

Hampton Lane, Solihull

Vision Document
March 2019



ST PHILIPS

*St Philips is the new name for UK
Land Development*

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Framework patterns found in traditional Tudor architecture in the Solihull area.



The Vision





Four vision objectives will help to guide the proposals for Hampton Lane and ensure the creation of a responsive, distinctive and high quality development. These objectives are set out on the following pages.

The Vision

I. A Sustainable and Accessible Location

The site benefits from a highly sustainable location, with easy access to local retail, education, health and leisure facilities in addition to regional destinations via sustainable modes of transport. There is a significant opportunity for the masterplan to further enhance connectivity and promote sustainable routes, whilst considering key desire lines to local destinations.

2. A Landscape Led Approach

The wealth of existing green capital on site is viewed as a key asset for the proposals and therefore, the masterplan will be inspired by a landscape led design approach. A network of new spaces and green corridors that accommodate retained existing and new planting (as appropriate) will help shape areas for residential development.

3. Promoting health and wellbeing

Health and wellbeing is a primary objective of the masterplan, with a variety of spaces and places that are available on the doorstep for residents. New recreation and formal play facilities will provide a local asset that is available to both new and existing residents, further enhanced by walking and cycling routes that will promote physical activity and well-being.

4. Instilling a Sense of Community

The masterplan for Hampton Lane will deliver an active, vibrant and safe place that encourages community cohesion. The creation of a distinctive identity for the proposals (reflecting local elements of the existing built form in Solihull), providing plentiful natural surveillance for streets and spaces and areas of open space that vary in scale and function will help to ensure that this vision objective is met.



I. Introduction

1.1. Introduction

This Vision Document has been prepared on behalf of St Philips Ltd to support the proposals for residential development at Hampton Lane, Solihull.

The site is situated within the administrative area of Solihull Metropolitan Borough Council (SMBC) and has been actively promoted for development through the plan-led process since 2015. As part of this process, SMBC will be aware that St Philips (formerly 'UK Land Development') submitted an early concept for site's development in its Vision Document, in January 2016.

The findings of the initial Vision Document have served as basis upon which subsequent dialogue with officers, and the advancement of a Local Plan Review, has been predicated. This has been supported by submissions to SMBC's Call for Sites consultation during the intervening period, culminating in its assessment of the site as set out in the Strategic Housing and Employment Land Availability Assessment (SHELAA).

The need for the site, and its ability to deliver during the emerging plan period (see below) is especially pertinent in light of the increase in the objectively assessed housing need for the Borough, coupled with the requirement of SMBC to accommodate a proportion of unmet need arising from neighbouring Birmingham, following the adoption of the current Local Plan.

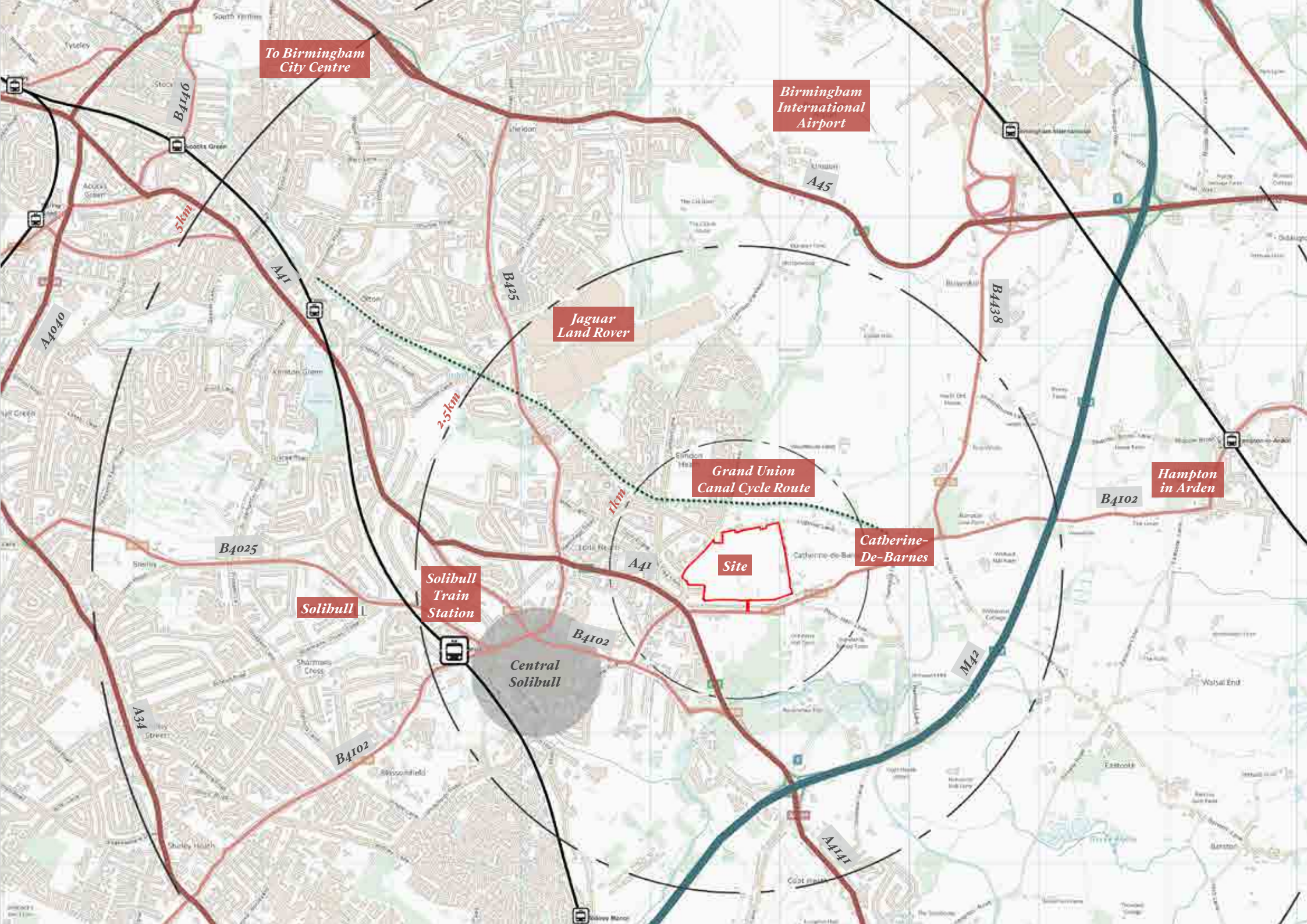
Whilst the total housing requirement is not yet definitive (further work will be required to agree the proportion of unmet need arising from Birmingham with the other HMA authorities and in light of changes prescribed nationally as to how local housing need is to be calculated), there is now a greater need for the allocation of sustainable urban extension sites within the Borough to help deliver the future housing requirement.

This Vision Document builds upon the earlier information that has been submitted to SMBC and is informed by a suite of technical assessments in order to demonstrate how sustainable development can be comprehensively delivered on the site during the emerging plan period. St Philips recognises the greater impetus placed on local planning authorities to demonstrate the deliverability of allocated sites through the Examination-in-Public (EiP) process, as required by the NPPF.

Accordingly, the submission of this latest evidence is intended to aid SMBC by ensuring that its emerging Development Plan is robust and can be found sound at Examination.

Key aims and objectives of this document are:

- » To review the site in the context of current planning and Green Belt policy.
- » To present an initial understanding of the site within the local context.
- » To provide a summary of current site assessment(s) undertaken to date, and;
- » To present an emerging concept masterplan, accompanied by an explanation of the key design principles that have informed it.



To Birmingham
City Centre

Birmingham
International
Airport

Jaguar
Land Rover

Grand Union
Canal Cycle Route

Hampton
in Arden

Catherine-
De-Barnes

Site

Solihull
Train
Station

Solihull

Central
Solihull

1.2. The Site

The site is 36.2 hectares (ha) in size and benefits from offering a highly accessible and sustainable location in terms of linkages to local, national and international destinations.

The site is located on the eastern edge of Solihull, with Birmingham located approximately 12 kilometres (km) north west. Birmingham International Airport is located approximately 5km to the north of the site and junction 5 of the M42 approximately 2km to the south.

The site comprises a mix of grassland, agricultural land and low quality orchard planting/scrub. Coldlands Colts Football Club grounds (comprising a number of grass formal pitches and clubhouse) is located in the north eastern part of the site. The existing Field Farm complex (containing a Grade II Listed Building), is located south of the football club and adjoins the eastern Field Lane site boundary.

In terms of topography, the site gently slopes in a north – south direction, from 132.5 metres (m) to 120m respectively.



Proposed Housing Allocation 16 - SMBC Draft Local Plan



Red Line Boundary Plan



Grand Union Canal

Lugtrout Lane

*Yew Tree
Primary
School*

*Yew Tree
Local Centre*

Damson Parkway

Field Lane

Pinfold Lane

Hampton Lane

1.3. Planning Context

The Statutory Development Plan

The statutory development plan for the Borough is comprised of the Solihull Local Plan (adopted in December 2013), for the period from 2011 to 2028. The Local Plan sets a housing requirement of 11,000 dwellings for the plan period, of which 3,960 are the subject of site allocations.

Legal Challenge

In 2014, the Local Plan was the subject of a successful legal challenge regarding the allocation of two sites at Tidbury Green. Following the handing down of the High Court Judgement on 30th April 2014, a formal order was issued on 15th May 2014 confirming that matters set out under Policy P5 – in particular the housing requirement for the Borough – should not be regarded as adopted and should be sent back to the Planning Inspectorate for re-examination.

Following the dismissal of the SMBC's appeal of the Judgement to the Court of Appeal on 25th November 2014, a Policy Position Statement was prepared. This established how SMBC would calculate the Borough's five-year deliverable housing requirement, taking into account the phased delivery of housing on allocated sites, as enabled by Policy P5.

Local Plan Review

To address the issue of the Borough's housing requirement and unmet need arising from Birmingham, in addition to the emergence of the HS2 rail interchange and associated development proposed adjacent to the NEC/M42, SMBC has embarked on a Local Plan Review (LPR).

Following consultation at the Issues and Options stage between November 2015 and January 2016, SMBC prepared a Draft Local Plan for consultation in December 2016. This set out an increased housing requirement of 15,029 dwellings for the revised period of 2014 to 2033. Additional site allocations were identified, in order to accommodate 6,522 dwellings from the overall requirement.

Forming part of the additional housing supply identified within the Draft Local Plan, land East of Solihull (Hampton Lane and Lugtrout Lane) was identified as a residential allocation with an assigned capacity of 650 dwellings ('Site 16'). This responded to the SMBC's consideration of evidence submitted to earlier Call for Sites consultations and presented through the SHELAA (Site Refs. 11 and 1009), and a low cumulative Green Belt score of 4.

SMBC is currently undertaking a non-statutory supplementary consultation on the Draft Local Plan. This updates the latest position with regard to the Borough's objectively assessed housing need by applying the standard methodology set out in the NPPF using the 2014 household projections as a baseline (in line with the Government's advice, as borne out in its Technical Consultation response').

