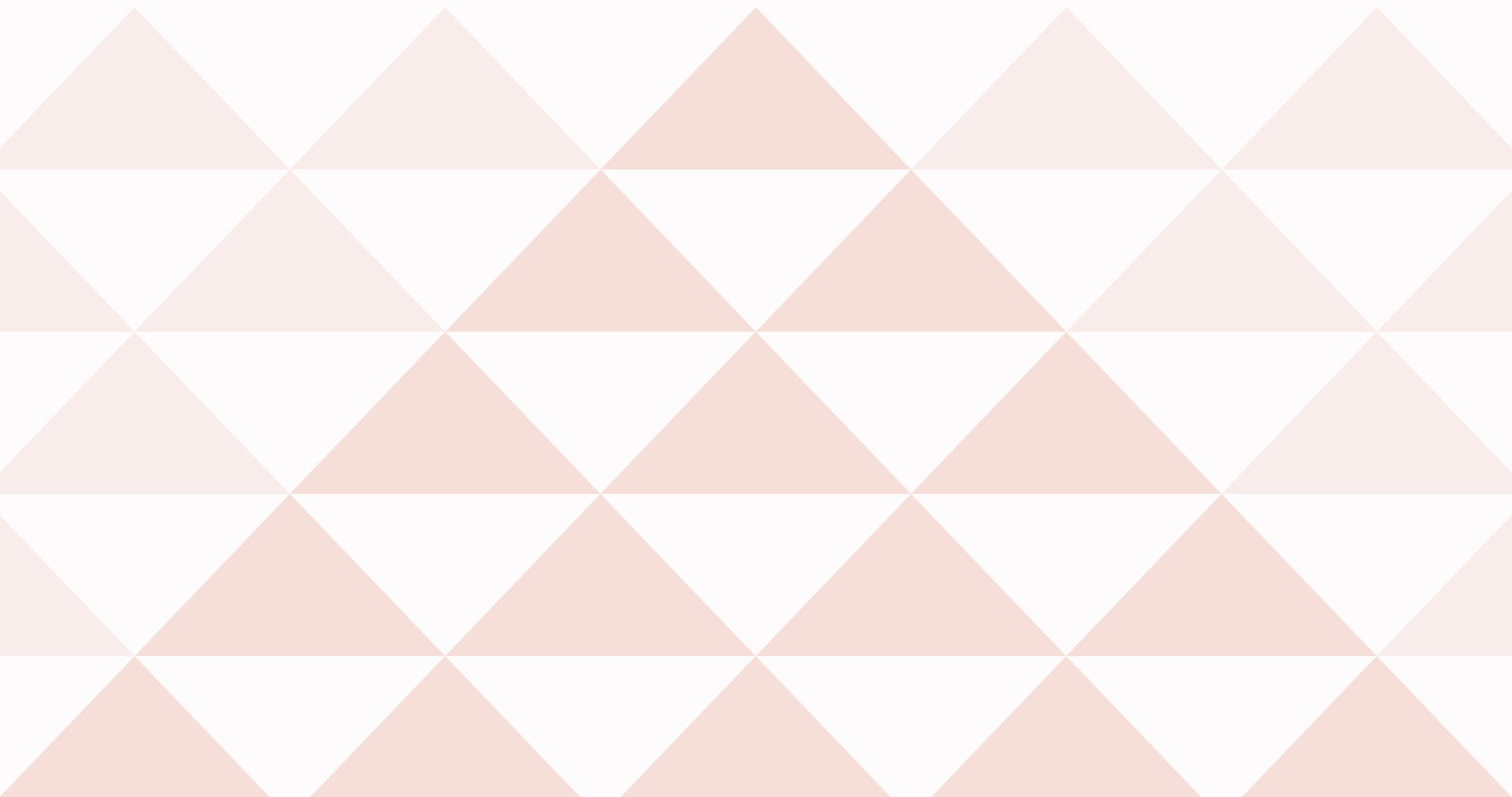


DECEMBER 2020

LAND AT
JACOBAN LANE

VISION STATEMENT



EXECUTIVE SUMMARY

This Vision Statement has been prepared by Barton Willmore LLP on behalf of IM Land to support the release of land at Jacobean Lane, Solihull (the Site) to deliver specialist housing for older people in need of care (over 55's). The Site extends to approximately 7.0 hectares and is located directly to the north-east of Knowle.

