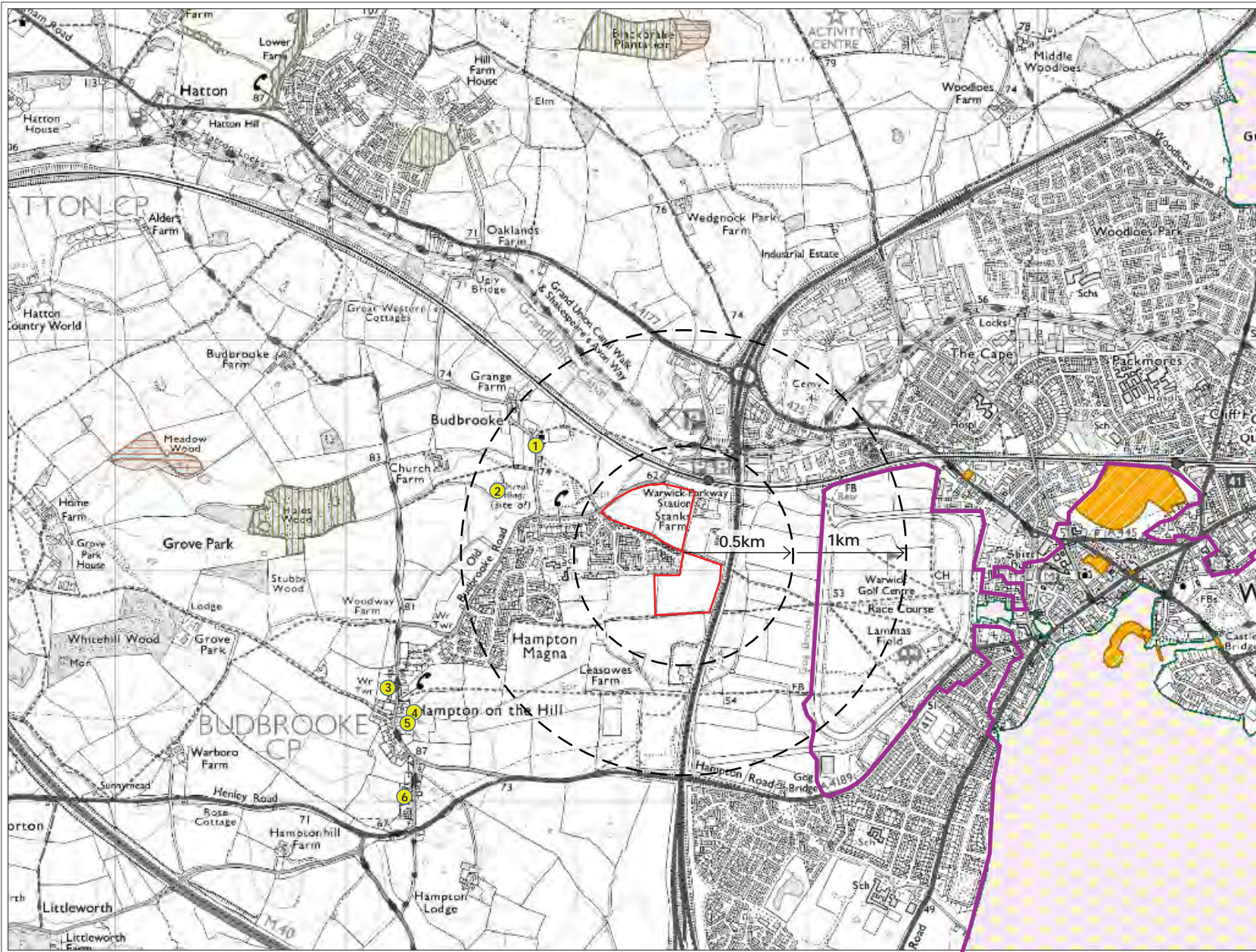
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Appendix D

MAGIC map and Heritage Information



- Site Boundary
- Scheduled Monument
- Registered Park and Garden
- Ancient Woodland
- Ancient Replanted Woodland
- Sites of Special Scientific Interest
- Warwick Conservation Area
- Listed Buildings (not including Warwick)

1. Church of St. Michael, Grade II
2. Church Farmhouse, Grade II
3. 10 & 11 Hampton Road, Grade II
4. St. Charles Roman Catholic Church Presbytery, Grade II
5. St. Charles Roman Catholic Church, Grade II*
6. The Old House, Grade II



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