This culminates in a Borough-derived requirement of 13,039 dwellings for the period between 2018 and 2035, in addition to 2,000 dwellings to be accommodated from Birmingham in order to address unmet need. The latter has thus far been held consistent with that set out in the earlier Draft Local Plan, however, it is set to be reviewed at the Submission stage of the LPR. Presently therefore, the total housing requirement for which sufficient land must be identified to ensure its delivery is 15,039 dwellings (885 per annum).

As part of the supplementary consultation, SMBC's site selection process has been reviewed, which has entailed revisiting the evidence pertaining to deliverability of each of the circa 320 sites submitted to the Council for potential residential allocation. This has been done to ensure that preferred sites are the most appropriate when considered against the Spatial Strategy and the latest evidence.



*Masterplan presented in the
January 2016 UK Land
Development Vision Document.*

Proposed Allocation of Site 16 – Land East of Solihull

The supplementary consultation document upholds the proposed allocation of Site 16 for residential development, with an assigned capacity of 600 dwellings¹. The site is expected to form a sustainable extension to Solihull town centre and constitutes land which comprises a low-performance parcel of the Green Belt with strong, defensible boundaries.

Underpinning the above is a reassessment of the site's deliverability, as set out in the Site Assessments document which informs the supplementary consultation. Principally comprised of sub-sites 147 and 230 for the purposes of the assessment, Site 16 forms part of Green Belt parcel RP29 and has been assigned a score of just 4 when testing the extent to which it meets the five purposes set out in paragraph 134 of the NPPF.

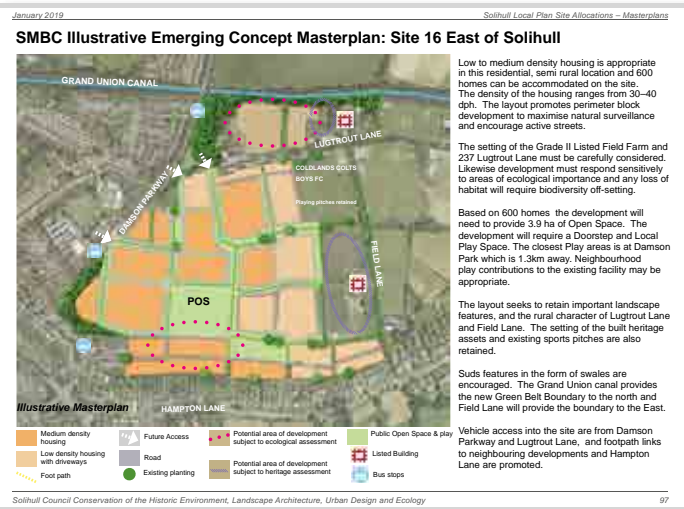
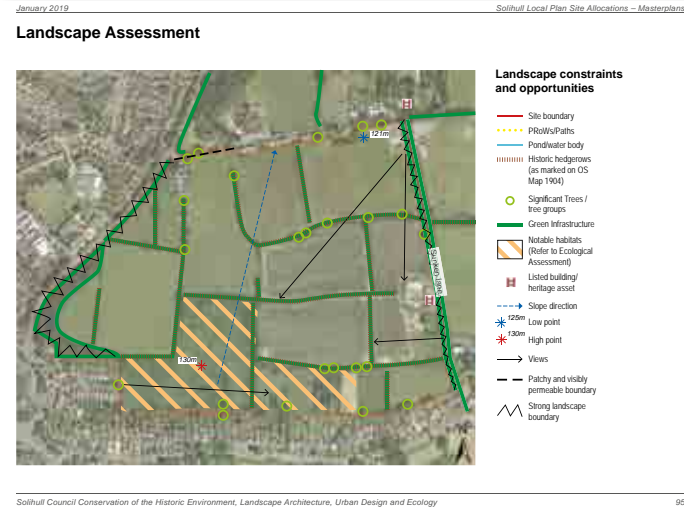
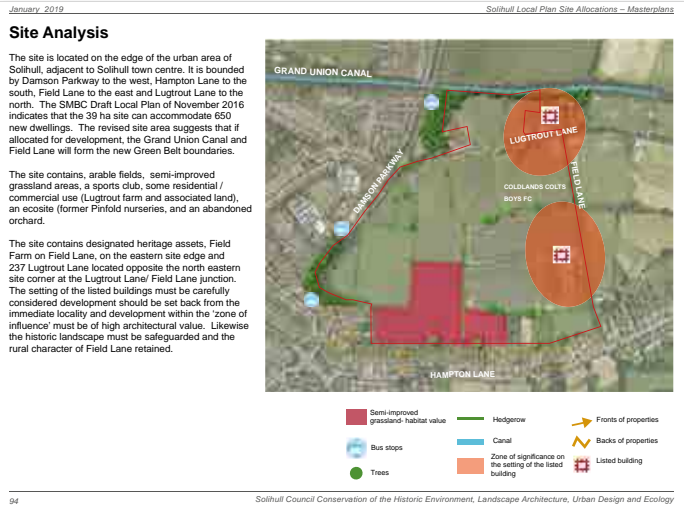
The site achieves a positive score against the majority of objectives set out in Sustainability Appraisal (SA) that accompanies the Draft Local Plan. Whilst the site attracts a negative score in respect of the potential for development to impact upon nearby heritage assets (e.g. statutorily listed buildings on Lugtrout Lane and at Field Farm), it is considered that this can be mitigated, as subsequently demonstrated within this Vision Document.

On balance, the assessment finds that the site is suitable for development and that its accessibility, whilst assigned a medium score at present, can be improved having regard to its location and proximity to the range of facilities and services in Solihull town centre. This is supported by an initial Illustrative Emerging Concept Masterplan that has been prepared by SMBC for Site 16 and is understood to be informed by the principles set out in the earlier Vision Document that was submitted in January 2016.

St Philips has had regard to the above in preparing the conceptual masterplan and accompanying principles for achieving sustainable development which are set out in this Vision Document. Importantly, this will demonstrate how the various land parcels which form the site can be comprehensively delivered during the emerging plan period.

¹ Government response to the technical consultation on updates to national planning policy and guidance [February 2019]

² Draft Local Plan Supplementary Consultation Document, Appendix C – 'Schedule of Allocated Sites'



Extract of Allocation 16 Pages from Solihull Local Plan Review Draft Concept Masterplans, January 2019.



2. Local Context

2.1. Access & Movement

The development site is located approximately 1.4km to the northeast of Solihull town centre. The site is bound by Damson Parkway to the west, Hampton Lane to the south, Field Lane to the east and Lugtrout Lane to the north.

The A41 runs approximately 500m to the south of the site. The A41 routes between the M42 Junction 5 and Birmingham. This provides a key connection onto the strategic road network, ensuring that a wide range of destinations are within easy reach.

Public Transport Accessibility

Bus

There are a number of bus stops located within 400m of the development site, providing frequent services to a number of local towns and villages. A continuous footway connects the site to each of the bus stops on Damson Parkway and Hampton Lane.

The number 89 bus service calls at stops in Solihull town centre, whilst the 223, S1 and 82 services stop at Solihull Station. The number 223 bus service also calls at stops in Catherine-de-Barnes.

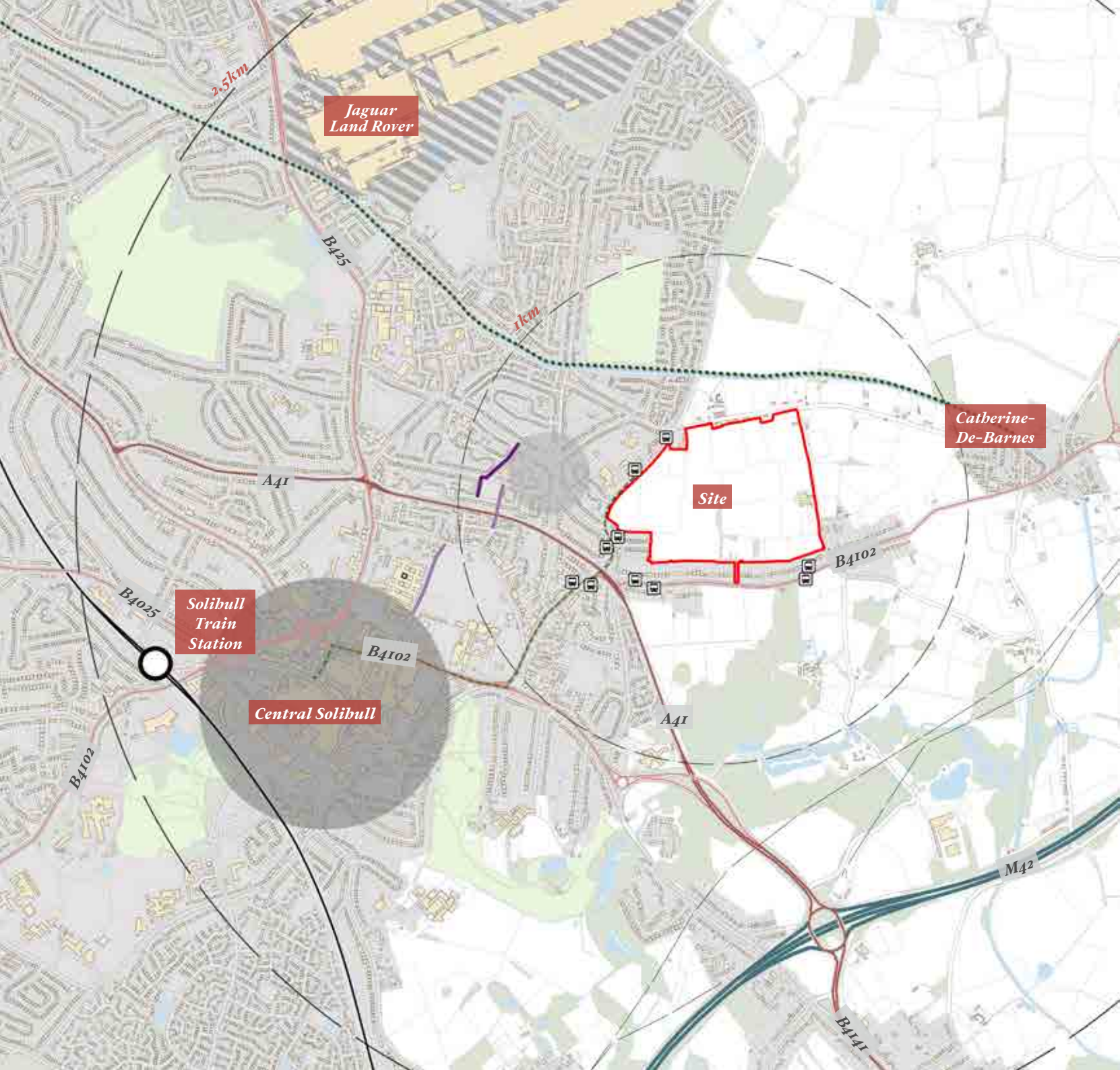
Rail

Solihull station is located approximately 2km to the southwest of the development site. Solihull station is served by West Midlands Trains between Kidderminster, Dorridge, Stratford Upon Avon and Worcester, and Chiltern Railways between Birmingham Moor Street and London Marylebone, with services calling up to six times per hour.