To support this Vision, this Statement clearly articulates the opportunities presented by the Site. In summary, it demonstrates that:

- The proposals are able to accommodate 2.4 hectares of developable area for specialist housing for older people in need of care (over 55's) with provision for modest supporting services and facilities and recreational green space. This will provide up to 160 new specialist homes.
- The Site has logical, defensible boundaries – to the north lies the M42, whilst the Grand Union Canal forms the eastern boundary, Jacobean Lane forms the western edge and to the south lies Grove Hurse and the residential area of Copt Heath. Furthermore, strong landscaped boundaries are proposed to ensure the revised Green Belt endures beyond the forthcoming Local Plan period.
- The Site is in a very sustainable location, within five minutes' walk of bus services on Warwick Road with a new footpath to link the Site to Warwick Road achievable. These provide regular services to Solihull and Dickens Heath.
- The Site is within 2km of the local centre of Knowle, which provides a range of local services and facilities.
- There are no identified technical or environmental constraints that would prevent the Site from coming forward for development subject to appropriate mitigation measures where necessary.
- There is an opportunity to create a footpath to link the Site along Warwick Road.
- There is an identified need for specialist housing for older people in need of care.
- The Masterplan for the Site illustrates how it can deliver a responsive sustainable development that complements its setting.
- The development responds to the climate emergency.

The Site is deliverable, achievable and available for development in accordance with guidance contained within the revised NPPE.

THE VISION

THE SITE PRESENTS AN EXCELLENT OPPORTUNITY TO RELEASE LAND OFF JACOBAN LANE (THE SITE) TO DELIVER A HIGH QUALITY, SUSTAINABLE DEVELOPMENT FOR SPECIALIST ACCOMMODATION THAT WILL SENSITIVELY CONTRIBUTE TOWARDS MEETING THE IDENTIFIED NEEDS OF THE BOROUGH WHILST RESPONDING TO THE CLIMATE EMERGENCY.

THE SITE EXTENDS TO APPROXIMATELY 7 HECTARES AND IS LOCATED TO THE NORTH OF KNOWLE.

THE VISION FOR THE SITE IS TO DEVELOP SPECIALIST HOUSING FOR OLDER PEOPLE IN NEED OF CARE (OVER 55'S) FOR WHICH THERE IS AN IDENTIFIED NEED IN LINE WITH PARAGRAPH 61 OF THE NPPF.

Concept Masterplan



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The M42 creates a defined edge to the north



Looking north into the site from the Public Right of Way

1 BACKGROUND

The land at Jacobean Lane provides a unique opportunity to release a sustainable and appropriate site that can deliver a high-quality development which will make an important contribution to addressing current and future specialist housing requirements in Solihull Borough. This will also have a positive impact on the general housing requirement within the Borough.

The Site comprises approximately 7.0 hectares of land, located on the northern edge of Knowle. The Site is currently within the Green Belt but its release would represent a logical extension to Knowle that would assist Solihull Borough to meet its requirement to provide specialist housing within the coming Plan Period.

This Vision Statement has been prepared by Barton

Willmore LLP on behalf of IM Land to promote the Site for release from the Green Belt through the Local Plan. The document seeks to clearly articulate the opportunity that exists from the release of the Site by providing:

- » An analysis of the Site and its surrounding context;
- » A Concept Masterplan and Vision for the Site that illustrates the opportunities available and demonstrates how the Site can respond to its surroundings;
- » An analysis of the sustainability of the Site, including a review of technical considerations; and
- » A demonstration that the Site is deliverable, available and achievable in accordance with the provision of the National Planning Policy Framework (NPPF).

As will be set out throughout this document, the proposals will provide for much needed specialist housing for which there is an evidenced need within the area.



Looking east into the site from Jacobean Lane

2 PLANNING CONTEXT



2.4 HA OF SPECIALIST HOUSING,
UP TO 160 NEW HOMES



EXTENSIVE
RECREATIONAL
OPEN SPACE



EASILY ACCESSIBLE VILLAGE
CENTRE INCLUDING CONVENIENCE
STORE, DOCTOR'S SURGERY,
RESTAURANTS AND PUBLIC HOUSE



RETAINED AND ENHANCED
LANDSCAPE AND GREEN
INFRASTRUCTURE



PROVISION OF A FOOTPATH
TO LINK THE SITE TO
WARWICK ROAD



LOCAL COMMUNITY
SERVED BY EASILY
ACCESSIBLE BUS
ROUTE

3 SITE LOCATION & CONTEXT

3.1 LOCATION

The Site is located to the south of Solihull, immediately beyond the M42 on the northern settlement edge of Knowle. Nearby are outdoor leisure facilities at Silhillians Sports Club, and the Grand Union Canal forms the eastern boundary of the Site.

