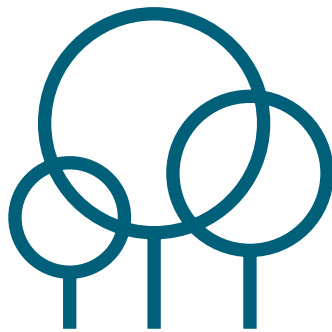




H A M P T O N - I N - A R D E N

VISION | MAY 2020



H A M P T O N - I N - A R D E N

OLD STATION ROAD

VISION | MAY 2020

CONTENTS

1. INTRODUCTION	8
2. PLANNING POLICY CONTEXT	10
3. ASSESSING THE SETTING: LOCAL CONTEXT	14
4. ASSESSING THE SETTING: THE SITE	30
5. DESIGN PRINCIPLES AND CONCEPT	46
6. SUMMARY OF ASPIRATIONS	50

VISION



Old Station Road, Hampton-in-Arden, will celebrate its rural setting, incorporating significant areas of green open space, existing vegetation and watercourses to ensure a distinctive new development that reflects the existing character of Hampton-in-Arden whilst ensuring the creation of its own unique identity and sense of place.

Focal green spaces defined by mature tree planting will aid legibility. Plentiful views of green space from the new homes alongside accessible pedestrian footpaths will support the health and wellbeing of residents. Footpaths will connect up with a new country park and provide safe and attractive links to the existing public rights of way network and the services and facilities available within Hampton village centre, including the train station. The site presents a significant opportunity to meet local and wider housing needs, including those of Birmingham, in a truly sustainable manner.





Existing mature trees to be retained

1. INTRODUCTION

This document has been prepared on behalf of Heyford Developments to support the promotion of the site through the Local Plan Review for residential development. Key aims and objectives of this document are:

- To review the site in the context of current planning policy
- To present an initial understanding of the site within the local context
- To present an emerging concept master plan accompanied by an explanation of the key design principles that have informed it.

Site Location

The site is located immediately north of the village of Hampton-in-Arden, between Old Station Road and Diddington Lane, approximately 14.5km east of Birmingham and 15km west of Coventry.

The site comprises 37.3 ha of agricultural land with boundaries defined by the existing built form and field boundaries. It is bound by Old Station Road to the west, Diddington Road to the east and existing residential dwellings to the south. The northern boundary is defined by Shadow Brook and open fields.



Existing hedgerows provide a defensible boundary to the site



Aerial Plan



2. PLANNING POLICY CONTEXT

The Development Plan in relation to this site comprises the Solihull Metropolitan Borough Council (SMBC) Local Plan 2011 – 2028 (adopted 3rd December 2013) and the Hampton-in-Arden Neighbourhood Plan 2017 – 2028 (made in August 2017).

The Solihull Local Plan identifies Hampton-in-Arden as a rural area and designates the site as Green Belt. The Local Plan does not include a settlement hierarchy however the spatial strategy directs some development to the rural settlements including Hampton-in-Arden.

In terms of the surrounding area, the Local Plan includes an allocation south east of the site off Meriden Road for approximately 110 dwellings. Solihull's Strategic Housing and Employment Land Availability Assessment 2016 also assessed land at Old Station Road (3.2 hectares), immediately south of the site (under option to William Davis) which was considered deliverable.

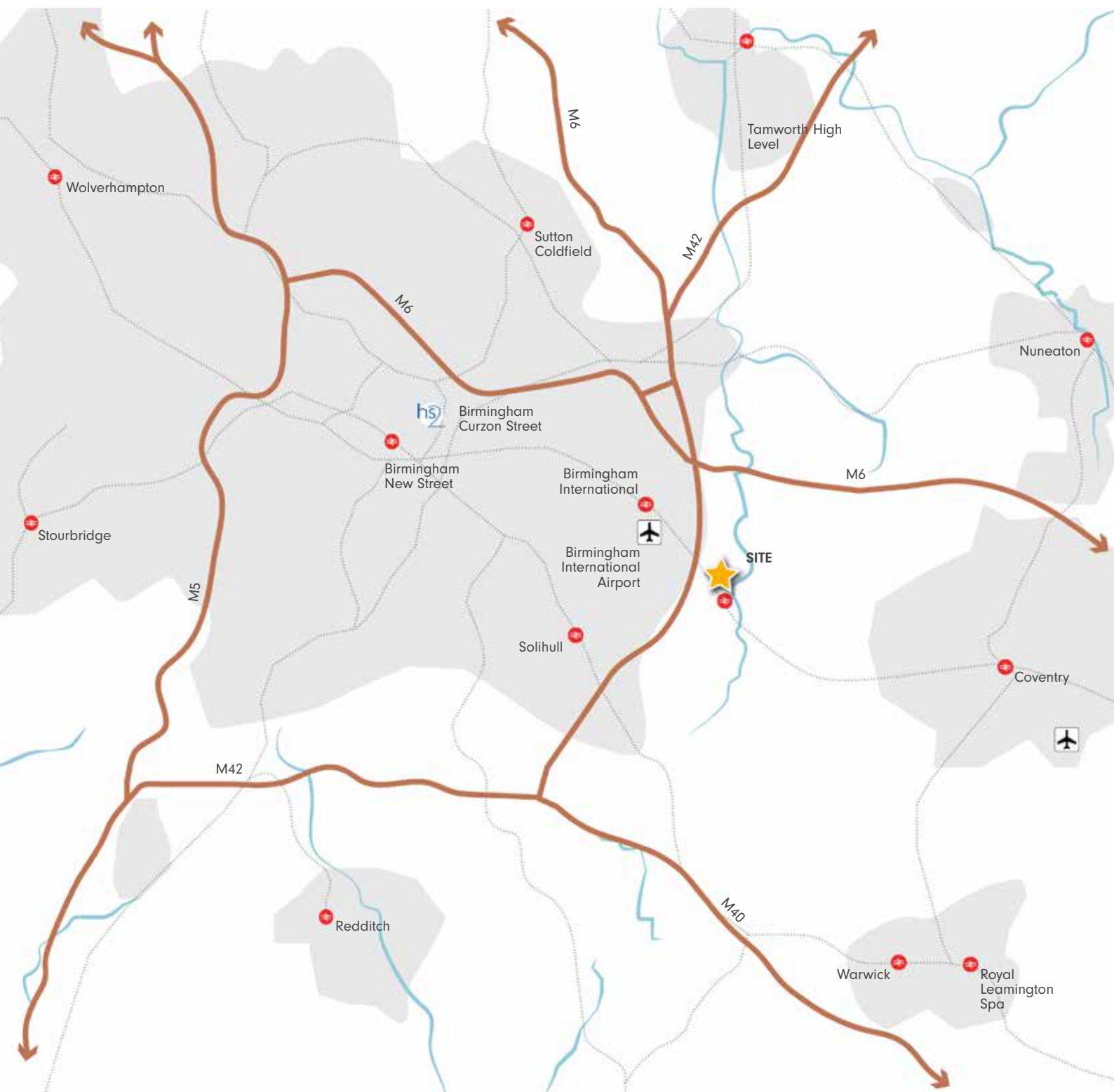
Since the Local Plan was adopted in 2013, a legal challenge has resulted in the overall housing requirement being deleted. As a result SMBC have commenced a Local Plan Review to address this alongside the need to help to address the housing shortfall of the Birmingham and Black Country Housing Market Area (HMA), and to provide a planning framework that recognises the arrival of High Speed 2 (HS2) in the Borough.

A new Local Plan is therefore being prepared. A Regulation 18 consultation for the 'Draft Local Plan Supplementary Consultation' took place between January and March 2019. This focused on housing numbers and proposed allocations. Solihull have identified a minimum housing need of 13,039 new dwellings between 2019 and 2035 based on the standard method. The Draft Plan also suggests a contribution of 2,000 homes towards Birmingham's Housing Market Area shortfall in addition to the Borough's housing requirement.

The emerging Plan proposes a limited and proportionate expansion of Hampton-in-Arden with a proposed allocation at Meriden Road for 100 dwellings (reference: site 6), which is adjacent to the existing allocation for 110 houses off Meriden Road (reference: site 24) from Solihull's 2013 adopted Local Plan. The Council considers the significant unmet needs of the wider HMA provide the exceptional circumstances to justify the release of Green Belt sites for development, given the lack of non-Green Belt alternatives.

As per paragraph 138, where it has been concluded that it is necessary to release Green Belt land for development, plans should give first consideration to land which has been previously-developed and/or is well-served by public transport. This site is within walking distance of a train station which offers excellent connections to Birmingham and Coventry. Housing here would therefore promote sustainable patterns of development in line with paragraphs 138, 102 and 103.

The site was assessed in the Council's Green Belt Assessment July 2016 as part of a much larger parcel of land (reference RP19). The Assessment concludes that this parcel does not perform 'highly' against any of the five purposes of the Green Belt set out at NPPF paragraph 134. As set out in this Vision Document, we have carried out a site-specific assessment in terms of the purposes of the Green Belt, which alongside a consideration of landscape sensitivity, concludes the site is suitable for development from this perspective.



Site location Plan

The Council have assessed the site as submitted in the January 2019 Site Assessments document (site reference 418). This assumes a much larger scale of development than proposed through this Vision Document, which would provide a landscape-led, sensitively designed extension to a settlement which is in a sustainable location to meet both Solihull's and the wider unmet needs. The site is well-connected, being in walking distance to the village centre and Hampton-in-Arden Station, providing direct services Birmingham (in 20 minutes) and London. It is also well located and connected in relation to the proposed HS2 Interchange and the existing and future economic and job growth opportunities around UK Central, including the NEC, leisure facilities, the airport and JLR.

The NPPF requires Councils to consider how the impact of removing land from the Green Belt can be offset through compensatory measures to improve environmental quality and accessibility (paragraph 138). These compensatory measures are a key part of the development proposals, which include a significant country park and accessibility improvements to the public right of way network.

In response to concerns raised in the Council's assessment of site 418, the Concept Layout provides land for a new two-form entry primary school on site. This will offer an opportunity for the existing village primary school to relocate from its currently constrained site, with room for expansion to accommodate existing and future needs. This will allow Hampton-in-Arden to grow in a sustainable and planned manner, which will be important given the sustainable and connected location of the village in relation to nearby settlements, and the wider growth opportunities in the area.