These public transport services provide an excellent level of provision for commuters; therefore, the site is considered to be highly sustainable with good access to employment opportunities.



Existing bus stops located on Damson Parkway



-  Bus Stop
-  Grand Union Canal
-  Walking/Cycle Route
-  Local On-road Cycle Route
-  Local Traffic-free Cycle Route
-  Pedestrian Desire to Town Centre
-  Yew Tree Local Centre
-  Solihull Town Centre
-  Solihull Train Station

2.2. Local Facilities

The site is well located to key local services and amenities in Solihull. Key local amenities including Yew Tree Primary School, a One Stop Convenience Store, Eldon Heath Post Office and Lloyds Pharmacy are located within 800m of the site.

Solihull town centre can be reached within 1.4km of the site, and has a range of shopping, leisure and employment facilities. Solihull town centre is easily accessible both on foot and by bus, with a continuous footway connecting the site to Solihull, and bus services adjacent to the site calling at stops in the vicinity of the town centre.

Catherine-de-Barnes village, located approximately 1.2km to the east of the site, offers a number of facilities, including a Spar Convenience Store, The Boat Inn Public House, Catherine-de-Barnes Cricket Club and Solihull Canoe Club.

The site is considered to be sustainably located for residential development, given its proximity to key local amenities. Pedestrian facilities and public transport provision promote accessibility from the site to retail, leisure and employment opportunities.



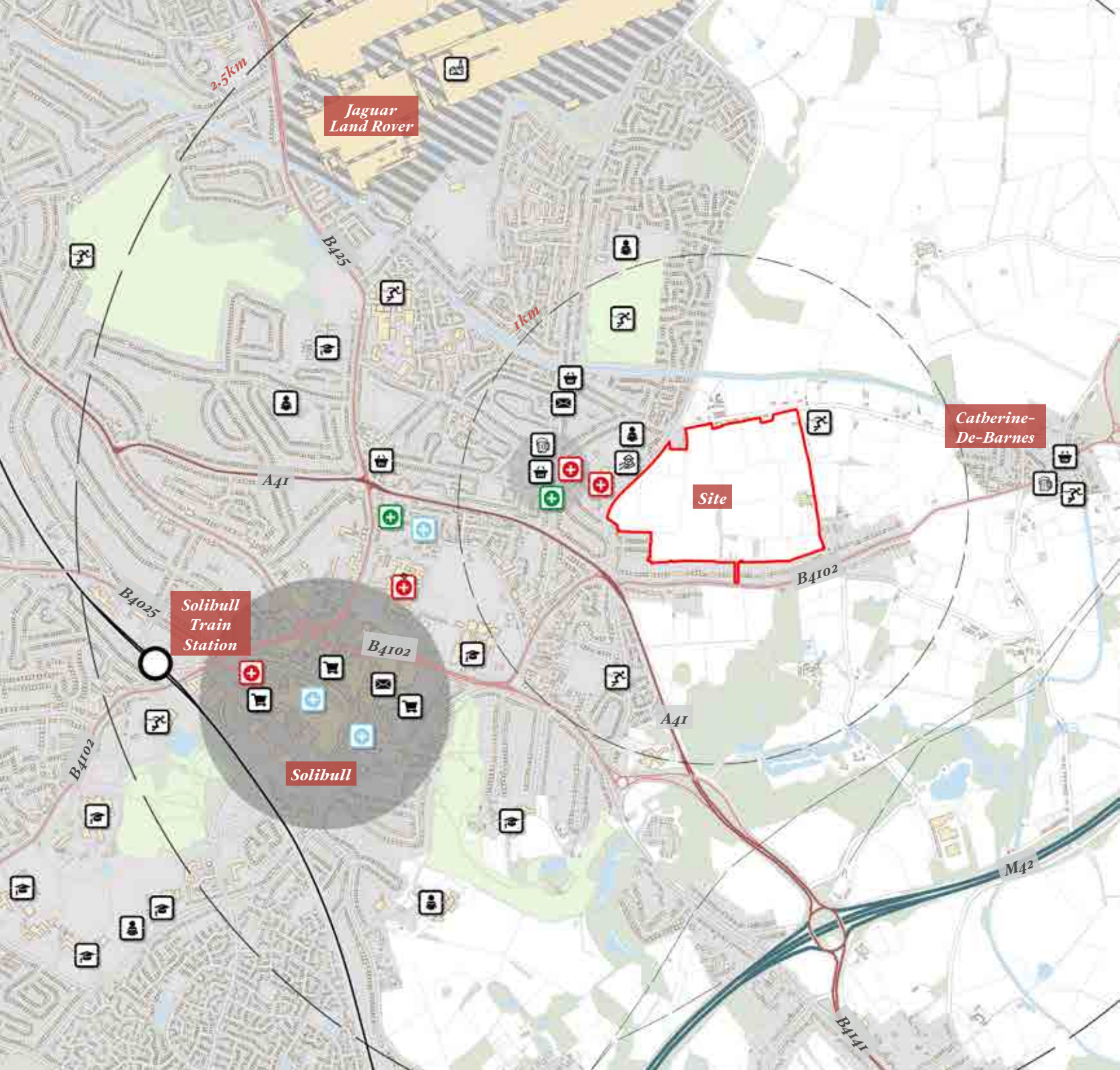
Existing local centre facilities



Yew Tree Primary School



Yew Tree Medical Centre



- Secondary School
- Primary School
- Pharmacy
- Medical Facility
- Dentist
- Local Store
- Supermarket
- Public House
- Post Office
- Care Home
- Employment
- Leisure Facility
- Solihull Train Station
- Yew Tree Lane
- Solihull Town Centre
- Employment

2.3. Landscape Character

National Landscape Character: NCA: 97 Arden

Landscape Character Assessment at a national level of study is recorded by Natural England within 159 National Character Areas. The Landscape and Visual Appraisal contained within the Vision Document records a careful appraisal of the national, local and site levels of character study. The National Planning Policy Framework (July 2018) places considerable

weight on the need for planning policies that guide development to take account of local character.

The site and its immediate surroundings lie within the National Character Area profile: NCA 97 Arden. The well wooded farmed landscape of the Arden NCA covers a very considerable area of nearly 150,000 hectares. The site has a central location within the NCA but with a total area of just 30.2 ha, it makes only a very modest contribution to NCA 97. At this national level of assessment Natural England identifies broad landscape character traits that define the NCA. The site occupies a very minor area of the NCA and exhibits just a few of these national landscape character traits. These include the following:

- » Well-wooded farmland landscape with rolling landform.
- » Mature oaks, mostly found within hedgerows, together with ancient woodlands, and plantation woodlands that often date from the time of enclosure.
- » Diverse field patterns, ranging from well hedged, irregular fields and small woodlands.

- » Complex and contrasting settlement pattern with some densely populated where traditional settlements have amalgamated to form the major West Midlands conurbation while some settlements remain distinct and relatively well dispersed.
- » Transport infrastructure such as the M42 sit within the landscape.
- » Shakespeare's 'Forest of Arden', featured in 'As You Like It', is still reflected through the woodland cover, mature oaks, small ancient woodlands and former wood pasture.

Regional Landscape Character: Warwickshire Landscape Guidelines (1993)

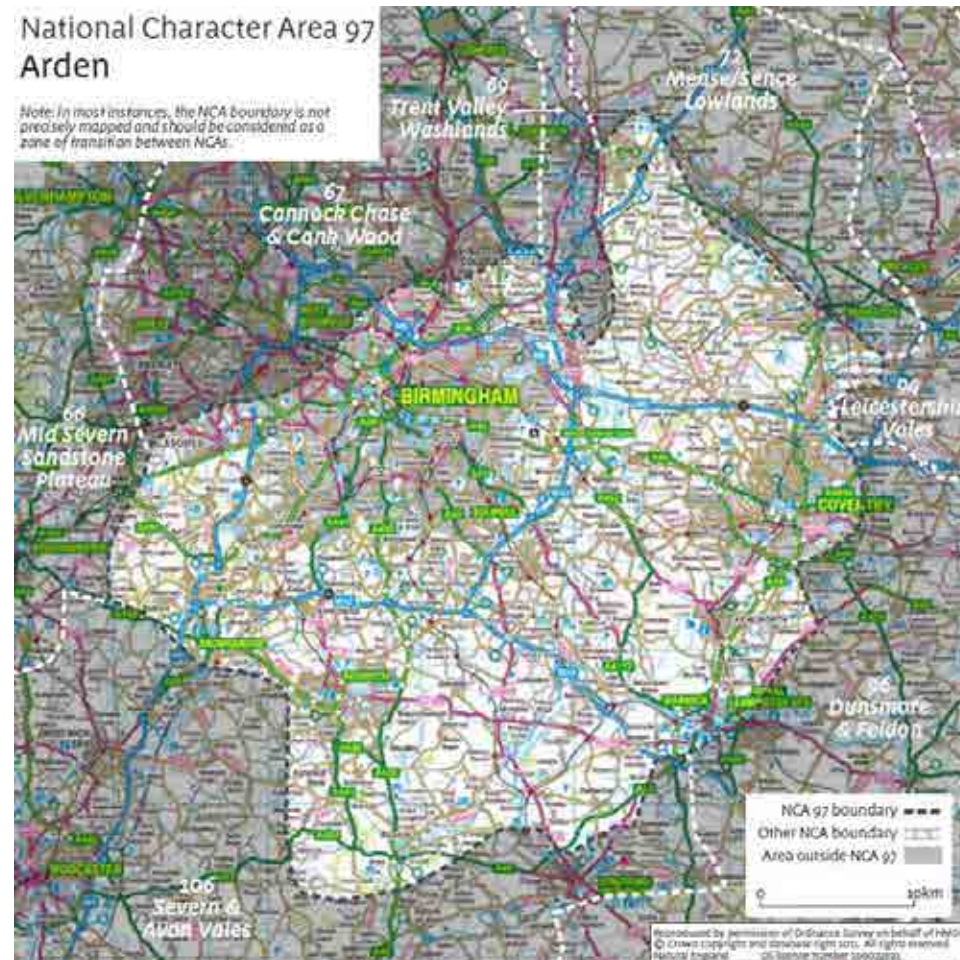
At a County-wide level of landscape assessment, the Warwickshire Landscape Guidelines (Warwickshire County Council, 1993) divides the county into regional Landscape Character Areas. The site and its surroundings fall within the 'Arden' Landscape Character Area. The Character Area have been further divided into Landscape Types (LT). The site is at the western edge of LT: 'Arden Parkland' and the urban area of Solihull lies to the west.



The overall character and qualities of LT: 'Arden Parklands' is an enclosed, gently rolling landscape, defined by woodland edges, parkland and belts of tree. The site exhibits some of these attributes that include:

- » Views enclosed by woodland edge.
- » Belts of mature trees associated with estatelands.
- » Many ancient woodlands, often with irregular outlines.
- » Thick roadside hedges, often with bracken.

