

Land South of Bagington A Sustainable Extension

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1. Introduction

RPS Planning and Development has been instructed by Lenco Investments to promote an area of land south of Baginton, Warwick as a sustainable urban extension. The site is located within Warwick District, yet is very close to Coventry's administrative boundary and the major sub-regional employment base centred around Coventry Airport. The land is being promoted through the Local Development Framework (LDF) process of both authorities as a residentially led development proposal. Plan 1 (opposite) indicates the general location of the site.

This report demonstrates the inherent suitability of this site for development at the scale proposed by providing an analysis of various technical issues associated with the development potential of the site, as well as an overview of relevant development plan policy considerations, which will help to assist the Local Planning Authorities (LPAs) in confirming the site's sustainable development credentials, and the robustness of the site's undoubted development potential.

The key objectives in bringing forward this site are:

- To create a sustainable urban extension with an appropriate range of community facilities
- To embrace high quality housing to meet an identified need
- To create a development that respects and enhances the setting of Baginton Village
- To create a land efficient development
- To respond to the existing landscape features
- To encourage sustainable modes of transport including cycling and pedestrian linkages

Importantly, the site has the potential to deliver an element of Coventry's housing requirement and on a cross boundary basis will also deliver an element of Warwick's own locally generated housing requirements, including a significant proportion of affordable housing. Furthermore, being close to the perimeter edge of Coventry Airport with excellent cycle, pedestrian and vehicular access the site provides an exceptional opportunity for addressing future Airport related growth in a sustainable manner.

This Promotional Document has been prepared in order that the site and its development potential can be considered, addressed and debated through the LDF preparation process. It is intended that the document should inform the preparation of a spatial policy, thereby enabling the delivery of long term sustainable development at Baginton.

Structure of the Document

The document is structured in the following manner:

Chapter 1: Introduction: describes the nature of the document and introduces the site.

Chapter 2: Site and Surroundings: describes the site area and places it in the context of neighbouring land uses and the village as a whole.

Chapter 3: Historic Environment Appraisal: describes the historical context of the site and surroundings as a means of determining the effect, if any, of the proposed development on the setting of the cultural heritage features identified.

Chapter 4: Planning Policy: appraises the prevailing policy as impacting upon the Baginton/Coventry area, and considers the nature of, and time scales for emerging policy.

Chapter 5: Cross Boundary Development and Green Belt Review: outlines the credentials of this site and area in accommodating the proposed development.

Chapter 6: Landscape Appraisal: outlines how development at this location can be accommodated within the existing landscape context.

Chapter 7: Transport Appraisal: Addresses Accessibility and considers where access can be taken into the site, pedestrian and cycling linkages and the provision of public transport.

Chapter 8: Further Technical Information: provides a summary of the technical work that has been undertaken, relating to the site; including identified constraints, appropriate mitigation measures and their relative influence upon the site's development.

Chapter 9: Sustainability Credentials: draws on the sustainability of the site for development in line with policy requirements, technical considerations and the overall design concept.

Chapter 10: Design and Development Strategy: outlines the main design rationale behind the Illustrative Concept Masterplan for the site having regard to appropriate planning policy guidance and the main site constraints, and outlines likely time frames for the development of the site. Proposed Land Uses Mix: provides a schedule of potential land uses as influenced by the identified opportunities and constraints of the site and needs of the wider area. Chapter 10 also provides a summary of the main issues associated with the proposed development of the site as a sustainable and mixed use development. The report concludes that the site would make a suitable and 'sound' allocation through the Local Development Framework Process.

2. Site & Surroundings

Baginton Village

Baginton is a village and civil parish and has a common boundary with the City of Coventry, West Midlands. Whilst Baginton is located within Warwick District, its built form physically adjoins the Coventry urban area and being approximately 6.5km from Coventry City centre the village looks to the City for both its social and economic needs.

The civil parish of Baginton has a population of approximately 801 (2001 census). The village has a Post Office/Shop, Public House (The Oak), Village Hall, British Legion, Schoolroom, playing fields and a Church. The nearest train station is Coventry Station, approximately 3.5km to the north. Baginton is served by local bus services from Coventry. Coventry Airport lies immediately to the east of the Stoneleigh Road with the main runway lying within approximately 500m of the eastern boundary of the site.



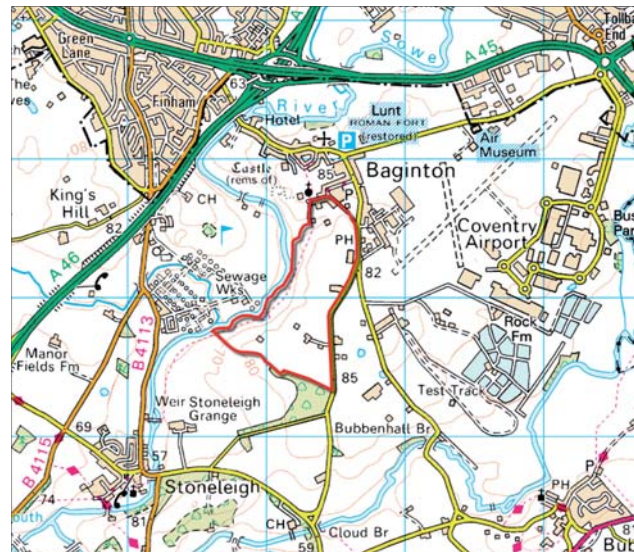
Baginton village is located within the West Midlands Green Belt adjacent to the Coventry Conurbation, with potential for residential development, which would assist in the delivery of both Coventry's and Warwick's Housing requirements.

The site could gain access to the A45 (T) strategic highway network to the north, with residential development in this location balancing the very substantial existing employment base on the southern side of Coventry, centred on Coventry Airport, Stonebridge Trading Estate and Middlemarch Business Park, all of which are within a very short distance from the site as well as the air freight and terminal employment opportunities.

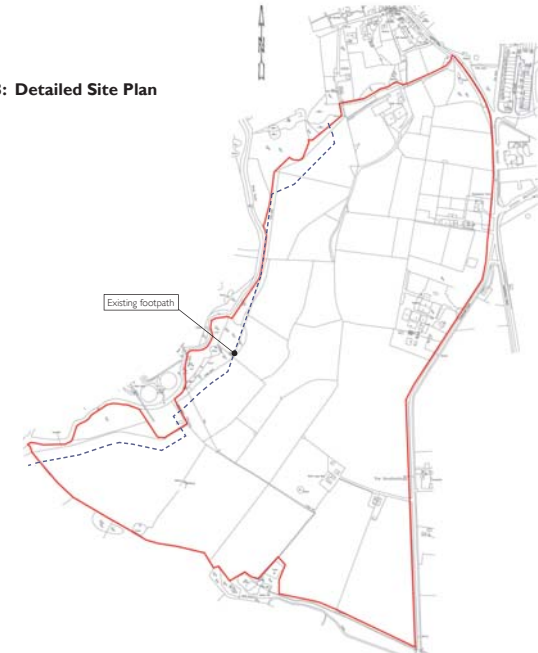
Plan 1: Site Location



Plan 2: Site Plan



Plan 3: Detailed Site Plan





Plan 4: Aerial Photograph



The site lies adjacent to the south side of Baginton Village and extends to 50 hectares of Greenfield land which comprises mainly fields enclosed by hedgerows albeit with a few properties along its eastern boundary. The site in its entirety and its immediate context is indicated on Plan 2 and is described in detail below.

The land use in June 2008 comprised approximately 27 field parcels laid to pasture, land associated with nursery and farm buildings and a number of residential dwellings and associated gardens.

Plan 5: Detail Aerial Photograph



Site Boundaries

The site is currently accessed from the public footpath which runs between Baginton and Stoneleigh at Oak Farm, and from the driveways off Stoneleigh Road to Roswood Farm and neighbouring properties.

Site land topography; 57-60m AOD follows the banks of the River Sowe, with land rising to the east in a significant north/south ridge running parallel to the river, to a plateau of level ground (approx AOD 80), and finally to a height of approximately 85m at the western boundary of the site at Stoneleigh Road.

North Boundary

To the north of the site is the recently designated Baginton Conservation Area and the Village Core of Baginton. The Conservation Area is seen to extend to the villages historic core around 'Church Road' and 'The Green' which contains much of the original fabric of the village.

East Boundary

To the east of the site (within 0.5km of site land) is Coventry Airport, and the Midland Air Museum at Rowley Road. Part of the Fly Path from the Airports main runway extends directly over part of the southern portion of the site. This is addressed in greater detail in section 8.

South Boundary

South of the site the surrounding land uses are primarily agriculture and comprise predominately arable land, with a small proportion consisting of pasture. Field boundaries are generally delineated by hedgerows. Evidence of hedgerow removal and field enlargement is provided by a number of isolated mature trees and shrubs which have established themselves along the line of former hedgerows.

Whilst no significant blocks of woodland exist on site, there is adjacent woodland south of the site (Chantry Heath Wood).

West Boundary

The western boundary runs along the banks of the River Sowe. This is a tributary to the River Avon and runs through the outskirts of Coventry from the north east, skirting the centre of Coventry and emerging south of the City to merge with the River Avon. A woodland belt which is associated with the River Sowe follows the western boundary of the site.

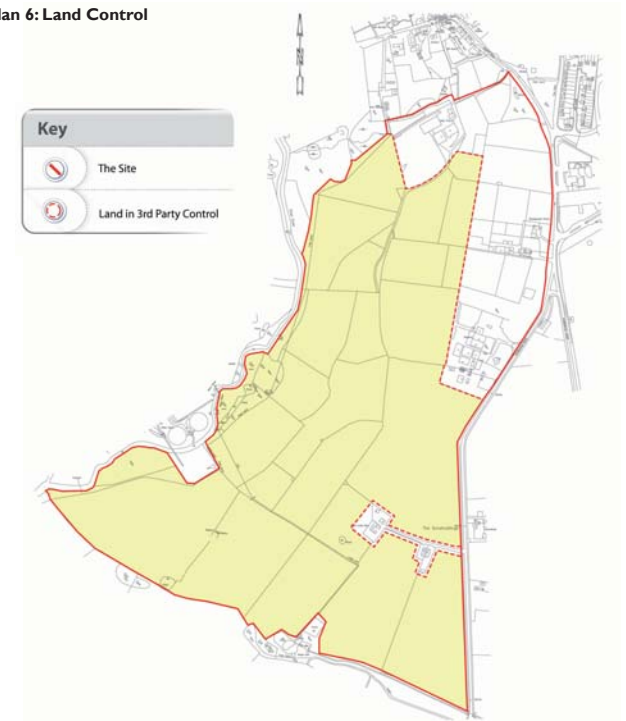
On the western banks of the River Sowe, is the sewage works and north of this is the Coventry Golf Club. The western boundary of the site land falls within the flood plain of the River Sowe.

Land Control and Promotion

The majority of the site is in the single land ownership control of Lenco Investments as indicated on Plan 3 below. Lenco Investments have been in active discussions with specific landowners as a means of ensuring a joined up approach is taken to site promotion, and towards securing a comprehensive site assembly.

A Lenco Investment team has been established, with RPS Planning and Development taking the lead on the planning strategy of promoting the site with Bruton Knowles addressing land assembly proposals. Additional consultancy services including Landscape and Urban Design specialisms complement the wider project team.

Plan 6: Land Control



3. Historic Environment Appraisal

The site lies on the southern edge of Baginton Village which contains a mixture of historic and more modern buildings. The relationship between the southern edge of Baginton and the development proposal is therefore critical to the establishment of a sustainable extension.

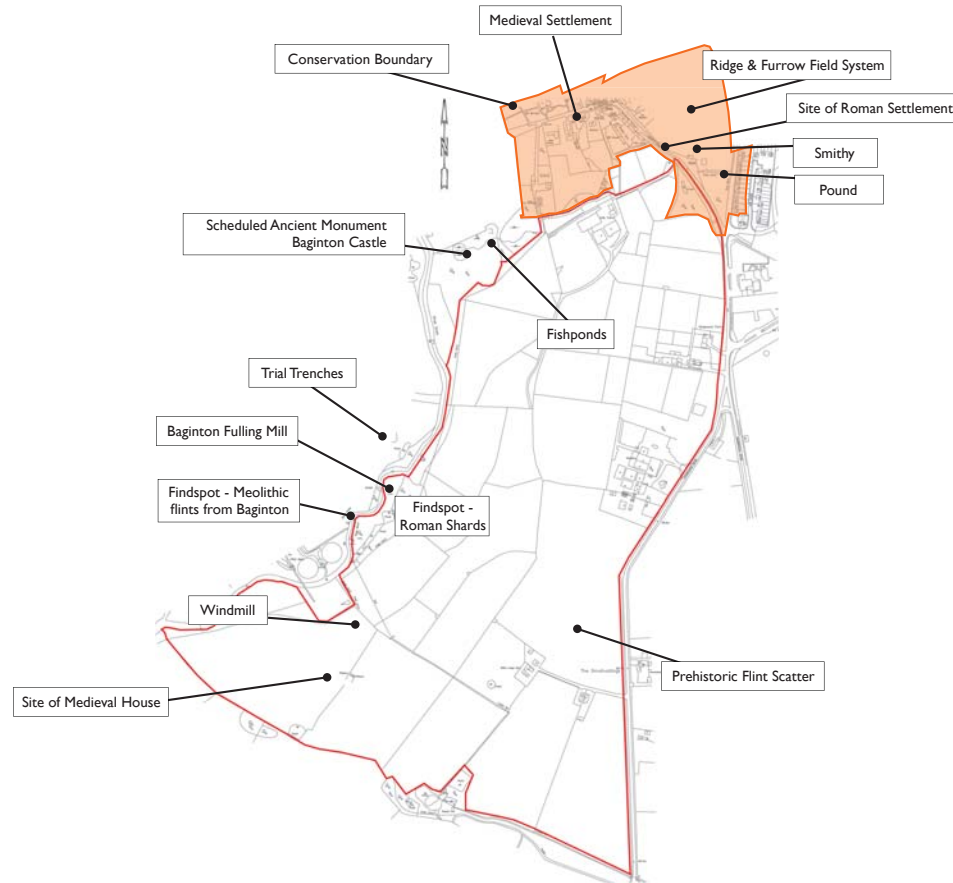
An assessment has therefore been undertaken with the assistance of Warwickshire County Council of the historical and archaeological features within 1km of the site. Information collated included the location of Scheduled Ancient Monuments, Registered Parks, Gardens and Battlefields, Listed Buildings, and Archaeological Features, all of which have potential to influence development of land south of Baginton.