The proposed new school will be sensitively sited, integrating with local facilities and linking effectively with the Green Infrastructure and public right of way networks. The site's location near a large new publicly accessible country park and enhanced Local Wildlife Site will provide significant benefits for the school by offering additional recreation opportunities and outdoor learning on the doorstep.

The construction of the new school can be funded in part by the proposed development and through the redevelopment of the existing school site in the centre of the village, alongside Community Infrastructure Levy and other Section 106 contributions.



PUBLIC
FOOTPATH

3. ASSESSING THE SETTING: LOCAL CONTEXT

Access and Movement

- Old Station Road forms the site's western boundary, is subject to a 30 mph speed restriction and measures approximately 5.5 metres in width. A number of residential properties benefit from frontage access onto Old Station Road. Sections of double yellow control the amount of on street parking along Old Station Road, to ensure that parking does not have an impact on its operation.
- Diddington Lane forms the site's eastern boundary and measures approximately 5.5 – 6 metres in width. The southern extent of Diddington Lane is subject to a 30 mph speed restriction which changes to the nation speed limit in the vicinity of the site's south-eastern corner.
- The B4102 Meriden Road runs in an east west alignment, connecting Old Station Road and Diddington Lane. To the west, the B4102 provides a connection to Solihull. To the east, Meriden Road provides a link to the A452 and beyond to Meriden. The A452 provides a connection to the wider strategic highway network, including the A45, M42 And M6.
- Footways are provided along the western side of Old Station Road which extend to the northern extent of the site. Additional footways are provided along both sides of B4102 Meriden Road, with a pedestrian refuge island located in close proximity to Old Station Road.
- Local routes through Hampton-in-Arden are subject to a 30 mph speed restriction, are lightly trafficked and considered suitable for use by cyclist.







View from site of existing residential development along Old Station Road. Mature tree to be retained adjacent to proposed site access



Off site view from Old Station Road looking north along the site's western boundary and cottages adjacent to the site



Movement Plan

	Site Boundary		Bus Stop
	Other Controlled Land		Town Centre
	William Davis (Option Land)		Public Right of Way
	Walking Distance Isochrones		Bus X20 Route

Local Facilities

- There are a range of local amenities located within close proximity of the proposed development, including a sports centre, pharmacy, library, convenience store, primary school, health centre and restaurants.
- In addition to facilities available within the village itself, the site is located within easy reach of the NEC National Exhibition Centre and leisure complex, approximately 5km north of the site, as well as the facilities and services available within Birmingham City Centre.

Public Transport

- Hampton-in-Arden Railway Station is located just 500 metres from the centre of the site and benefits from 14

sheltered cycle parking spaces and 68 car parking spaces (4 of which are disabled parking spaces). The station benefits from two services an hour to London Euston and an hourly service to Crewe & Walsall and Rugeley Trent Valley. Both services to Crewe & Walsall and Rugeley Trent Valley stop at Birmingham International and Birmingham New Street. With services every half an hour providing access to Birmingham in 20 minutes or Coventry in 16 minutes, there are excellent links to major employment areas.

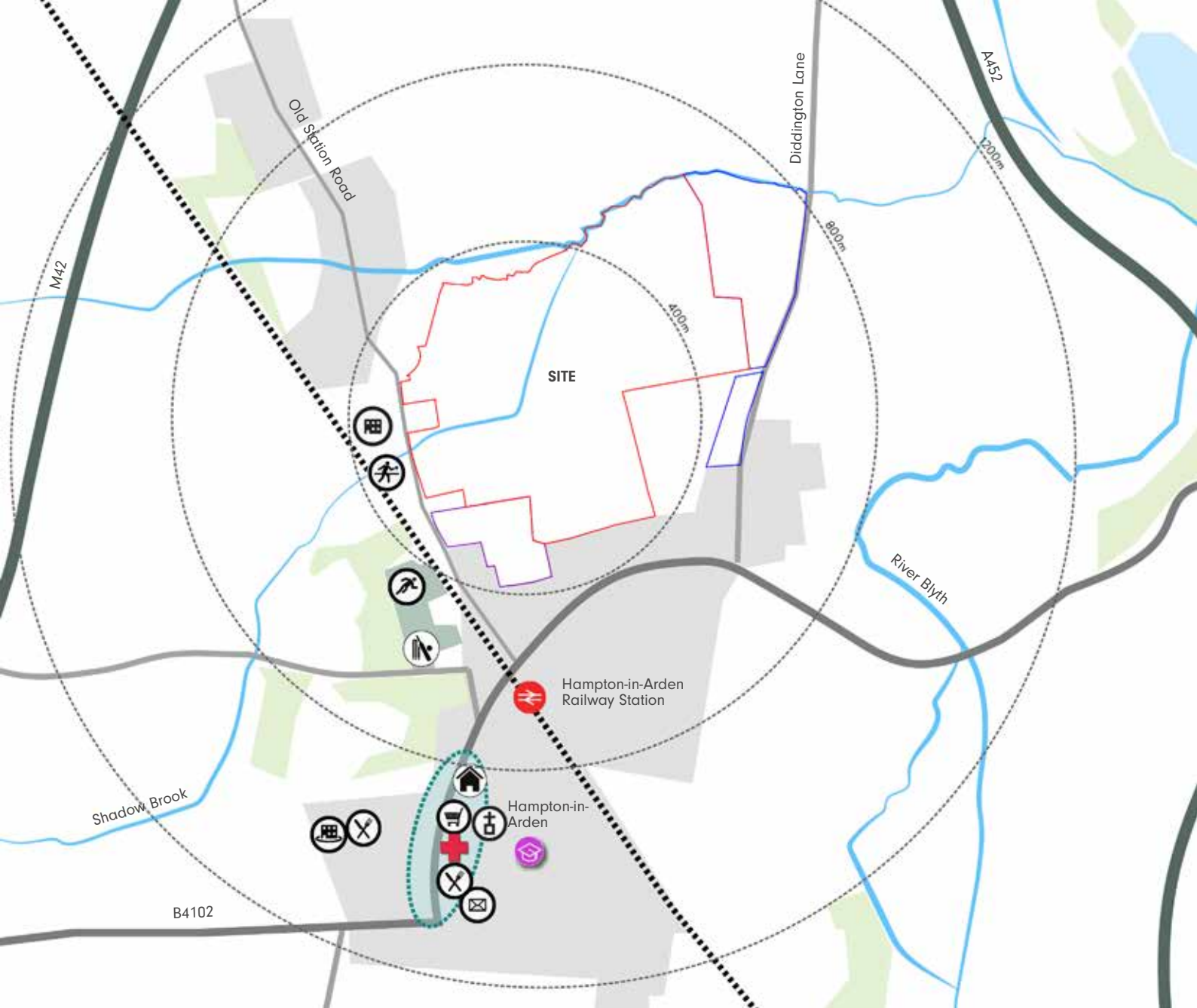
- The nearest bus stops to the site are located on Meriden Road, approximately 800 metres from the centre of the site, providing access to an hourly service between Coventry and Stratford upon Avon via Solihull. These stops are served by the number 89 and X20 bus routes.



Post Office within Hampton-in-Arden village centre



Hampton-in-Arden Railway Station is located within walking distance of the site



Facilities Plan

	Site Boundary		Local Shop		Medical Practice		Employment
	Other Controlled Land		Public House		Leisure / Sports Centre		Hampton Manor
	William Davis (Option Land)		Sports Pitch		Cricket Pitch		
	Walking Distance Isochrones		Cafe		Post Office		
	School		Church		Village Centre		

Landscape Character

National Landscape Character: NCA: 97 Arden

Landscape Character Assessment at a national level of study is recorded by Natural England (NE) within 159 National Character Areas (NCA). The Landscape and Visual Appraisal (LVA) contained within the Vision Document (VD) records a careful appraisal of the national level character study.

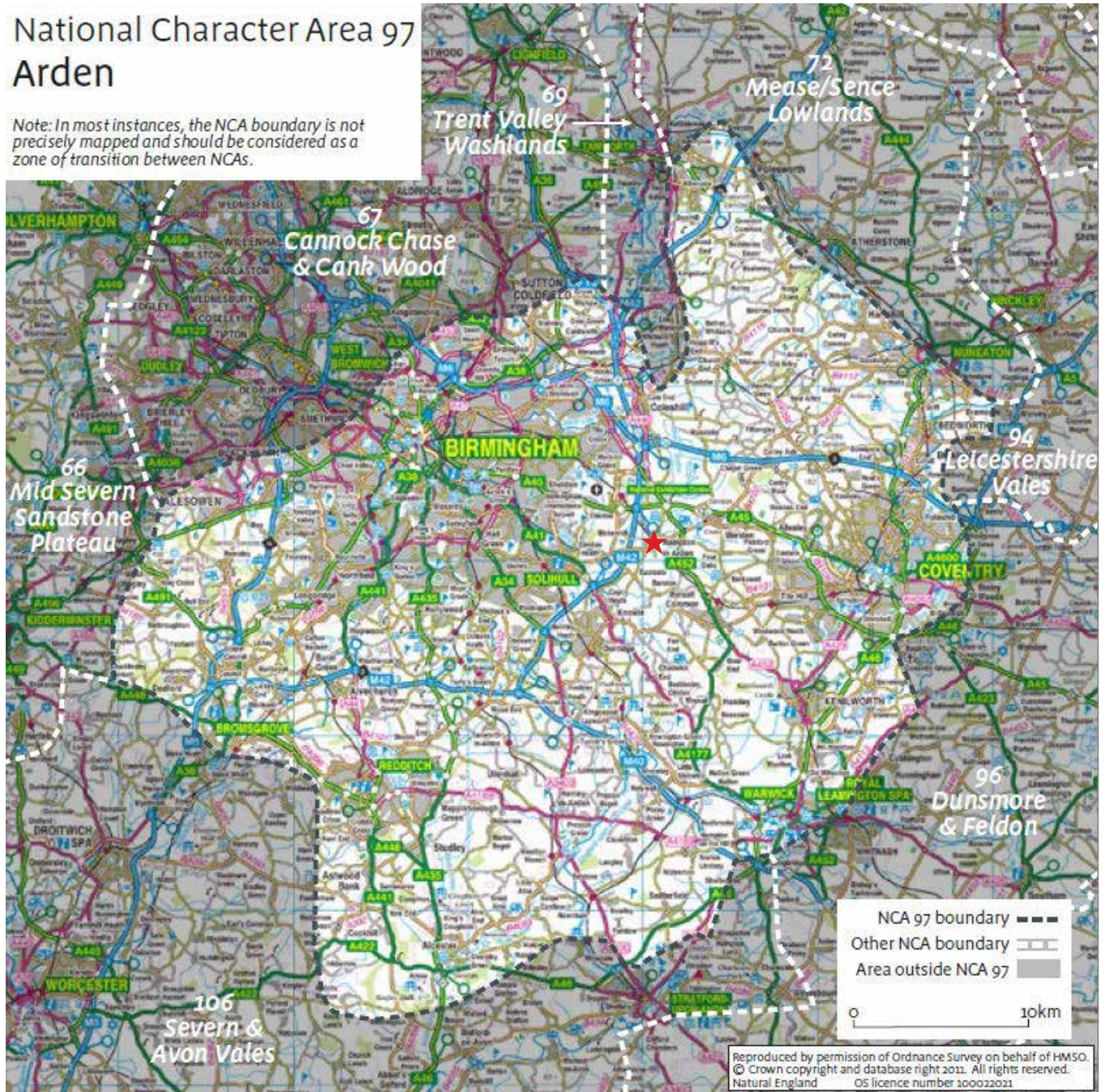
The site and its immediate surroundings lie within the National Character Area profile: NCA 97 Arden. The site and its surroundings are situated within the central part of NCA 97. Arden extends to a considerable area (143,425 ha). The site and the surrounding area exhibit the following key characteristics of the national NCA:

- *"Well-wooded farmland landscape with rolling landform..."*
- *Mature oaks, mostly found within hedgerows, together with ancient woodlands, and plantation woodlands that often date from the time of enclosure...*
- *Narrow, meandering clay river valleys with long river meadows; the River Blythe SSSI lying between the cities of Coventry and Birmingham is a good example of this.*
- *Numerous areas of former wood-pasture with large, old, oak trees...*
- *Diverse field patterns, ranging from well hedged, irregular fields and small woodlands that contrast with larger semi regular fields on former deer park estates, such as, Packington Hall...*
- *Complex and contrasting settlement pattern with some densely populated where traditional settlements have amalgamated to form the major West Midlands conurbation while some settlements remain distinct and relatively well dispersed...*
- *Transport infrastructure, the M42, M40, M6 and M5 are major transport corridors that sit within the landscape of this NCA ...*
- *Shakespeare's 'Forest of Arden', featured in 'As You Like It', is still reflected through the woodland cover, mature oaks, small ancient woodlands and former wood pasture."*



National Character Area 97 Arden

Note: In most instances, the NCA boundary is not precisely mapped and should be considered as a zone of transition between NCAs.



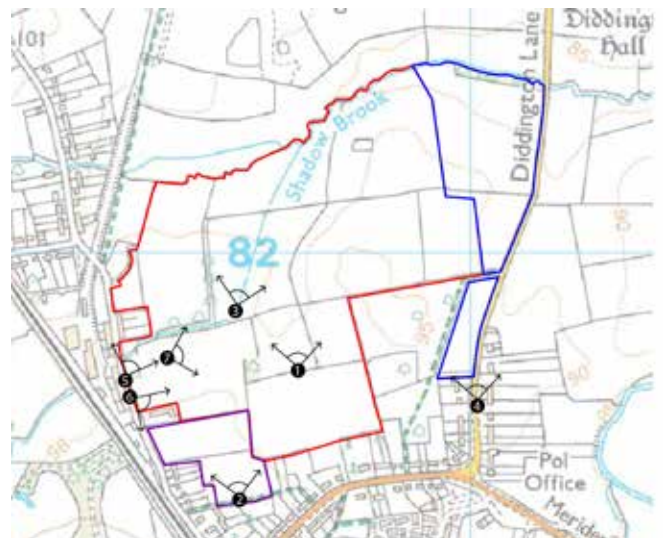
Extract from NCA: 97 Arden showing NCA extents



On site looking north across the site



Viewpoint 1: *Mature Oak trees and woodland, characteristic of NCA 97: Arden, and the existing landform aid containment of the site*



Regional Landscape Character: Warwickshire Landscape Guidelines (1993)

At a County wide level of assessment, the Warwickshire Landscape Guidelines (Warwickshire County Council, 1993) divides the county into regional Landscape Character Areas. The site and its surroundings fall within the 'Arden' character area. The character area has been further divided into Landscape Types. The site and a majority of its surroundings lie within the 'Arden Parklands' type and parts of the surroundings to the east fall within the 'Arden River Valleys' Landscape Type.

The overall character and qualities of 'Arden Parklands' is described as *"an enclosed, gently rolling landscape, defined by woodland edges, parkland and belts of trees."* The site exhibits some of these attributes.

Some of the key characteristic features of Arden Parklands include:

- Middle distance views enclosed by woodland edge.
- Belts of mature trees associated with estatelands.
- Many ancient woodlands, often with irregular outlines.
- Large country houses set in mature parkland.
- Remnant deerparks with ancient pollard oaks.
- Thick roadside hedges, often with bracken.

As part of the management strategy the county sets out objectives and guidelines to retain and enhance tree cover and wooded enclosure within the 'Arden Parkland' area.

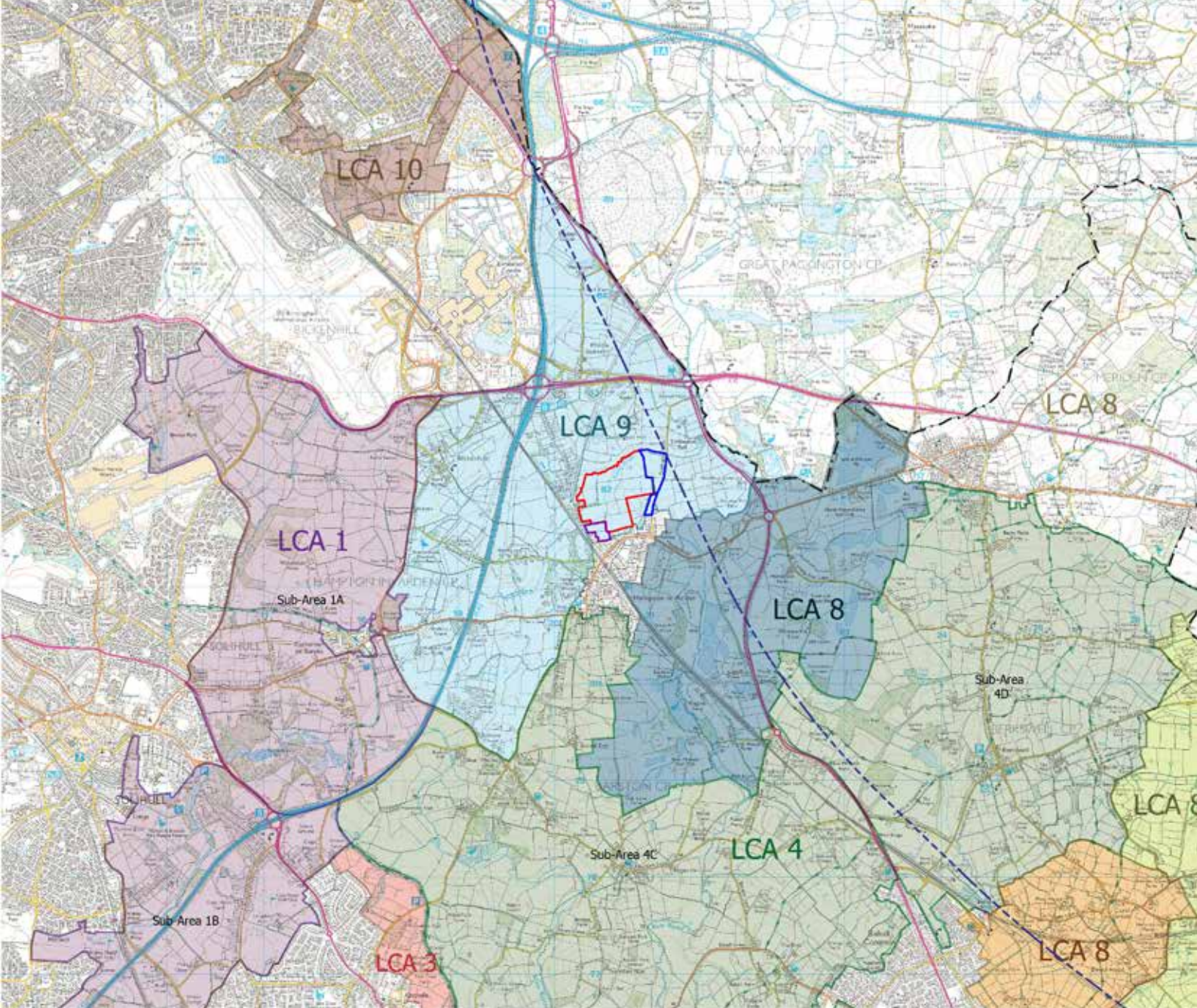
Local Landscape Character: Solihull Borough Landscape Character Assessment (2016)

The Solihull Borough Landscape Character Assessment (SMBLCA) categorises the landscape of the borough into ten Landscape Character Areas (LCA). The site is within the eastern part of LCA 9: Motorway Corridor, immediately north of the settlement of Hampton-in-Arden.

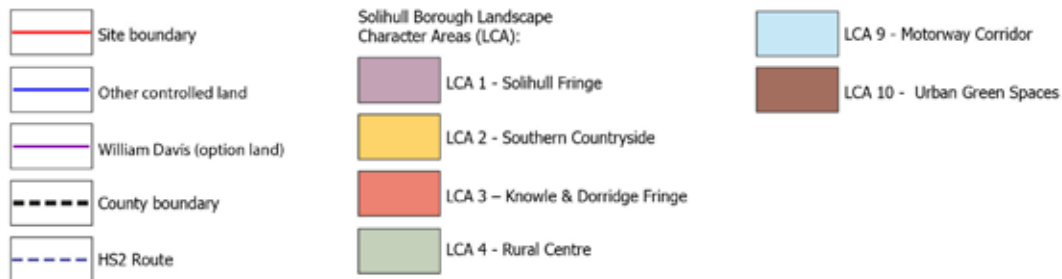
LCA 9 is *"an undulating area, extending to just under 10km². There is an overall dominance of manmade structures such as road, pylons, railway lines, mineral extractions, linear developments and other industrial uses. This area is characterised by the varied land use and diverse landscape pattern with an eclectic mix of historical elements, agricultural fields, residential development, industrial sites, waterways and transport infrastructure."*

The central extent of the character area is distinctly rural by virtue of its farmland and Hampton Manor, approximately 650m to the south-west of the site and separated by the Birmingham to Coventry railway line. The woodland and tree belts associated with Hampton Manor to the south-west and Shadow Brook, to the north of the site, are a distinctive feature and forms the backdrop in many views across the area. The SMBLCA notes that *"road, rail and air traffic noise is noticeable in the area due to the strong presence of the transport corridor"*.