As part of the management strategy to maintain character within the 'Arden Parkland' LT area, the County sets out objectives to retain and enhance tree cover and wooded enclosure.





Site

Properties on Hampton Lane

View from footway near The Rookery, looking north towards properties on Hampton Lane - where the influence of the settlement across the site is clear.

Site

Properties on Hampton Lane



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

The Solihull Borough Landscape Character Assessment (SMBLCA) categorises the landscape of the Borough into ten Landscape Character Areas (LCA). The site is within LCA 1: Solihull Fringe. Some of the LCAs are further divided into sub-areas and the site is situated within Sub-Area 1A.

The SMBLCA describe LCA 1: Solihull Fringe as an area to the east of the settlement of Solihull. The landform gently rises from a northward facing slope extending from Birmingham International Airport towards the small settlement of Catherine-de-Barnes. Land use is influenced by the direct proximity of the urban edge to the open countryside, with field patterns made by strong hedgerow boundaries.

Woodland cover is a key feature of the area and views throughout this area are commonly characterised by a backdrop of woodland. Pockets of ancient woodlands are present in this character area including Hampton Coppice and Elmdon Coppice, approximately 550m and 950m to the north respectively.

The site lies in the south-western part of Sub-Area 1A. The SMBLCA records that:

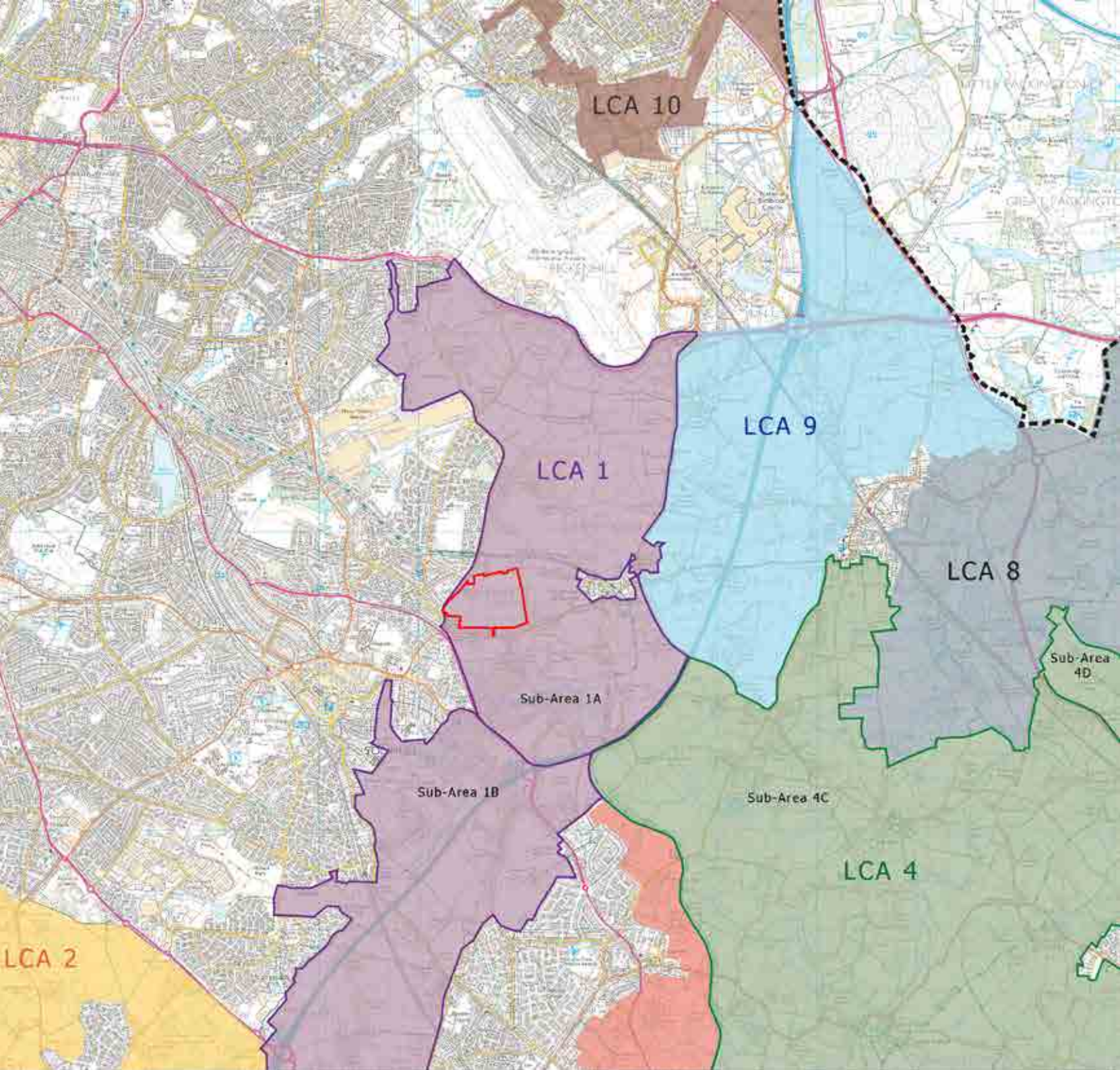
“The sub-area provides access to the wider countryside for recreation and serves as a buffer to protect the merger of Solihull with Catherine-de-Barnes and Hampton in Arden further east”.









The minor roads are generally narrow, tree lined and enclosed such as Field Lane and Berryhall Lane. Grand Union Canal Walk, a long-distance trail, provides recreational use. Key characteristics of the sub-area that are present within the site and surroundings include:

- » *“Medium to large scale fields of supporting both pastoral and arable use. Field boundaries vary from hedgerows to open division with post and wire fencing.*
- » *Strong woodland and tree cover in the area that forms the backdrop in most views.*
- » *A number of highly managed green spaces hosting a variety of sports clubs including football, rugby and rifle shooting.*
- » *Ribbon development along Hampton Lane and Lugtrout Lane are the main concentrations of settlement in the sub-area with other scattered developments including converted farmsteads.”*

The 2016 study suggests that Sub-Area 1A would be able to accommodate some areas of new development which would need to be of an appropriate type, scale and form, in keeping with the existing character and local distinctiveness of the area. It also highlights that:

“Any new development should not result in the merger of Solihull and Catherine-de-Barnes or facilitate a detrimental change the setting of the historical environment. The ancient woodland and strong tree cover in this area should not be lost by means of new development.”



-  Site boundary
-  County boundary
- Solihull Borough Landscape Character Areas (LCA):
 -  LCA 1 - Solihull Fringe
 -  LCA 2 - Southern Countryside
 -  LCA 3 - Knowle & Dorridge Fringe
 -  LCA 4 - Rural Centre
 -  LCA 9 - Motorway Corridor
 -  LCA 10 - Urban Green Spaces

Properties on Lugtrout Lane

Site

View from Lugtrout Lane, looking south across the site - the drop and tilt in the landform is clearly visible.



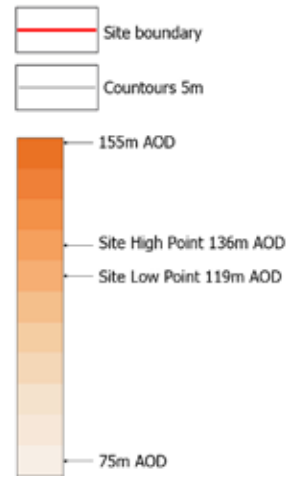
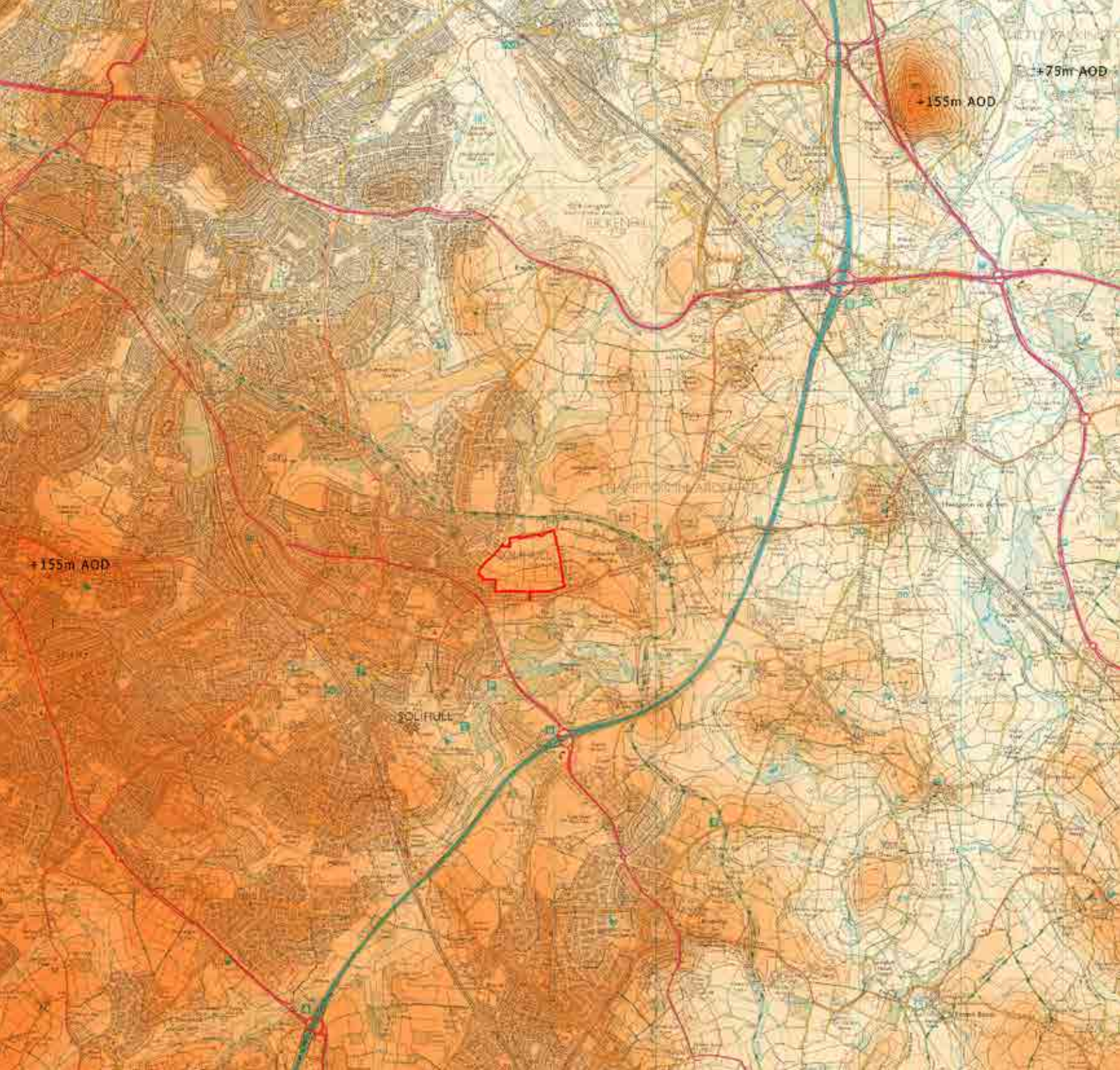


Site

Landform of the Site and the Setting

Landform is a key component of landscape character as it influences many other attributes of landscape character: land use, settlement pattern, tree cover etc. The site has a gently undulating landform with a north facing slope, characteristic of the area.