Significant archaeological and cultural heritage features identified through this exercise are shown on Plan 7 opposite, and are summarised below:

Scheduled Ancient Monuments

Scheduling refers to the legal system for protecting nationally important archaeological sites in England. Its aim is to preserve significant examples of the archaeological resource for the educational and cultural benefit of future generations. As indicated on the Cultural Heritage Plan Baginton Castle and Fish Ponds, Scheduled Ancient Monuments (Numbers 21540-1 and 21540-2) are located close to the northern boundary of the site. Baginton Castle was originally a 13th century fortified manor house and is located in the village centre, off Church Road. The large rectangular platform, partly encased by a wide ditch, stands against the steep banks of the River Sowe. In the 14th century, the stone castle was founded through the addition of a tower house encased by a ditch. Presently only the foundations of the tower remain, with vaulted chambers in basement, a spiral stair turret and a rectangular garderobe turret. Whilst, the platform is clear, the rest of the site is heavily overgrown. The Fishponds are approximately 300m south east of the remains of the castle. They comprise earthwork remains of three dry ponds, their retaining banks and the site of a watermill. The ponds were formed by damming the small stream within its narrow, steep valley. The dam for the eastern pond measures up to 50m in length and a sample of the section of the floor of this pond to the east is what is designated a Scheduled Ancient Monument. The dam has been partly rebuilt in recent times and immediately to the north west of the dam are the lower courses of a brick structure, which represent the final phases of the watermill and are also included as part of the Scheduled Ancient Monument. This area was fenced off in 2006, and now the Castle ruins and the former Fish Ponds are only able to be viewed by arrangement with the local farmer who owns the land.

Plan 7: Historical & Archaeological sites within the immediate vicinity of the site



Lunt Roman Fort



John the Baptist Church



Entrance to Baginton Castle



Entrance to Baginton Castle

There will be no effect on the setting of these SAMs, and whilst these Scheduled Ancient Monuments lie outside the site boundary views to the monuments will be upheld through the careful and sympathetic siting of the development proposals.

Furthermore, one of the main aims of scheduling such monuments is to preserve significant examples of the archaeological resource for the “*educational and cultural benefit of future generations*”. As these areas have been fenced off since 2006 they currently serve little or no educational or cultural benefit. However, through further discussions these proposals could assist with enhancing public access to the SAMs to the general public for example by providing pedestrian linkages to the monuments incorporating educational boards on the history of the SAMs, along a purpose built walkway and viewing platform.

No other Scheduled Ancient Monuments or other statutorily protected or registered features, nor their setting, will be affected by the proposed development. There is also no evidence that the limited archaeological remains will unduly constrain the layout of the site.

Listed Buildings

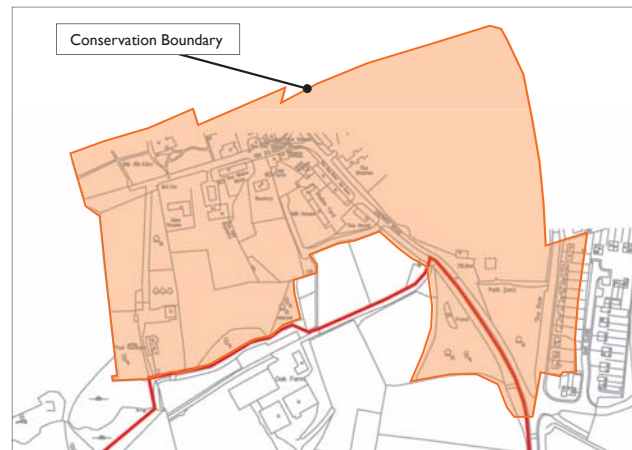
In the vicinity of the site, in Church Road there are a series of listed buildings including, Lucy Price House, Oak Farm, No. 2 Church Road and the Old Rectory, together with the Church of St John the Baptist. The Church is grade I listed and is of 13th Century origin. It is set in an attractive church yard with numerous yew trees and an 18th century brick wall that defines the northern boundary. The development site, however, does not contain any listed buildings.

Conservation Area

To the north of the site is the recently designated Baginton Conservation Area (22 October 2007) as indicated on Plan 8 opposite. The Baginton Conservation Area boundary extends to the villages historic core around ‘Church Road’ and ‘The Green’ which contains much of the original fabric of the village. This Conservation Area designation also includes more modern features including the Village Hall to the north of the site area.

Importantly the northern part of the site abuts the Baginton Conservation Area which includes a small copse at the north east boundary of the site. Consequently the location of this copse has informed the development of the Illustrative Concept Masterplan as shown in Section 10 of this statement. Whilst the site sits adjacent to the recently designated Baginton Conservation Area, development will afford opportunities to protect its setting and special character through the provision of an integrated edge of development.

Plan 8: Conservation Boundary



Archaeology

Numerous archaeological finds have been recorded within or close to the proposed development site. The locations of these finds are shown in detail on Plan 7. From studying this plan it can be seen that a total of six archaeological finds fall within the wider site boundary. However, five of these architectural finds were on the western extremity of the site. It is important to consider these archaeological features through the development proposals for the site. Only one architectural find has been recorded as lying within the confirmed area of the site. This find is located 500m north of Chantry Heath Wood, within the southern parcel of the site and relates specifically to the find of a flint. The area of this find spot is now seen to be under arable cultivation and pasture. Due to the relatively minor significance of the archaeological finds, the available evidence suggests that the proposed development area is located in an area that has seen little activity. Furthermore, virtually all of the archaeological finds will remain undisturbed by the development proposals.

Conclusions

In conclusion initial investigations have revealed that no architectural or cultural heritage features will be unduly affected by these development proposals for land south of Baginton. Furthermore views of the Conservation Area will be protected and enhanced by these proposals and there will be no detrimental impact upon the Identified Scheduled Ancient Monuments or Listed Buildings.

The proposed development area does not lie within a Conservation Area and does not contain any Listed Buildings or Scheduled Ancient Monuments. However, whilst a number of archaeological finds have been found within the proposed site which will likely require further investigation during the development and planning process fundamentally these are not anticipated to impact upon the wider principle of development at this location.

4. Planning Policy

Planning Policy

The Development Plan in this regard is principally the West Midlands Regional Spatial Strategy, Warwick District Local Plan and Saved Warwickshire Structure Plan Policies. On the basis that the site is suitable for delivery of both Coventry and/or Warwick related housing requirements explanation of the planning policy base for both becomes appropriate. In this context the relevant development plan also includes the Coventry LDF and Warwick LDF. However, before addressing relevant policies from these documents a review of national planning policy of relevance to the site is provided.

National Planning Policy



PPS1: Delivering Sustainable Development (2005)

The policies set out in PPS1 are over-arching and relate to the delivery of sustainable development. PPS1 promotes development that creates socially inclusive communities, and encourages opportunities to enhance the environment as part of the development proposals. Local Planning Authorities are directed to ensure the provision of sufficient good quality new homes in suitable locations, ensuring that everyone has the opportunity of a decent home, in locations that reduce the need to travel. PPS1 requires that development should contribute to global sustainability by addressing the causes and impact of climate change and encourages mixed use development. The site at Baginton has the potential to deliver a substantial residentially led mixed use development which will employ an excellent standard of design in order to reflect its location. The merits of the scheme from a design perspective are discussed in detail in later sections of this report building upon the principles established through the Illustrative Concept Masterplan (Section 10).

PPS: Planning and Climate Change – Supplement to PPS1 (December 2007) sets out how planning, in providing for new homes, jobs and infrastructure needed by communities, should help shape places with lower carbon emissions and resilient to the climate change which is now accepted as inevitable. How development of land south of Baginton can contribute to meeting climate change objectives is discussed in later sections of this document.



PPG2 Green Belts (amended March 2001)

PPG2 outlines the principles behind the Green Belt policy, with a presumption that inappropriate development within the Green Belt is not acceptable. The guidance contained within PPG2 concerning Green Belt land is key to whether the site can be considered suitable for development. Whilst the land to the south of Baginton is located within the Green Belt, given the expected housing requirements and finite urban capacity levels of Coventry and Warwick District, unlike alternative Green Belt locations, it would not conflict with PPG2, as evidently exceptional circumstances for a Green Belt review in

this location exist being a highly sustainable means of meeting the required development needs. The impact of the development proposals upon the existing Green Belt boundary is discussed in further detail in section 5.



PPS3: Housing (November 2006)

National policies support the provision of meeting housing demand in full, ensuring that everyone has the opportunity of living in a decent home, which they can afford in a community where they want to live.

Specific PPS3 requirements include:

- High quality housing that is well designed and built to a high standard
- A mix of housing, both market and affordable, particularly in terms of tenure and price, to support a wide variety of households in all areas, both urban and rural.
- A sufficient quantity of housing taking into account need and demand seeking to improve choice;
- Housing developments in sustainable locations, which offer a good range of community facilities and with good access to jobs, key services and infrastructure;
- A flexible, responsive supply of land – managed in a way that makes efficient and effective use of land, including re-use of previously developed land, where appropriate.

PPS3 reinforces the Government's objective to ensure that the planning system delivers a flexible, responsive supply of land. At the local level, LPAs are directed to set out in LDDs their policies and strategies that will enable continuous delivery of housing for at least 15 years from the date of adoption.

Government policy in PPS3 states that:

“Developers should bring forward proposals for market housing which reflect demand and the profile of households requiring market housing, in order to sustain mixed communities” (Paragraph 23)

“In planning at site level, Local Planning Authorities should ensure that the proposed mix of housing on large strategic sites reflects the proportion of households that require market or affordable housing and achieves a mix of households as well as a mix of tenure and price” (Paragraph 24)

Redevelopment of the site would result in the bringing forward of a wide range of house types and mix including both market and affordable housing, in order to meet the identified housing need which is evidenced through a number of different studies at sub-regional, district and parish levels.



Draft PPS4 (Planning for Sustainable Economic Development) (2007)

A new Draft PPS4 reinforces the Government's direction that in preparing development plans, local planning authorities should provide a policy framework which is positive, flexible and responsive. It advocates proactive planning through the development of flexible and responsive policies which co-ordinate with infrastructure and housing provision. The key point within PPS4 is the emphasis which the document places on housing, stating in paragraph 14 that housing specifically constitutes economic development.



PPS7: Sustainable Development in Rural Areas (July 2007)

PPS7 sets out the Government's planning policies for rural areas, including county towns and villages, and the wider, largely undeveloped countryside up to the fringes of larger urban areas. One of the Government's key objectives for rural areas is to promote more sustainable patterns of development, including focusing most development in, or next to, existing towns and villages. The PPS also identifies that the quality of land should be taken into account when assessing development and that poorer quality land should be used in preference of higher quality land except where this would

be inconsistent with other sustainability considerations. The guidance states that it is for local planning authorities to decide whether the best and most versatile agricultural land can be developed, having carefully weighed the options in the light of competent advice.



PPG13: Transport (2001)

PPG13 aims to promote accessibility and sustainability. The guidance seeks to accommodate housing principally within existing housing areas and plans for increased intensity of development for both housing and other uses at locations which are highly accessible by public transport, walking and cycling. The guidance aims to influence the scale, location, design, density and mix of land use types in order to reduce the need to travel and to use more sustainable methods of transport such as public transport and cycling.

A separate section (section 7) outlines the sites relationship with the existing public transport network. It also identifies the potential for enhancements to public transport provision, together with opportunities to provide both pedestrian and cycling linkages connecting the site with surrounding areas. The capacity of the local road network is also assessed together with the principal access points into the site.



PPG15 (Planning and the Historic Environment) and PPG16: (Archaeology and Planning):

The implications of the development on the site for interests of acknowledged historic and archaeological importance have been considered in section 3 of this report.

PPG17: Planning for Open Space, Sport and Recreation

PPG17 starts with "Planning Objectives" it states:

"Open spaces, sport and recreation all underpin people's quality of life. Well designed and implemented planning policies for open space, sport and recreation are therefore fundamental to delivering broader Government objectives"



A substantial part of informal open space provision could involve the utilisation of the area's existing Green Belt assets and the creation of a diverse range of habitats to encourage all kinds of wildlife interests. This could include the establishment of ponds, woodland areas and nature trails which will enhance the overall biodiversity of the area.



PPS22: Renewable Energy

PPS22 sets out the "Governments Objectives" in respect of renewable energy. These include the development of renewable energy, alongside improvements in energy efficiency as important factors in reducing the UK carbon dioxide emissions. It sets the target of generating 10% of UK electricity from renewable energy sources by 2010.

Paragraph 18 "Small Scale Renewable Energy Development", requires that developers should consider the opportunity for renewable energy in all new developments. Examples given are Biomass heating, small scale wind turbines, photo voltaic cells and combined heat and power schemes (CHP).



PPS25: Development and Flood Risk (December 2006)

PPS25 sets out Government Policy on development and flood risk. It aims to ensure that flood risk is taken into account at all stages in the planning process in order to avoid inappropriate development in areas at risk of flooding, and to direct development away from areas of highest risk. Where new development is, exceptionally, necessary in such areas, policy aims to make it safe, without increasing flood risk elsewhere, and where possible reducing the overall flood risk.

Development Plan



Regional Planning Guidance for the West Midlands (RPG11) – 2004

Regional Planning Guidance (RPG11) for the West Midlands was adopted in June 2004 and provides the strategic context for development in the Region up to 2021. Following the implementation of the Planning and Compulsory Purchase Act 2004, RPG11 is now known as Regional Spatial Strategy (RSS). Following the RSS Phase I Revision, the January 2008 version now provides the regional planning policy context for the area.

The Spatial Strategy Diagram of the RSS identifies Coventry as a Major Urban Area (MUA). Correspondingly, in relation to the existing RSS, the housing strategy seeks to focus most housing developments within the Major Urban Areas, with the main towns and cities beyond the MUAs acting as a focus for new investment to support wider regeneration helping to meet the economic, social and cultural needs of surrounding rural areas.

RSS Phase 2 Revision

The RSS is currently the subject of a phased revision, with Phase 2 focusing on topic issues which include housing and employment development, and which will ultimately establish the overall amount of housing to be delivered in the region to 2026.

