

## **Warwick District Council Local Plan**

### **Consultation on Proposed Modifications (2016)**

#### **Modification 22 – Policy DSNEW 2**

#### **Land at Coventry Road, Cubbington for The Rosconn Group**

### **Question 7**

1. An objection is submitted to Modification 22 – Policy DSNEW 2 – on the basis inadequate provision has been made to meet ‘longer term development needs stretching well beyond the plan period.’ The District Council has found it necessary to define Green Belt boundaries on an exceptional basis – fundamentally to promote sustainable patterns of development. There is no realistically foreseeable planning strategy whereby development needs of the District in the next plan period can be met, other than requiring the use of land which is presently designated Green Belt. In the context of national planning policy set out at paragraph 85, insufficient provision has been made for Safeguarded Land, to meet development needs ‘stretching well beyond the Plan period.’
2. Furthermore, in terms of geographical provision of Safeguarded Land, only two large scale sites are relied upon to meet future development needs, namely North of Milverton and South of Westwood Heath Road, bordering the administrative area of Coventry.
3. In the context of the urban form of Leamington Spa, the scale of Safeguarded Land should be increased so as to avoid subsequent redrawing of Green Belt boundaries in the roll forward of the Local Plan. A spread of sites should be identified, which can promote sustainable patterns of development, promoting housing choice of location and having the propensity to increase the delivery of housing.

4. The site edged red on the accompanying plan has been considered in the plan making stage of the Preferred Options. At this stage, 6 options were considered. At the Preferred Options stage, the Allotment Gardens, Coventry Road – which form the western part of the site, and Waverley Equestrian Centre were discounted in favour of the Preferred Options west of Coventry Road, on the basis of:

- Insufficient vehicle access
- Landscape impact

The ‘sites review’ states:

*‘The Green Belt and landscape around Cubbington scores high for function quality and this has restricted a number of potential options.’*

5. The accompanying Highway and Transport Appraisal demonstrates that a ‘safe and suitable access to the site can be achieved.’ The Report further demonstrates that:

*‘The opportunities for sustainable transport modes have been taken up.....there is no need for major transport infrastructure.’*

It is submitted that the Council has no compelling evidence to substantiate the discounting of this site on the basis of the ‘insufficient vehicle access’ (Framework 32).

6. The criticism that the release of this site from the Green Belt is objectionable on grounds of 'landscape impact' has been addressed in the accompanying report prepared by Define Landscape Architects.
  
7. Submissions have been made to the Submitted Local Plan to the allocation under Policy H26 on the basis that the allocation process was flawed. These submissions are now directed to the Proposed Modification to exclude land from the Green Belt under Policy H50. The SA is flawed in that in undertaking the assessment it has failed to properly analyse the comparative impact of excluding land east of Coventry Road with land 'east of Cubbington'. At no stage in the plan making process has the comparative merits of these two sites been undertaken. The fact that the technical objection to the release of the site is not capable of being supported with robust evidence further undermines the SA in the context of the proposed allocations H50.
  
8. In undertaking a comparative assessment of the 6 options within the Preferred Options, the LPA emphasised the 'high function quality' of the Green Belt around Cubbington. The release of land under Policy H50 is considered inconsistent with the golden thread of national planning policy to promote 'sustainable patterns of development' (Framework 84). The release of this area of land would have a dramatic impact upon a fundamental purpose of the Green Belt to avoid encroachment into the countryside. While the loss of Green Belt to accommodate development needs will necessarily involve encroachment into countryside, the extent of that encroachment beyond the allocated site is directly influenced by the individual characteristics of the site. The accompanying report by Define amply demonstrates that, in giving great importance to Green Belts, Allocation H50 should be deleted, and land east of Coventry Road released to meet development needs. It is submitted that the smaller capacity of the land east of Coventry Road is not a significant

issue in the context of the adverse impact caused to the Green Belt with release of land east of Cubbington.

9. Define conclude in undertaking an assessment of the function of Site H50 to the purposes of the Green Belt that:

*'An assessment of the land promoted as H50 finds that: that:*

- The existing urban structure to the north east of Cubbington provides a 'clean' and wholly undeveloped edge. There is no lack of clarity as to where the urban edge exists and there are no staggers or kinks in this alignment that suggests development would comfortably connect or relate to;*
- The existing land to the north east of Cubbington has a 'countryside' character of open fields and hedgerows; it functions as agricultural land, and is commonly accessed and enjoyed by the public for recreational use. This is due to the two public footpaths linking through this area (north of Rugby Road a public footpath links northwards to the wider countryside, whilst south of the Rugby Road this footpath continues and joins the Shakespeare's Avon Way / Millennium Way strategic public footpath route).'*

10. In contrast, the land off Coventry Road (site edged red).

*'A comparison with the land promoted by Rosconn Group Ltd shows a striking contrast with the characteristics and likely effects on Green Belt purposes and the landscape and visual baseline. The land promoted by Rosconn Group Ltd:*



- *Has a far less clear distinction between the end of the urban edge and that of countryside. The site is currently comprised of the Waverley Equestrian Centre, with associated stables, outbuildings, paddocks, manage and separately allotments.*
- *Unlike parcel H50, the land is not perceived as being countryside. Furthermore, land beyond the site has restricted visibility of the likely change of use, and that change of use will have far reduced magnitude of effect when compared with parcel H50, due to the far greater visual exposure and contrast in character that will take place on that parcel.'*

11. When Figures 1 – 3 are considered (attached to the Define Report) it is evident that:

*'Furthermore, when Figures 1 to 3 are considered, it is evident that:*

- *The likely visibility of development of parcel H50 is experienced over a wider area than that of The Paddocks;*
- *The land where significant visibility of the change is experienced by H50 is open countryside with a high degree of public access (including local and regional public footpath routes)'*

Land at Coventry Road, Cubbington, Waverley Riding School



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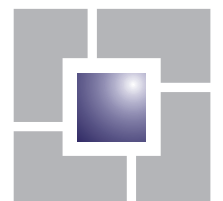


Our ref: PJF/nd/PF/9450

# **Land East of Coventry Road**

Cubbington, Warwickshire

*Highway and Transport Appraisal*



david tucker associates  
transport planning consultants

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## **1.0 Introduction**

1.1 David Tucker Associates have been commissioned by The Rosconn Group, to consider the potential highway and transport impacts of a new residential development on land to the east of Coventry Road, Cubbington, Warwickshire. The site location is shown on **Figure 1**.