The 2016 study suggests that LCA 9 would be able to accommodate some areas of new development which would need to be of an appropriate type, scale and form, in keeping with the existing character and local distinctiveness of the area. The study further states that *"any new developments should not result in the loss of the irreplaceable habitats, recreational and amenity value. Development should also respect and enhance the setting of Hampton-in-Arden and avoid further ribbon development that may encroach upon the rural character of the area."*

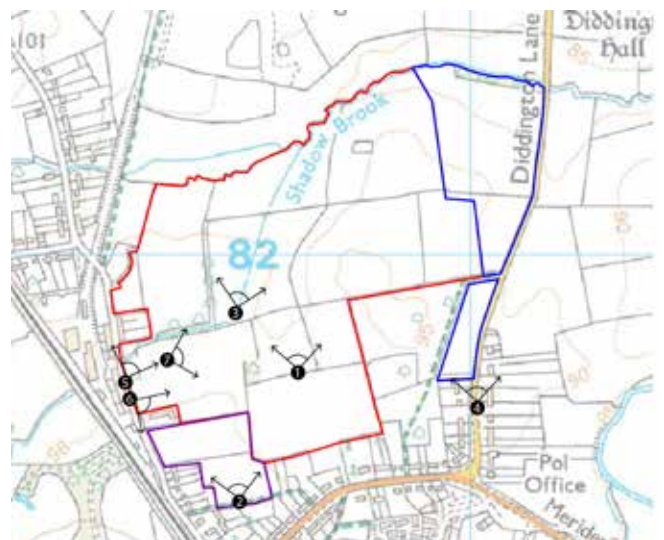


Landscape Character Area Plan





Viewpoint 2: View from PRow to the south, looking north across the site. Existing vegetation encloses the site and limits visibility of existing residential development along Old Station Road



Landform of the Site and the Setting

Landform is a key component of landscape character as it influences many other attributes of landscape character: land use, settlement pattern, tree cover etc. The site has a gently sloping landform which appears almost level within the red line area. The land gently falls towards Shadow Brook to the north. Additional land within the blue line boundary has a more undulating landscape and the landform rises and falls towards the east, this roll in the landform is prominent at a local scale.

Landform across the wider setting, within 1.5km of the site has a more rolling character to the north-east, east and south-east than the north, west and south. Landform to the west is also rolling, however the difference between the high and low ground is less dramatic creating a more gently undulating landscape. Several hills form part of the rolling landscape – higher ground to the east are predominantly covered in woodland in comparison to the west which is more urban. Within the wider setting the site is considerably low-lying land being close to watercourses including the River Blythe, approximately 500m to the east.

Land Use and Settlement Pattern

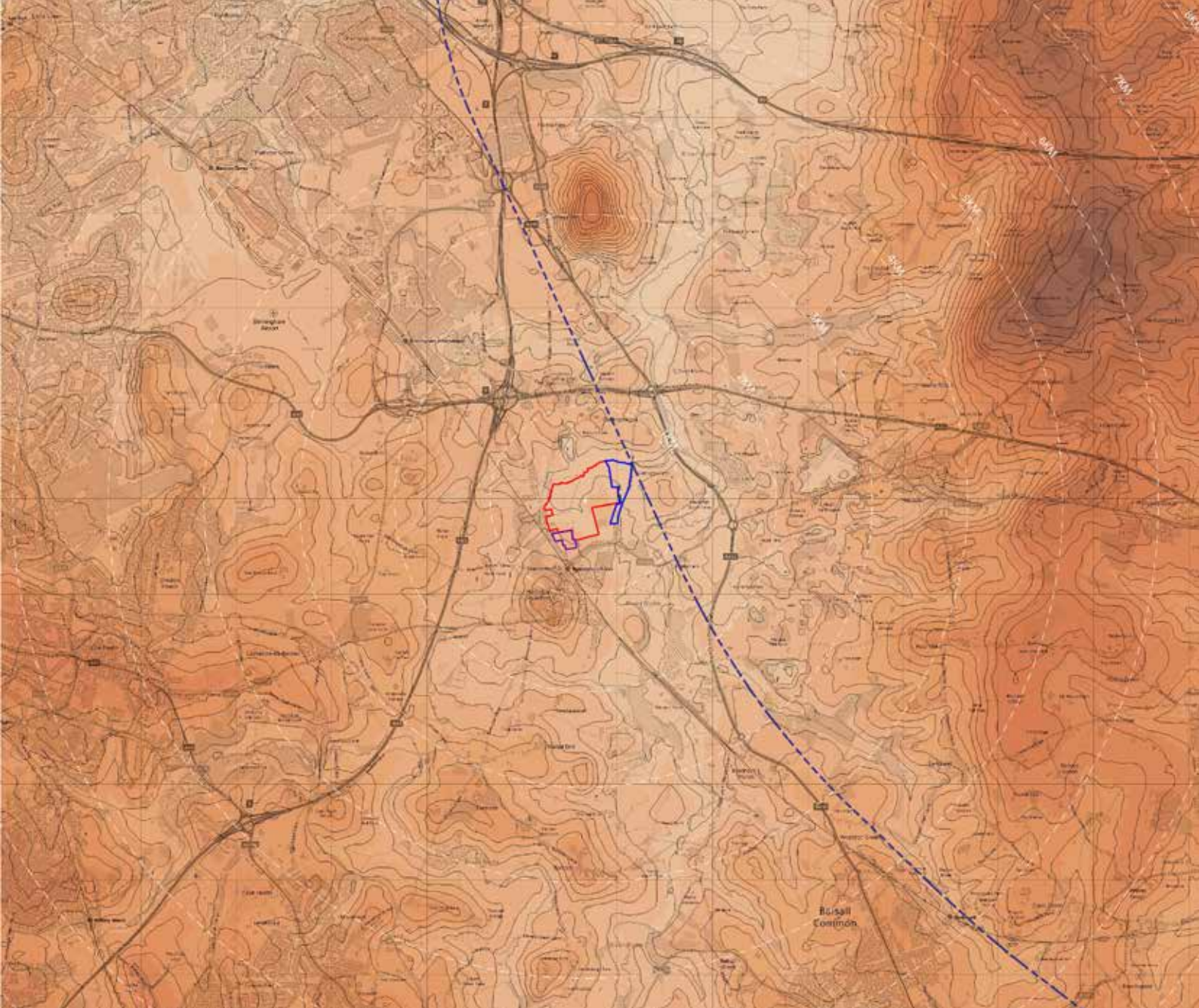
The site is situated at the northern edge of the settlement of Hampton in Arden. The Birmingham to Coventry railway line runs through Hampton-in-Arden in a north-west to south-east alignment. This railway line divides Hampton in Arden in to two parts: a north-eastern segment and a south-western area. The site lies within the north-eastern part of Hampton in Arden and the railway line lies approximately 50m to the west. The site is just under 6.5km from the centre of Solihull, a town with a population of 123,187 in the 2011 Census. Solihull is the nearest major settlement to the site, situated in a south-westerly direction from the site.

Major transports route surrounds the site with the M42 motorway to the west, the A45 to the north and the A452 to the east, all lying just under 1 km from the site. The motorway runs in a north-south alignment and creates a strong line in the landscape. Birmingham International Airport – a major transport hub, lies approximately 2km to the north-west, beyond the M42. HS2, a committed development, and future baseline will be present to the immediate north-east.

The settlement pattern in the wider setting, approximately 15km from the site, is generally nucleated. Hampton Lane (B4102) which runs in roughly a north-east to south-west alignment and is the primary road running through Hampton in Arden. A series of smaller nuclear settlements are present along Hampton Lane including Catherine-de-Barnes and Meriden, situated to the south-west and north-east respectively of the site and Hampton in Arden. However, there are a number of linear developments along roads, including Old Station Road adjoining the site's western boundary.

The SMLCA records that "Hampton-in-Arden adjoining the eastern boundary of the character area dictates the settlement pattern with ribbon development extending along Old Station Road out towards Junction 6 of the M42. Bickenhill is a small settlement with some ribbon development extending along Church Lane towards the A45 to the north. Apart from this ribbon development, isolated farms are scattered across the central part of the character area".

The SMLCA further notes that the area comprises a variety of land use, including mineral extraction and sewage works. Closer to the site and the surroundings, *"arable and pastoral fields make up the majority of the remaining character area with some linear developments"*. The SMLCA does not take into account future proposals such as the HS2, which will change the landscape character of the borough in the future.



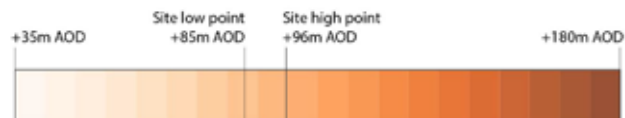
Landform Plan



Landform



Elevation (metres)



Tree Cover of the Setting

Tree cover on site is generally found along Shadow Brook that runs through the site and also forms its northern boundary. Strong tree belts forming some of the field boundaries also contribute to the tree cover on site. Other field boundaries also support tree cover; however, these are generally hedgerow trees in and amongst hedgerow boundaries. Distinctive large oak trees typical of the surrounding area are present on site.

Extensive tree cover is present within the wider setting (approximately 15km from the site) comprising generally woodland and hedgerow trees. Much of the tree cover in the local setting (under 5km from the site) is within the historic grounds of Packington Hall and Hampton Manor. Patches of small woodland blocks including an Ancient and Semi-Natural Woodland (ASNW), Siden Hill Wood, approximately 1km to the south. Ancient Replanted Woodland such as Barber's Coppice, approximately 2km to the south-west, add to the extent of tree cover along with the tree cover within the Stonebridge Golf Club. These areas of tree cover are further supplemented by the numerous hedgerow trees, other pockets of woodland and the strong tree line along Shadow Brook adjoining the site's northern boundary.