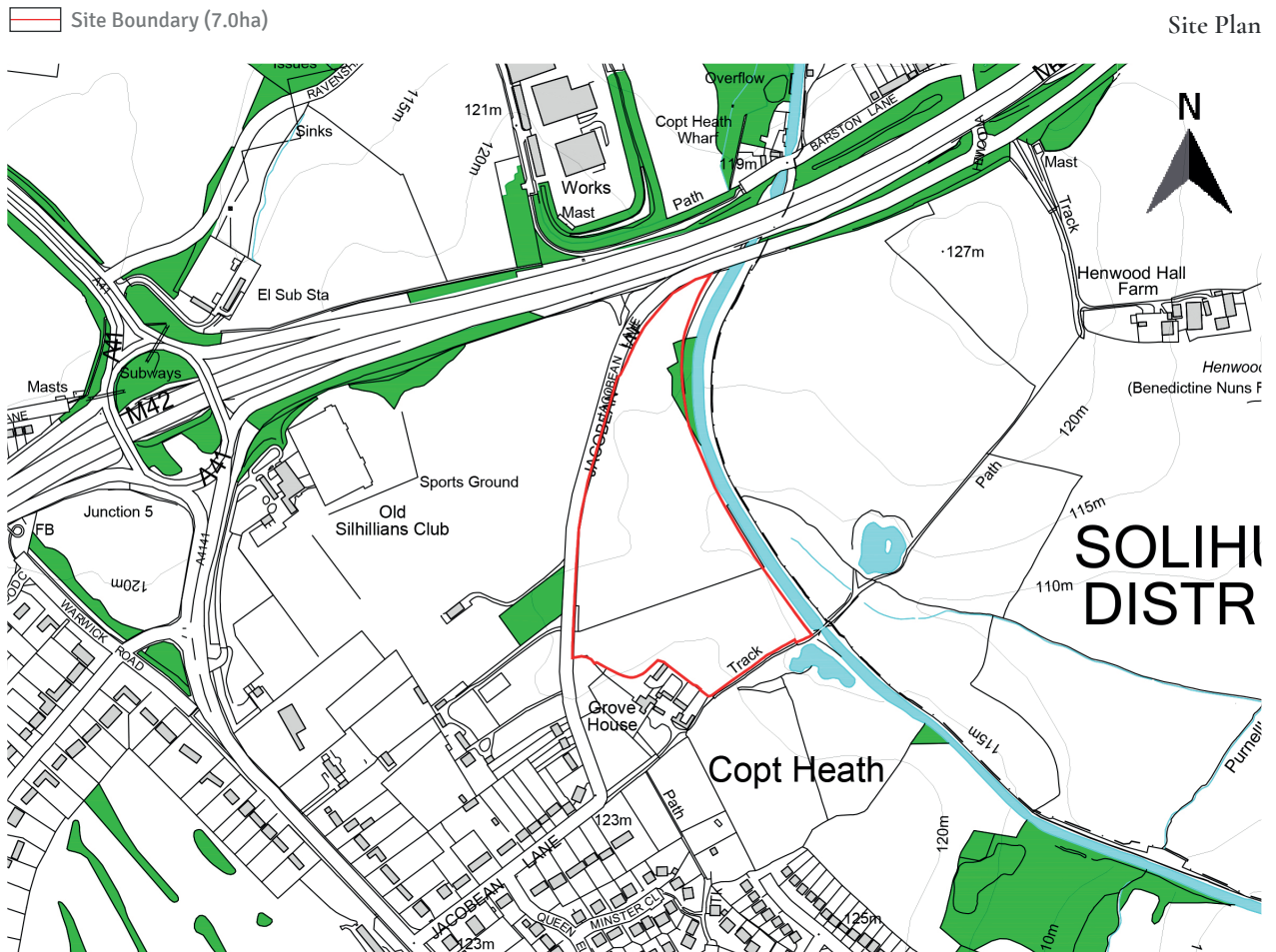
A range of facilities and services are within the local area, including shops, library, GP surgery, church and leisure facilities. The Site is well served by existing public transport facilities with bus stops available on the A4141 (Warwick Road) approximately 400m to the south west.

In addition to this, Solihull railway station, accessible by existing bus routes, is located approximately 3.4km to the north west and provides frequent services to London and Birmingham. As such, it is considered that the Site is well served by existing infrastructure and accessible by means other than the private car.

3.2 THE SITE

The 7.0ha site sits on the northern boundary of Copt Heath. Within walking distance (approximately 10 minutes) is the local centre at Knowle.

To the north of the site is the M42, beyond which is farmland and an employment site. To the east is the Grand Union Canal and further farmland. To the south and west is the settlement of Copt Heath.