1.2 The site has the potential to deliver up to 60 new homes.

1.3 This report sets out the highway and transport considerations of the proposed development and concludes that the site can be accessed safely, will have a modest impact on the surrounding highway network and is in a sustainable location.

## **2.0 Site Location**

2.1 The site is proposed to be accessed via the existing priority junction onto the D2231 Coventry Road as shown on **Drawing 17380-01**.

2.2 The D2231 Coventry Road passing the site access, connects the A445 to the north with the B4452 to the south. It is 5.5m in width for the majority of its length with a 1.8m footway on the eastern side. The speed limit changes immediately north of the access from 30mph (southbound) to 50mph (northbound). The road is well lit and caters for access to various residential developments to the south. To the north the road is rural in nature providing access to farm land and agricultural buildings.

2.3 The A445 to the north is used by traffic travelling between Leamington Spa and Coventry/ Rugby. Its junction with the Coventry Road is a staggered crossroads, with Coventry Road being the minor arm for traffic travelling between Cubbington and Stoneleigh/ Coventry.

2.4 The B4453 is a 30mph road and is primarily urban in nature to the west of the site, serving Cubbington, Lillington and Leamington Spa.

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### **3.0 Accessibility**

- 3.1 The site is located approximately on the northern edge of the existing settlement boundary of Cubbington, approximately 800m from the village centre. Cubbington is a village and is adjoined by Leamington Spa to the west. The centre of Leamington Spa is 4km southwest, Kenilworth is 6km northwest and Coventry City is 7.5km to the north of the site.
- 3.2 Cubbington is currently served by 2 primary schools, a small village centre containing a local supermarket, a bakery, takeaway and post office. There are two public houses, a sports and social club, a village hall and two churches.
- 3.3 The nearest primary school is Cubbington CofE which is 850m south of the site. St Theresa's Primary is approximately 1.1km southwest. The 2013 National Travel Survey for primary school trips shows that pupils are over four times more likely to travel to school by private car if their journey to school is 1.6 to 3.2 km compared to those whose journey is under 1.6 km. Therefore, it is considered both schools are within a reasonable walking distance, reducing the reliance on the private car.
- 3.4 The nearest bus stop is located approximately 570m south of the site and is served by the 67 and 68 number services. Both the 67 and 68 provide a 30 min frequent service to Leamington Spa and Warwick. Connecting services to Coventry are available in Leamington Spa.
- 3.5 It is therefore considered, that the available timings of the services would provide a realistic alternative to the use of the private car for future residents accessing employment, retail and leisure sites.
- 3.6 Leamington Spa railway station is less than 5km from site and is on a main line between London and Birmingham. The railway station is readily accessible via both bus and bicycle.

3.7 National Cycle Route 41 is approximately 4km south of the site which provides a traffic free route between Leamington Spa and Rugby. Whilst there are no dedicated cycle routes in the near vicinity of the site, the B4453 is regularly used by cyclists.

3.8 The site has the opportunity to connect to the existing 1.8m footway that links to the village centre, schools and bus stops.

#### **4.0 Existing conditions**

##### *Accident History*

4.1 Accident data for the period of 01/01/2010 – 04/09/2015 has been provided by Warwickshire County Council. The full report is attached as **Appendix A** with the accidents summarised below:

##### D2213 / A445 Crossroads

- |    |          |         |  |
|----|----------|---------|--|
| 1. | 06/11/11 | Slight  | Vehicle attempted U-Turn at x-roads, collided with car |
| 2. | 18/07/11 | Slight  | Vehicle failed to giveaway, collided with car          |
| 3. | 22/09/12 | Slight  | Vehicle failed to giveaway, collided with car          |
| 4. | 14/12/12 | Serious | Vehicle pulled into path of motorcycle                 |
| 5. | 27/03/11 | Serious | Vehicle failed to giveaway, collided with car          |
| 6. | 12/08/13 | Slight  | Vehicle pulled into path of car                        |
| 7. | 06/12/10 | Slight  | Vehicle failed to giveaway, collided with car          |

##### D2213 / B4453 Crossroads

- |     |          |         |  |
|-----|----------|---------|--|
| 8.  | 04/06/3  | Serious | Vehicle failed to giveaway, collided with motorcycle |
| 9.  | 14/01/12 | Slight  | Vehicle failed to giveaway, collided with car        |
| 10. | 08/03/13 | Slight  | Vehicle failed to giveaway, collided with car        |

##### D2213 near site access

- |     |          |        |   |
|-----|----------|--------|---|
| 11. | 11/05/11 | Slight | Vehicle lost control and left the carriageway |
|-----|----------|--------|---|

4.2 As can be seen from the accident summary above there have been no recorded accidents in the vicinity of or at the site access in the last 5 years. This concludes that the operation of the existing riding school and allotments have not been detrimental to highway safety and the access operates safely.

4.3 The accidents at the crossroads to both the north and south are common with crossroads / staggered crossroad arrangements and are associated mainly to driver behaviour and error of judgement.

*Traffic volume*

4.4 A survey was undertaken in the vicinity of the site during the week of 12<sup>th</sup> October 2015 in order to establish traffic volumes and class of vehicle.

4.5 **Table 1** below summarises the recorded data.

**Table 1** – Coventry Road Traffic Count Data

Direction	Total Vehicles	Weekday Ave.	AM Peak Count	PM Peak Count
Northbound	5332	860	111	71
Southbound	6369	1039	90	146

4.6 The results show that Coventry Road is lightly trafficked with less than 2,000 vehicle a day travelling along it. There are approximately 200 vehicles travelling passing the site frontage during the morning and evening weekday peak periods.