Landform across the wider setting, (within 15km) has a more rolling character to the north, east and south-east than the west and south-west. Landform to the west is also rolling, however the difference between the high and low ground is less dramatic creating a more gently undulating landscape. Several hills form part of the rolling landscape including Castle Hills, Bickenhill, Walsall End and Sheldon. Two areas of high point (155m AOD) are present in the wider landscape. One at the cemetery in Shirley, west of the site and the other at the landfill at Packington to the north east of the site. Lower lying land is marked by the line of the River Blythe where at Ravenshaw Hall, just under 1km to the south of the site forms a local low point at 111m AOD. To the east of the M42 the River Blythe forms the low land in the wider landscape at 75m AOD at Little Packington, north-east of the site. East of this low land the landform rises again.



Landform Plan

Land Use and Settlement Pattern

The site is just under 1.5km from the centre of Solihull, a town with a population of 123,187 in the 2011 Census. It adjoins the settlement limit at the eastern edge of Solihull at Elmdon Heath. The built environment runs east from Damson Parkway along Hampton Lane on the southern boundary of the site, towards Catherine-de-Barnes as a clear ribbon of residential development. There is a similar but more fragmented line of properties and development along the north side of the site along Lugtrout Lane ribbon of development towards the village of Catherine-de-Barnes. Lugtrout Lane and Hampton Lane form two broad arcs in the landscape, marked by development, north and south of the site. Damson Parkway marks the line where the site adjoins the western settlement edge. The eastern limit of the site is made along the line of Field Lane that runs north to south drawing a clear line between Hampton and Lugtrout Lanes.

The M42 motorway is under 2 km to the east of the site and the A41 is approximately 200m to the south-west. The motorway runs in a north-south alignment and creates a strong line in the landscape. Settlements are present on either side of the M42, and the SMBLCA notes that:

“The M42 dominates as the north-south transportation corridor and also segregates the rural area to east from the west.”

The settlement pattern in the wider setting, approximately 15km from the site, generally has a nucleated pattern. There are however local examples of where development has spread out from a clustered and nucleated settlement along the lanes and road. The ribbon pattern of development along Hampton Lane, south of the site, is such a case. Other examples of ribbon development are at Lady Byron Lane and along Warwick Road.

Outside the settlements the farmed landscape supports smaller scattered hamlets and farmsteads

The SMBLCA records that the land use in this area is varied and includes arable fields, pasture land, parkland, woodlands and residential areas. Golf courses and industrial areas are noted further afield.

Tree Cover of the Setting

Extensive tree cover is present within the wider setting (approximately 15Km from the site) comprising generally woodland and hedgerow trees. Much of the tree cover in the local setting (under 5km from the site)

is within the historic grounds of Malvern and Brueton Park, Ravenshaw Hall and Old Berry Hall. Ancient and Semi-Natural Woodland (ASNW) to the north including Hampton Coppice and Ancient Replanted Woodland such as Barber’s Coppice the east, add to the extent of tree cover along with the tree cover within the Olton Golf Club. These areas of tree cover are further supplemented by the numerous hedgerow trees, other pockets of woodland and the strong tree line along the watercourses (River Blythe to the east and south and Grand Union Canal to the north and south).

The SMBLCA documents that tree cover within LCA 1:

“is generally limited to woodlands and hedgerows plus parkland trees east of Hampton Coppice and near Malvern & Brueton Park and east of the M42. A number of individual trees are also noted within fields.”

The SMBLCA also notes that the:

“...bracken hedgebanks along the roads form a distinctive feature ... noticeable around the settlement of Catherine de Barnes.”



Tree cover within the immediate setting at the site at Field Lane.



3. Opportunities and Constraints

3.1. Opportunities and Constraints

The plan presented opposite identifies a number of current opportunities and constraints that are relevant to the development of the site.

This has been informed by the findings from the initial site and context assessment and site analysis work undertaken by SMBC.

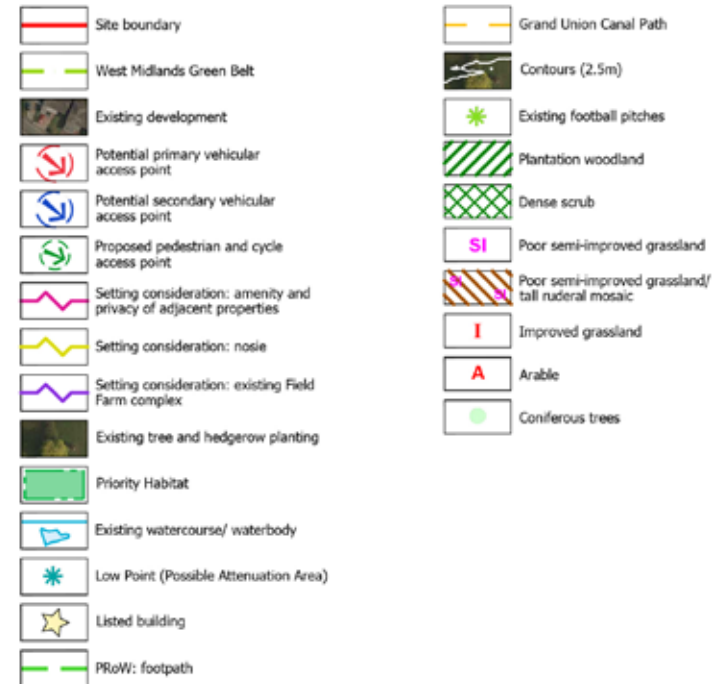
A summary of these initial findings is set out below:

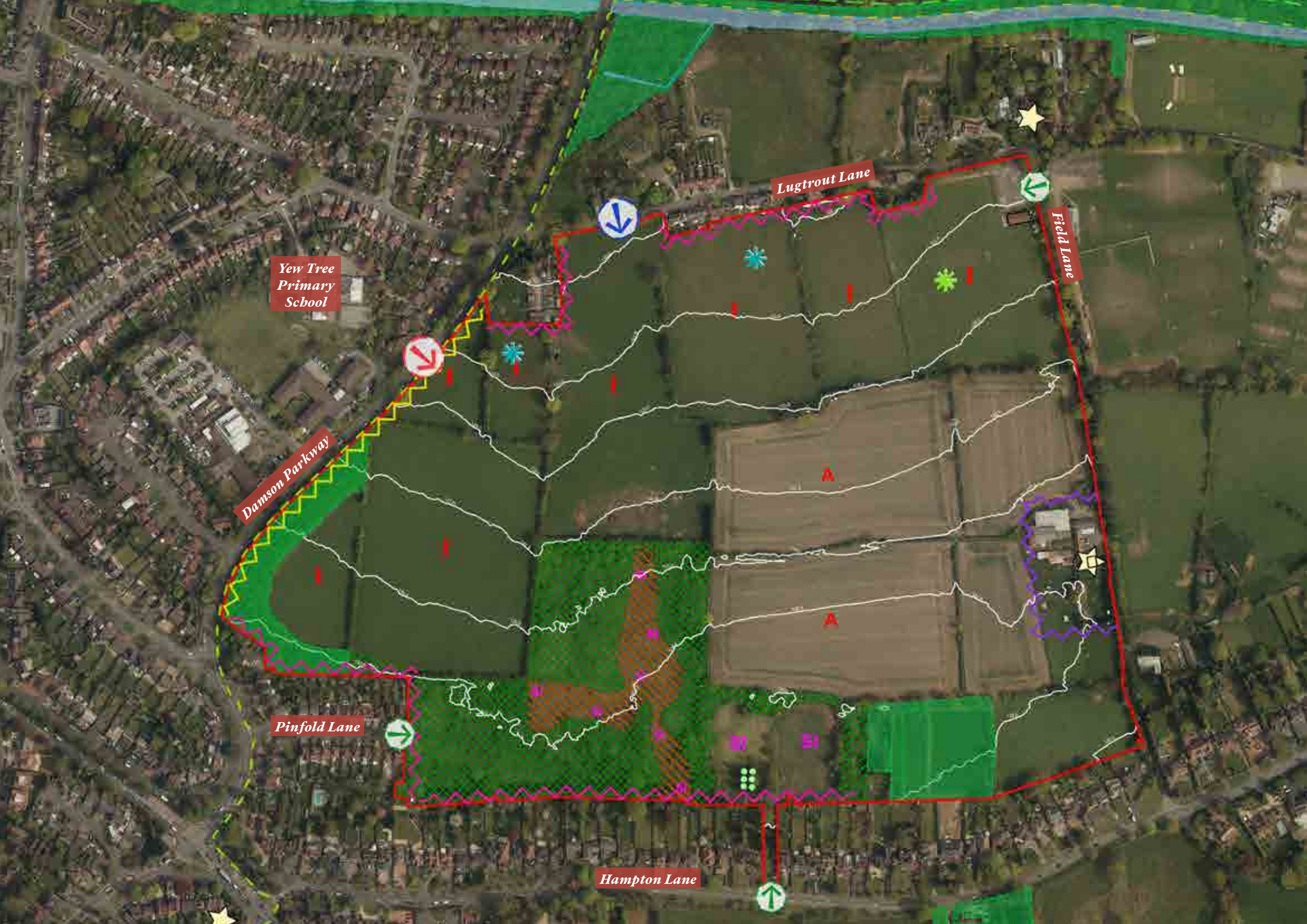
Access & Highways

- » The site is located in close proximity to a number of local amenities and Solihull town centre. Overall, the development is considered to be a highly sustainable location.
- » There is an existing network of good quality pedestrian and cycle facilities in the vicinity of the site. Linkages to this network will be enhanced by the opportunity to

provide new pedestrian access points from Pinfold Lane, Hampton Lane and Field Lane.

- » The site is easily accessible by public transport, with bus stops located within 400m and Solihull station within 2km of the site, providing regular services to a range of destinations including Birmingham, Coventry, Worcester and London.
- » Vehicle access can be provided on Damson Parkway, with the preferred access option via a new roundabout with Damson Parkway and a secondary access in the form of a priority junction with Lugtrout Lane.
- » Improvements are planned at the Yew Tree Lane/A41/Hampton Lane signal junction through the Solihull Delivery Plan. Whilst the exact proposals are unknown at this time, there is an opportunity to contribute towards the scheme to mitigate the impact of the development.





Yew Tree
Primary
School

Danson Parkway

Lugtrout Lane

Field Lane

Pinfold Lane

Hampton Lane



A

A

SI

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Flood Risk and Drainage Strategy

A review of flood risk and drainage aspects of the proposed development site has been conducted.

- » There are no watercourses located within the site boundary, the nearest watercourse is the River Blythe, which is located approximately 800m south of the site boundary and the Grand Union Canal is located approximately 130m north of the site.
- » The Environment Agency (EA) flood maps show that the site is located within Flood Zone 1, this is land assessed to be at low risk of flooding from rivers or the sea. The flood risk to the site from other sources is low.