The RSS draft submission has proposed a 33,500 dwelling requirement for Coventry and a 10,800 dwelling requirement for Warwick over the plan period. However, the October 2008 Nathaniel Lichfield and Partners (NLP) establishes the need for an additional 5,000 to 10,000 dwellings in Warwick District.

Ultimately whatever figures are eventually established through the RSS process, it is quite clear that in relation to Coventry's own housing requirements, the City's urban capacity will be exceeded. Consequently, there will be a need for housing growth to occur on a cross boundary basis. This is already recognised in the draft RSS submission, which indicates on page 74 that:

"Dependent upon the Capacity in Coventry and the outcome of further studies, some of the allocations could be made adjacent to Coventry within Nuneaton and Bedworth and Warwick Districts"

In addition, the NLP recommendations present significant challenges in respect of Warwick related growth. The recommended increases are required to address affordability and under provision against the CLG projections.

The land south of Baginton is therefore clearly suitable (as demonstrated throughout this document) for delivery of an element of both Coventry's and Warwick's housing requirements. This would clearly require early identification through both Coventry and Warwick's Local Development Framework Process.

Local Planning Policy

Coventry LDF

There is an evident need to accelerate housing provision within Coventry in order to achieve the urban renaissance as is advocated by the WMRSS. However, in order to achieve this step change in housebuilding and acknowledging the finite capacity opportunities which exist within Coventry, there is a clear need to consider appropriate development opportunities which exist through the peripheral expansion of the Coventry urban area and in particular recognising the locational advantages at Baginton, within Warwick District.

At the time of publication Coventry's Core Strategy had reached the consultation stage on the Emerging Core Strategy.

RPS, on behalf on Lenco Investments responded to the Council's initial 'options' paper during July 2007 and will continue to make representations through the entire Core Strategy as a means of pursuing the site through Coventry City Council's LDF Process.

Warwick District LDF

In relation to Warwick's own housing requirements, after allowing for (2,650) committed sites, based upon the WMRSS draft submission figures, there is a need for 8,150 dwellings to be found. In RPS's view substantial levels of additional housing land will be required to deliver the future homes for Warwick's own requirements.

For the first stage of the Core Strategy, an "Issues Paper" set out the key planning issues that were considered would affect Warwick District in the period up to 2026. At the time of publication Warwick District Council had completed a period of consultation on separate Issues and Options Document's and had begun preparation of the 'Preferred Options' Report which is expected to be available for Consultation during March/April 2009.

As above RPS, on behalf of Lenco Investments has responded appropriately to all stages of Warwick's Core Strategy preparation and have duly submitted representations in a consistent manner to the Issues Questionnaire during January 2008 as well as the Strategic Housing Land Availability Assessment (SHLAA) during April 2008.

Coventry's Housing Needs

The submitted RSS draft required that sufficient land will be identified to meet the minimum requirement of 33,500 extra new homes in or on the edge of Coventry up to 2026. However, if enough land cannot be found within the City's boundaries, land will need to be identified on the edge of Coventry including in the administrative areas of Warwick District.

Table 1 below taken from the Council's emerging Core Strategy (November 2008) shows that the existing built-up area can accommodate around 21,000 net additional homes within the built up area of Coventry without the need to develop on any major green spaces. However, based on the present requirements of the RSS, further land obviously needs to be identified as a means of accommodating around 12,500 additional new homes. It therefore seems both obvious and sensible to consider sustainable extensions, such as that which can be provided on land south of Baginton providing that the need for additional housing can be appropriately justified.

Table 1: Coventry's Components of Housing Supply

Source of Supply	Number of Dwellings
Net dwelling completions April 2006 to March 2008	2,115
Dwellings under construction April 2008	580
Capacity of remaining CDP allocations	1,780
Full and outline permissions April 2008	4,965
Capacity of SHLAA Sites within urban areas	4,170
Net capacity of major regeneration schemes	2,870
Assumed further city centre housing (i.e. excluding current commitments)	2,710
Re-use of empty homes	2,160
Total Net Capacity within urban areas	21,300

It can also be assumed that there will be a diminishing amount of land within the built up area that could be used to deliver the Government's anticipated levels of growth. Thus, there is evidently a need to plan for sustainable extensions to the built up area.

The RSS Phase 2 Revision is based upon RSS policy which seeks: to concentrate growth in the major urban areas; to recognise Coventry as the focus of the sub-region; and this concentrate growth in and around it. The Strategy is quite clear that sustainable locations should be the priority for growth and in this context the Councils Emerging Core Strategy identifies a North-South Regeneration Corridor where growth related to Coventry's needs should be focused. Land South of Baginton is located close to the southern tip of this Corridor.

Warwick District Housing Needs

Joint Housing Assessment for South Warwickshire 2006

This Joint Assessment of the housing needs of Warwick and Stratford on Avon Districts was undertaken by Outside UK Ltd. This assessment concluded that a total of 821 additional affordable dwellings would need to be provided each year in order to meet the housing need over the next 5 years and that there is a particular need for affordable 2 and 3 bed houses as well as affordable 2 bed flats.

South Housing Market Area Assessment 2007

The South Housing Market Area Assessment 2007 concluded that in order to best meet current housing need and demand, the types of new homes provided should be:

- Homes to meet the needs of new and growing families who will, in turn, release lower priced properties for sale; and
- A variety of homes to meet the needs of older people.

This document recognised that the District is generally one of the highest priced districts in the sub-region and has experienced the highest rate of growth, compared to the sub-region as a whole which has continued to experience significant inward migration from other areas of the region.

Evidence from both the assessments, therefore, suggests that the greatest need is for small/medium family homes; a limited number of 2 bed flats and a variety of homes to meet the needs of the elderly.

Nathaniel Lichfield and Partners (NLP Report)

Nathaniel Lichfield and Partners (NLP) were appointed by Government Office for the West Midlands in respect of West Midlands Regional Spatial Strategy (RSS). The purpose of their work was to identify options for higher housing numbers in the draft West Midlands Phase 2 RSS Revision in response to the National Housing and Planning Advice Unit (NHPAU) report.

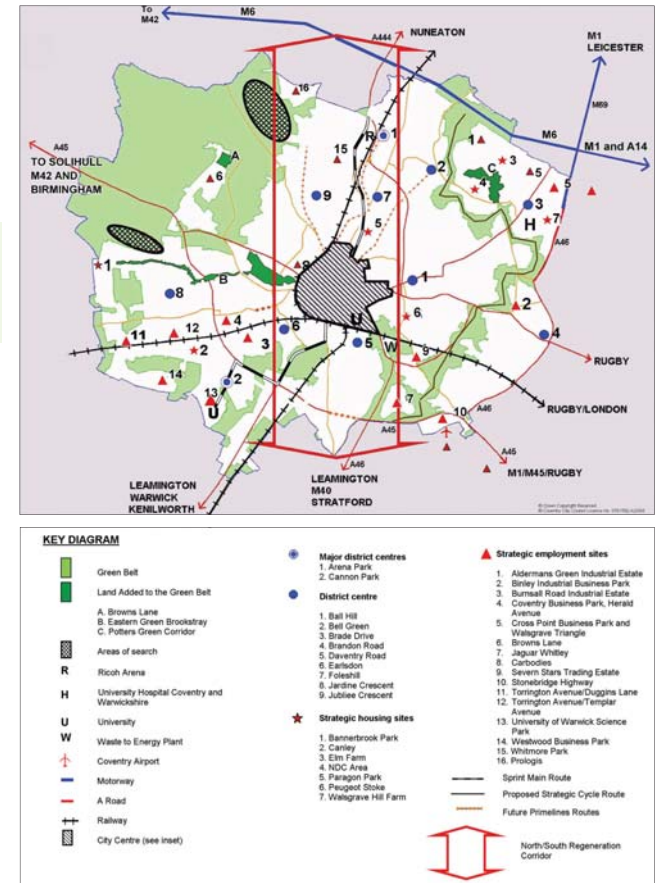
The October 2008 NLP report recommends 3 housing scenarios for Warwick District, with 2 growth requirements of 15800 and 20800 dwellings. This is recognised in the document's commentary on Warwick which states on page 75 that:

"Warwick is an area with significant growth pressures, including affordability, an 'under-provision' against CLG projections, with the RSS Phase 2 Preferred Option proposing 200 units per annum less than the market has delivered on average over the past 5 years. It is in a high technology corridor and identified as a key focal point for economic growth".

Given the findings of the NLP report it only serves to exacerbate the pressures for development close to the urban area of Coventry. This results in the inevitability of looking towards cross-boundary sustainable development sites such as Land South of Baginton as one way of contributing significantly towards both Coventry's and Warwick's Housing Needs and in particular meeting the needs and aspirations of Coventry's proposed North/South Regeneration Corridor.

Overall, provided that housing development is sensitively masterplanned, Greenfield development close to the Coventry urban area will allow for new facilities and services to be provided, will make the best use of existing and proposed infrastructure and will also ensure new housing development is balanced alongside those locations which offer the greatest range of existing employment opportunities, such as those clustered around Coventry Airport.

Plan 9: Key Diagram



5. Cross Boundary Development & Green Belt Boundaries

Cross Boundary Development – catering for Coventry related growth

This section considers the development of land south of Baginton primarily for either Coventry related growth and/or Warwick related housing growth.

A strategic steer is already provided through Emerging Core Strategy for Coventry. An integral aspect of this approved development strategy is the focus of housing development in a North/South corridor within and through Coventry as shown in the previous section of this report.

The importance of ensuring that Coventry continues to build on its reputation as a forward looking City is essential, which can help to create an important growth engine for the Region providing links to the growing areas of the South East and East Midlands Regions.

The peripheral residential expansion of the conurbation at Baginton as indicated through this document will assist in delivering this vision. Associated with this is the need for development related to Coventry Airport and more importantly its adjacent regional employment base. Whilst, the Airport, surrounding employment parks and Baginton are located within Warwick District, it is apparent that they are both socially and economically tied with Coventry, with Baginton physically adjoining the urban area.

Therefore the case for cross boundary development between Coventry and Warwick is particularly strong, given that appropriate peripheral expansion will facilitate the overall Coventry urban concentration strategy of the RSS.

The opposite of this would result in either insufficient housing being constructed, or more likely overdevelopment within the urban areas through unduly increasing densities. This would occur through building on both high quality employment locations and important Greenfield and Green Belt locations which should be protected within Coventry's administrative boundaries. Such a pattern of development would be counter productive in failing to create environments sufficiently attractive to both family living and inward investment and thereby failing to deliver the required levels of housing and overall urban renaissance for Coventry.

Given the constrained urban capacity levels of Coventry and the anticipated land use requirements (housing, employment, retail etc) from the current RSS review process, peripheral expansion of the conurbation, or nearby locations, through the selective release of Greenfield/Green Belt land and acceleration of house-building rates becomes a necessity.

Development to the south of Coventry – catering for Warwick's needs

Whatever level of housing and wherever it is located within Warwick District, ultimately a significant proportion of residents will out-commute to Coventry for their economic and social needs. Providing housing development adjacent to the urban area of Coventry with good public transport connections to the City and its peripheral employment locations provides the most sustainable development option and approach for the District.

Developing at appropriate levels in sustainable locations close to the administrative boundary of Coventry, in sustainable settlement locations such as Baginton provides an excellent opportunity to develop a mix of housing to meet local needs. These needs are likely to be directly related to the rural areas requirements to secure a higher level of affordable housing and will greatly assist in providing funding and/or improved local infrastructure and facilities.

The October 2008 NLP report recommends 3 housing scenarios for Warwick District, with 2 growth requirements of 15,800 and 20,800 dwellings. This is recognised in the documents commentary on Warwick which states on page 75 that:

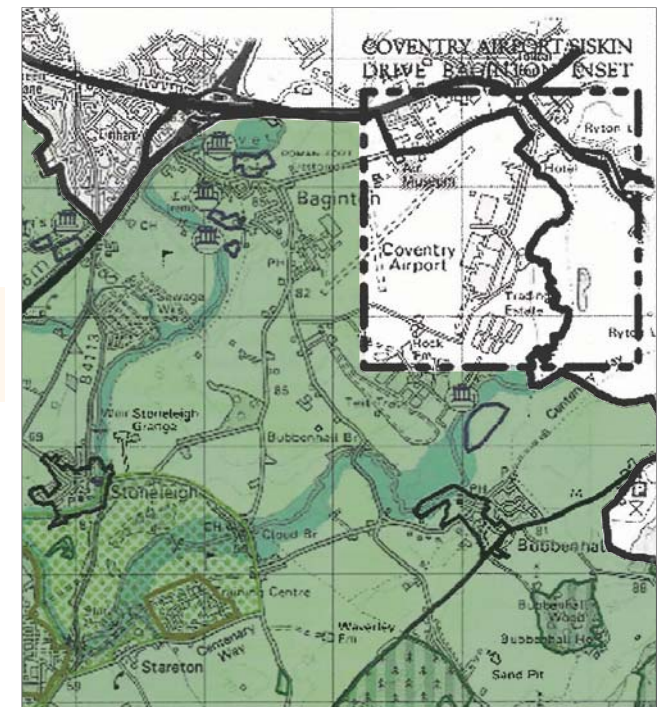
“Warwick is an area with significant growth pressures, including affordability, an ‘under-provision’ against CLG projections, with the RSS Phase 2 Preferred Option proposing 200 units per annum less than the market has delivered on average over the past 5 years. It is in a high technology corridor and identified as a key focal point for economic growth”.

Overall, provided that housing development is sensitively masterplanned, Greenfield development at land south of Baginton will allow for new facilities and services to be provided. This will make the best use of existing and proposed infrastructure and will also ensure new housing development is balanced alongside those locations which offer the greatest range of existing employment opportunities, such as those clustered around Coventry Airport.

Green Belt Review

The West Midlands Green Belt designation washes over the whole of the site (as shown in Plan 10 below). In the West Midlands there are a total of three Green Belts: the one that covers the site extends around Birmingham, the Black Country and Coventry.