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## 5.0 Development Proposals

- 5.1 The development proposes up to 60 new homes to be served from the existing riding school access. Whilst this access has operated safely for numerous years, as demonstrated above, it is accepted that the proposed development is likely to result in an intensification of use. Therefore the access will be improved to ensure it is suitable for two-way residential traffic and designed to provide safe access for refuse vehicles.
- 5.2 **Drawing 17380-01** indicatively shows the proposed access arrangements, with tracking.
- 5.3 Visibility is currently limited to the north, however, this has caused no safety issues with the operation of the allotments and riding schools. At the appropriate time should a planning application be forthcoming, a detailed transport assessment will be required and a speed survey will be undertaken to understand if any improvements would be necessary. Given the land available within the site and existing highway boundary, improvements would be deliverable.
- 5.4 Discussions would be held with the Local Highway Authority to explore the potential for relocating the speed limit boundaries to the north with enhanced gateway features and road treatments, as the environment would inherently change with the introduction of a residential development.
- 5.5 Whilst this isn't considered necessary to enable the development to come forward, there would be clear benefits for existing and future residents to encourage lower vehicle speeds on entry to the village.



## 6.0 Trip generation and distribution

6.1 DTA have interrogated the TRICS database (7.2.3 online) for multi-modal surveys of Suburban Area/ Edge of Town Privately owned housing sites, with areas in Greater London, Ireland and Scotland being removed. **Table 2** below summarises the potential traffic generation of the site with the associated trip rates for each peak hour.

**Table 2 - Residential peak hour vehicle trip rates and traffic generation**

	AM			PM		
	In	Out	Total	In	Out	Total
Vehicle Trip Rates	0.147	0.398	0.545	0.324	0.171	0.495
Traffic Generation	9	24	33	19	10	29

6.2 **Table 2** above shows that the proposed development could generate up to 33 trips in the morning peak and 29 in the evening peak. This equates to on average, less than one addition trip per minute. It is considered this level of traffic would be indiscernible.

6.3 The ATC shows that in the AM peak 55% of traffic travels northbound and in the PM peak 67% from the north. This would equate to 18 vehicles generated by the development travelling to and from the north in the AM and 19 in the PM. Given the modest level of traffic generation it is not considered the offsite impact of the development would warrant detailed investigation.

6.4 **Table 3** below shows the potential person trips generated by the development. This is the total number of trips the site is expected to generate including all modes of travel not just vehicular (private car).

**Table 3 - Residential peak hour person trip rates and generation**

	AM			PM		
	In	Out	Total	In	Out	Total
Person Trip Rates	0.245	0.814	1.059	0.577	0.282	0.859
Person Trips	15	49	64	35	17	52

6.5 To establish the potential traffic generation of the development using the journey to work 2011 census data, the 'Cubbington' Ward area was selected as this contains the site. The modal split for work journeys is shown in **Table 4** below.

**Table 4 – 2011 Census Method of Travel for Cubbington Ward**

Method of Travel	%
Work Mainly at or From Home	10
Underground, Metro, Light Rail, Tram	0
Train	2
Bus, Minibus or Coach	2
Taxi	0
Motorcycle, Scooter or Moped	0
Driving a Car or Van	73
Passenger in a Car or Van	5
Bicycle	2
On Foot	5
Other Method of Travel to Work	0

6.6 However, when working from home is removed from the method of travel, due to it not necessarily generating any traffic, the car driver percentage increases to 81%. When this mode share percentage is applied to the person trips, the traffic generation would be in accordance with the numbers in **Table 5** below.

**Table 5 - Residential peak hour person trip rates and generation**

	AM			PM		
	In	Out	Total	In	Out	Total
Total Person Trips	15	49	64	35	17	52
Car Driver Trips	12	40	52	28	14	42

6.7 It can be seen that when the journey to work characteristics for the Cubbington area are specifically considered, the traffic generated by the site increases. Whilst the level of traffic increases, it still shows the development would generate less than 1 vehicle every minute during the AM and PM peak periods, which is minimal.

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6.8 Using the traffic generation in **Table 5** is considered robust, however, should the development be brought forward in the future, it is likely the two residential cul-de-sacs south of the site would be surveyed to establish local trip rates and distribution. These rates would further inform any future detailed assessment.

## **7.0 Conclusion**

7.1 This note sets out that the residual impact of the proposed development's traffic can be accommodated on the local and wider highway network.

7.2 The development will have a negligible effect on the operation of the existing road network in and around the site.

7.3 The existing site access is shown to operate safely.

7.4 The site is in close proximity to local services including shops and schools which will encourage journeys to be undertaken by modes other than the private car.

7.5 The site is accessible by public transport with a good level of service currently being provided to the south of the site.

7.6 The site is in a good location in highway and transport terms to accommodate new residential development.

**Figure 1**

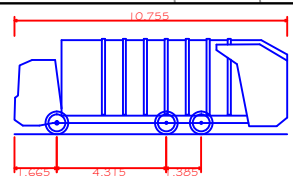
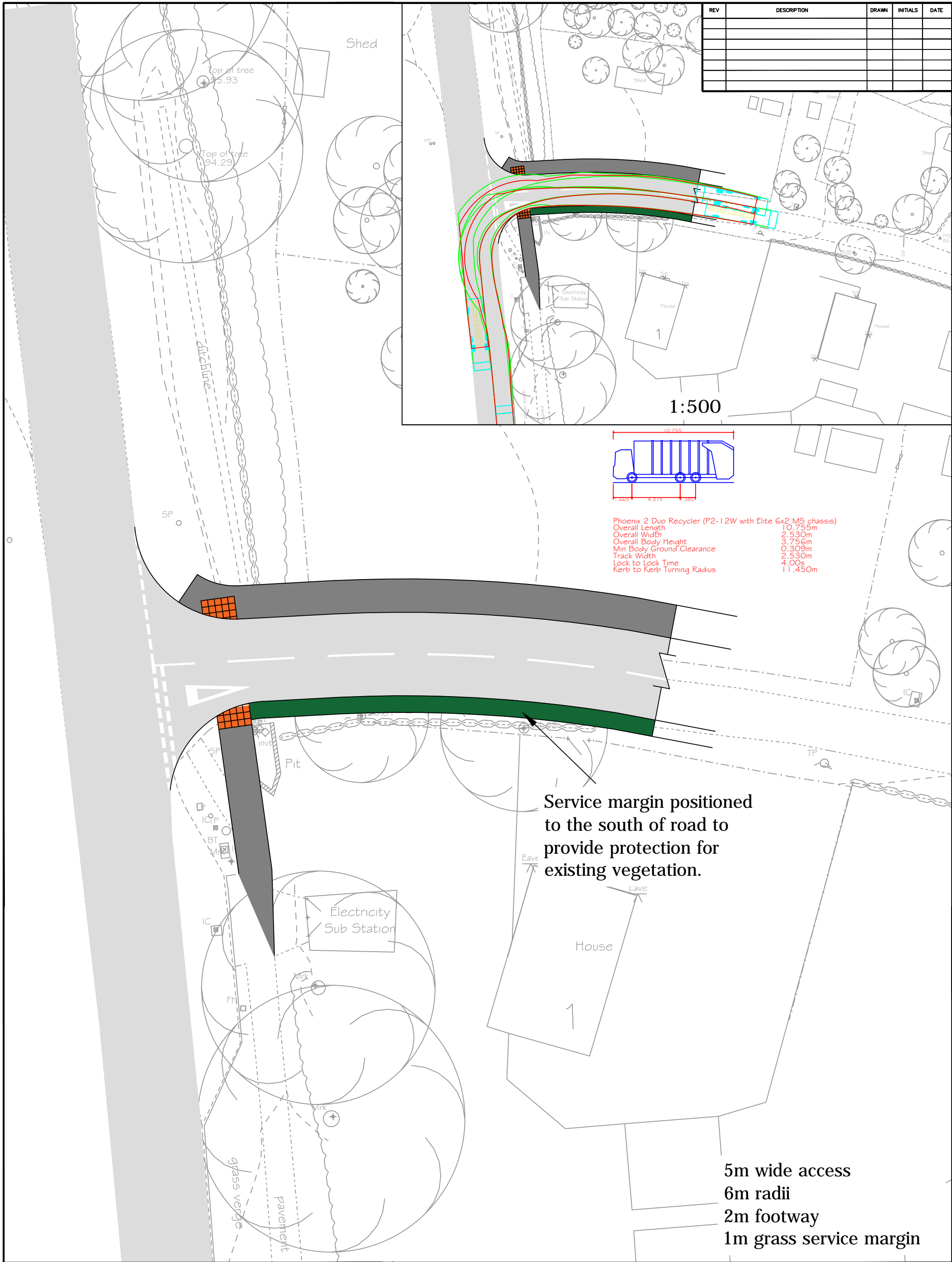