The SMBLCA documents that there are some pockets of woodland "including deciduous and coniferous plantations, which are particularly noticeable to the northern extent of the area with a strong concentration around Hampton Manor."

The SMBLCA also notes that the *"Shadow Brook corridor supports extensive tree cover and some individual trees are also noticeable within the fields bordering the watercourse"*.





View from Diddington Lane looking south along the eastern boundary of the 'Other Controlled Land'

4. ASSESSING THE SETTING: THE SITE

The findings from the initial site and context assessment have been evaluated to identify the emerging constraints and opportunities relevant to the development of the site. A summary of these initial findings is set out below.

Land Use

The site lies immediately north of the existing settlement of Hampton-in-Arden, between the conurbations of Solihull, Birmingham and Coventry within the Borough of Solihull.

The proposals should be inspired by positive elements of the existing built form and should respect the privacy and amenity of existing dwellings adjoining the site.

The opportunity exists to deliver enhanced access to the Green Belt through the provision of a new country park, including new pedestrian footpaths, which also provides a buffer between the new development and HS2 retained land.

Access and Movement

It is considered that there are safe and suitable access opportunities that could be delivered from two locations on Old Station Road.

Appropriate visibility can be achieved suitable for the speed of the road and within the extent of adopted highway boundary.

Primary vehicular access points will be taken from Old Station Road. There is an opportunity to create a new network of footpaths and cycleways which will help encourage healthy living and physical activity.

The site is located in close proximity to large employment destinations including Birmingham Airport, NEC, JLR and other employers, as well as the proposed HS2 Station.

It is understood that the draft Solihull Strategic Cycle Network has identified key corridors from Hampton-in-Arden to both Solihull and towards the Airport and the NEC.





















It is considered that there opportunities to provide a cycle connection north along Old Station Road, and across the M42 junction, that would result in the site being within approximately 2.5 kilometres of the new HS2 Station.



Bus stop along the High Street (B4102)



Constraints and Opportunities Plan

	Site Boundary		High Voltage Overhead Powerline		Severn Trent Water Pipe with 10m Easement		Proposed Pedestrian Access Point
	Other Controlled Land		Pressurised Foul Sewer		Public Footpaths		Proposed Access to William Davis Option Land
	William Davis (Option Land)		Gravity Foul Sewer		Highway Land		Potential Location for Attenuation Basin
	HS2 Land		Low Pressure Gas Pipe		Tree Preservation Order		Setting Consideration (Amenity and Privacy of Adjacent Properties)
	HS2 Temporary Possession		Water Main		Proposed Vehicular Access Point		Setting Consideration (Potential HS2 Land)

Landscape of the Site

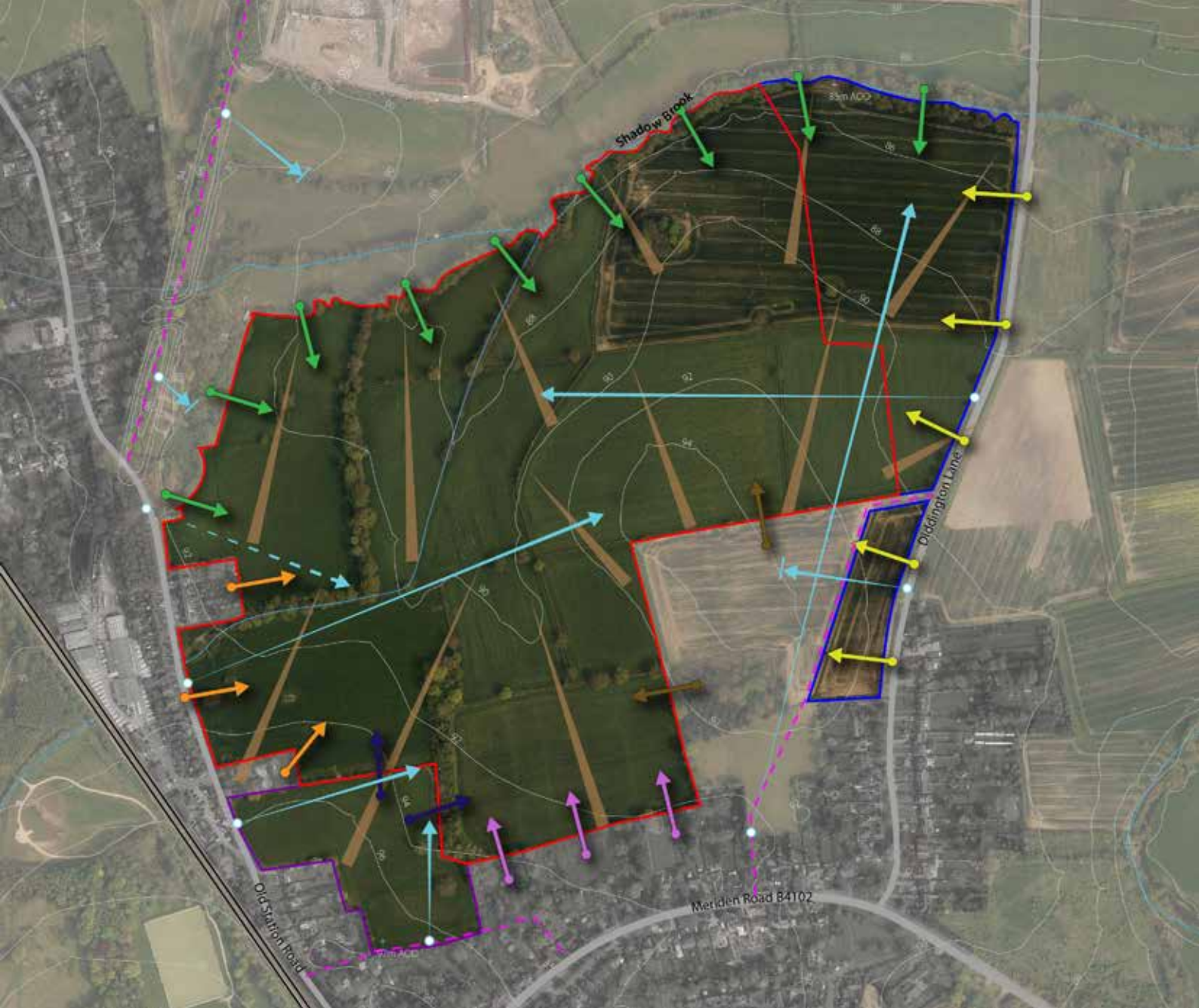
The site including the area within the blue boundary has well defined boundaries. Shadow Brook supported by the waterside tree belt forms the northern boundary and Diddington Lane defines the eastern boundary. Residential properties off Meriden Road form the southern boundary and Old Station Road marks the western boundary.

The landform of the site is gently undulating ranging from 96m AOD to the south-west to 86m AOD to the north.

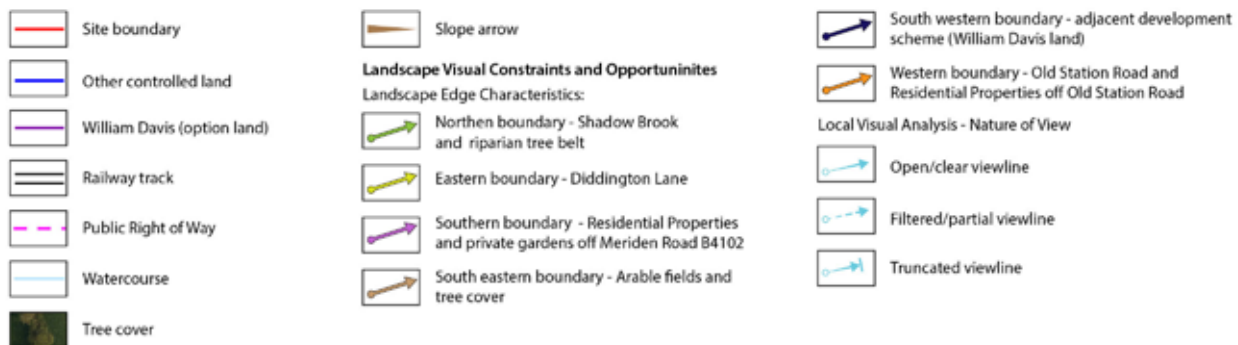
The site comprises nine arable fields and a part of two more arable fields within the red line boundary. The remaining portions of these two fields fall within the blue boundary. A further field to the south-east is also included within the blue boundary.

There are no Public Rights of Way (PRoW) on site, however, PRoW runs alongside the south-eastern field connecting Meriden Road to Diddington Lane. The site is well related to the settlement of Hampton-in-Arden to the south and west.

Extensive tree cover is mostly limited to the boundary vegetation which comprises hedgerows and tree belts. Large oaks, in particular a group of three oaks within the centre of the site form a distinctive feature on site and also are typical of the surrounding landscape. The boundaries of the site are marked by thick vegetation to the north and west providing a degree of containment with a more open boundary with mature trees to the east.



Landscape and Visual Constraints and Opportunities Plan



Views and Visual Amenity

The site is visually contained from its immediate setting and with limited visibility. The site is situated in an area where landform is only gently undulating in the immediate setting and layered by tree belts which restricts views. The wider setting has a more rolling landform and hills to the east along Filongley Road at Wood End Farm are prominent in views looking eastwards from the site. The background to these views tends to be formed of higher ground that are well wooded.

The SMBLCA highlights that the woodland and tree belts associated with Hampton Manor to the south-west and Shadow Brook, to the north of the site, are distinctive features and forms the backdrop in many views.

The site, due to its boundary vegetation, is visually well contained in its immediate setting to the north. Glimpsed and filtered views are afforded in winter, when the trees are bare, along the PRow running alongside the old sidings towards the former brickworks further north. In summer, the views would be further reduced with full foliage on the trees.

Views from the east are limited due to the intervening landform and tree cover to the immediate setting. The roll of the land within the site, restricts views across the site from Diddington Lane which is at a lower level. The upper storeys of the residential properties to the immediate east of the site would have views of the site, however these would be limited due to the landform and intervening vegetation.