Plan 10: West Midlands Green Belt designation



Source: Warwick District Local Plan

The Warwick District Local Plan refers to the Warwickshire Green Belt specifically within Policy DAP-1. The boundaries of the Green Belt were originally established in the previous Local Plan for Warwickshire. However, Warwick District Local Plan 1996-2011 incorporated a small number of minor changes to the Green Belt Boundary within Warwick District

Having regard to the constrained urban capacity levels of Coventry and Warwick and the anticipated land use requirements (housing, employment, retail etc) emanating from the current WMRSS review process, peripheral expansion of the conurbation through the careful and sympathetic release of Greenfield/Green Belt land coupled with an acceleration of house-building rates at sustainable locations such as Baginton is clearly a necessity as endorsed in the NLP Report. It is therefore evident that specific local Green Belt boundary adjustment for urban extensions, as proposed, at Baginton is made through the Warwick LDF as an essential means of meeting the Districts and/or Coventry's long term needs. The requirement for a Green Belt Review within Warwick District has been established through the recommendations of the October 2008 NLP Report, as stated in Volume 1, page 76:

"There could be a review of the Green Belt to amend boundaries to accommodate growth and consider the potential to extend it around Warwick to establish and protect its long term settlement boundaries in line with PPG2"

Therefore, whilst the land to the south of Baginton is located within the Green Belt, given the expected housing requirements and finite urban capacity levels of the City, unlike alternative Green Belt locations, it would not conflict with PPG2, as exceptional circumstances for a Green Belt review in this location would exist being a highly sustainable means of meeting the required development needs.

Green Belt Purposes

The site lends itself to a comprehensive masterplanned approach, which will demonstrate how it is of a scale and location to assimilate with the built form of Baginton. Such an approach would also demonstrate how the land is not required to fulfil the five purposes of Green Belt designation in PPG2:

Whilst the built form of Baginton already adjoins the urban edge of Coventry, unlike land around Baginton Bridge Nursery (adjacent to the A46), the site is located on the southern side of the village and is physically well contained. It is therefore not required to check the unrestricted sprawl of Coventry;

Within this northern area of Warwick District, it is recognised that developed large sites exists at Stoneleigh Park (formerly known as the National Agricultural Centre), Warwick University and Severn Trent Sewage Works. However, given the site's distance from these locations and towns to the south, its relationship with the built form of Baginton and development around the Airport, together with the topography of the land, result in the site not being essential to prevent neighbouring towns from merging into one another;

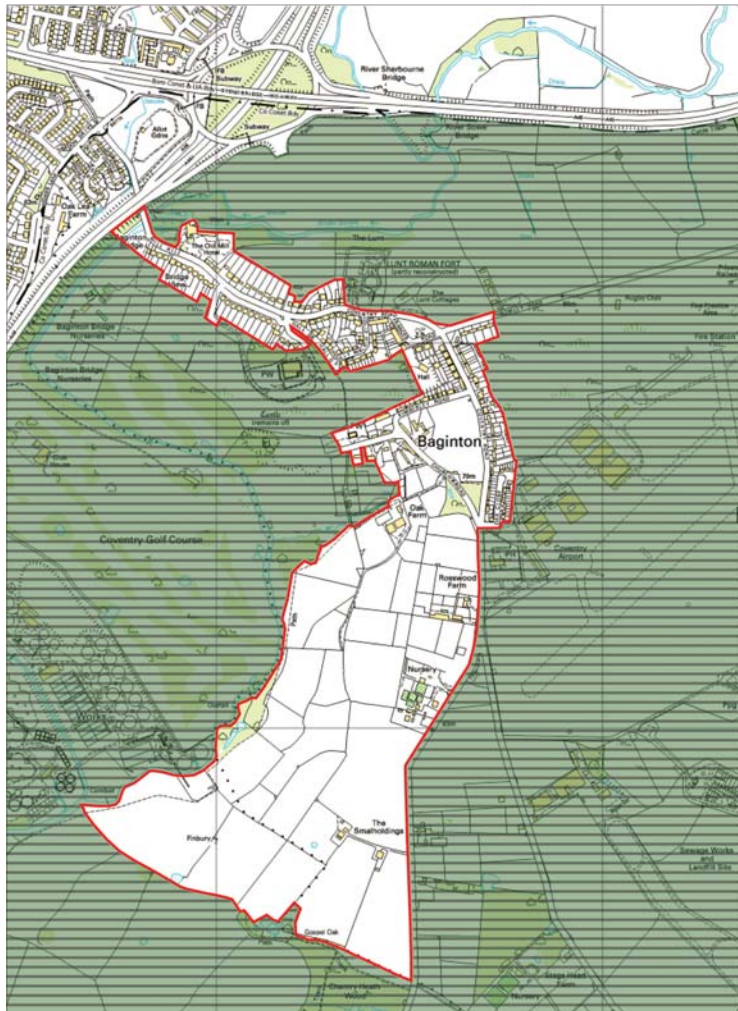
As with any Greenfield development, it is accepted that peripheral expansion with the Green Belt around Coventry will encroach into the Green Belt, regardless of its location. However, whilst the site extends to 50 hectares phased development will ensure assimilation visually with the built form of Baginton, and will also limit the perception of the sites encroachment into the Green Belt;

The land is not important for the setting of any historic town. As part of the masterplanned solution for the site, development is seen to positively enhance the setting of the southern side of Baginton and the recently designated Conservation Area. The site also affords opportunities to improve access to historic features of the area, including Baginton Castle and in doing preserving its setting and special character; and

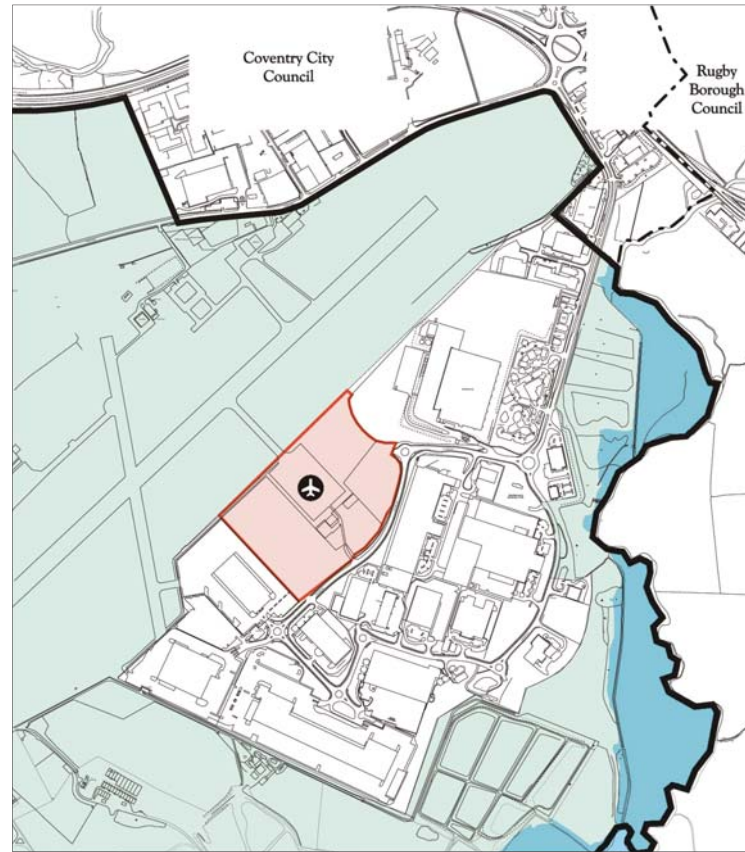
Within the context of a balanced residential development, with a mix of house types and tenures, the site is clearly suitable for the delivery of family housing to assist in meeting the identified needs of both Warwick and Coventry. It will assist in urban regeneration by encouraging the recycling of derelict and other urban land. The alternative to development in such locations is likely to result in a continued general unsustainable trend involving the outward movement of people 'jumping the Green Belt' to towns and cities beyond and thereby away from Coventry.

The introduction of a new Green Belt boundary in this location is feasible which could exclude both the village and the site from the Green Belt designation. Having regard to the extent of the Green Belt which extends into neighbouring administrative boundaries, RPS propose that Baginton Village is subsequently removed from the Green Belt as an insert to the wider designation. The removal of the village and the site from the Green Belt would need to follow logical and defensible boundaries and would link in with the urban area of Coventry. Having undertaken an indicative Green Belt study, one option for the removal of Baginton and the promotional site from the Green Belt is presented on Plan 11. This would follow that of Coventry Airport and Middlemarch Business Park which is already excluded from the Green Belt designation by way of an inset to the Green Belt Boundary as shown on Plan 12 opposite.

Plan 11: Proposed amendments to Green Belt boundary omitting Baginton Village & the site at Baginton as in insert



Plan 12: Coventry Airport Green Belt Inset Plan



Source: Warwick District Local Plan

Key

- District Administrative Boundary
- Green Belt (DAP1)
- Flood Risk Areas (DP10)
- ✈ Coventry Airport (SSP7)

6. Landscape Appraisal

Whilst the site at Baginton is not protected by any statutory or non-statutory landscape designations, a detailed review of the landscape character of the area has been undertaken as a means of ensuring a careful and sympathetic assimilation of the development proposals with the existing landscape character of the surrounding area.

There were three main objectives of the Landscape and Visual Assessment (LVA):

- Firstly - LVA Baseline. The first objective was to establish the nature of the landscape and visual baseline of the site as well as identifying the landscape character, assets, detractors, and the role that the site performs as a setting for the village of Baginton and its relationship with its context.
- Secondly - Landscape Analysis. The second objective was to undertake an analysis of the baseline study information. This analysis identified the main landscape and visual issues that were specific to the site and to the proposal to bring the site forward for development.
- Thirdly - Landscape Concept Framework. The third objective was to combine the findings of the analysis of the landscape and visual baseline with the declared intent for residential development. The aim was essentially to apply an understanding of the landscape and visual constraints of the site in such a manner that an initial concept for a landscape framework could be produced that would in time inform the Masterplan. This would ensure that any subsequent Masterplan for the site has in itself been informed by the unique landscape qualities and character of the site and its setting.

Landscape and Visual Assessment Baseline

Landscape Constraints

A detailed review of the Landscape Character of the area has been undertaken as a means of ensuring careful and sympathetic assimilation of the development proposals with the existing identified landscape characteristics of the village, and surrounding area of the site.

The identified immediate landscape influences upon the site land have been drawn together in order to produce a Landscape Character Area Plan (Plan 7) of the site which identifies in total 11 unique Landscape Character Areas either within or in the immediate vicinity of the potential development site.

Plan 13: Landscape Character Area



Key

1 Settlement edge plateau	4 Southern wood land edge plateau	7 Managed leisure	10 Managed Airport estate
2 Central farmstead plateau	5 Sowe valley/eastern slopes	8 Managed utility land	11 Settlement
3 Southern rising plateau	6 Sowe valley river corridor	9 Estate farmland	

- The LVA concluded that the Site's principle landscape resources included the following assets and receptors
- The site's tree and hedgerow stock (estimated from field work and photographs in the absence of topo/ecological/tree survey), streams and pasture;
- Public Right of Way from Baginton to Stoneleigh along the river corridor, that links with a wider network of public rights of way within the locality.
- The landscape features that contribute to the character of the site including the pattern and form of the landscape provided by the existing line of the footpath and River Sowe, field hedgerows and the Stoneleigh Road; the landform and landscape elements including mature hedgerow oaks, strong hedgerow patterns, river corridor with associated pastures and tree belt.
- The potential for the site to improve landscape character by restoration of neglected/lost landscape features and to provide mitigation to respect the existing settlement edge of Baginton Conservation Area.
- To retain the local distinctiveness of the village of Baginton.
- The potential role that the site has to contribute positively to the settlement boundary.
- The potential for the site to maintain and improve the connectivity between the rural and urban landscape.

Harmful and detracting elements and negative influences that exist within the site and its context included:

- Changes in land use and management leading to the loss of trees and loss and deterioration of hedgerows.
- Deterioration in the quality of landscape character due to the loss of characteristic landscape features (especially hedgerows and single oaks), leading to the loss of a characteristic field pattern.



Public Footpath, south of Church Road



Site Boundary, adjacent to Church Road



Panoramic View from Public Footpath along western boundary

- Poor condition of some remaining landscape features, notably outgrown, gappy hedges, and single field trees.
- Deterioration in the quality of landscape character due to the presence of incongruous landscape features on and adjacent to the site including: isolated oaks, stock control fencing in place of hedges, 20th century housing that is not locally distinctive, security fencing and river crossing along western boundary associated with the Finham Sewage Works.
- Deterioration in the quality of landscape character due to loss of tranquillity from the proximity of the site to Coventry Airport and sewage works as well as to the A45 (T) and A46 (T).

Views into and out of the Site

In visual terms views in and out of the site land from the immediate public domain are relatively limited. The route along the public right of way through the site, as well as approaches from the North and South have been carefully recorded and analysed through the LVA. The footpath is seen to follow the relatively low lying ground alongside the river, and the steep rise in topography to the east obscures much of the level or higher plateau-like area in the east of the site land.

The route alongside the eastern boundary of the site follows the Stoneleigh Road. Views into the site from this location are also limited by the presence of a mature boundary hedgerow. However, it should be noted that where views are limited by deciduous vegetation, they will be limited to a lesser degree during the winter months after leaf fall. There are also intermittent views into the site from breaks in the hedgerow at access points etc.

There are limited views into the site from the Finham Sewage works on adjacent land. Coventry Golf Course is situated in rising land on the western side of the River Sowe Valley. This elevated position affords views into the site land, however they are somewhat limited by the mature woodland belt that runs along the river corridor.











Views into the northern boundary of the site are also possible from a number of properties in the south of the Conservation Area.

Landscape Analysis

Analysis of the landscape baseline study information, as shown in Plan 8 opposite, identified the following landscape issues that are relevant to development proposals for the site:

- The character of the site and a 'sense of place'
- Potential for improvement of the settlement edge and for overall mitigation.
- Sensitivity and capacity of the site resource.