**Drawing 17380-01**  
Site Access

REV	DESCRIPTION	DRAWN	INITIALS	DATE



Phoenix 2 Duo Recycler (P2-12W with Elite 6x2 MS chassis)  
 Overall Length 10.755m  
 Overall Width 2.530m  
 Overall Body Height 3.756m  
 Min Body Ground Clearance 0.309m  
 Track Width 2.530m  
 Lock to Lock Time 4.00s  
 Kerb to Kerb Turning Radius 11.450m

Service margin positioned to the south of road to provide protection for existing vegetation.

5m wide access  
 6m radii  
 2m footway  
 1m grass service margin

Based upon the ORDINANCE SURVEY MAPS with the permission of THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE © Crown Copyright AL 100030412

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JOB TITLE		17380		CLIENT		THE ROSCONN GROUP	
DRAWING TITLE							
LAND EAST OF COVENTRY ROAD CUBBINGTON POTENTIAL ACCESS ARRANGEMENT							
SCALE	DRAWN BY	DATE	DRAWING No	REVISION			
1:200@A3	DN	OCT 15	17380-01				

**Appendix A**  
Accident Data

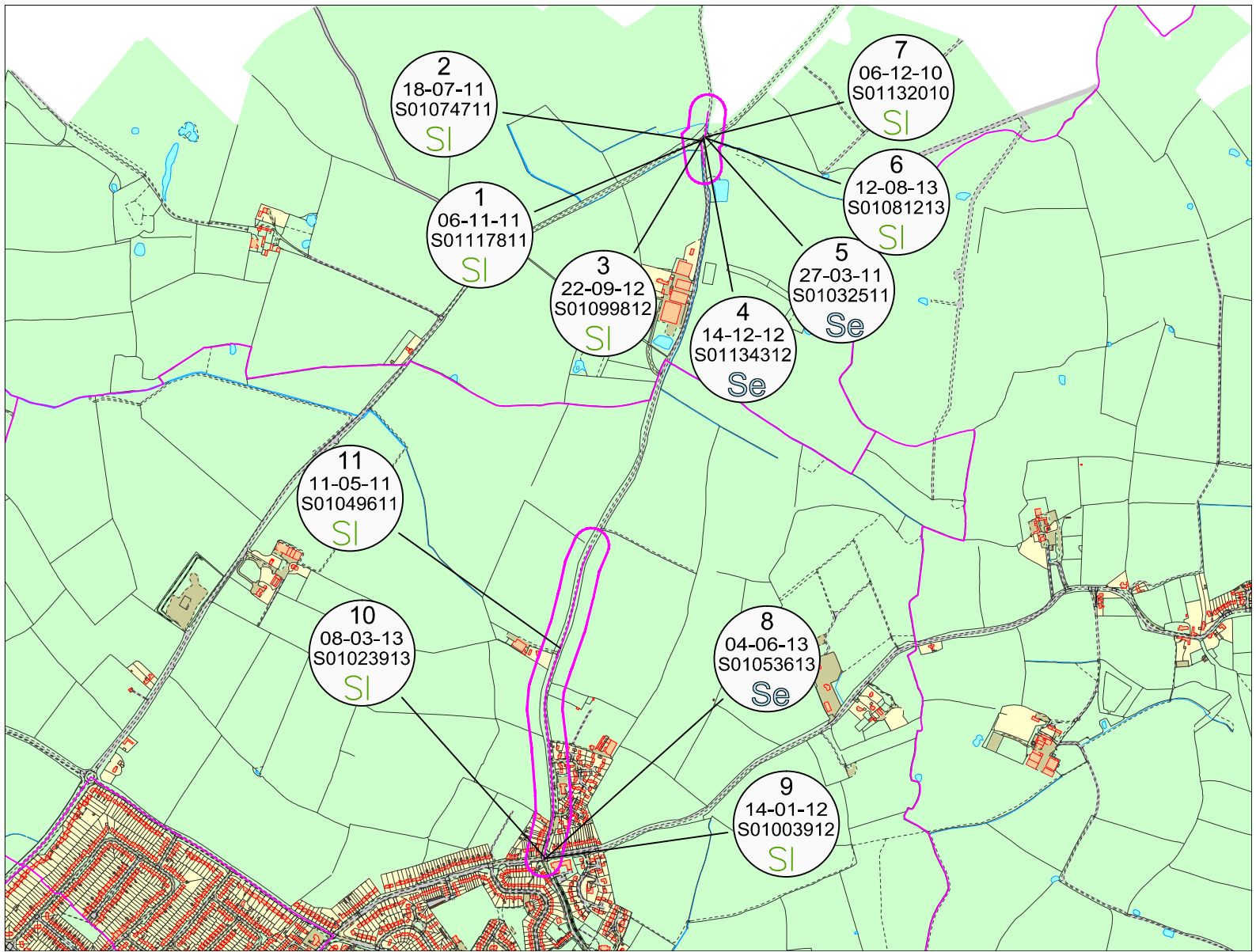




**Coventry Road Cubbington 01/01/2010  
- 04/09/2015  
06 Dec 2010 to 12 Aug 2013**

Report produced: 06/10/2015

Road Safety Intelligence Team  
Tel: 01926 412740  
Email: [rsinfo@warwickshire.gov.uk](mailto:rsinfo@warwickshire.gov.uk)



**ALL ROAD USERS - ACCIDENTS**

<b>Year</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>	<b>Time</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>	<b>District</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>	
2010	0	0	1	1	0000-0059	0	0	0	0	Warwick	0	3	8	11	
2011	0	1	3	4	0100-0159	0	0	0	0	<b>Road Class</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>	
2012	0	1	2	3	0200-0259	0	0	0	0		M	0	0	0	0
2013	0	1	2	3	0300-0359	0	0	0	0		A(M)	0	0	0	0
					0400-0459	0	0	0	0		A	0	2	5	7
<b>Month</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>	<b>Time</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>	<b>District</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>	
January	0	0	1	1	0500-0559	0	0	1	1	B	0	0	2	2	
February	0	0	0	0	0600-0659	0	0	0	0	Other	0	1	1	2	
March	0	1	1	2	0700-0759	0	0	0	0	<b>Speed Limit</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>	
April	0	0	0	0	0800-0859	0	0	2	2		20	0	0	0	0
May	0	0	1	1	0900-0959	0	0	1	1		30	0	0	0	0