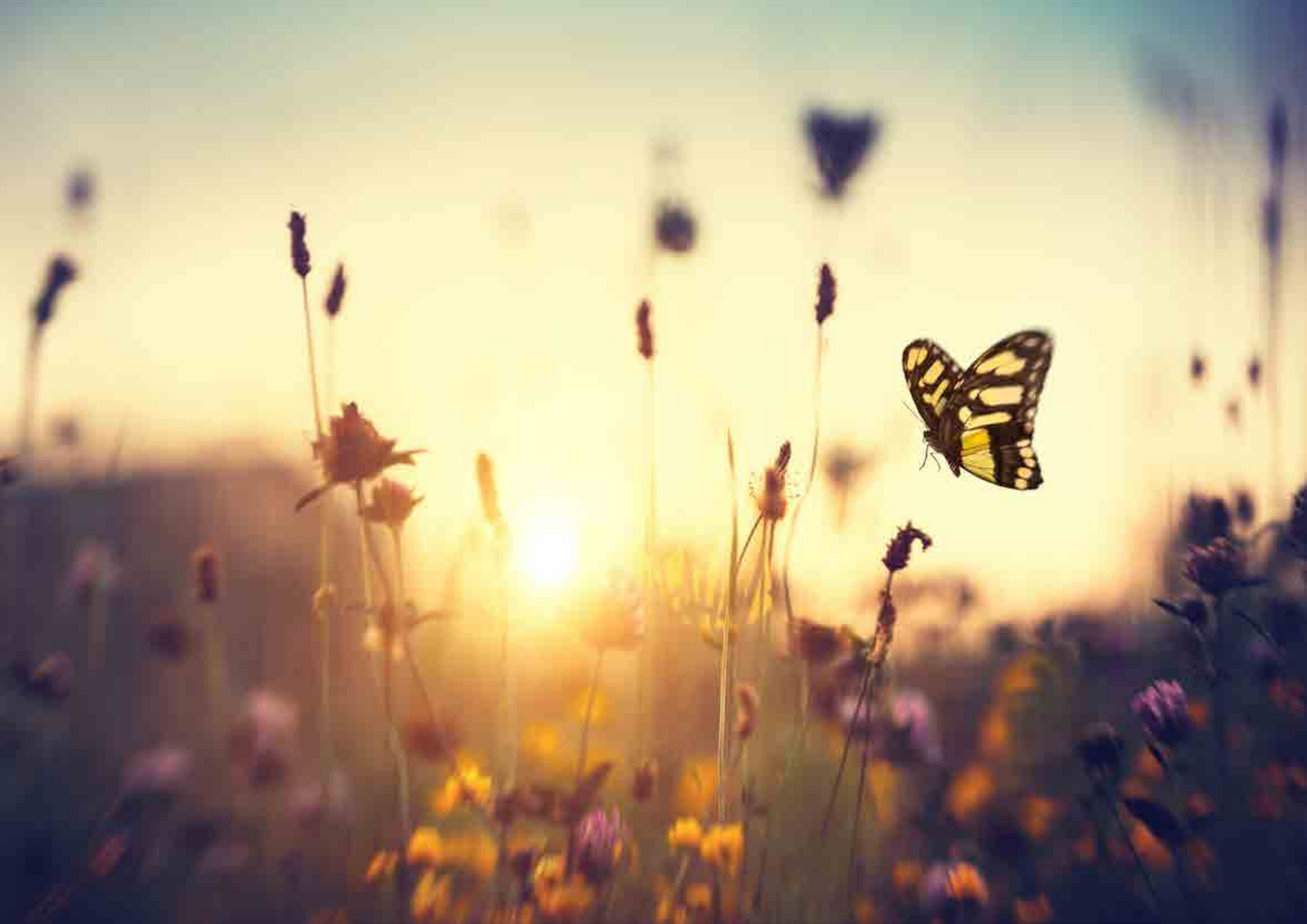
- » Infiltration testing has not yet been carried out at this site. BGS data indicated that the site has limited potential for infiltration, therefore discharge to surface water sewer is proposed, subject to Severn Trent Water approval.
- » Due to the site's topography it is proposed that all runoff from the site will be directed to the attenuation features in the north of the site. In addition to this a swale is proposed to collect runoff from the wider site. Other SuDS such as water butts and permeable paving will also be considered.
- » Foul flows from the development will discharge to the existing Severn Trent Water infrastructure outside of the site boundary, subject to their approval.

Ecology

The site is mainly comprised of arable land and improved grassland, habitats of low quality for wildlife. Plantation woodland, dense scrub and poor-semi-improved grassland are also present with hedgerows, some with mature trees, bounding many of the fields.

Four statutory designated sites and 11 non-statutory designated sites of local importance were identified within the 2km data search area, including the River Blythe SSSI.

The presence of breeding birds, bats and badgers have been identified within the site area. Mitigation for these species will be accommodated within the masterplan, with additional surveys undertaken to inform this mitigation strategy, as appropriate.



Arboriculture

A high level, desk-based review of potential arboricultural constraints for the proposed development has been undertaken, including a review of aerial photography and a Tree Preservation Order (TPO) search. A summary of trees located within the site are as follows:

- » There are no TPO's within the site, however there are TPO's covering trees within residential properties that border the site;
- » Two woodland areas are located within the site; a Priority Habitat Inventory area designated as a deciduous woodland is located on the western boundary, and an undesignated woodland is located in the southeast corner;
- » There are numerous trees located within the site boundary that are associated with field boundaries, hedgerows, and the scrubland area; and,
- » An ancient orchard borders the site in the southeast corner.

Geo-Environmental

A phase 1 geo-environmental desk study has been undertaken to assess the current and past uses of the site, the environmental setting (including geology, mining, hydrology and hydrogeology) and any potential contamination sources.

- » The site has remained largely unchanged since initial mapping in 1886. The site currently comprises multiple open fields, some of which are agricultural, and are separated by hedgerows and trees. Several sports pitches, a pavilion and car parking are located in the northeast.
- » There is a potential that environmental issues may arise, these could be associated with the historical buildings recorded on site and the historical development of the properties adjacent to the site. Appropriate engineering solutions will be implemented to remove any risk to pollution pathways and ensure any concerns regarding contamination are mitigated.

- » The site is situated on Secondary A and Secondary B Aquifers, with the nearest graded watercourse being the Grand Union Canal to the north of the site. The site does not lie within a Source Protection Zone (SPZ).

Based on the information summarised in the geo-environmental report, the site is considered to present an overall low risk from past use, adjacent operations, and ground instability.



Soils and ALC

The most detailed published ALC data covering the site is the Provisional ALC mapping, which provides a strategic overview of the predominant ALC grading across an area. The majority of the Solihull District is provisionally classified as Grade 3 (moderate to good quality, potentially BMV), with areas of Grade 2 (very good quality) in the east; Grade 4 (poor quality) in the east and west; and large areas of non-agricultural and urban land to the north west.

Although the Proposed Development would result in the permanent loss of all (BMV) agricultural land within the site (through built development or land use change), the development adheres to the objectives of planning policy by incorporating the development of non-agricultural land.

Utilities

An incumbent utilities search has been conducted to identify any existing services within the site boundary and the immediate vicinity. There are no current utilities constraints that would prevent residential development coming forward on the site.

Heritage & Archaeology

Designated Heritage Assets

Historic England baseline data confirms that there are no designated heritage assets located within the boundary of the site.

Within the wider 1km search area there are the following designated heritage assets:

- » 3 grade II* listed buildings;
- » 4 grade II listed buildings.

In respect to potential indirect impacts of the future redevelopment of the site on these heritage assets, the proposals may result in change within the setting of the following grade II Listed Buildings:

- » Field Farm (NHLE Ref: 1342884);
- » 239 Lugtrout Lane (NHLE Ref: 1203343).

Non-designated Heritage Assets

The HER does not record any non-designated heritage assets within the boundary of the site.

From the HER results within the search area, it is possible the site has some medieval potential given its proximity to several medieval moated sites and a medieval settlement to the north and, south and east respectively (HER references 295, 5822, 6099, 9065 and 14005). However, these are likely to have been the foci of activity such that associated remains within the site are most likely to be agricultural in nature.

Whilst there is no definitive evidence to indicate the presence of archaeological remains of greater than low/medium importance within the site, further baseline evidence will be required from the results of archaeological evaluation to verify this. Early consultation and engagement with the Local Planning Authority Archaeologist has been undertaken.



Noise

It is unlikely that existing noise sensitive receptors will experience a significant adverse impact, due to noise or vibration during the construction phase of the development, following the implementation of good working practices controlled as part of a CEMP.

Given the size of the development, there is not expected to be a significant adverse impact on the nearby existing sensitive receptors due to development related traffic.

Proposed properties closest to Damson Parkway are likely to require gardens to be placed on the screened side of the dwellings or have garden fences designed to mitigate noise to ensure that the guideline levels for outdoor living areas are met at all times. Additional noise mitigation will be provided, as appropriate.

Air Quality

A high-level air quality review has been undertaken for the proposed development site which shows:

- » Through a review of Solihull Metropolitan Borough Council's (SMBCs) Local Air Quality Monitoring documents that there are currently no Air Quality Management Areas (AQMAs) in SMBCs administrative area;
- » The background levels of NO₂ and PM₁₀ are well below the background air pollutant concentration objectives according to the DEFRA Local Air Quality Management (LAQM) web page;
- » The potential for air quality impacts on existing and proposed sensitive receptor locations, associated with development-generated traffic flows; and
- » The potential for impacts associated with construction dust.

The proposed development site is not in an area of known concern with regard to air quality; however, owing to the size of the development it is recommended that a detailed air quality assessment should be carried out to determine any potential impacts.

Any impacts identified would be assessed to determine the most appropriate mitigation measures, to ensure there are no adverse impacts to air quality as a result of the proposed development.



3.2. Landscape Opportunities and Constraints

Landscape of the Site

The site boundaries are well defined with Lugtrout Lane to the north, the rear edge of the properties fronting Hampton Lane (B4102) to the south, Field Lane and established field boundaries to the east and Damson Parkway to the west. The site is located to the east of the settlement of Solihull and approximately 200m to the south of the Grand Union Canal. The landform of the site is gently sloping with a drop from south to north of approximately 17m (136m AOD to the south to 119m AOD to the north-western corner).


















The site has an irregular shape to take into account the existing properties along Lugtrout Lane to the north and properties on Damson Parkway. The site follows the lines of the edge of the back of all neighbouring properties and thereby sharing a frontage with Lugtrout Lane through breaks in properties. The site has limited frontage along Hampton Lane, due to a little gap in land between properties. The Coldlands Colts Football Club's building located within the north-eastern part of the site is the only built element on site.

The site comprises small to large fields generally of a regular pattern clearly delineated by dense hedgerows with mature hedgerow trees. Majority of the fields are pasture land, with the exception of the two large fields to the east which are arable land and the field to the north-east is used for sports. The 'L' shaped field to the south, adjacent to Pinfold Road and adjoining the properties on Hampton Lane comprises scrub land.