4 OPPORTUNITIES & CONSTRAINTS

4.1 OPPORTUNITIES

- » The Site is approximately 2km from the centre of Knowle (using Warwick Road to High Street) which is under 26 minutes' walk and 9 minutes' cycle time. It has convenient access to local bus services with bus stops provided at the Warwick Road/ Jacobean Lane junction (approximately 600m from the site which is under 7 minutes' walk time). With the intended use of the Site both the small number of staff and occupants would benefit from good access to buses.
- » The bus stops at the Warwick Road/ Jacobean Lane junction are principally served by Excelbus services nos. 87 and 88/88A which route between Solihull and Coventry. The journey time between the bus stops and Knowle is 5 minutes, to Solihull is 11 minutes and Coventry is just under an hour, and the services operate between 6:31am and 7:29pm. The LandFlight A7/ A8 South Solihull Circular route also serves Warwick Road, providing access to Solihull via Blythe Valley Park. All services are daytime hourly.
- » For cycling, there are advisory cycle lanes on both sides of Warwick Road. The lanes provide cycle connections between Jacobean Lane and Knowle, with the usual range of facilities and shops, Knowle Surgery and Tesco Metro.
- » Improvements to several Public Right of Ways (PRoWs) in the vicinity of the site could provide an alternative to accessing Warwick Road via Jacobean Lane. This includes a small network of PRoWs which run past the south of the site to Warwick Road via Queen Eleanor's Drive.
- » The site is bounded on the southern side by a farm track with a PRoW running along the track connecting to the Grand Union Canal's towpath via a canal bridge which provides the opportunity for active travel. This could provide a potential cycle route through to Knowle via Hampton Road and Kixley Lane to promote active travel for staff.
- » Connections to the rail station at Widney Manor and bus route on Warwick Road would encourage the use of sustainable transport, the former providing direct services to Birmingham Moor Street and its proximity to any future HS2 rail interchange.

- » The site is entirely within Flood Zone 1, and therefore is not liable to flooding and suitable for residential development.
- » The site accommodates an established network of soft landscape, hedgerows, trees, wildlife and green spaces that the development proposal will be able to utilise and respond to.
- » All boundaries have existing planting which filters views of the site.
- » Relatively flat site, with a gentle fall towards the south-eastern corner that creates potential to utilise this topography for SUDs.
- » There is an evidenced need for specialist housing in the area, as demonstrated by the table below:

	Current Unmet Need (A)	Future Need (B)	Total Need (Current Plus Future) (=A +B)
Sheltered Housing to rent (incl Age Exclusive)	-492	366	-126
Enhanced Sheltered Housing to rent	195	61	256
Extra Care Housing to rent	114	92	206
Total housing for rent- all types	-183	519	336
Sheltered Housing for leasehold (incl Age Exclusive)	1,475	732	2,207
Enhanced Sheltered Housing for leasehold	14	61	75
Extra Care Housing for leasehold	316	183	499
Total housing for leasehold – all types	1,805	976	2,781

Total Need (Unmet plus Future Need) Solihull (Source: Barton Willmore, 2020)

4.2 CONSTRAINTS

- » Noise from the M42
- » Overhead power lines running through the northern part of the site
- » Grove House to the south is Grade II Listed
- » Sewer running east-west across the southern part of the site



Opportunities & Constraints Plan

- | | | |
|---|---|---|
| Site Boundary (7.0ha) | Partial Views | Potential Native Hedgerow and Feature Tree Planting |
| Existing water courses and water features | Truncated / No Views | Potential Footpath Linkages |
| Contours | Potential Site Access | Potential Flood Attenuation Areas |
| Public Rights of Way | Potential Noise Mitigation Area | 3m Easement to Sewer |
| Listed Building | Potential to extend 30mph Speed Limit | Overhead Power Lines |
| Indicative Landscape Buffer | Existing Hedgerows / Tree Belts to be Retained and Enhanced | BT and other Service Provider Cable Ducts |
| Open Views | Potential Broadleaf Native Tree Planting | Water Main |

5 THE PROPOSAL

5.1 GUIDING PRINCIPLES

The Concept Masterplan opposite illustrates how the site could be developed for Specialist Housing. The project is still at an early stage and the plan may evolve following further technical analysis (i.e. drainage, highways etc.) and consultation with key stakeholders, such as the local planning authority.

The key guiding design principles for the site are:

- » Development parcels nestled within high quality landscape and public open space
- » Provision for supporting facilities and services provided on-site
- » Primary and secondary movement routes ensure connectivity throughout the development and access to adjacent development and facilities
- » Retention and enhancement of existing soft landscape features where possible to enhance biodiversity and maintain green infrastructure within the site
- » The nearby local centre of Knowle is within walking distance for some and a short bus journey away
- » Recreational open space to the site boundaries creates a soft buffer to farmland beyond and an appropriate soft edge to the development
- » Parking for both staff and visitors will be provided, in addition to appropriate provision for residents. The amount of spaces will be agreed with the local planning authority and the take-up of parking spaces will be influenced by an employee Travel Plan which will be put in place ahead of opening
- » A single vehicular site access will be provided off Jacobean Lane with a road width 5.5m to cater for safe access of all necessary vehicles. The traffic generated from the specialist housing is anticipated to be low.
- » The site access and visibility splays would be accommodated within highway land and land in control of IM Land to deliver a suitable and safe access. Highway boundary records for Jacobean Lane have been received from the highway authority which confirms that access is achievable.