June	0	1	0	1	1000-1059	0	1	0	1		40	0	0	0	0
July	0	0	1	1	1100-1159	0	0	0	0		50	0	1	3	4
August	0	0	1	1	1200-1259	0	1	0	1		60	0	2	5	7
September	0	0	1	1	1300-1359	0	0	0	0		70	0	0	0	0
October	0	0	0	0	1400-1459	0	0	0	0	<b>Obstruction (Veh Totals)</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>	
November	0	0	1	1	1500-1559	0	0	1	1		Sign/Signal	0	0	0	0
December	0	1	1	2	1600-1659	0	0	1	1		Lamp Post	0	0	0	0
					1700-1759	0	0	0	0		Pole	0	0	0	0
<b>Day</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>	<b>Time</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>		<b>District</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
Sunday	0	1	1	2	1800-1859	0	0	1	1		Tree	0	0	0	0
Monday	0	0	3	3	1900-1959	0	1	1	2		Bus Stop	0	0	0	0
Tuesday	0	1	0	1	2000-2059	0	0	0	0		Barrier	0	0	0	0
Wednesday	0	0	1	1	2100-2159	0	0	0	0		Other	0	2	3	5
Thursday	0	0	0	0	2200-2259	0	0	0	0		<b>Junction Type</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
Friday	0	1	1	2	2300-2359	0	0	0	0	Not at Junction		0	0	1	1
Saturday	0	0	2	2	<b>Lighting</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>	Roundabout		0	0	0	0
					Daylight	0	2	5	7	Mini R'about		0	0	0	0
<b>Ped Crossing</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>	Darkness	0	1	3	4	T or Staggered		0	1	1	2
Not at crossing	0	3	8	11	<b>Weather</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>	Slip Road		0	0	0	0
Zebra	0	0	0	0	Fine without high winds	0	3	6	9	Crossroads		0	2	6	8
Pelican	0	0	0	0	Raining without high winds	0	0	0	0	Multiple Junct		0	0	0	0
Ped Phase	0	0	0	0	Snowing without high winds	0	0	0	0	Private Drive		0	0	0	0
Footbridge	0	0	0	0	Fine with high winds	0	0	0	0	Other Junction		0	0	0	0
Refuge	0	0	0	0	Raining with high winds	0	0	0	0	Unknown	0	0	0	0	
Unknown	0	0	0	0	Snowing with high winds	0	0	0	0						
<b>Bends (Veh Totals)</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>	Fog or mist - if hazard	0	0	1	1						
Left Hand Bend	0	0	0	0	Other	0	0	1	1						
Right Hand Bend	0	0	0	0	Unknown	0	0	0	0						
					<b>Road Surface</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>						
					Dry	0	2	5	7						
					Wet/Damp	0	1	2	3						
					Snow	0	0	0	0						
					Frost/Ice	0	0	1	1						
					Flood	0	0	0	0						
					Unknown	0	0	0	0						