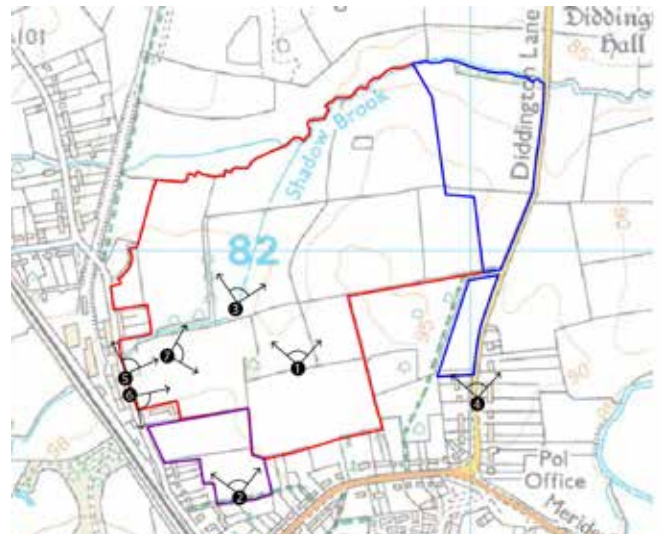
Viewpoint 3: *On site view looking down Shadow Brook to the northern boundary of the site*

Views from the immediate south are restricted due to the residential properties and the vegetation on Meriden Road and within the private properties. The properties back on to the site, therefore it is assumed that the upper storeys of these properties would have views across the site towards Shadow Brook. Views from the PRoW that connects Old Station Road to Meriden Road are limited and generally restricted to the western part of the site, due to the intervening vegetation.

Views from the west are limited due to the intervening built form, vegetation and topography. The upper storeys of the residential properties off Old Station Road would have views across the site being in such close proximity. Gaps in housing and vegetation allow some long views across the Site towards the hills in the distance.

The north-western part of the boundary being quite densely vegetated have limited views through to the site. Where these are afforded, they are glimpsed and heavily filtered. During summer there would be a further reduction in these views.

In the future, views to and from the north-east would comprise the committed development of HS2, a major infrastructure project. The knowledge of the location of the HS2 presents the opportunity for the scheme to provide mitigation measures to these views.

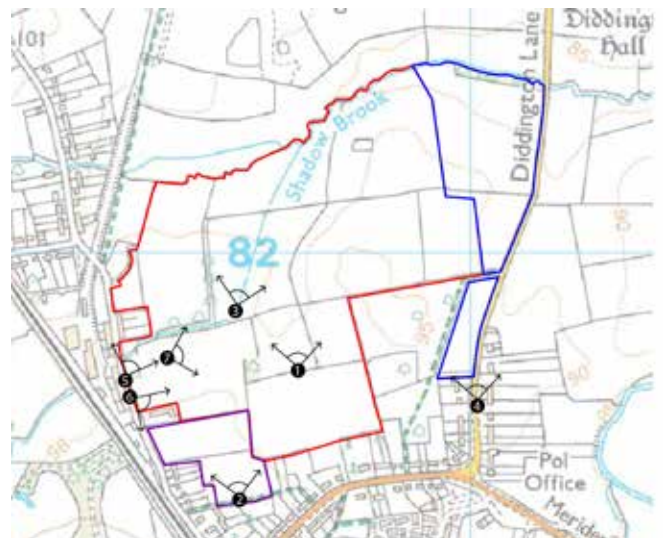




Long distance view showing the location for HS2 to pass through and access to the proposed country park, which is to be provided close to the existing village



Viewpoint 4: *Long distance view from Diddington Lane looking north-east towards the site from the northern edge of the village.*

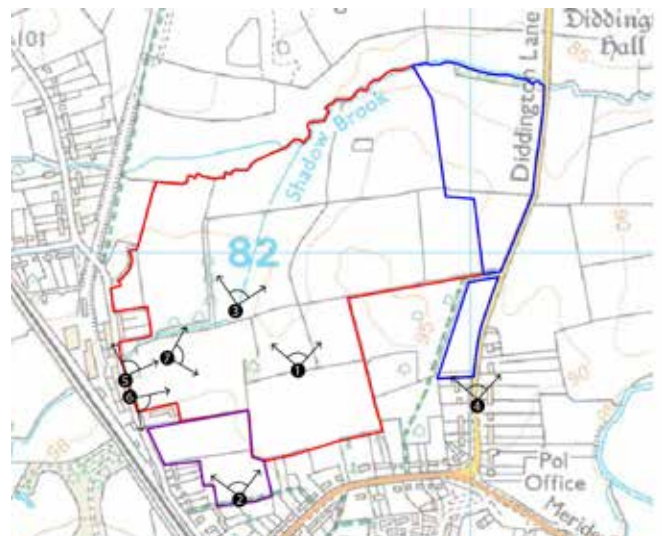




Viewpoint 5: Off site view from Old Station Road looking north-east towards the site. The site is well contained by mature vegetation and the surrounding landform

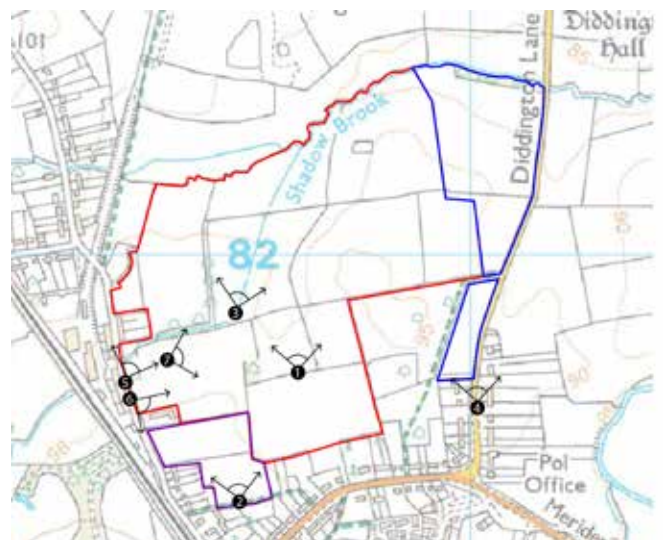


Viewpoint 6: *Proposed site access point along Old Station Road and existing tree to be retained*





Viewpoint 7: On site, looking east across the site showing mature vegetation to be retained



Drainage and Flood Risk

According to the Environment Agency (EA) 'Flood Map for Planning' most of the site is located within Flood Zone 1 (low risk of flooding from fluvial and tidal flooding) and is at low risk of flooding from all sources. The north-west of the site as well as the immediate area surrounding the northern boundary are indicated to be in Flood Zone 3. A small area in the north-west is also in Flood Zone 2.

Many of the field boundaries on the site including those along the periphery of the red-line site boundary have areas of localised high surface water flood risk associated with them however this is not considered to be a constraint to development at the site.

New areas of attenuation will be integrated within the open space network, helping to manage surface water run-off and enhancing the quality and biodiversity of the public open space.



Shadow Brook is a distinctive feature of the site

Arboriculture

The site comprises a series of open fields located between Diddington Lane, to the east, Old Station Road to the west and the Meriden Road (B4102) to the south.

The fields contain mature, native mixed species hedgerows around their perimeters. Occasional high-quality English oaks are widely and irregularly spaced within the hedges. Several of the fields contains lone oaks outside the hedges in the central field areas. The oaks are the key feature on the site, and they provide an important visual landscape feature.

Within the fields are several clusters / roundels of trees are present, within depressions that are not suitable for ploughing or agricultural use. These also comprise primarily English oak of a high quality.

The NW part of the site contains lines of alders growing adjacent to the stream (Shadow Brook) along with other typical riparian vegetation, as well as long linear groups of alders on hedge lines.

The site also contains several blocks of woodland with high quality mature broadleaves and areas of younger planting that have not yet developed into significant landscape features.

The woodland areas are identified on the DEFRA National Woodland Inventory as broadleaved woodland. No areas of ancient woodland are identified. The existing tree cover is typical of the area and forms a key landscape feature. No Veteran Trees have been identified.

Utilities

A water main runs east-west through the southern part of the site. Public sewer records show an established network of foul and surface water sewers surrounding the proposed development site. A pressurised foul sewer crosses diagonally from the western boundary of the site along Old Station Road to the southern edge of the site and southward to join Meriden Road. Easements will be incorporated into the proposals as appropriate; it is intended that required easements will form part of the public land and / or rear gardens.

A high voltage power cable crosses the north-westernmost corner of the site, within an area of proposed open green space. New supplies to serve the proposed development should not be problematic with a mature electricity infrastructure in close proximity to the site.

Further assessments will be undertaken to determine the appropriate easements required.

Noise

Survey work carried out indicates that the overall noise climate across the site is determined by traffic noise from the M42, A45 and A452 and traffic noise is audible across the site. This general noise is regularly punctuated on the western side of the site by short duration higher noise levels from intermittent train pass-by on the West Coast Main Line.

There was no observed noise impact from the commercial sites to the north during any of the site visits.

There will be future additional noise impact from the proposed HS2 route which crosses the north east corner of the site. It is noted that the development proposals for the railway include for screening to a height of 3-4m to the east of the site and for the section to the north of the site to run within cutting. These measures will reduce noise impact upon the site.

The survey data indicates that BS 8233 and ProPG internal requirements for dwellings can be achieved by use of appropriate acoustic rated windows and vents. Windows and vent requirements will be reduced where dwellings are set back from the road and railway boundaries.

The data also indicates that BS 8233 external criteria will be achieved across the site provided that gardens to plots nearest to the roads/railways are screened by intervening buildings or by solid fencing.

It will be beneficial for dwellings to be set back from the north east corner of the site as far as is practicable to minimise the impact of HS2. This might be achieved by locating areas of public open space between dwellings and the railway boundary. This is reflected on the Concept Layout.

Ecology

Designated sites

The survey area does not lie within or adjacent to any statutory designated sites of nature conservation importance, and no internationally-designated statutory sites of nature conservation importance occur within 10km of the site boundary. Twelve statutory designated sites of nature conservation importance lie within 5km of the site boundary. The nearest of these is the River Blythe Site of Special Scientific Interest (SSSI), which lies approximately 300m to the east of the site.

Shadow Brook Local Wildlife Site (LWS) occurs immediately adjacent to the northern boundary of the site, and is a tributary of River Blythe which 'acts as an important corridor for wildlife'. Marshy Fields Potential Local Wildlife Site (pLWS) occupies a single field in the north of the site and is identified for semi-improved grassland. pLWSs are sites that have been identified as having potential for designation as a LWS but an assessment against the LWS criteria is required to confirm status.