Extensive tree cover is present within the site as a part of the hedgerow boundaries. Woodland along Damson Parkway located within the south-west edge of the site constitutes a large part of the tree cover as well. Trees along Lugtrout Lane and Field Lane contribute further to the tree cover extent.

There are no Public Rights of Way (PRoW) on site and the nearest PRoW is the long-distance trail – Grand Union Canal Walk which lies approximately 200m to the north of the site.



-  Site boundary
-  Settlement
-  Public Right of Way - Footpath
-  Grand Union Canal Trail
-  Road
-  Contours
-  Listed Building - Grade II
-  Listed Building - Grade II*
Old Berry Hall
- Baseline: Vegetation**
-  Tree Cover
-  Hedgerows
- Landscape Edge Characteristics**
-  North-east Edge: Sports Ground
-  Eastern Edge: Farmland
-  Southern Edge: Residential properties and gardens
-  Western Edge: Damson Parkway
-  Northern Edge: Lugtrout Lane
- Baseline: Viewlines**
-  Open viewline
-  Partial/filtered viewlines

Landscape and Visual Constraints and Opportunities Plan

Views and Visual Amenity

The gentle landform, with no local high ground viewpoints, limits long views. At an immediate and site-edge scale of study, visual containment is made by the buildings, hedgerows and woodland that sit around the site boundaries. At its boundaries, it is a generally well contained area of land that is visually discrete in the local landscape.

The SMLCA states that:

“the visibility in the sub-area consists of generally medium to short distance views... The strong tree cover forms a backdrop to most mid-distant views and the vegetation along the lanes provides a tunnelled view where trees overhang the highway, particularly towards the northern extent.”

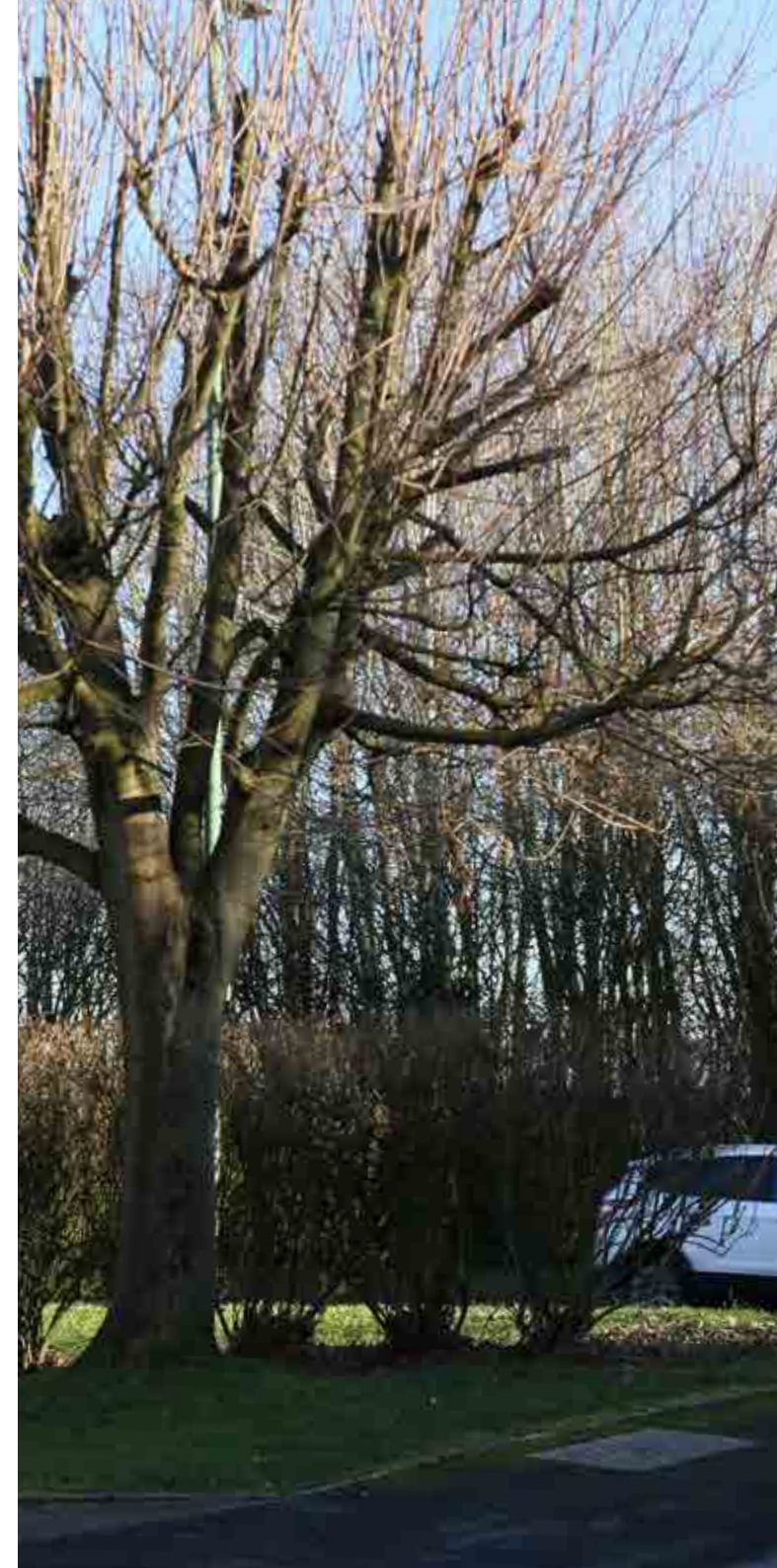
From the north, there are limited, glimpsed views, that tend to be filtered by the existing vegetation along Lugtrout Lane. View from further north are limited due to the dense vegetation along the Grand Union Canal. From the Grand Union Canal Walk the site is generally not visible, with the exception of the occasional heavily filtered view.

Along Hampton Lane, views looking north to the site are severely and frequently restricted by buildings and trees and hedges.

From the east the views are restricted to the immediate vicinity of the site from Field Lane. Heavily filtered views are noted from this location with a clearer view of the site provided from the entrance of the Coldlands Colts FC. Views from further afield are interrupted by the intervening vegetation and built form.

Views from the west are limited to the immediate vicinity of the site. Filtered views are afforded through the boundary vegetation from Damson Parkway and Hainfield Drive. The upper storeys of the residential properties on Hainsfield Drive, orientated towards the site, may have filtered views of the site through the branches of the trees.

View from Hainsfield Drive looking east towards the site.



Vegetation at the site's
western boundary





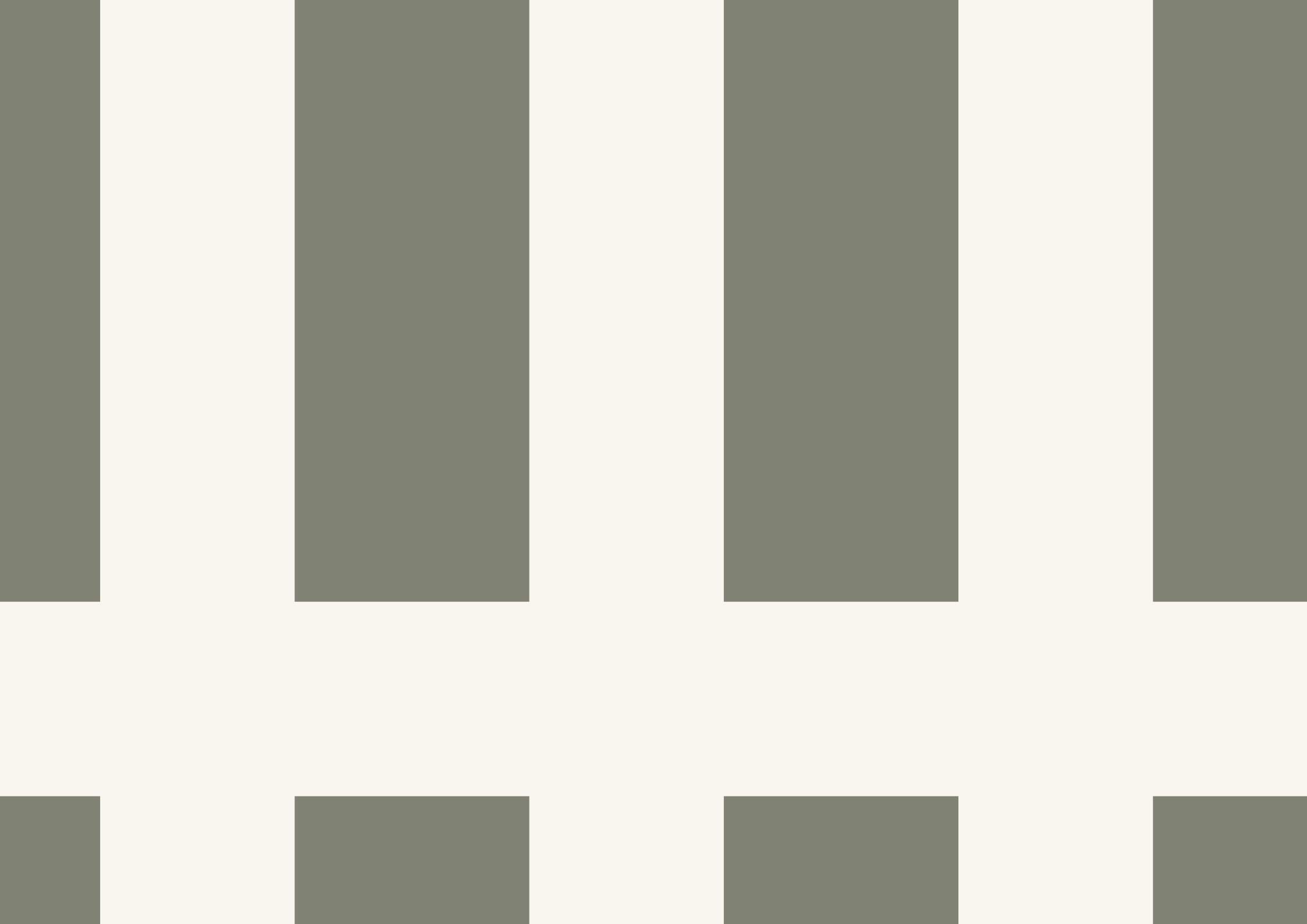
Site

View from Field Lane, looking west across the site



Properties on Lugtrout Lane

Site



4. Design Principles & Concept

4.1. Design Principles and Concept

Both plans presented in this section have been informed by the vision and site opportunities and constraints analysis set out in previous sections of the document.

They have evolved from the work undertaken in 2016 by UK Land Development and the 2019 SMBC Masterplan Document, showing a more detailed arrangement of development blocks and streets.