**ALL ROAD USERS - CASUALTIES**

<b>Year</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>	<b>Casualty Age</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>	<b>Weather</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
2010	0	0	2	2	0 - 5	0	0	0	0	Fine without high winds	0	3	12	15
2011	0	1	6	7	6 - 10	0	0	0	0	Raining without high winds	0	0	0	0
2012	0	1	4	5	11 - 16	0	0	0	0	Snowing without high winds	0	0	0	0
2013	0	1	4	5	17 - 25	0	0	5	5	Fine with high winds	0	0	0	0
					26 - 35	0	1	3	4	Raining with high winds	0	0	0	0
<b>Month</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>	<b>36 - 45</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>	<b>Weather</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
January	0	0	1	1	46 - 55	0	0	1	1	Snowing with high winds	0	0	0	0
February	0	0	0	0	56 - 64	0	1	2	3	Fog or mist - if hazard	0	0	2	2
March	0	1	4	5	65+	0	0	2	2	Other	0	0	2	2
April	0	0	0	0	65+	0	1	3	4	Unknown	0	0	0	0
May	0	0	1	1	Unknown	0	0	0	0					
June	0	1	0	1	<b>Time</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>	<b>Road Surface</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
July	0	0	2	2	0000-0059	0	0	0	0	Dry	0	2	10	12
August	0	0	2	2	0100-0159	0	0	0	0	Wet/Damp	0	1	4	5
September	0	0	2	2	0200-0259	0	0	0	0	Snow	0	0	0	0
October	0	0	0	0	0300-0359	0	0	0	0	Frost/Ice	0	0	2	2
November	0	0	1	1	0400-0459	0	0	0	0	Flood	0	0	0	0
December	0	1	3	4	0500-0559	0	0	0	0	Unknown	0	0	0	0
					0600-0659	0	0	2	2	<b>District</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
<b>Day</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>	0700-0759	0	0	0	0	Warwick	0	3	16	19
Sunday	0	1	3	4	0800-0859	0	0	0	0	<b>Road Class</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
Monday	0	0	6	6	0900-0959	0	0	3	3	M	0	0	0	0
Tuesday	0	1	0	1	1000-1059	0	0	2	2	A(M)	0	0	0	0
Wednesday	0	0	1	1	1100-1159	0	1	2	3	A	0	2	12	14
Thursday	0	0	0	0	1200-1259	0	0	0	0	B	0	0	3	3
Friday	0	1	3	4	1300-1359	0	1	0	1	Other	0	1	1	2
Saturday	0	0	3	3	1400-1459	0	0	0	0					
					1500-1559	0	0	0	0	<b>Speed Limit</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
<b>Ped Crossing</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>	1600-1659	0	0	2	2	20	0	0	0	0
Not at crossing	0	3	16	19	1700-1759	0	0	2	2	30	0	0	0	0
Zebra	0	0	0	0	1800-1859	0	0	0	0	40	0	0	0	0
Pelican	0	0	0	0	1900-1959	0	0	1	1	50	0	1	5	6
Ped Phase	0	0	0	0	2000-2059	0	1	2	3	60	0	2	11	13
Footbridge	0	0	0	0	2100-2159	0	0	0	0	70	0	0	0	0
Refuge	0	0	0	0	2200-2259	0	0	0	0					
Unknown	0	0	0	0	2300-2359	0	0	0	0	<b>Obstruction</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
										Sign/Signal	0	0	0	0
<b>Bends</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>	<b>Lighting</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>	Lamp Post	0	0	0	0
Left Hand Bend	0	0	0	0	Daylight	0	2	11	13	Pole	0	0	0	0
Right Hand Bend	0	0	0	0	Darkness	0	1	5	6	Tree	0	0	0	0
										Bus Stop	0	0	0	0
										Barrier	0	0	0	0
										Other	0	2	4	6

**ALL ROAD USERS - CASUALTIES**

<b>Junction Type</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
Not at Junction	0	0	1	1
Roundabout	0	0	0	0
Mini R'about	0	0	0	0
T or Staggered	0	1	3	4
Slip Road	0	0	0	0
Crossroads	0	2	12	14
Multiple Junct	0	0	0	0
Private Drive	0	0	0	0
Other Junction	0	0	0	0
Unknown	0	0	0	0

## D-PRINT CRASH REPORT

6-Oct-2015  
12:38:48

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
1	<b>Road No A445 Grid 434663E Section Ref 270628N</b>	SLIGHT	06/11/2011	1	20:00	DRK NSL	Dry	Fine			
A445 Leicester Lane Cubbington J/W D2213 Coventry Rd (Furzon Hill X Rds)										Warwick	
V1 Trav Ne Attempted U Turn in Mouth of X Rds and Collided with V2 Trav Sw							Veh1, car, SW -> SW Veh2, car, NE -> SW			Casualties 1 Vehicles 2	
2	<b>Road No A445 Grid 434666E Section Ref 270628N</b>	SLIGHT	18/07/2011	2	16:55	L	Dry	Fine		R.TURN	
A445 Leicester Lane, Cubbington, J/W D2213 Coventry Rd										Warwick	
V1 Trav N Failed to Give Way at Cross Rds and Collided with V2 Trav Sw on Main Rd							Veh1, car, S -> NE Veh2, car, NE -> SW			Casualties 2 Vehicles 2	
3	<b>Road No A445 Grid 434673E Section Ref 270637N</b>	SLIGHT	22/09/2012	7	17:50	L	Dry	Fine		R.TURN	
A445 Leicester Lane, at its Junction with D2213 Coventry Road, Leamington Spa										Warwick	
V1 tvl S on Coventry Road, fails to give way at xroads with A445 and V1 pulls onto c/way to make RH turn and hit V2 tvl SW on A445							Veh1, car, N -> W Veh2, car, NE -> SW			Casualties 2 Vehicles 2	
4	<b>Road No A445 Grid 434673E Section Ref 270635N</b>	SERIOUS	14/12/2012	6	20:49	DRK NSL	Wet/Damp	Fine			M/C
A445 Leicester Lane, at its Junction with D2213 Coventry Road, Leamington Spa, Warwickshire										Warwick	
V1 pulls out of Coventry Road into path of V2 travelling north-east on A445.							Veh1, car, N -> S Veh2, m/cycle > 500cc, SW -> NE			Casualties 2 Vehicles 2	
5	<b>Road No A445 Grid 434678E Section Ref 270639N</b>	SERIOUS	27/03/2011	1	11:50	L	Dry	Fine			
A445 Leicester Lane J/W D2213 Coventry Rd (Furzon Hill X Rds) Cubbington										Warwick	
V1 Trav South Failed to Give Way at X Rds and Collided with V2 Trav East on Main Rd							Veh1, car, N -> S Veh2, car, W -> E			Casualties 3 Vehicles 2	

**Key** Involved

PED Pedestrian  
HGV Heavy Goods Vehicle  
GV Goods Vehicle  
M/C Motor Cycle  
P/C Pedal Cycle  
PSV Bus/Coach

Street Lighting

L Daylight  
STL Street Lights  
USL Street Lights Unlit  
NSL No Street Lights  
STU Street Lights Unknown

FACTORS

+VE Positive Breath Test  
R.TURN Right Turn Manoeuvre  
O/TAKE Overtaking Manoeuvre  
S.VEH Single Vehicle

Special Conditions

ATS OUT Traffic Lights Not Working  
ATS DEF Traffic Lights Defective  
SIGNS Road Signs Defective or Obscured  
RD WRKS Road Works  
Surface Road Surface Defective