Habitats

Habitats within the site are dominated by improved grassland and arable fields. Field boundaries comprise predominantly of hedgerows (species-rich and species-poor). Streams occur in the western half of the site and along the northern boundary (Shadow Brook). Semi-natural broadleaved woodland occurs in the west and north of the site, and along the northern boundary; none of the woodland parcels was identified as 'Ancient Woodland'. Outside of woodland habitats, mature scattered broadleaved trees occurred along hedgerows and infrequently within fields. No Veteran Trees were identified during the Arboricultural Survey (Aspect Trees Consultancy, 2020).

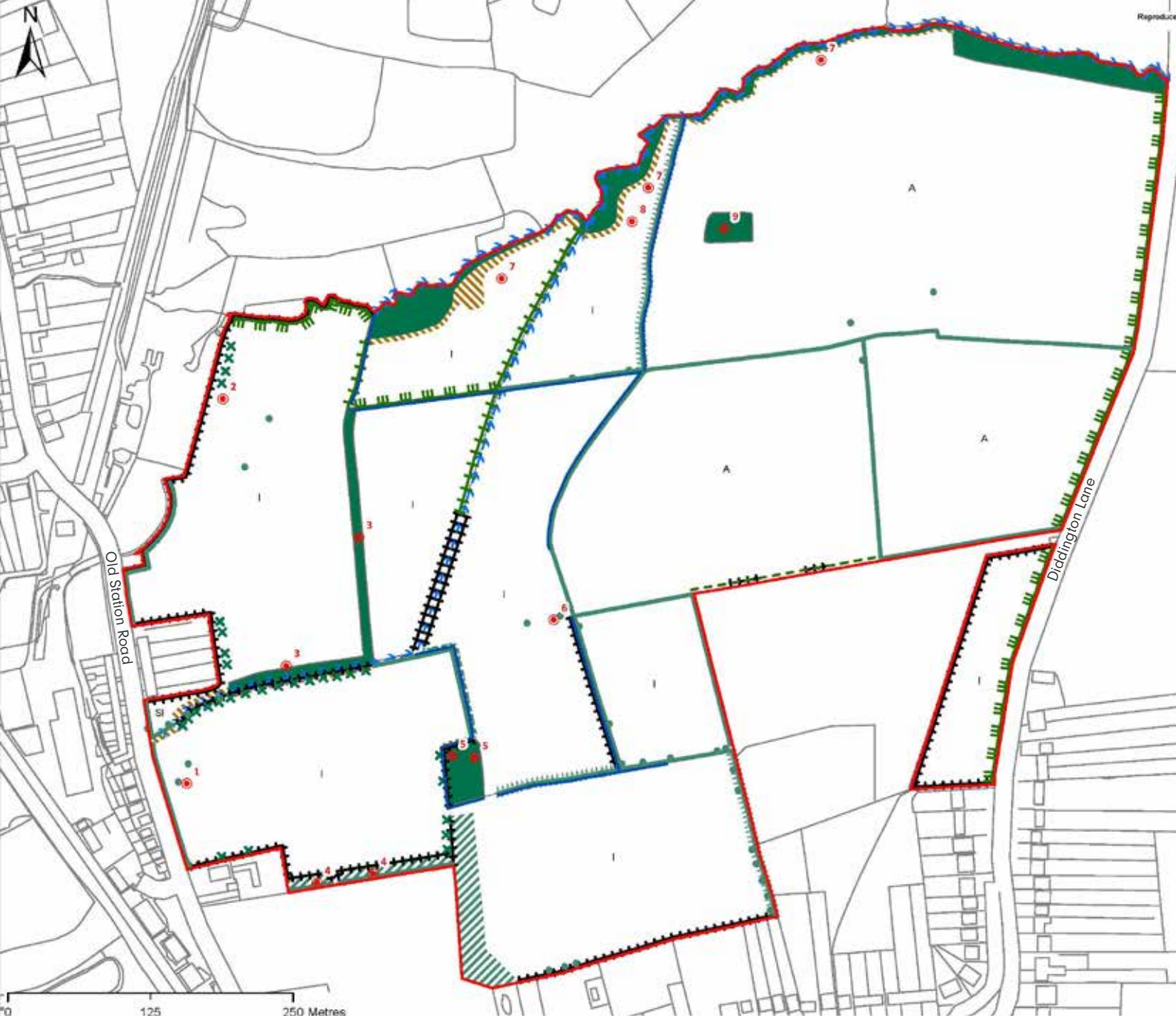
Arable and improved grassland are of low ecological importance. Hedgerows are of low to moderate ecological importance. Semi-natural broadleaved woodland and streams are of moderate to high ecological importance. Semi-natural woodland, hedgerows and streams are Priority Habitats and Warwickshire, Coventry and Solihull Biodiversity Action Plan Habitats.

Protected and notable species

Habitats within the site could potentially support protected/notable species, including white-clawed crayfish, amphibians (including great crested newt), reptiles, breeding birds, bats (including potential roosts within mature trees), hazel dormouse, otter and water vole. Badger setts and evidence of foraging/movement were also recorded.

Conclusions

There are no overriding ecological constraints to the development of the site. The value of Marshy Fields Potential Local Wildlife Site would be determined through further survey. If found to meet Local Wildlife Site criteria, it could be retained and improved as part of the proposed site green infrastructure. Whilst potential constraints for other habitats and protected/notable species occur, it is considered that avoidance, mitigation and compensation could be provided for adverse effects; enhancement measures could also be delivered. Compliance with legislation relating to statutory designated sites and protected species could be achieved and, due to the proposed extent of green infrastructure, 'biodiversity net gain' could be delivered.



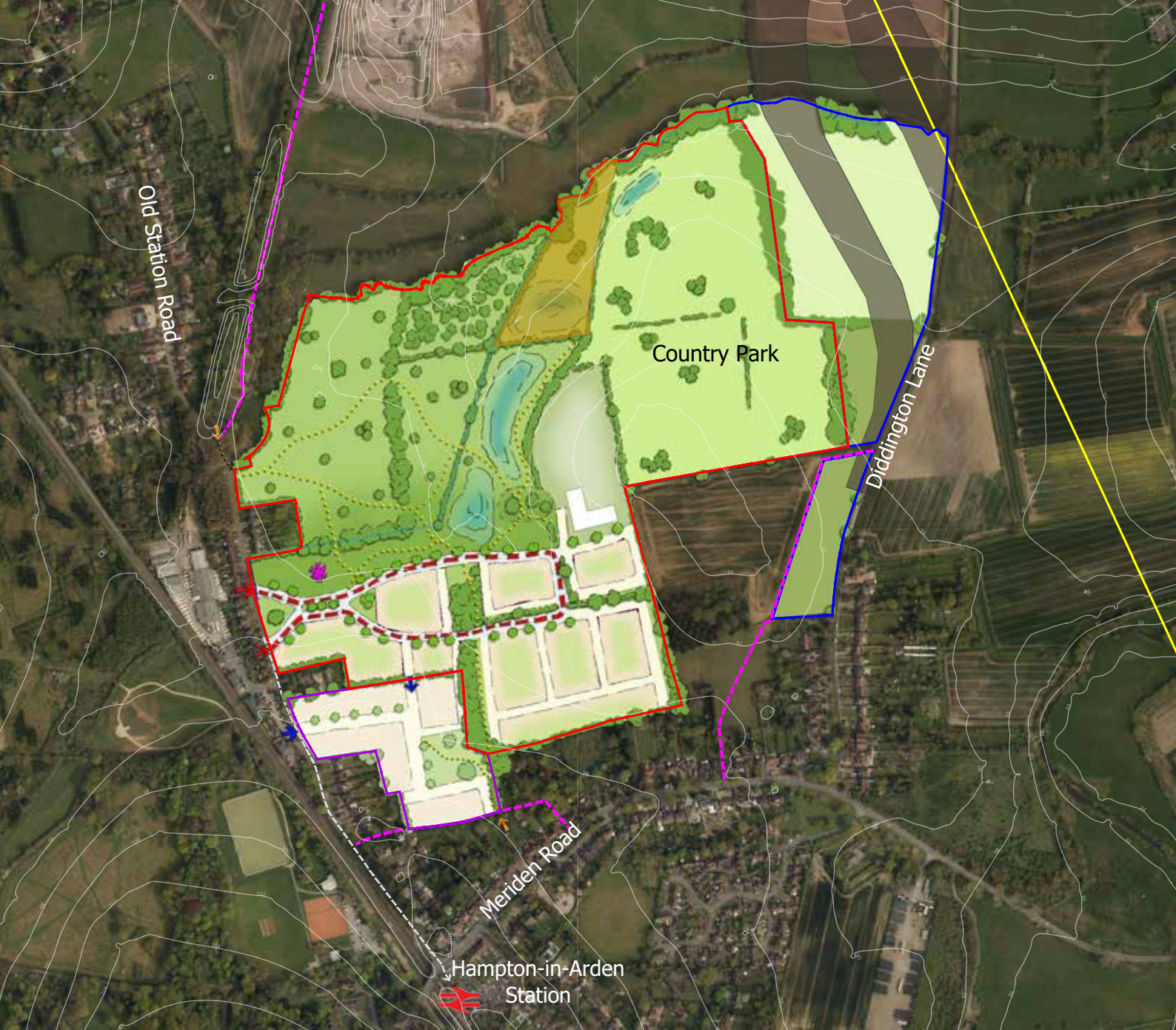
Phase 1 Habitat Plan



5. DESIGN PRINCIPLES AND CONCEPT

The concept masterplan for the site is presented opposite. This has been informed by the vision and site constraints and opportunities. It has also been guided by the following design principles:

- The proposals provide approximately 7.9ha of residential development, achieving 292 dwellings at an average density of 37dph dwellings per hectare (dph).
- Provision of land for a new 2FE Primary School to meet the needs of new and existing residents, with opportunities for outdoor learning on the doorstep. This will also free up the site in the village centre for redevelopment.
- Access to the site can be achieved via Old Station Road. Two primary accesses are proposed either side of an area of green space incorporating existing tree planting. This will create an attractive and distinctive welcome to the site. A further access point will be provided to allow direct access to the northern most development parcels.
- Pedestrian and cyclist access to the site from Old Station Road will link with the existing public right of way network via new footpaths/cycleways throughout the development and improvements to existing footpaths where needed.
- Development parcels will front onto streets and spaces wherever possible, ensuring good levels of natural surveillance.
- A multi-functional network of green infrastructure will be provided as part of the proposals. This includes a significant area of public open space located adjacent to the new homes incorporating areas for formal play, recreation, new and existing tree planting, attenuation, and ecological / biodiversity mitigation and enhancement, including retention and enhancement of the pLWS to the north. Retained trees provide a focal point within this space aiding the creation of an attractive, legible and distinctive development.
- A new country park within the north-eastern area of the site will provide a significant new public open space for new and existing residents, whilst providing a buffer to HS2.
- A central green corridor incorporating existing trees and a new pedestrian footpath will extend from the area of public open space to connect with the existing public right of way immediately south of the site along Meriden Road. This will be supplemented by smaller areas of green space located throughout the development.
- The retention of existing trees and hedgerows alongside new planting and the incorporation of Shadow Brook will ensure the rural character of the surrounding countryside filters through into the development.
- The character and appearance of the scheme could be inspired by positive and distinctive elements of the surrounding built form, helping to inspire a strong sense of place. It will also allow for links into the potential development to the south.