5.2 LAND USE BUDGET

Gross Site Area	7.0ha
Specialist Housing	2.4 ha
Attenuation Areas	0.4ha
Recreational Open Space	4.0ha










Land Use Budget





Concept Masterplan

- | | | | |
|---|---|---|--|
|  | Site Boundary |  | Amenity Area |
|  | Primary Entrance |  | Resilient and Enhanced Landscape & Planting |
|  | Specific Housing |  | Residential Green Space |
|  | Supporting Services and Facilities | | |

5.3 SCALE

The scale of development will reflect existing and proposed housing within Knowle. This is a mixture of 2 and 3 storey development with the existing/proposed boundaries ensuring the development will be suitably screened.

Towards the northern edge of the site, two storey development will help create a transition between the proposals and neighbouring countryside.

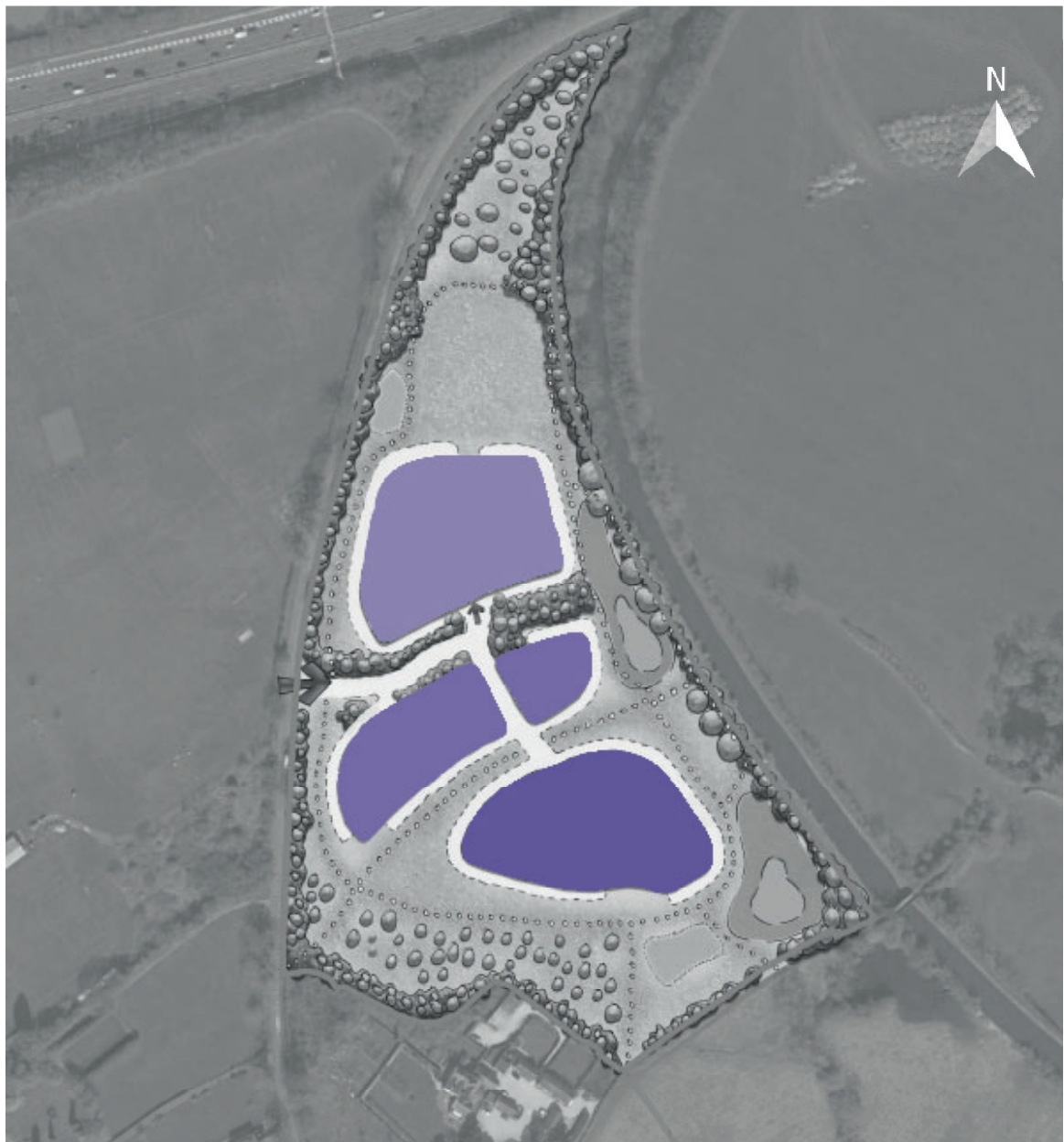


- Up to three-storey
- Up to two-storey

5.4 DENSITY

Development will be higher density towards the south and lower towards the north to reinforce a hierarchy of development within the scheme.

Lower densities to the north will create an appropriate transition to from the development and the countryside.



- Higher Density
- Medium Density
- Lower Density



5.5 GREEN & BLUE INFRASTRUCTURE



The site benefits from a well established green infrastructure resulting from its use as farmland, with hedgerows and trees permeating the site as well as creating mature boundaries to the north, west and south. A small wooded area on the eastern boundary creates good screening in views from this side.


To the east of the site, the Grand Union Canal creates an attractive boundary feature and blue corridor.

A comprehensive drainage strategy including the use of sustainable urban drainage (SUDs) will be developed at the next design stage.



 Existing Trees and Hedgerows to be retained where possible
 Proposed Trees

 Open Space
 Attenuation Basin

 Green Corridor
 Landscape Buffer
 Grand Union Canal Corridor

5.6 ACCESS AND MOVEMENT NETWORK

The Site has potential to link well into the wider movement network.

Pedestrian and cycle links to the Public Right of Way to the south of the site could help encourage active travel. The paths will also allow users to move around the development site, acting as recreational routes in addition

to providing access to the canal.

Access into the site will be via a new vehicular entrance from Jacobean Lane. This will form the primary access and route serving the development.



- Primary Access
- Pedestrian / Cycle Links
- Primary Routes
- Public Right of Way
- Secondary Routes
- Canal Towpath