## D-PRINT CRASH REPORT

6-Oct-2015

12:38:48

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
6	<b>Road No A445</b> <b>Grid 434679E</b> <b>Section</b> <b>Ref 270635N</b>	SLIGHT	12/08/2013	2	09:05	L	Dry	Fine		R.TURN	
A445 Furzenhill, at its Junction with D2213 Coventry Road, Stoneleigh										Warwick	
V2 tvl SW on A445 at xroads with Coventry Road V1 pulled out and hit V2							Veh1, car, S -> E Veh2, car, NE -> SW			Casualties	2
										Vehicles	2
7	<b>Road No A445</b> <b>Grid 434680E</b> <b>Section</b> <b>Ref 270639N</b>	SLIGHT	06/12/2010	2	06:50	DRK NSL	Frost/Ice	Fog Mist			
A445 Leicester Lane J/W D2213 Coventry Rd, Furzon Hill Crossroads.										Warwick	
V1 Trav Sw Failed to Give Way at Cross Roads and Collided with V2 Trav Ne on Main Rd							Veh1, car, NE -> SW Veh2, car, SW -> NE			Casualties	2
										Vehicles	2
8	<b>Road No D4555</b> <b>Grid 434220E</b> <b>Section</b> <b>Ref 268588N</b>	SERIOUS	04/06/2013	3	13:42	L	Dry	Fine			M/C
D4555 Church Lane, at its Junction with B4453 Rugby Road, Leamington Spa										Warwick	
V1 tvl N on Church Lane at xroads V1 failed to give way and pulled across Rugby Road into path of V2 (mbike) V1 collides with V2 causing rider of V2 to fall							Veh1, car, S -> N Veh2, m/cycle > 500cc, W -> E			Casualties	1
										Vehicles	2
9	<b>Road No B4453</b> <b>Grid 434221E</b> <b>Section</b> <b>Ref 268592N</b>	SLIGHT	14/01/2012	7	19:23	DRK STL	Wet/Damp	Fine			
B4453 Rugby Road, at its Junction with Coventry Road, Leamingto Spa										Warwick	
V1 tvl S from Coventry Rd onto Church St, V1 fails to give way at xroads and V1 hit V2 tvl W from Rugby Rd							Veh1, car, N -> S Veh2, car, E -> W			Casualties	1
										Vehicles	2

**Key**    Involved

PED    Pedestrian  
 HGV    Heavy Goods Vehicle  
 GV      Goods Vehicle  
 M/C    Motor Cycle  
 P/C    Pedal Cycle  
 PSV    Bus/Coach

Street Lighting

L        Daylight  
  
 STL     Street Lights  
 USL    Street Lights Unlit  
 NSL    No Street Lights  
 STU    Street Lights Unknown

FACTORS

+VE     Positive Breath Test  
 R.TURN    Right Turn Manoeuvre  
 O/TAKE    Overtaking Manoeuvre  
 S.VEH     Single Vehicle

Special Conditions

ATS OUT    Traffic Lights Not Working  
 ATS DEF    Traffic Lights Defective  
 SIGNS      Road Signs Defective or Obscured  
 RD WRKS    Road Works  
 Surface     Road Surface Defective

## D-PRINT CRASH REPORT

6-Oct-2015

12:38:48

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
10	<b>Road No B4453</b> <b>Grid 434223E</b> <b>Section</b> <b>Ref 268594N</b>	SLIGHT	08/03/2013	6	10:16	L	Wet/Damp	Other			
	B4453 Rugby Rd, at its Junction with D2213 Coventry Rd, L/Spa									Warwick	
V1 trav south failed to give way at x rds and collided with V2 trav west on main rd							Veh1, car, N -> S Veh2, car, E -> W			Casualties    2 Vehicles       2	
11	<b>Road No D2213</b> <b>Grid 434267E</b> <b>Section</b> <b>Ref 269188N</b>	SLIGHT	11/05/2011	4	09:52	L	Dry	Fine		S.VEH	
	Coventry Rd O/S Oakdene, Cubbington									Warwick	
V1 Tvl S on Coventry Rd Car Starts to Shake and V1 Loses Control and Swerve off C/Way Hitting a Hedge and Becoming Wedged Between a Hedge and a Ditch							Veh1, car, N -> S			Casualties    1 Vehicles       1	

**Key**    Involved

PED    Pedestrian  
 HGV    Heavy Goods Vehicle  
 GV      Goods Vehicle  
 M/C    Motor Cycle  
 P/C    Pedal Cycle  
 PSV    Bus/Coach

Street Lighting

L        Daylight  
  
 STL     Street Lights  
 USL    Street Lights Unlit  
 NSL    No Street Lights  
 STU    Street Lights Unknown

FACTORS

+VE     Positive Breath Test  
 R.TURN   Right Turn Manoeuvre  
 O/TAKE   Overtaking Manoeuvre  
 S.VEH    Single Vehicle

Special Conditions

ATS OUT    Traffic Lights Not Working  
 ATS DEF    Traffic Lights Defective  
 SIGNS      Road Signs Defective or Obscured  
 RD WRKS    Road Works  
 Surface     Road Surface Defective





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An aerial photograph of a residential area, overlaid with a semi-transparent green border and a white diagonal line. The text 'Cubbington' is written in a light green font on the left side of the image, and 'The Paddocks' is written in a white font on the right side. The background shows a dense cluster of buildings and streets.

Cubbington

The Paddocks



# Contents

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LAND BUDGET	20
DEVELOPMENT EFFECTS	22
CONCLUSION	25

## Introduction

1.1. This document has been prepared on behalf of Rosconn Group in response to Warwick District Council's call for sites. The Council is carrying out a 'call for sites' for further potential housing sites within the District to meet the proposed housing requirement.

1.2. It considers 3.37 hectares of land to the east of Coventry Road, Cubbington. Part of the site currently accommodates the Waverley Equestrian Centre, along with associated stables, outbuildings and paddocks, and part of the site is used for allotments. This land is hereafter referred to as 'the site'.

1.3. The document specifically assesses the site and its context in respect of how residential development could take place within it. In doing so, it considers:

- The context of the site, its location and proximity to local services, its planning context, specifically relevant adopted / draft designations and allocations and the historic form of the settlement. The local landscape character and theoretic visibility of development within the site;
- The analysis of the site including its use, edges and features;
- The design principles that should be applied to the site to generate an appropriate form of development, including the extent, height and likely maximum number of dwellings the site can acceptably accommodate;
- The likely effects of development on the site, including the purposes of including land in the Green Belt and effects on the landscape and visual resource, and;
- The conclusions in respect of the site's ability to deliver residential development.