Illustrative Concept Plan

	Site Boundary		Central Green Space		Route to the train station		Contours
	Other controlled land		Existing Vegetation		Vehicular Access Point		Potential Local Wildlife Site
	William Davis (Option Land)		Shadow Brook		Public right of way		Potential Attenuation Basin
	Primary infrastructure		Proposed Street Trees		Proposed Footpath		Primary School
	Residential		Pedestrian and Cyclist Access Point		HS2 route		
	Public Open Space		Potential extension to Public Right of Way		HS2 land		
	Country Park		Access to Adjacent Scheme		HS2 temporary possession		

Landscape Strategy

The objective of the Landscape Strategy is to set the development into the host landscape in a manner that achieves a sympathetic and successful assimilation in the countryside at the settlement edge.

There are three key objectives for Landscape Strategy:

- To make an important contribution to integrating the development with the host landscape of the immediate setting;
- To create a public asset of attractive green space to serve the needs of the development; and
- To ensure the effects of the development are limited and contained in a manner that makes an attractive and in essence a new edge to the settlement.

Existing components: Field pattern, hedgerows and trees, in association with new green spaces will give form and structure to the new Green Infrastructure (GI). The existing components will be connected by new green areas to form a network of biodiverse planted linked spaces and habitats. It will also provide linkage to other GI assets beyond the site. The existing components will be retained and further enhance, and the development arranged around it, to provide strategic and meaningful space with a strong sense of place.

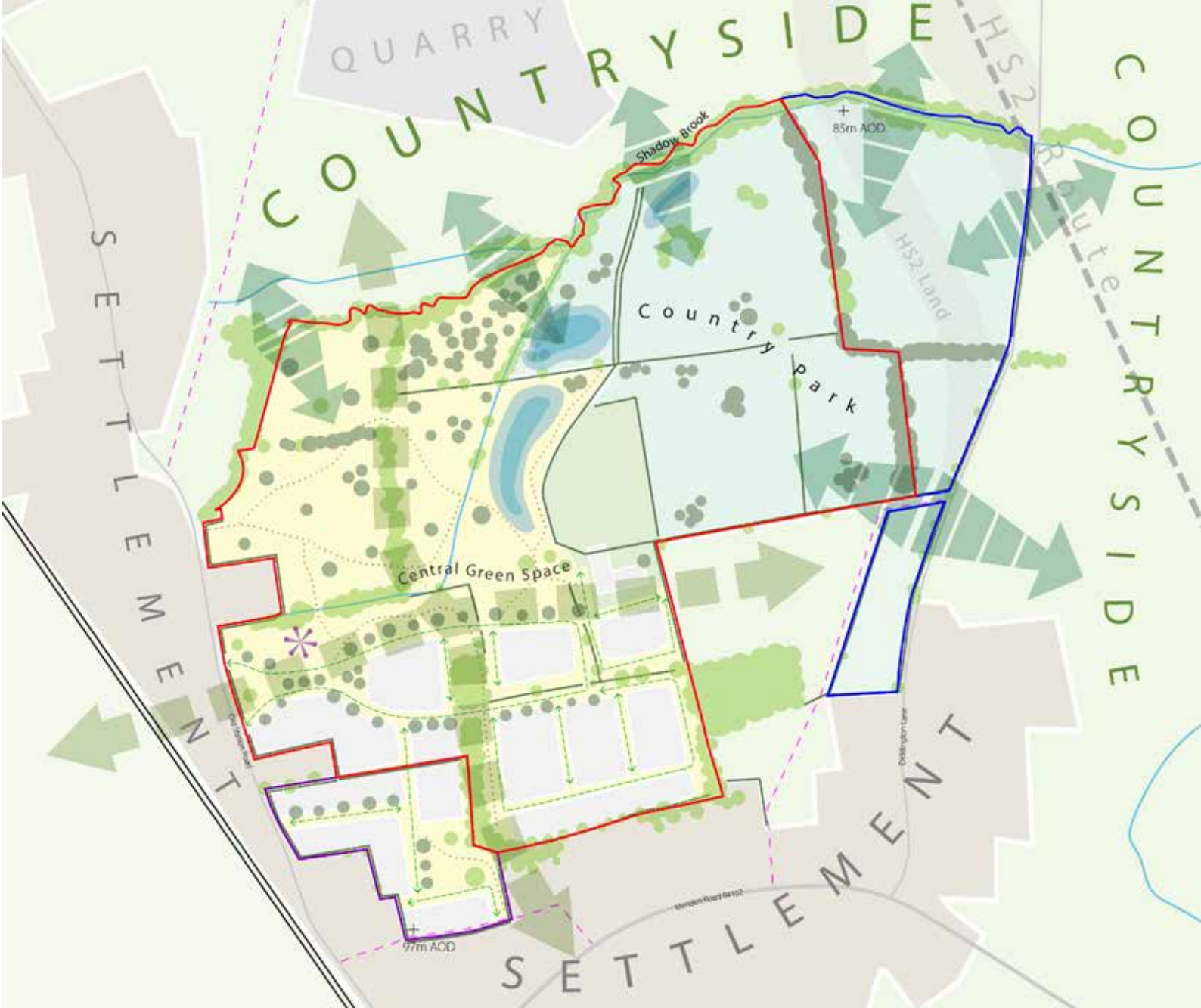
The Landscape Strategy has at this early stage of conceptual development design work, been identified by Landscape and Visual Appraisal work that is set out in this Vision Document. Landscape Character at a national and local level has informed the understanding of the site and its relationship to the countryside and settlement. A high-level GI and Landscape Strategy proposes the division and softening of the development, retention of the field pattern and the hedgerow boundaries and address the boundary edge towards the west by introducing a new planted belt.

There will be two interconnected areas of new publicly accessible open green space within the development – a central green space and a peripheral green space. The peripheral green space will wrap around the northern and eastern part of the site to ensure that the site maintains its relationship with the wider countryside.

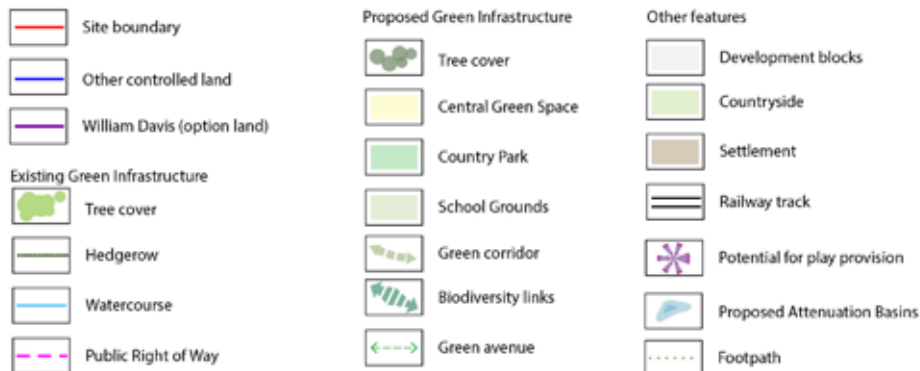
The central public open space would feature the distinctive three oaks on site and development arranged around this public open space. This open space would naturally northwards to form the country park as a transition edge to the countryside.

Further areas of planting will be provided throughout the development and at the edges of the development. The key greenspaces have been arranged such that a north-south and an east-west GI connectivity is maintained. Allowing the eastern part of the site to be a country park will allow for the development to be well related to Hampton in Arden and to the countryside.

The Sustainable Urban Drainage system will require basins to be created to attenuate rainwater. This has been located to serve drainage operational requirements. This also have a biodiversity role as well as providing an enhancement to the development. The basin will be designed, planted and managed in a manner that serves as a public amenity.



Landscape Strategy Plan



6. SUMMARY OF ASPIRATIONS

This Vision Document has set out a vision for the site, a summary of technical assessments undertaken to date and the emerging concept proposals for the development at Old Station Road, Hampton-in-Arden. In summary, the proposals will deliver the following key benefits:

- A new development that can deliver approximately 292 dwellings in a mix of types and tenures. This will meet local and wider unmet housing needs in a very sustainable location which benefits from a train station and close links to Birmingham, Coventry and Solihull, as well as the existing and future opportunities around UK Central.
- The provision of land for a new two form primary school to help meet the needs of new and existing residents of Hampton-in-Arden and the surrounding villages.
- A distinctive, legible and active place that embodies the best urban design principles and is responsive to important site features.
- New areas of high-quality open space that are available on the doorstep, including a significant new country park. This will cater to a range of ages and users, providing a recreational asset for the new and existing community, including opportunities for outdoor learning for the new school.
- The retention and enhancement of key landscape and ecology features, including the potential Local Wildlife Site to the north of the site.
- An emphasis on healthy lifestyles through the provision of attractive open spaces and green corridors and open spaces as well as new walking and cycling routes that connect with and enhance the wider public right of way network.

It is considered that there are exceptional circumstances to justify the removal of the land from the Green Belt, given the identified housing need and lack of non-Green Belt alternatives. This is a sequentially preferable site that is well-served by public transport and will help to deliver the aims of sustainable development. It is also considered that the measures set out above and within this Vision Document would perform well as compensatory improvements to the environmental quality and accessibility of the remaining Green Belt land, as required by NPPF paragraph 138.