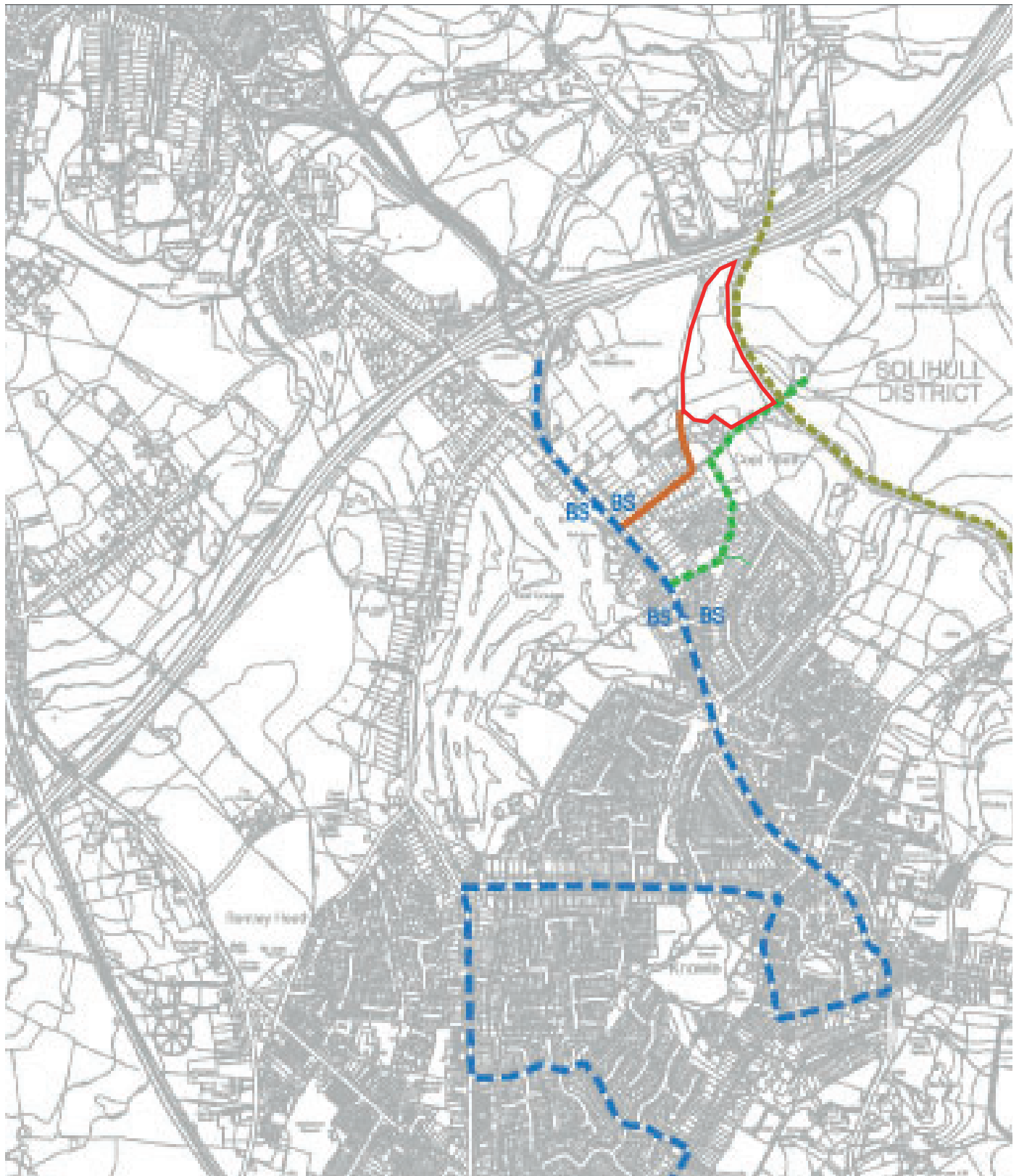
ACCESS AND MOVEMENT NETWORK CONTINUED

In considering the accessibility of the site, highways and transportation experts Stantec find:

- The Site has potential to link in well with the wider movement network, and the layout will create an informal internal grid that aids permeability.
- It will connect with Jacobean Lane by a single vehicular access approximately 175m north of the existing 30mph speed limit.
- A foot link would be provided at the southeast corner of the site frontage at Jacobean Lane to connect with the proposed footway which will run along Jacobean Lane to Warwick Road.
- This new footway would connect the site to the two bus stops at the Warwick Road/ Jacobean Lane junction. The proposals would include an approximately 25m long section of new footway on Warwick Road within highway verge, from Jacobean Lane to the southbound bus services stop and an uncontrolled crossing point to connect to the existing footway on the opposite side of the road.
- At these two nearest bus stops, hard standing and Real Time information could be provided; in consultation with the bus operators.
- Additionally, and to provide an alternative access to bus stops located on Warwick Road for both staff and occupiers of the specialist housing, improvements to enhance the P_{RoW} network south of the site could include the following measures, which would be explored in more detail with the local authority:
 - providing at-grade links to the P_{RoW} running along the farm track to the canal (ie. at least one gate at the southern edge of the Site)
 - providing all-weather surfaces, such as compacted gravel or other medium, to suit the needs of both the landowner and path users on





the following sections -