Landscape Analysis Key

<p>Physical / visual landform issues: Slopes and associated vegetation form physical visual feature within the site.</p> 	<p>Integration issues: Integration issues in relation to the landscape and woodland to the south.</p> 
<p>Physical / visual landform issues: Ridgeline and sloping land forms prominent division of site.</p> 	<p>Land Character Areas Area 1: Greatest proximity to settlement edge.</p> 
<p>Strong physical barrier: Stoneleigh Road forms a clear break in the the landscape as it forms the eastern limit for much of the site.</p> 	<p>Area 2: Defined by proximity of farms.</p> 
<p>Strong physical barrier: The River Sowe forms a clear line at the base of the slope west of the site.</p> 	<p>Area 3: Gently rising open land.</p> 
<p>Integration issues: Integration issues in relation to settlement and the Conservation Area to the north.</p> 	<p>Area 4: High ground contained by woodland.</p> 

Plan 14: Landscape Analysis





View from Public Right of Way in field along western boundary



Panoramic view from Public Footpath along western boundary

The Character of the site and a 'sense of place'

It is important to ensure that any development proposals at this location are founded on an iterative and evolving process, starting with a detailed comprehension of the character; the elements and attributes of the site and its general setting. The knowledge of this 'sense of place' is central to the successful integration of a development with its setting and in achieving the best fit of a new urban edge in the landscape south of Baginton. The replication of the landscape elements and attributes identified within the LVA, that are key to the definition of the setting, have subsequently guided the iteration of the development proposals as a means of keeping it true to its place.

Potential for Improvement and Refinement of the settlement edge and for overall mitigation

The potential for improvement, and enhancement, within the local character, and in a manner that is true to place is significant within the site. The locally distinctive character of the landscape including the smaller scale features, patterns and elements that enrich the site, have been identified throughout the LVA which demonstrates that there is clearly potential to retain the historic core of the village, whilst at the same time improving and refining the distinctive qualities of the place.

Sensitivity and Capacity of the site 'resource'

The site is one of a landscape of varying character. However, development of the site has the potential capacity to: enhance the landscape character by restoration of landscape features and elements and mitigation of the effect of adjacent housing that is not locally distinctive; improve the settlement edge and to improve and provide increased integration between the built and rural landscapes with improved access for residents to rural landscape elements.

Landscape Framework Proposals

The findings of the LVA combined an analysis of the landscape and visual baseline of the site with the declared intent for residential development that is both appropriate and sympathetic. The understanding of the landscape and visual constraints of the site was applied in such a manner that an initial concept for a landscape framework, that has in time informed the development proposal for a Masterplan, has been informed by the unique qualities and character of the site.

In this regard the LVA produced a landscape-led concept framework which is seen to relate to the landscape and visual terms of reference of the study and is sympathetic to the site and its context. Plan 9 opposite illustrates the possible basis for creating a landscape structure that will inform the preparation of master plan concepts in a way that both belongs to the place and is sympathetic to the landscape of the site.

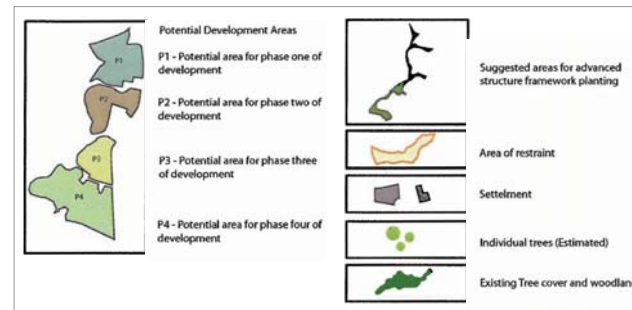
Conclusions on the Landscape and Visual Assessment

The LVA baseline work enabled an analysis to be made which was informed by knowledge of the landscape of the site and study area. An important element of this study was to gain an understanding and an appreciation of the relationship that the site has with its context and setting.

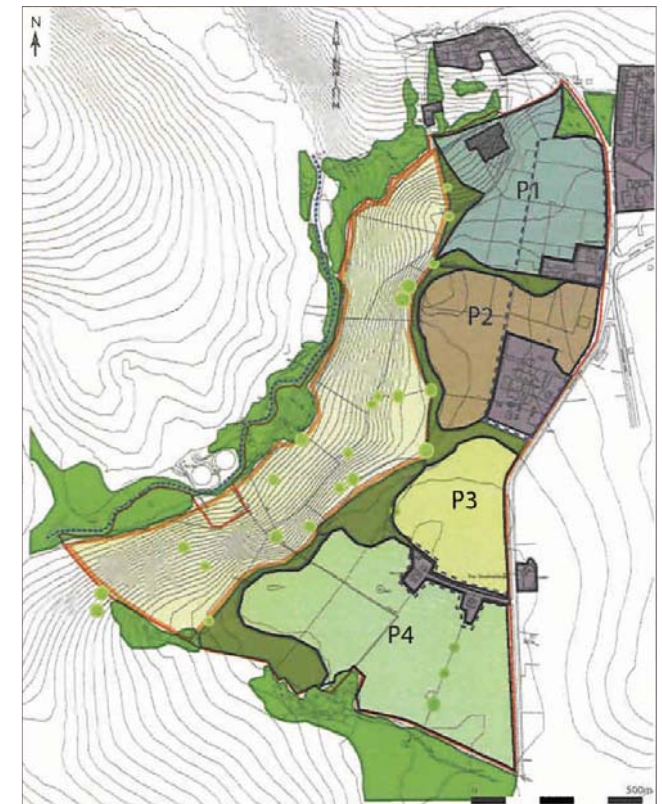
The preparation of an initial Site Analysis Plan (Plan 8) outlined the main landscape and visual assets, detractors, constraints and opportunities and was an integral output of the LVA. This Site Analysis Plan and the information as documented within the LVA report was subsequently applied to the drafting of an indicative sketch for a landscape-led development framework concept; Landscape Framework Proposals Plan.

The preparation of an initial Illustrative Concept Masterplan (Section 10 of this report) for the envisaged development proposal has subsequently flowed from this approach.

Landscape Framework Proposals Key



Plan 15: Landscape Framework Proposals



7. Transport Analysis

This section builds upon an initial technical transport assessment of the site. The transport information gathered regarding the proposals to allocate land at Baginton for residential development are discussed in detail below, however, can be summarised as follows:

- Vehicular access;
- Pedestrian and cycle access; and
- Public transport access.

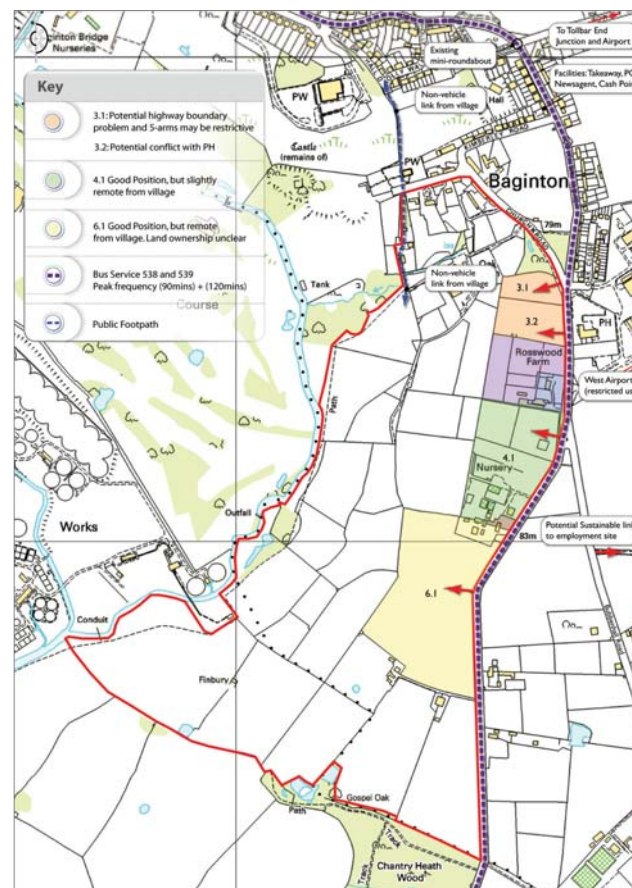
The site has close access to the strategic highway network (A45/A46) and residential development in this location could balance the existing significant employment base on the southern side of Coventry, such as those clustered around the Airport at Stonebridge Trading Estate and Middlemarch Business Park, both of which are within a very short distance of the site as well as the air freight and terminal employment opportunities.

It is envisaged that Baginton could eventually include development and construction of over 1000 public and private new homes therefore; any proposal of this scale would also require the provision of high quality transport infrastructure, potentially linking the settlement with the City of Coventry as well as smaller service areas within the immediate vicinity of the site. Evidently this will require new dedicated pedestrian and cycle routes as a means of providing linkages to the surrounding area.

The emphasis in developing this site will undoubtedly be on sustainability and reducing the need for the private car. Through sympathetic design it is anticipated that development of the site can be achieved in accordance with PPG13.

It is intended that these requirements will be achieved at Baginton through close liaison with Warwickshire County Council and other key stakeholders in the preparation of a final Illustrative Concept Masterplan for the site which will identify the potential for the incorporation of sustainable transport infrastructure.

Plan 16: Indicative Access Plan



Potential Site Accesses

A number of potential locations for access into the site were assessed and are shown in Plan 16, Indicative Access Plan. From this plan it can be noted that two possible access locations were considered to serve the northern part of the site, access 3.1 to the north of the village and access 3.2 opposite 'The Oak' public house. Although access 3.1 could provide the potential for a five arm junction the potential problems with obstructed visibility to the north caused by the large, possibly protected, oak tree was considered to render any subsequent junction improvements somewhat problematic. There are also a number of issues with regards to the ownership of the land surrounding the junction which require clarifying. For example, the highway boundary search, shown below revealed that Church Road and the open space to the north of the junction on which the oak tree is situated cannot be confirmed to be highway land ("maintainable at public expense").

A second proposed access location (3.2) would be taken opposite 'The Oak' public house (as shown on the Plan 17). This location is seen to meet the required geometric and visibility requirements along Bubbenthall Road. Ideally it would be desirable to combine the two public house accesses into one, forming a cross road style junction between the proposed development access and the single consolidated public house access.

Plan 17 Local Highway Boundary Searches

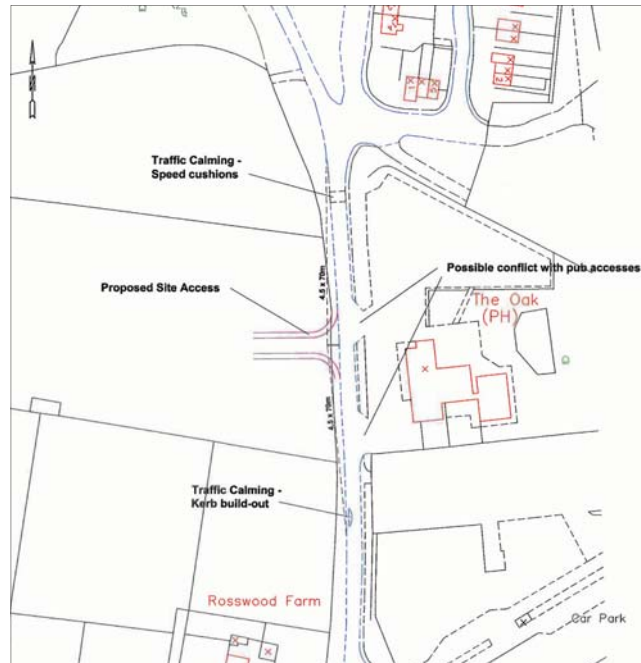


Having regard to the above, access location 3.2 was the preferred option and could readily provide access to both northern phases of the development, P1 and P2; it fulfils the required geometric and visibility requirements; and the provision of a 'cross roads' type junction with the consolidated public house access. Whilst proposed access 3.1 could also work, this would require additional land assembly options.

Obviously depending on the scale of development, it is likely that a second access would be required. At this stage it is anticipated that access 6.1 would be considered to serve the southern parcel of the site. The Transport Appraisal works has demonstrated the suitability of this access point.

The proposed site access to serve the northern part of the site is shown in detail on Plan 18 below.

Plan 18: Proposed Site Access



Highway Capacity

The site has excellent accessibility to the existing strategic highway network, in particular the A45 trunk road. A key element in the site's promotion will include the deliverability of sustainable transport solutions other than the private car and for this reason this concept has been placed at the forefront of the masterplanning exercise.

Significant residential development within this location would balance the existing significant employment base on the southern side of Coventry, including those clustered around the Airport at Stonebridge Trading Estate and Middlemarch Business Park, both of which are within a very short distance of the site as well as the air freight and terminal employment opportunities. Clearly the location around the Airport is a significant employment location on a regional scale, providing thousands of job opportunities, all of which require associated and balanced housing growth to be located close to it. An indicative location for a potential link from the site to the main employment conurbations is shown on Plan 16.

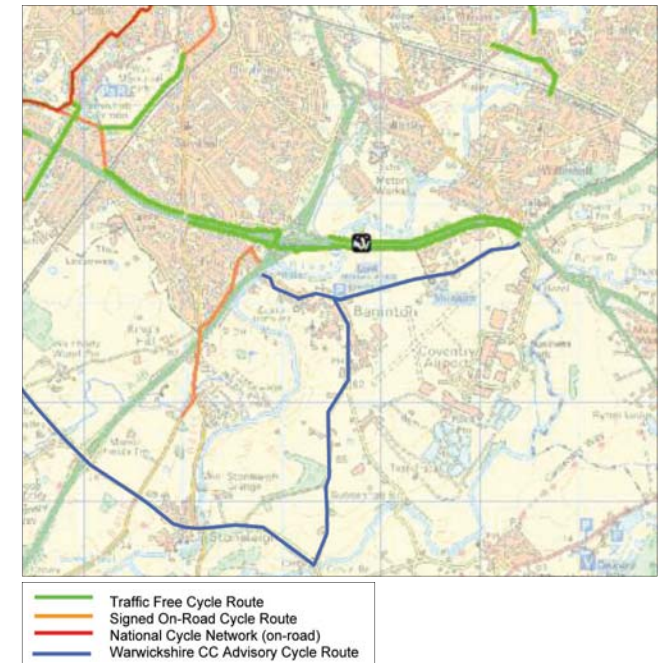
Plan 19: Site link to existing road network



Pedestrian and Cycle Access

The site is very well served by existing pedestrian linkages. A clearly marked footpath exists to the north of the site through St Peters church graveyard, across open land before joining Hall Drive and the Coventry Road. This path provides the potential for the development of a signed cycleway. Pedestrian access from the site to the village centre is currently served via Church Road and Kimberly Road which is lightly trafficked, although no footpath is provided. The development however would provide further linkages with the Coventry Road which is serviced by at least one footpath at all times. Within the site a footpath extends the length of the site and continues south to Stoneleigh, although the village provides no significant pull for employment, retail or leisure. Much of the surrounding highway network is identified as advisory cycle routes (shown on plan 13), and in a number of locations on-road cycle routes are signed to destinations such as Coventry, Leamington and Warwick University. An existing single-width road off Bubbenhall Road provides an option to develop a clear cycle/pedestrian linkage from the site to the Airport and Business Park.