The design principles plan (opposite) aims to visually convey a number of key design elements that have shaped the concept plan (presented overleaf). A summary of these primary design principles is also provided below:

- » Provision of approximately 17ha of residential development, achieving approx. 600 dwellings at an average density of approx. 35 dwellings per hectare (dph).
- » Primary vehicular access will be provided from Damson Parkway, with the preferred access option via a new roundabout with Damson Parkway.
- » A secondary access will be provided in the form of a priority junction with Lugtrout Lane.
- » Pedestrian access points are proposed from Pinfold Lane, Field Lane and Hampton Lane. They will be linked with a new network of informal pedestrian routes that consider key desire lines and also provide informal recreation ‘loops’ around the site, promoting physical activity and wellbeing.
- » The development proposes a primary movement ‘loop’ within the site for vehicles, creating a connected and legible place that aids way-finding.
- » Development blocks use a ‘back to back’ block structure wherever possible, ensuring that dwellings front on to streets and spaces. This will help to create a safe and active place which encourages social interaction.
- » Development blocks will also consider their relationship with the boundaries of the site. Dwellings will either back or side on to existing dwellings located on Hampton Lane, aiming to respect the privacy and amenity of these existing dwellings.
- » Dwellings will front on to the western site boundary (Damson Parkway) in accordance with the recommended noise mitigation strategy.





*Yew Tree
Primary
School*

Lugtrout Lane

Field Lane

Danson Parkway

Pinfold Lane

Hampton Lane

- » The provision of a green corridor adjoining the western site boundary will help to soften the interface between new dwellings and the existing highway. Additional screening planting could also be located within the green corridor to further screen the road.
- » A sensitive and considered response to the setting of Field Farm is proposed through the provision of a landscaped green corridor adjoining the eastern boundary of the site; this will be supplemented around the existing farm complex which retains the Grade II Listed Building. Development blocks will also have an appropriate set back from the Field Farm boundary. The proposals will be subject to a detailed heritage assessment to ensure that the setting of Field Farm will not be adversely impacted.
- » Significant quantities of green infrastructure are proposed as part of the development. This will comprise a network of green corridors (retaining existing tree and hedgerow planting wherever possible) that link to a network of attractive spaces and places. Open space will be available on the doorstep for the majority of dwellings, with principles of healthy lifestyles further re-enforced through dwellings benefitting from having direct views to open space and planting.

- » Open spaces will aspire to be multifunctional and cater to a range of uses and ages. The central area of open space within the site will form an important area for social interaction and provide a focal space for the development. This could accommodate an Locally Equipped Area for Play (LEAP) and doorstep play.
- » New formal play facilities are proposed in the north eastern area of the site. This could comprise a senior football pitch, Neighbourhood Equipped Area for Play (NEAP) and Multi Use Games Area (MUGA), providing plentiful facilities for older children that are within a 10 minute walking distance for all new residents.
- » Areas of open space within the site will also provide areas for attenuation and biodiversity enhancement.
- » Appropriate use of SuDS techniques, including suitable attenuation measures to restrict surface water runoff to greenfield rates, will ensure that the drainage design for the proposed development provides betterment in terms of surface water management.



Concept Masterplan



*Yew Tree
Primary
School*

Damson Parkway

Pinfold Lane

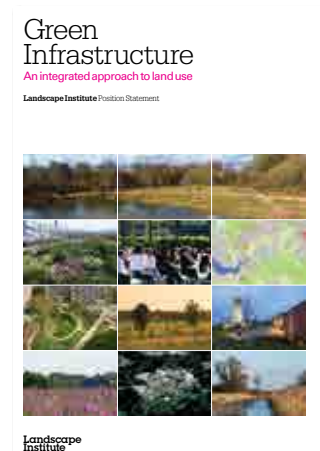
Hampton Lane

Lugtrout Lane

Field Lane

4.2. Green Infrastructure Components

The key components of the proposals for the Green Infrastructure are set out on the GI Components Plan. The inter-connections within the development – forming links between these components on the site are as important as the connections to the wider network with components that already exists. The Proposed Green Infrastructure Components include the following:



Public Green Space Network

The layout and placement of these key network features and components is a design response to the existing landscape. The field boundaries are marked and defined by hedgerows. Many of these are to be retained and supplemented with a strategy that looks to form a cohesive connected framework. The Public Green Spaces will not be farmed and will have a content that balances the requirements of public amenity with improved biodiversity. Aftercare management will ensure the formation of biodiverse grassland set within a planted hedgerow structure that is diverse and maintained to encourage an enjoyment of seasonal change and wildlife.



Formal Green Space

The strategy is to create a central area that is open and green but that is managed in a manner that has a focus on public amenity. The intention is to produce an area that still contributes to the GI network but that its primary aim is to accommodate quite intensive outdoor use. In so doing the objective is to take a degree of pressure off other areas where management regimes have a focus on GI biodiversity: for example, where the grassland and wildflower meadow sward is left cut only twice per year.





-  Site boundary
- Existing Components**
-  Settlement
-  Countryside
-  Grand Union Canal & Tow Path
-  Main Roads
-  Contours
-  Listed Building - Grade II
-  Existing sports fields
-  Existing hedgerow pattern
-  Priority Habitat - Deciduous Woodland
-  Pedestrian Access to Grand Union Canal Trail
- Baseline: Viewlines**
-  Open viewline
-  Partial/filtered viewlines
- Proposed Components**
-  Public Green Space network
-  Formal green space (Public Garden)
-  Strategic landscape (Parkland)
-  Sustainable Urban Drainage network (Ponds, Basins & Swales)
-  Linear Park
-  Formal sports & Neighbourhood play
-  Equipped areas
-  Residential parcels
- Green Corridor Routes**
-  Primary routes (ped/cycle)
-  Secondary routes (ped/cycle)
-  Green infrastructure links

Sustainable Urban Drainage

The main components of the SuDs scheme are located along the low ground of the development. The new basins are an important GI component as they offer diversity and public amenity interest. The treatments at the edges of the SuDs basins are important: the bank slopes must allow for safe and easy access at least to a part of the basin. The base of the basins should allow public use when not holding water and the provision of 'low-flow' channels between inlet and outlet points will enable a useable SuDs feature, increase plant diversity and still ensure an effective 'water-treatment train'. Wetland and wetland associated tree species should mark these features making them recognisable and distinctive.



Sports and formal Play Spaces

The formal Play Spaces are proposed through the development within the Public Green Space Network. The sports area is to be located in the north-east corner and will consolidate sports use in this area. Play provision will have a range and diversity that encourages social interaction in an inclusive and safe environment with over-seeing and design that utilises the objectives of Natural Play.



Structural Landscape

This important component of the GI network sits around the boundaries of the development. In part it capitalises, protects and enriches the existing planting. In part this objective to supplement and enhance will enable a greater diversity to be delivered that looks forwards to a new environment that is not a farmed landscape but one where design and management can bring an enrichment to the Green Infrastructure.



The GI components of the proposed development comprise existing and proposed features. The existing features are the hedgerows, trees, green corridors, watercourses and lanes and paths that are elements in the landscape within the site and the immediate setting that are established and exist. The cultural history of the place is a part of the remembered appreciation that explains why the site has the character and form that it does. The listed buildings and the views within and close to the site are part of this human cultural connection with the site.

The retention and strengthening of Key Network GI features have been integral to the establishment of the early concepts for the vision for the development. In defining how a masterplan can establish a sympathetic response to the site and contribute to the built environment in a manner that belongs to the place, is reliant on establishing a successful GI structure. The components that are to be contained in a multi-functional network of open green spaces that serve the needs of the new community, will also benefit the wider existing community beyond the site edges. The GI network will bring new paths and green corridors and permit public access where there is none.



4.3. Landscape Strategy

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

There are three key objectives for Landscape Strategy:

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

The site will have expansive areas of new open green space around all of its edges. Many of the existing components will be retained: the shape of the valley landform, the boundary hedgerows and trees. These landscape features will form the structure of the new Green Infrastructure (GI). These existing components will be brought into publicly accessible areas and they will be supplemented with native trees and wildflower grassland. They will be connected to form a network of green corridors enhancing the latent potential of the site. As the site extends from the low part of the broad valley floor to the high ground of the valley side, it has the potential to make a green link from valley floor to valley top.

The concepts for the Landscape Masterplan set's out principles and proposals across several objectives:

- » a rationale for placemaking throughout the development
- » a GI network of new public spaces that encourages use and access
- » GI linkage made by green routes and green spaces

The concept Landscape Masterplan demonstrates how green spaces can form a network of planted spaces linked through a network of green corridors.



- Site boundary
- Settlement
- Public Right of Way - Footpath
- Grand Union Canal Trail
- Road
- Contours
- Listed Building - Grade II
- Listed Building - Grade II* Old Berry Hall
- Tree Cover
- Hedgerows
- Hedgerows
- Green links into site
- Proposed Components**
 - Public green space
 - Attenuation ponds
 - Building Plot
 - Development entrance with green planting
 - Access
- Baseline: Viewlines**
 - Open viewline
 - Partial/filtered viewlines

Landscape Strategy Plan

The GI network will include:

- » Substantial new buffer planting along the site boundaries
- » The planted green network
- » The new public Park
- » SuDs water treatment train

The retained 'green capital': the components that are kept, will be celebrated in the new development by substantial areas of public green space being created around them. The new publically accessible landscape will run through the public Park.

Areas of wildflower meadow will form biodiverse rich areas through the green space of the development. The Sustainable Urban Drainage system will require a shallow storage basin to be created to attenuate rainwater. This feature has been located to serve drainage operational requirements. The SuDs system will also have a biodiversity role as well as providing an enhancement to the development. It will be designed, planted and managed in a manner that serves as a public amenity. New trees will be planted around the basin and within the grassland.

New trees planted to set the development in the landscape in a manner that is sympathetic and respects the character of the village and the host countryside. Wildlife enrichment and the safeguarding and future management of potential habitats that will be improved for both existing and future additional species, will also be an aspiration for the development proposals.

A publicly accessible landscape will be created that makes attractive links for residents with the wider countryside and brings a greater diversity and a more connected network to the multi-functional Green Infrastructure of the site.

A series of connected green spaces form the key areas within the concept – connected by a central Green Street – arranged and orientated along a key view.

Paths will cater for different users in a Park that will accommodate a wide range of users: walkers, cyclists, runners, family groups. There will also be provision of an equipped play areas for children that may have a 'natural play' objective – concentrating on social interaction around natural outdoor qualities: sensory play and play that educates children to the natural environment and its changing seasons.





Precedent images of the new landscape

5. Summary & Next Steps

This Vision Document has set out a vision for the site, a summary of technical assessments undertaken to date, and the emerging concept proposals for Hampton Lane, Solihull.



In summary, the proposals will deliver the following key benefits and qualities:

- » A highly desirable development that can deliver approximately 600 dwellings in a range of types and tenures.
- » A development that is exceptionally well placed in terms of access to local and regional facilities via sustainable forms of transport. National and international destinations are also easily accessible via Birmingham International Airport and the M42.
- » A landscape led masterplan that is responsive to existing site assets. This has resulted in a distinctive scheme that provides attractive and quality areas for social interaction, recreation and play; in addition to providing ecology and biodiversity enhancement.
- » Promotion of healthy lifestyles through the provision of highly accessible open spaces, sports and play facilities and new informal walking routes.
- » Creation of a well-connected, legible and safe place that is underpinned by best practice urban design principles.

**BARTON
WILLMORE**