- along the farm track to the canal
- from the farm track south across fields towards Queen Eleanor's Drive
- the Queen Eleanor's Drive to the Broadfern Road - Warwick Road P_{RoW} section, and
- the Broadfern Road - Warwick Road section from the Queen Eleanor's Drive connection.
- providing way-finding signage to assist users such as new finger-posts
- clearing vegetation as required and providing lighting on the Queen Eleanor's Drive - Broadfern Road - Warwick Road sections.
- To access the additional bus stops on Warwick Road from the Warwick Road end of this P_{RoW}, an approximately 50m long new footway could be formed in the highway verge to link to the footway provided at Lightwood Close, and an uncontrolled crossing point would be provided to connect to the existing footway on the opposite side of the road.
- These enhancements provide a viable strategy to sustainably connect the site with the local network (Knowle by walk, cycle and bus modes of travel), and the wider network (Solihull, Blythe Valley Park, Dorridge train station, Cheswick Green by bus).





Routes and Improvements Plan
(source: Stantec)


KEY:


-  FOOTWAY PROVISION ON JACOBAN LANE
-  BUS ROUTE
-  PUBLIC RIGHT OF WAY
-  TOWNPATH


6 DEVELOPMENT BENEFITS


- 

APPROXIMATELY 2.4 HECTARES OF SPECIALIST HOUSING FOR OLDER PEOPLE IN NEED OF CARE (OVER 55'S) DESIGNED TO MEET LOCALISED NEED, PROVIDING UP TO 160 NEW HOMES
- 

PROVISION OF SPECIALIST HOUSING THAT WILL HELP TO FREE UP GENERAL HOUSING STOCK AND HELP TO MEET IDENTIFIED NEEDS WITHIN SOLIHULL AND THE WIDER REGION'
- 

WHERE POSSIBLE EXISTING TREES WILL BE RETAINED AND SUPPLEMENTED BY ADDITIONAL PLANTING TO SOFTEN THE VISUAL APPEARANCE OF THE SCHEME AND ENABLE DEVELOPMENT TO BLEND POSITIVELY INTO ITS COUNTRYSIDE SETTING
- 