Plan 20: Cycle Routes

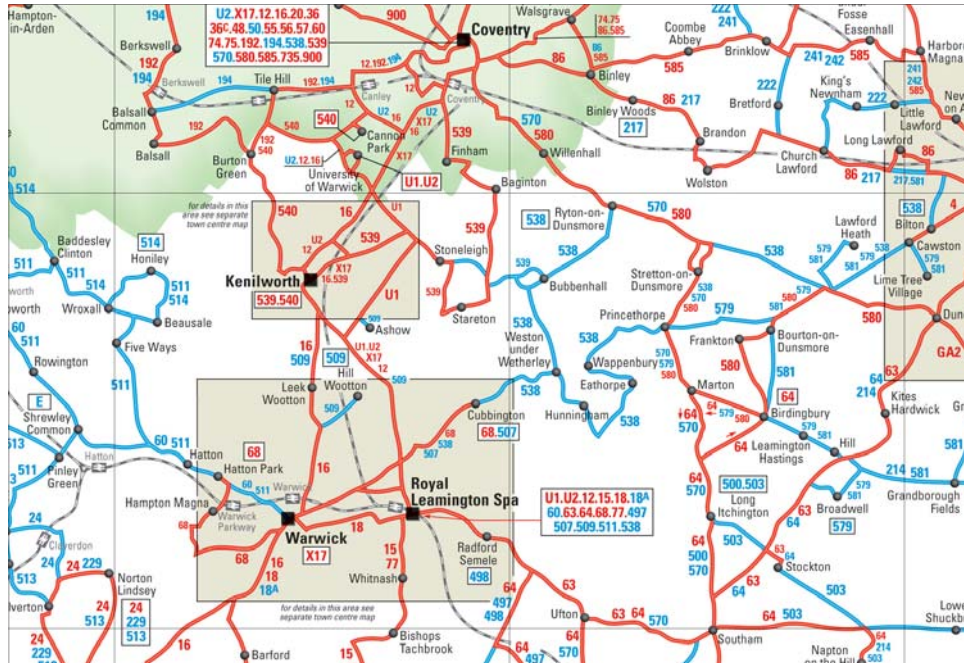


Public Transport

The village of Baginton is presently served by two bus services between Coventry – Leamington (538 – every 2 hours) and Coventry – Kenilworth – Warwick (539 – every 90 minutes) as shown on the table opposite. However, the site is situated only a short distance from a very frequent bus service which operates along the A45. Furthermore, through development of land south of Baginton opportunities exist to improve existing public transport services in order to serve both the site and village. The site provides the potential for new public transport services which could link the village and the site with Coventry Airport and Business Park (e.g. via shuttle bus/public transport contributions).

At present strategic bus routes from land south of Baginton provide linkages from the site to Coventry City Centre. Here further more direct routes can be accessed to areas including Solihull, Bedworth and Nuneaton. South of Baginton bus services are seen to link the site with areas including Kenilworth, Royal Leamington Spa and Rugby.

Plan 21: Bus links to Coventry City Centre and surrounding areas

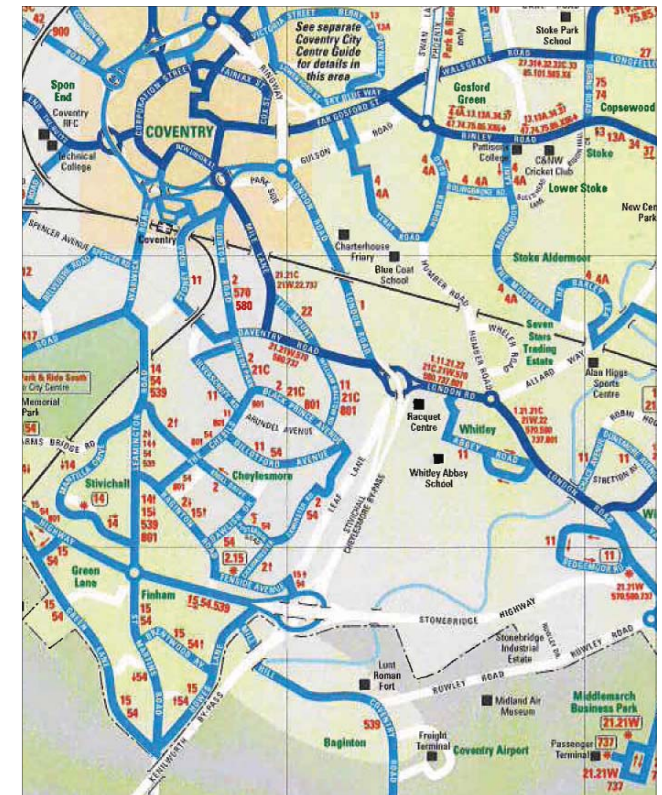


Bus Services Summary

Bus Stop Location	Service Number	Origin - Destination	Operator	Peak Frequency
Baginton Post Office	539	Warwick – Coventry via Kenilworth, N.A.C. and Baginton	Johnsons of Henley	90 minutes
	539	Coventry – Warwick via Baginton, N.A.C., and Kenilworth	Johnsons of Henley	90 minutes
Baginton Post Office	538	Coventry – Baginton – N.A.C – Ryton – Princethorpe – Leamington	Johnsons of Henley	120 minutes
	538	Leamington – Princethorpe – Ryton – N.A.C – Baginton - Coventry	Johnsons of Henley	120 minutes



Plan 22: Bus links to Coventry City Centre



8. Further Technical Information

The sustainable development of land south of Baginton can be achieved within the timescales of an emerging development plan policy framework, namely to 2026. However, for this 'vision' to be realised, a number of technical, design and financial matters need to be addressed and resolved.

It is not the intention of this document, nor would it be expected, to provide all of the technical analysis that will be necessary to support the development of the site. Rather, necessary technical work will need to be fully identified and scoped in partnership with the Local Planning Authorities as well as other key stakeholders. However, in arriving at an indicative land use plan, there are a number of technical and design matters in addition to archaeology, landscape, and sustainable transport opportunities which are briefly discussed in turn below.

The Illustrative Concept Masterplan as provided in section 10 of this document indicates how residential and areas of open space can be accommodated within the site, as informed by the following technical analysis:

Ecology

Warwickshire County Council have been contacted in order to ascertain the significance of the site at Baginton from an Ecological perspective. This assessment included a desk top study into the nature of all important vegetation and habitats and wildlife, including statutorily protected species which are currently found, or have been found within the site boundary. Whilst the scope

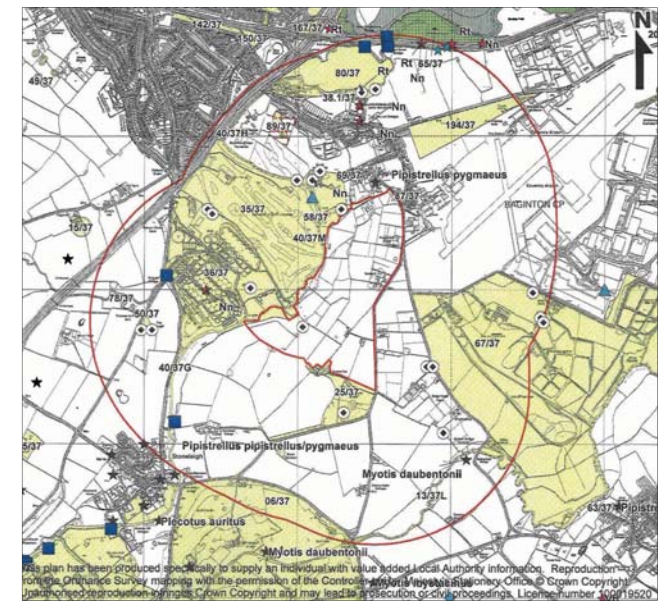
of this initial survey undertaken is sufficient to enable the accurate and informed assessment of any potential impacts associated with a proposed residential development at this stage, a full Ecological Survey and Assessment will need to be produced in order to support any forthcoming planning application.

The ecological data search concluded that there were no known nationally important sites (e.g. Site of Special Specific Interest - SSSI) which fall within the immediate area of the site. However there are a number of designated sites of nature conservation importance, termed 'Eco Sites', which are found close to the site's boundaries. This initial ecological survey data has been used to inform the preparation of the Illustrative Concept Masterplan and efforts have been made to avoid any significant features of ecological interest in order to minimise any impacts. Avoidance of an impact is clearly an important stage of any mitigation process.

Where feasible and appropriate, opportunities to enhance the ecology and nature conservation interests at the site will be explored and incorporated into the scheme.

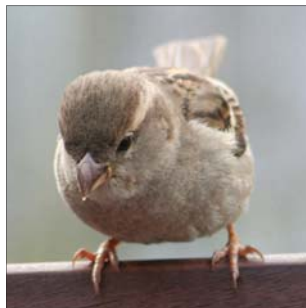
The 'Ecological Data Search' (Plan 23) below shows that initial ecological investigations have revealed that no significant ecological finds have been recorded within the proposed development site apart from a small site of wildlife importance located within the southern extremities of the site.

Plan 23: Ecological Data Search



Key

Eco Site	Water Vole	White-Clawed Crayfish
SSSI	Site of Wildlife Importance	Dormouse
RIGS	Bat	Barn Owl
SINC	Otter	Brown Hare







Plan 24: Local Environment Agency Flood Map



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Key

Flooding	more
The map shows areas at risk of flooding in England and Wales. Click on the map to see how likely it is to flood at a particular location.	
Flood Maps	more
	Flooding from rivers or sea without defences
	Extent of extreme flood
	Flood defences
	Areas benefiting from flood defences



Flood Risk/Drainage

The Local Environment Agency Flood Map (Plan 15) shows that part of the site land immediately east of the River Sowe falls within the Environment Agency Floodplain and as such this area of the site is likely to be affected by flooding if the River Sowe rises above its banks. The flood-map for the River Sowe indicates (in dark blue) the area at risk of flooding that falls within the 1% chance of this happening. That is the area that could be flooded by the river (if no flood defences were in place) that has a 1:100 or greater chance of happening each year. Additional areas indicated in light blue show the additional extent of an extreme flood from rivers. These outlying areas are likely to be affected by a major flood with up to a 1:100 chance of happening each year. The topography of the steeply sloping river valley sides ensures that although there are areas likely to be flooded to the west of the site land, it is restricted to within approximately 100m distance of the river.

In accordance with PPS25 in August 2007, Warwickshire County Council, Coventry City Council, Solihull Metropolitan Borough Council and the Districts and Boroughs of Warwickshire commissioned consultants to produce a Level 1 Strategic Flood Risk Assessment (SFRA). The aim of the SFRA is to map all forms of flood risk and use this as an evidence base to locate new development primarily in low flood risk areas. The SFRA Flood Maps indicate that site land immediately east of the River Sowe has a medium to high probability of flooding. A Flood Risk Assessment would therefore be required in accordance with PPS25 in order to assess how flood risk from all sources of flooding to the proposed development at Baginton will be managed.

The "Key Planning Objectives" in PPS25 state that,

"The aims of planning policy on development and flood risk are to ensure that flood risk is taken into account at all stages in the planning process to avoid inappropriate development in areas at risk of flooding, and to direct development away from areas at highest risk."

The proposals for Baginton would therefore take into account the identified constraints on flood risk and drainage to ensure the proposed development has no significant adverse impacts. Sustainable Urban Drainage Systems would be incorporated into the development proposals to ensure surface water is returned directly to the ground at or near to the point at which it falls, controlling the rate of runoff from the site and allowing a more natural level of discharge. However, given the steeply sloping nature of the site at its western side it is clear that development on this site could be located to avoid any areas of flood risk and it is concluded that there will be no impact upon any proposed development in terms of fluvial flooding.

Services and Utilities

As the site is currently designated Green Belt/Greenfield land, no utility provision currently exists upon site. However, the development site can, in planning terms, be designed to be well assimilated with the existing Baginton Community. It is therefore anticipated that the development can be connected to and readily accommodated by the existing utility and service infrastructure which presently serves the surrounding residential and employment areas.

Coventry Airport – Flight Paths

Coventry Airport is located to the immediate south east of the urban area of Coventry within Warwick District. It lies to the south of the A45/A46 trunk road network with access to the Airport from the Tollbar End Junction. A vehicular entrance to the Airport is accessible from local roads within Baginton directly opposite the proposed development site. Coventry Airport has a longstanding history of aviation dating from before the commencement of the planning system in 1947. Its use as an airfield/Airport has not ceased during this time although activity has varied in scale and extent over this time.

The Airport primarily functions as a freight Airport and an Airport for light aircraft used for business and pleasure, providing a complementary service to those currently on offer at Birmingham

International Airport. The Airport does however, currently provide for approximately 1 million passengers per annum. Whilst the future expansion plans of the Airport are uncertain at the present time, any future redevelopment at Coventry Airport would undoubtedly generate a substantial number of new permanent jobs, both directly and indirectly.

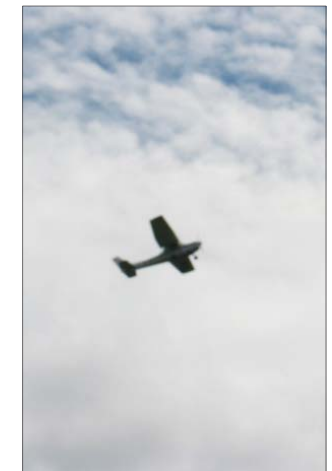
It is the intention of the 'authorities' to introduce a Public Safety Zone (PSZ) at the end of the runway, which is seen to cross part of the southern parcel of the Baginton site as shown in Plan 16.

