LAND EAST OF
CROMWELL LANE

VISION DOCUMENT | AUGUST 2016
The proposals for Land East of Cromwell Lane will be defined by existing landscape features, ensuring that the development offers a quality place to live, visit and enjoy. Benefiting from a range of sustainable connections that link the site with both local and national destinations, the development will retain and enhance these routes through the provision of a legible place that is easy to navigate. The masterplan will encourage community cohesion through the implementation of best practice design principles and aid the creation of an attractive, safe place with open space on the doorstep.

**INTRODUCTION**

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

Key aims and objectives of the document are:

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

**THE SITE**

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

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

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

To the east of the site there is an area of land (ref. H42) which has been proposed to be released from the Green Belt for the allocation of residential development. If H42 were to be released it would change the character of the Green Belt; the site would be positioned between the existing settlement of Burton Green and the development of H42. Further east beyond the H42 land there is an area which has been allocated as Safeguarded Land.
A comprehensive assessment of the site has been undertaken for a number of technical disciplines. A summary of this site assessment is set out here:

**LAND USE**

» The proposals will consider the relationship between properties that adjoin the boundary of the site and seek to ensure that the amenity and privacy of these properties is respected.

» The development will be guided by best practice design principles to aid the creation of a high quality place that is enjoyable to inhabit.

» The development will include open space that encourages social interaction and community use, through the provision of areas for play.

» The scheme will consider the proposed allocation of the adjacent site H42, and the potential relationship between the two sites, and provide opportunities for informal pedestrian routes between the two.

**ACCESS AND MOVEMENT**

» Vehicular access will be taken from Cromwell Lane.

» The existing Public Rights of Way crossing the site will be retained and integrated with new pedestrian and cycle routes, ensuring accessibility and permeability for the development.

» Sustainable linkages to surrounding facilities and routes will be considered. Mainline rail services from Tile Hill Station provide an easy link to central Coventry, Birmingham, Birmingham Airport and London. The Kenilworth Greenway (NCN 523) links to the wider NCN route 52 between Warwick and Loughborough. Both facilities are located approximately 1km north and south of the site respectively.

» The nearest bus stops to the site are situated on Cromwell Lane, approximately 50m south of the proposed site access, with buses operating on an hourly frequency towards Coventry and Solihull.
DRAINAGE AND FLOODING

» According to EA data the site is not constrained by flooding. No development will be located within land that is at risk of flooding.

» The proposals will consider suitable areas to locate SUDs (Sustainable Urban Drainage Systems) to manage surface water runoff and enhance visual amenity and ecological habitat creation.

LANDSCAPE & TOPOGRAPHY

» The boundaries of the site are lined with a mix of hedgerow vegetation and hedgerow trees. Where possible mature trees should be retained, and if necessary, replaced with locally occurring native species.

» New woodland planting should be of native broadleaved species, favouring oak as the dominant species and relate to the scale and spatial pattern of the Arden Parklands Landscape Type.

» Enhance the Green Infrastructure of the site, joining up existing green assets such as hedgerows and mature trees

» Strengthen the boundaries of the site with additional shrub and characteristic woodland planting, particularly along the southern boundary to filter long views from the south.

» Opportunities should be sought to incorporate areas of green infrastructure along the eastern and southern boundaries of the site to increase biodiversity.

» Strengthen Public Right of Way (PRoW) links ensuring routes through the site well defined connect to the wider PRoW.

» Enhance and define the vegetation along the boundary of the site adjacent to the existing settlement limit to create a unified vegetation character.

ECOLOGY

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

» A desk-based ecological assessment has been undertaken to provide the relevant technical information. It is considered that the site does not present any significant ecological impacts that could not be adequately mitigated for as part of development of the site. Indeed, the majority of the site, being composed of species-poor grassland, would not require protection or mitigation.

» Boundary features could easily be integrated into development proposals negating the need for mitigation.

» Further ecological surveys of the habitats and species present on the site will inform any detailed proposals for development, to both identify what mitigation is required and the best method to secure this.

» Opportunities for ecological enhancement would likely be available through development of the site and may comprise increasing the variety and species richness of habitats on the site, which at the moment appear to be fairly limited.

» Native species could be promoted within the design of the development, increasing both the structural diversity and plant species richness of the site, which will in turn, both retain faunal species currently on the site and attract additional species.

HERITAGE & ARCHAEOLOGY

» The proposals would cause no physical impact to designated heritage assets as there are no designated heritage assets within the boundary of the site.

» A limited number of listed buildings have been recorded within the vicinity of the site. Due to the topography of the landscape as well as the intervening vegetation and buildings. No setting impacts on the designated heritage assets recorded in the search area are expected.

» In respect of potential indirect impacts to designated heritage assets, which could be experienced as a consequence of changes within their settings, it is anticipated that impacts of ‘substantial harm’ are extremely unlikely.

» Consideration of any potential setting impacts at an early stage of master planning could remove/reduce the potential for any setting impacts to designated heritage assets.

» Whilst the HER does not record any evidence for the presence of buried archaeological remains within the boundary of the site, their presence cannot be discounted at this stage. However, it is considered that it is unlikely that remains of high (national) importance are located within the boundary of the site. As such any fieldwork, if deemed necessary, could be undertaken as a condition to planning consent. However, the scope, extent and timing of fieldwork should be established with the development control/planning archaeologist.
DESIGN CONCEPT AND PRINCIPLES

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

» Provision of 4.04Ha residential development, achieving approximately 140-150 dwellings using an average density of 35-37 dph.

» Vehicular access will be taken from Cromwell Lane, comprising a simple priority junction.

» Existing public rights of way crossing and adjoining the site will be retained. They will be linked with new circular pedestrian links that reflect key desire lines through the site.

» Development has been shaped by a new green infrastructure that will contain a number of spaces and places that vary in character, linked via generous green corridors. Existing tree planting, topography, and views have influenced the location of green space in the central and southern parts of the site respectively, whilst an indicative area for attenuation is provided within the north eastern corner of the site.

» The provision of active and accessible spaces encourages social interaction and a sense of community pride.

» The structure of development blocks aims to ensure streets and spaces are overlooked wherever possible, encouraging natural surveillance and safety.

» Development blocks back on to existing properties adjoining the north and western boundaries of the site. Block depths in these areas will be considered so that the amenity and privacy of these existing properties is respected.

» Ensure that the network of PRoW which cross the site can connect to the wider PRoW network to enable pedestrian links through to the surrounding countryside and to the proposed H42 allocation site to the east.

» Ensure that proposed planting for the site is of native species to enable a coherent planting scheme across the site that emphasises key characteristics of the surrounding landscape and will complement proposed planting within the H42 allocation site.
CONCLUSION

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

» High quality and attractive development with a defining green character that references the existing landscape setting of the site

» Provision of residential development in a sustainable location, close to existing local facilities, employment and transport links.

» Provision of a connected and accessible development, with enhanced Public Rights of Way and increased levels of access to the extensive countryside Public Rights of Way and cycle network beyond the site.

» Redevelopment of disused private playing field, providing the community access to the site through the provision of quality informal recreation space.

» Generosity of space, created through the provision of public open space and development at a considered density.

» Retention and enhancement of existing green infrastructure that provides visual amenity, ecology and community benefits in addition to creating a unique, site specific character.

» Compliment the wider Green Belt release in the area, and the residential allocation of H42 adjacent to the east of the site, as part of the Warwick District New Local Plan.
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