RESPONSIVE DESIGN THAT REFLECTS LOCAL DISTINCTIVENESS AND SITS COMFORTABLY WITHIN THE CURRENT VERNACULAR CONTEXT OF THE SITE
- 

A PERMEABLE SITE THAT IS DESIGNED TO ENCOURAGE ACTIVE TRAVEL, SUPPORTING AND UTILISING EXISTING WALK AND CYCLE LINKS TO PUBLIC TRANSPORT AND KEY DESTINATIONS INCLUDING UPGRADES TO THE LOCAL NETWORK
- 

A SUSTAINABLE DEVELOPMENT RESPONDING TO THE TENETS OF THE NPPF
- 

THE PROPOSALS WILL HAVE SUSTAINABILITY AS A KEY FOCUS THROUGHOUT. PROMOTING ACTIVE TRAVEL, UTILISING EXISTING FEATURES, ENSURING ACCESSIBILITY AND UTILISING RENEWABLE ENERGY WHERE POSSIBLE WILL BE A CORE ASPIRATION OF THE SITE



Existing landscape will be retained and enhanced, with the specialist housing being sensitively located creating a highly attractive and accessible living environment.

Renewable Energy

Our three stage approach to energy usage on the site is to firstly reduce the demand for energy, it is then to create energy using on-site renewables where possible and where any surplus demand needs to be met, this should be from renewable sources where possible.

As part of the sustainable response, the design development of the proposals will firstly seek to minimise energy usage on the site. This will include promoting active travel, by ensuring pedestrian and cycling routes are safe, attractive and convenient. The proposals will look to connect into the wider movement network, increasing accessibility and permeability.

Building upon the reduced energy demand from the site, where possible, the proposals will seek to utilise and embrace on-site renewable energy as part of the development. This may include photo-voltaic panels, domestic wind turbines, utilise rainfall or other technologies appropriate to the site.

Where there is any further shortfall in meeting energy demand and met by off-site energy providers, where possible this should be from renewable sources. This may include solar, wind, rain, tidal and geothermal, the use of biomass may also be appropriate.

Climate Emergency Response

All development has a duty and obligation to consider the impact upon the climate emergency. Whilst new homes are much needed, they should not be at the detriment of the climate. Therefore, the design proposals will look to minimise negative climate impacts whilst maximising the positive elements of the site to positively contribute to a greener environment.

The development proposals incorporate best practice design throughout which includes sustainable development principles, greening the environment, increasing biodiversity, incorporating blue and green infrastructure and being of a robust framework to allow for future adaptability and flexibility.



Recreational walking routes provided within landscaped corridors

7 DELIVERABILITY

AVAILABLE

IM Land is committed to the early delivery of the scheme to help meet the evidenced need for specialist housing for older people.

If the Site were to be released from the Green Belt and allocated for specialist housing, IM Land would seek to develop the Site immediately. This commitment to delivery is demonstrated by IM Land's recent track record of the efficient delivery of high-quality greenfield housing schemes across the country.

SUITABLE

The Site is suitable for specialist housing development because it:

- » Offers a suitable location for development and can be developed immediately following allocation
- » Is enclosed by defensible boundaries ensuring development of the Site does not encroach into the surrounding countryside and the Green Belt can endure beyond
- » Can utilise existing infrastructure surrounding the Site; with no utilities, drainage or infrastructure constraints preventing the Site from coming forward for development
- » Has no identified environmental constraints that would prevent the Site from coming forward for residential development

Existing vegetation creates a highly attractive edge to the Grand Union Canal



- » Can deliver satisfactory vehicular access into the Site
- » Will deliver new areas of public open space for use by existing and new residents of the community
- » Is highly sustainable with a number of local shops and services located within walking distance of the Site, with additional facilities provided on-site
- » Is within close proximity of bus services

ACHIEVABLE

The delivery of specialist housing in this location would make a positive contribution towards meeting the needs within Solihull Borough. An assessment of the Site constraints have been undertaken which illustrates that the delivery of the Site is achievable and deliverable, and a professional team of technical experts has been appointed to underpin this assessment and support the delivery of the Site moving forward. Where any potential constraints are identified, IM Land has considered the necessary mitigation measures and required investment in order to overcome any barriers.

IM Land has reviewed the economic viability of the proposals in terms of land value, attractiveness of the locality, level of potential market demand and projected rate of sales in the local area. These considerations have been analysed against cost factors associated with the Site, including site preparation costs and site constraints. IM Land consider the Site to be economically viable and therefore achievable in accordance with the NPPE.