Within this zone development would be restricted in order to control the number of people on the ground at risk of death or injury in the event of an aircraft accident on take off or landing. The basic thrust of the PSZ policy objective is that there should be no increase in the numbers of people living, working or congregating in the PSZ, and that over time the number should be reduced as circumstances allow. However, while there is a general presumption against development within PSZs, the subsequent circular advises that particular types of new development may be allowed providing it involves a low density of people living, working or congregating within the PSZ.

From the plan it can be seen that there are few buildings within the PSZ at the western end of the runway, outlined in blue on the attached plan, and none at all are within the 1 in 10,000 individual risk contour, outlined in red. Essentially the level of risk to people within the PSZ, outside of the 1 in 10,000 individual risk contour, is low. However, establishment of the PSZ means that owners of the land and buildings within it are constrained as to how they can develop their land in the future. Consequently, any development in this instance that would result in an increase in the numbers of people living, working or congregating within the PSZ is unlikely to be permitted.

Importantly, the proposed PSZ earmarked for Coventry Airport has not yet been formally adopted. Consequently the proposed PSZ designation at the present time does not carry weight in the determination of planning applications. In this regard the PSZ was essentially produced in order to aid the recent Planning Inquiry into the redevelopment of the Airport, based upon a 15 year projection of future Airport movements on the assumption that the future expansion of Coventry Airport would be granted planning approval. As the High Court recently dismissed Coventry Airport's appeal into a new passenger terminal, the associated Airport movements are now unlikely to be anywhere near those incorporated within the 15 year projection. Therefore the PSZ is shortly to be revised in order to take account of the expected reduction in Airport movements. As will be seen in Section 10, the presence of the PSZ has been seen to influence the evolution of the Illustrative Concept Masterplan for the site.

Plan 25: Flight Paths from Coventry Airport





Employment

Although many workers within the rural area commute to one of the surrounding towns and cities, it is clear that within immediate proximity of the site at Baginton there are several institutions and employers of significant size, including the Stoneleigh Business Park, Stonebridge Trading Estate, Coventry Airport and Middlemarch Business Park. The locations of these employment areas are also shown on Plan 26 which also demonstrates their relationship with the development site.

House prices throughout the District have risen sharply over recent years so that in smaller settlements, such as Baginton, where housing choice is limited, it has become increasingly difficult for local people to find suitable, affordable housing.

The site has close access to the strategic highway network (A45/A46) and significant residential development within this location would balance the existing significant employment base on the southern side of Coventry, such as those clustered around the Airport at Stonebridge Trading Estate and Middlemarch Business Park, both of which are within a very short distance of the site as well as the air freight and terminal employment opportunities. These employment locations are of a regional scale, which provides thousands of job opportunities, all of which require associated and balanced housing growth to be located close to it. The development of Baginton will ensure the housing requirements of the present and future employees of these major concentrations of employment are met in the most sustainable manner by significantly reducing the number of out commuters.

Minerals Reserves

Current National and Regional guidelines state that Warwickshire should make available 1.043 million tonnes of sand and gravel a year in order to ensure that the construction industry has a secure supply of essential materials. The Minerals Core Strategy will cover the 15 year period between 2011 and 2026 and a requirement for 15 million tonnes of sand and gravel. The Minerals Core Strategy will therefore need to allocate additional sites and areas during the plan period for future mineral extraction. With permitted reserves currently estimated to be 7 million tonnes it will clearly be necessary to permit additional sand and gravel extraction within the county.

Sand and Gravel resources are the most widespread across the county and follow the existing river network with older glacial deposits located broadly around Rugby, the A5 and Coventry. The occurrence of other economic mineral resources in Warwickshire is much more restricted and localised.

Land south of Baginton is shown on published Geological maps to be underlain by outcrops of the Bromsgrove Sandstone and sandstones of the Tile Hill Mudstone Formation. In addition to these superficial deposits of alluvium are also mapped along the banks of the River Sowe on the western side of the site and the superficial cover on the eastern side is indicated as Baginton Sand and Gravel.

It is estimated from the published geological plan that approximately 30ha (75 acres) of the site may potentially be covered by Baginton Sand and Gravel. Understandably the quality and thickness of the sand and gravel deposit is likely to vary across the site with the better quality and thicker deposit seen to occur in the northern half of the site, thinning to the south with an increasing proportion of silt and clay. However, the site at Baginton holds significant deposits of sand and gravel reserves (anticipated in excess of 600,000 tonnes) and that the site has potential to be identified through the Minerals Core Strategy for its mineral deposits.

9. Sustainability Credentials

This section highlights the sustainable development credentials of the development proposals. In transport planning terms, the most sustainable sites are those generating the fewest private vehicle trips, which would be achieved by enabling a greater proportion of walking, cycling and public transport trips. Planning Policy Guidance Note 13: Transport advises that 1km is a suitable distance for which walking is a realistic option.

In this regard a facility survey of the surrounding area has been undertaken with the findings illustrated on Plan 19 opposite. This plan shows the relationship of the site to existing shops, services and facilities within the immediate vicinity and up to approximately 2km from the site boundary. All of the facilities identified are easily accessible by pedestrians via designated road crossing points, pedestrian footpaths and pavements along the local highway network.

Services and Facilities

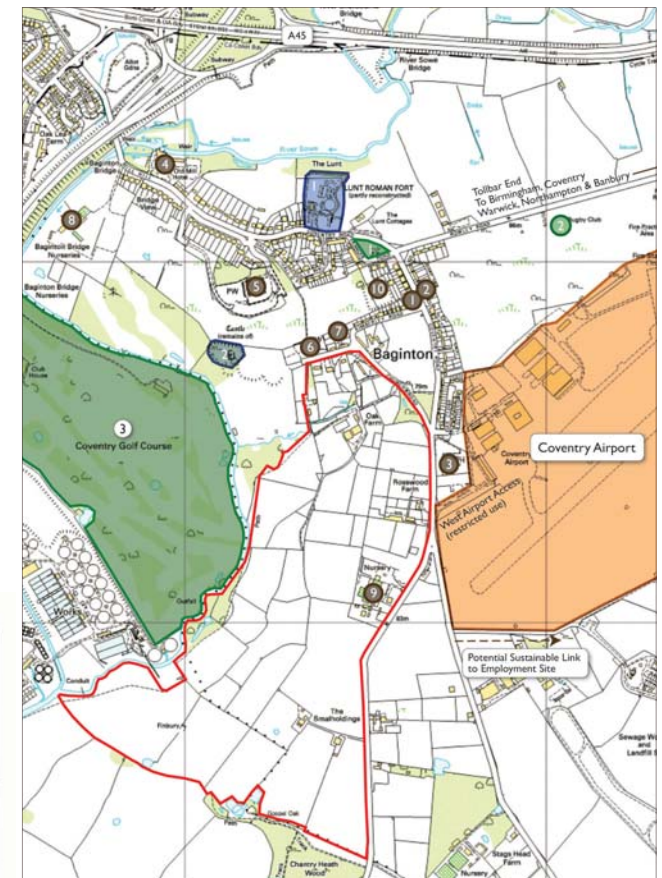
From studying Plan 17 it can be seen that Baginton village has a number of local facilities and services, which are to be expected of an attractive parish. Approximately 500m from the site is the village Post Office and General Store which provides for a mainly convenience shopping function including newspapers and magazines, snacks and confectionary and day to day top-up goods. In addition the Post Office also provides a Bureau de Change and ATM.



Key	
	The Site
	Leisure & Recreation
	Cultural Heritage
	Village Facilities & Services

1. Lucy Price Playing Field & Play Area	4. The Old Mill - Hotel & Restaurant	8. Baginton Bridge Nurseries
2. Rugby Club (Trinity Guild RFC)	5. Place of Worship	9. Roswood Farm & Nursery inc. Farm Shop
3. Coventry Gold Club	6. St. John The Baptist Church	10. Baginton Village Hall
	7. Royal British Legion Club	

Plan 26: Facilities Plan



Employment

As indicated on Plan 26, development south of Baginton provides an excellent opportunity for delivering a well balanced extension, in a highly sustainable location which can assist in balancing housing growth with the regionally significant employment location around Coventry Airport.

It is apparent from Plan X that it is on a Strategic level where land South of Baginton is most sustainable. The site has close access to the strategic highway network (A45/A46) and residential development in this location could balance the existing significant employment base on the southern side of Coventry, such as those around the Airport at Stonebridge Trading Estate and Middlemarch Business Park, both of which are within a very short distance of the site as well as the air freight and terminal employment opportunities. The location around the Airport is a significant employment location on a regional scale, providing thousands of job opportunities, which will require associated and balanced housing growth located close to it. The bringing forward of this site for residential development will assist in meeting the housing requirements and demand of employees from these areas in a sustainable manner. The main concentrations of employment locations are indicated on Plan 27.



Plan 27: Areas of Employment



Schools

The primary schools that pupils would most likely attend from a development at the proposal site include Finham Primary School and Priorsfield Primary School. However, as at June 2008, there were no spare primary school places within these schools. There is therefore a distinct lack of primary school provision within the village of Baginton. In terms of secondary school provision, the nearest secondary school to the site is Kenilworth School located at Leyes Lane, Kenilworth. This school also has no spare pupil capacity.

Whilst pupil numbers clearly fluctuate over time the capacities of these schools is at present insufficient to accommodate the number of school age children likely to be generated by the development of land south of Baginton.

To mitigate the effects of increased levels of demand for local school spaces, the new development will make provision to either upgrade existing facilities, or where necessary it will provide for new educational facilities within the parish, the exact nature of which would need to be discussed with the County Councils Education Services. However, having regard to the capacities and numbers on roll at existing schools within the catchment of the site at this early stage it is envisaged that the development would need to provide for at least a new primary school on site. An indicative location of this primary school is shown on the accompanying Illustrative Concept Masterplan (Section 10).

Libraries

The nearest public libraries to the site include Coventry Central Library, Binley Woods and Foleshill Library. These libraries also provide computing and internet access and are all within 4 miles from the site. Whilst there is a lack of library provision within Baginton, through discussions with Warwickshire County Council, it has been confirmed that the library service would not require a new stand alone building to deliver services. However, it is recognised that a partnership

with other agencies would need to be entered into to promote such library services. At this stage it is proposed that this could be in the form of a collection of books in a school/health centre or community hall, or by utilising the mobile library fleet to deliver such services.

There are at least 2 places of worship located within 1km of the site, including St John the Baptist Church. The identified places of worship also have the capacity to offer other community facilities ancillary to worship and meeting rooms.

Recreational Facilities

The Lucy Price Playing Field is situated centrally in Baginton village and provides a variety of fixed/ static play equipment. The fields have a children's play area and an area of open grass which is used for various recreational activities, and has a quiet family appeal.

However, as with any significant housing development it is vital that provision is made within the site at Baginton for a sizeable component of open space/parkland. This will be developed as core infrastructure of the site as a means of providing key recreational facilities and for a range of activities in order to enhance the quality of life for local residents.

The nearest leisure centre to the site is the Coventry Sports and Leisure Centre. This centre provides for a range of facilities including Olympic Pool, Paddling Pool, Splash Pool, Swimming Classes, and Gym/Fitness Studios. The Centre has recently been recognised as an official Olympic training venue for Swimming in the Coventry/Warwickshire Area.

On Site Renewable Energy Generation

The development of this site offers potential for the incorporation of appropriate renewable energy technologies. Such opportunities can be informed by future discussions with both Coventry City and Warwick District Council, energy providers, and in reference to the advice contained within publications such as the Town and Country Planning Association's 'Sustainable Energy by Design'.

It is not the intention of this document to detail all renewable energy considerations at this stage, as future developers and occupiers may well have their own particular thoughts. That said, it is considered that a reasonable proportion of energy used on site will be from renewable energy sources which might include, Combined Heat and Power (CHP), Wind Turbines, Biomass and Biofuel, Photovoltaic Panels (PVP), Solar Water Heating, and Ground Source Heat Pumps.

The Illustrative Concept Masterplan allows for on-site renewable energy production.

Planning Obligations

As identified in the planning policy section there is a clear need where major new development is proposed to ensure that adequate physical and social infrastructure is provided to support the delivery of housing including education and community facilities, infrastructure requirements, open space, health care and local shops to such a level which meets the demand arising from occupiers of the new dwellings.

A development of the scale being proposed at Baginton will be required to enter into a far reaching Planning Obligation; most probably in the form of an agreement between the Local Planning Authority and the applicant/developer.

Planning Obligations, legally tied by a Section 106 agreement to a planning consent (s) for the development of the site may provide for affordable housing, transport, open space and formal recreation areas (and their future maintenance), education and healthcare provision, community facilities or public art.



10. Design & Development Strategy

The Illustrative Concept Masterplan provided by this Chapter (Plan 18) has been informed by planning policy considerations, and precluding information as contained within this document. Whilst duly informed, the Illustrative Concept Masterplan is indicative, and should be treated as a basis for further discussion, consultation and dialogue towards the preparation of a more detailed Masterplan in due course.

As is indicated elsewhere throughout this document the vast majority of the site is within the single land ownership control of Lenco Investments. Lenco Investments intend to achieve discussion with relevant landowners, as a means of ensuring that a joined up approach is taken to site promotion and towards securing a comprehensive site assembly. However, at this stage for the masterplanning works all third party land has been incorporated into the Masterplanning proposals, although none are critical to the delivery of the development.

The total land use budget for the Illustrative Concept Masterplan comprises:

- Phased development of over 1,000 dwellings
- 4 individual Residential Neighbourhoods
- Affordable Housing to meet Local Need
- A New Primary School (to include crèche)
- 1.93ha of Children's Public Open Space
- 3.86ha of adult sports provision
- Allotments
- Football Pitches
- Heritage and Nature Trail
- Woodland Planting
- Enhancement of existing Conservation Area
- Improved Public Transport Provision
- Pedestrian and vehicular linkages to neighbouring employment concentrations
- On site renewable energy provision
- Community centre facilities
- Educational boards on the history of the SAM's and opening up access to existing monuments
- Local Retail Centre
- Live Work Units.

Phasing

Assuming a residential density of 40 dwellings per hectare land at Baginton has the potential to deliver over 580 dwellings through the first phases of development and would be seen to bring forward a wide range of house types and mix including both market and affordable housing in terms of both tenure and price, and will therefore meet a significant proportion of the identified needs of both Warwick District and Coventry.

It is recognised that the size of the residential development proposed is likely to require a phased development. And whilst the site extends to approximately 50ha, it is expected that development is to be initially phased to its northern extent. This will allow for easier assimilation visually with the built form of Baginton, and will also seek to limit the perception of the sites encroachment into the Green Belt. However, the Illustrative Concept Masterplan shows how the entire site can be bought forward in an integrated and sustainable manner. The Illustrative Concept Masterplan demonstrates that a balanced residential development can be provided at this location, delivering a mix of house types and tenures.

The basis of this phasing approach will also help to maximise the use of existing utilities in order that significant infrastructure investments (i.e. roads/public transport costs) can be provided in relation to the wider site area. As and when development values are realised through the release of earlier phases, capital receipts can be used to finance necessary new and improved site infrastructure including community services and facilities, as and when, the need for such amenities arises through the development.

The use of phasing will also be used to gauge market interest in the range of house types/ styles bought forward through the development. Depending on the take up of initial phases, subsequent residential phased releases can be modified accordingly, (i.e. to include more family housing or apartments for example in accordance with an identified local housing need).

Residential Neighbourhoods

It is proposed that the development is to be divided into 4 distinct phases following the principles established through the site analysis exercise and subsequent landscape framework proposals. Furthermore the Landscape Framework Proposals also indicated a substantial area of development restraint. The Illustrative Concept Masterplan has paid due consideration to this area of restraint seeking only slight alterations and in particular advocates the 'rounding off' of some of the suggested areas for advanced structure framework planting.

Essentially these 4 phases can be considered as 4 individual neighbourhoods, to be separated by an appropriate landscape buffer. The phases would deliver a mix of house types and tenures and would provide for appropriate levels of affordable housing. At this stage it is anticipated that the following numbers of units will be bought forward at an average 'near developer's net density' of 40 dph:

Phase 1:	287
Phase 2:	301
Phase 3:	108
Phase 4:	313
Total:	1,009 units.

Public Open Space

Having regard to NPFA guidelines and assuming an average household size of 2.36 persons per household the anticipated number of units to be provided on site would require 1.93ha of children's POS in addition to 3.86ha of adult sports provision. The Illustrative Concept Masterplan seeks to bring forward 1 LEAP (Local Equipped Area for Play) per phase (or neighbourhood), plus an additional LEAP for the later Phase 4, after taking account of appropriate walking distances. These areas of open space will be specifically designated and laid out for young children of the development to play close to where they live and will provide opportunities for toddlers and young children to play in a safe location within the site overseen by parents, careers and the local community. The LEAP's will also provide a variety of play equipment allowing children to 'let off steam'. Almost all of the dwellings to be provided on site will be within the guideline 240m straight line walking distance of an LEAP.

Also provided on site is one NEAP (Neighbourhood Equipped Area for Play), which will be designated and equipped mainly for older children. This NEAP is likely to contain two distinct parts – the first comprising a range of playground equipment and the second, a hard surfaced area for ball games, multi sports and /or wheeled activities etc.

Phases 2 and 4 will be within the 600m straight line walking distance of the NEAP, as at this time it has been assumed that some play equipment can be provided off site, possibly within the large area of existing POS space to the north of the site which is seen to currently serve the village of Baginton as well as the wider community. In addition the Illustrative Concept Masterplan shows two designated areas for open sport. These set areas for open sport are to be provided within Phase 2 (to serve Phases 1 & 2) and Phase 4 (to serve Phases 3 & 4). The total area of this POS equates to 5.55Ha. However, it is anticipated that Phase 1 could be served in the first instance by the existing large area of POS which lies within the current Baginton settlement area and is located only a short distance away from the northern boundary of the site.

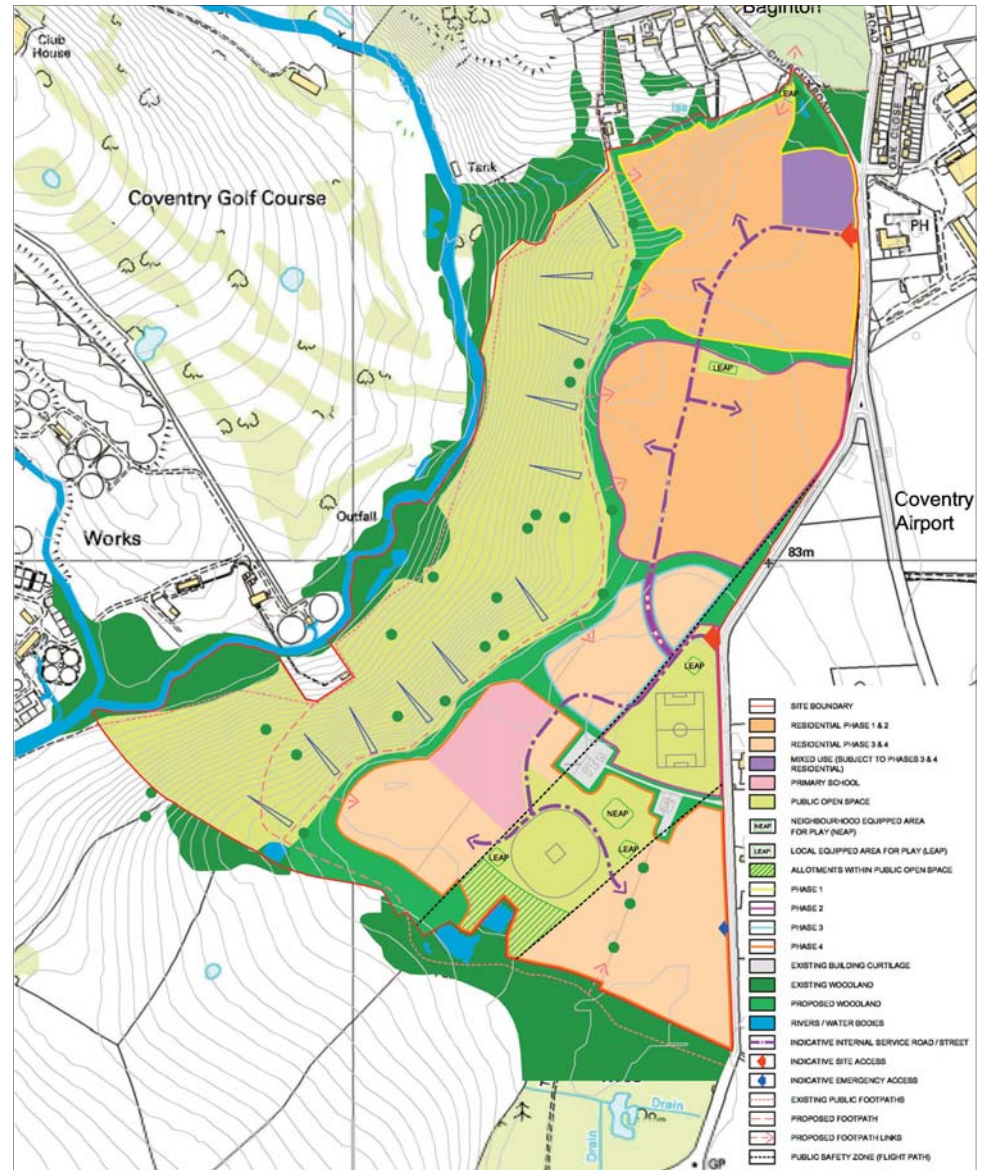
Heritage Trail and Allotments

Complementing the more formal areas of POS, allotments are to be provided in Phase 4 (0.84ha), as well as a substantial area of informal POS which is to be located along the valley to the west. This 'corridor' would represent a major benefit to the wider community as a formal nature trail and as it is to be entirely opened up to the public, it will also provide a significant area of both ecological and wildlife interest. This 'corridor' follows the western boundary of the site and will incorporate pedestrian walks and heritage trails etc. Therefore, opportunities to enhance the ecology and nature conservation interests of the site are to be taken wherever possible and will be incorporated into the wider scheme.

It is the intention of the Illustrative Concept Masterplan to create a Green informal POS Corridor along the western side of the site. The provision of open space and recreational facilities within walking distance of all future residents of Baginton would also promote healthy living and sustainable development.



Plan 18: Illustrative Concept Masterplan





Woodland Planting

The proposed ridgeline planting along the top of the valley has a minimum 10m planting belt along it. This has been reduced slightly in places from the proposals set out within the Landscape and Visual Assessment. However, due to the sensitivity of the valley itself, the alignment of the ridgeline planting has remained very similar to the original proposals as advocated by the original Landscape Framework Proposals, with the green 'fingers' dividing each phase, or neighbourhood, having been retained. This planting, along with the valley POS, will be delivered prior to each individual Phase, helping to mitigate the visual impact on the valley itself.

As with all sustainable extensions any development on land south of Baginton will be underpinned by green infrastructure which will help the development integrate into the landscape and to facilitate significant improvements in connectivity, public access, biodiversity, landscape conservation, outdoor sport and recreation.

Conservation Area

The recently designated Baginton Conservation Area abuts the northern part of the site and in particular includes a small copse which falls within the North East boundary of the site. Consequently the location of this copse has duly informed the development of the Illustrative Concept Masterplan for the site and accordingly is shown as being omitted from the wider development boundary. As part of the masterplanned solution, the development will therefore be seen to positively enhance the setting of the southern side of Baginton, including the recently designated Conservation Area.

Scheduled Ancient Monuments

The Illustrative Concept Masterplan ensures that pedestrian access to the Scheduled Ancient Monuments, Baginton Castle and Fishponds is both maintained and improved both from the site itself and the existing public footpaths/rights of way. The development could also provide the potential for educational boards on the history of the SAMs, along a purpose built walkway and viewing platform which will lead to the monuments from the existing and proposed pedestrian linkages. Furthermore, through careful and sympathetic siting of the development proposals, the Illustrative Concept Masterplan ensures that views to the monuments will be upheld. However, due to the location of these scheduled ancient monuments it is clear that development of the land south of Baginton will not impact upon their setting or context.

Community Infrastructure

The Illustrative Concept Masterplan also delivers a compact local centre of a scale appropriate to the development proposals. This local centre would serve both Baginton and the new community, and could also have additional apartments above more traditional ground floor uses. The local centre could provide for a range of community facilities, including local retail, recycling facilities, and community centre etc. This Local Centre has been sited in order to tie in with the public house opposite ('The Oak'), which could form an integral part of the new local centre.

School

A 1.8ha local primary school is to be provided to include a crèche as part of Phase 4, after careful consideration of the existing school capacities within the local vicinity. The new school would also incorporate a dual use community and sports hall.

However, the envisaged development thresholds of phases P1 and P2, are on their own, unlikely to trigger the need for a new primary school on site. Therefore the delivery of the primary school, whilst shown on the Illustrative Concept Masterplan is to some degree dependant on the entire site coming forward for development.

Access

Two indicative access points have been shown on the Illustrative Concept Masterplan following an initial transport assessment of the site as described within Chapter 7. As indicated on the Illustrative Concept Masterplan two preferred accesses are proposed to serve both the northern and southern parcels of the site. The first access opposite 'The Oak' public house will serve Phases 1 and 2 of the development. This access is seen to meet the required geometric and visibility requirements along Bubbenhall Road, whereas the second access would serve the latter phases of the development. In addition to the two main site accesses, an indicative emergency access is also shown to be located within Phase 4.

A network of footways and cycle routes will also be provided throughout the site. These will principally run along the existing ridgeline and will be seen to connect the four new neighbourhoods with the existing public transport network within Baginton.

Links to Employment

Residential development within this location would balance the existing significant employment base on the southern side of Coventry, including those clustered around the Airport at Stonebridge Trading Estate and Middlemarch Business Park, both of which are within a very short distance of the site as well as the air freight and terminal employment opportunities. Clearly the location around the Airport is a significant employment location on a regional scale, providing thousands of job opportunities, all of which require associated and balanced housing growth to be located close to it.

No employment land is to be provided on site due to the proliferation of such uses within the immediate vicinity. However, whilst not explicitly shown on the Illustrative Concept Masterplan the site has the potential to deliver an element of live-work units if the need arises.

Coventry Airport Flightpath

The existing boundary of the proposed Public Safety Zone which crosses the site has been shown as a 'worse case' scenario and has informed the Illustrative Concept Masterplan. Consequently, no residential development has been located within this area.

However, guidance stipulates that certain forms of new or replacement development which essentially involves a low density of people living, working or congregating can be acceptable within Public Safety Zones's. In this regard the Illustrative Concept Masterplan seeks to bring forward areas of public open space and allotments within the small area of the site which is affected by the Public Safety Zone.

Improved Public Transport Provision

Furthermore, through development of land south of Baginton opportunities exist to improve existing public transport services in order to serve both the site and village. The site provides the potential for new public transport services which could link the village and the site with Coventry Airport and Business Park (e.g. via shuttle bus/public transport contributions).

On Site Renewable Energy Provision

The proposals would deliver on site renewable energy. This has potential for both micro and macro forms of renewable energy provision. Micro provision may be achieved through improved U-values, low air permeability and the use of either solar thermal or PV as a Renewable Energy Technology whereas macro provision will require the use of further renewable energy technologies such as Biomass or CHP.

Conclusion

This document has been prepared in order that land south of Baginton, and its residential potential, can be considered, assessed, and debated through the LDF preparation process. It is intended that this document should inform the preparation of a spatial policy framework for Warwick District, thereby enabling the delivery of a long term sustainable development at Baginton which is deliverable within the timescales of an emerging development plan policy framework to 2026.

Importantly, the site has the potential to deliver an element of Coventry's housing requirement and on a cross boundary basis will also deliver an element of Warwick's own locally generated housing requirements, including what will be a significant proportion of affordable housing.

Furthermore, as this document has conveyed land south of Baginton also provides a significant opportunity for not only addressing the housing requirements but also the needs associated with the significant surrounding employment locations. Similarly, lying close to the perimeter of the edge of the Airport with excellent cycle, pedestrian and vehicular access the site provides an exceptional opportunity for addressing Airport related growth in a highly sustainable manner. For this 'vision' to be realised, a number of technical, design, and land control matters have been addressed to ensure the deliverability of the site.

Crucially, there are no fundamental reasons or constraints as to why the site cannot be developed in a comprehensive manner as proposed by the accompanying Illustrative Concept Masterplan. Consequently it is anticipated that the site would make a suitable and 'sound' allocation within the emerging LDF.





 Land South of Baginton
A Sustainable Urban Extension

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