# Context

## Site Location, Designations & Facilities

2.1 The site is accessed from the Coventry Road, approximately 0.75 kilometres from the historic centre and local facilities of Cubbington.

2.2 A number of facilities are found within the Local Centre of Cubbington, including a post office, convenience retail store, restaurant and miscellaneous retail units. The settlement also includes a village hall, St Mary's Church and Cubbington Methodist Church. Two Primary Schools are within a 1 kilometre radius (Cubbington C of E Primary School to the south and Our Lady and Saint Teresa's Primary School to the south west). Parish Council owned playing fields, with an equipped play area, are located on publicly accessible open space to the south and west of the Village Hall.

2.3 The village is served by a bus route operating to and from the nearby town centre of Royal Leamington Spa. The nearest bus stop is a short walk from the site, approximately 500 metres away on Rugby Road.

2.4 The site lies immediately adjacent to the northern settlement boundary of Cubbington, within land designated as Green Belt. The fundamental aim of Green Belt policy, as set out in the NPPF, is to prevent urban sprawl by


















keeping land permanently open. Green Belt serves the following five purposes:

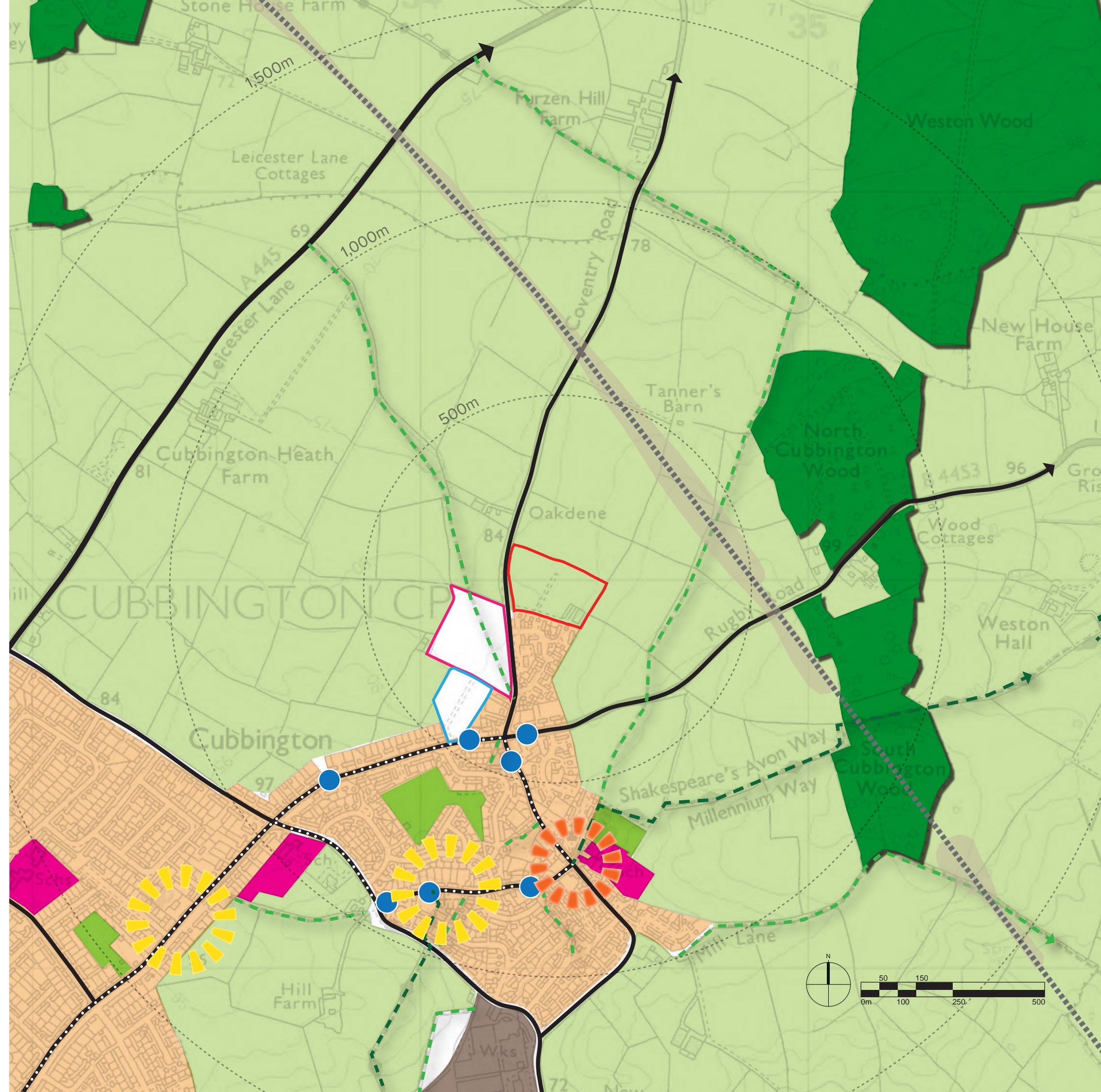
- to check the unrestricted sprawl of large built-up areas;
- to prevent neighbouring towns merging into one another;
- to assist in safeguarding the countryside from encroachment;
- to preserve the setting and special character of historic towns; and
- to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

2.5 To the south west of the site lie two housing allocations, as proposed in the New Local Plan. Policy area H25 allocates 35 dwellings and H26 allocates 65 dwellings.

2.6 Some 500 metres to the north east of the site is the proposed route of the High Speed 2 railway line. The extent closest the site is in cutting, moving northwards into an embankment, and southwards through a retaining wall cutting as the route penetrates South Cubbington Wood.

**LEGEND**

-  Site Boundary
-  Draft Allocation - H25
-  Draft Allocation - H26
-  Main Road
-  Bus Route 67/68
-  Strategic Footpath Route
-  Public Footpath
-  Bus Stop
-  Proposed Route of HS2
-  Settlement
-  School
-  Industrial / Commercial
-  Public Open Space / Playing Fields
-  Woodland
-  Historic Centre
-  Local Shops
-  Green Belt



Buildings in the historic centre of Cubbington

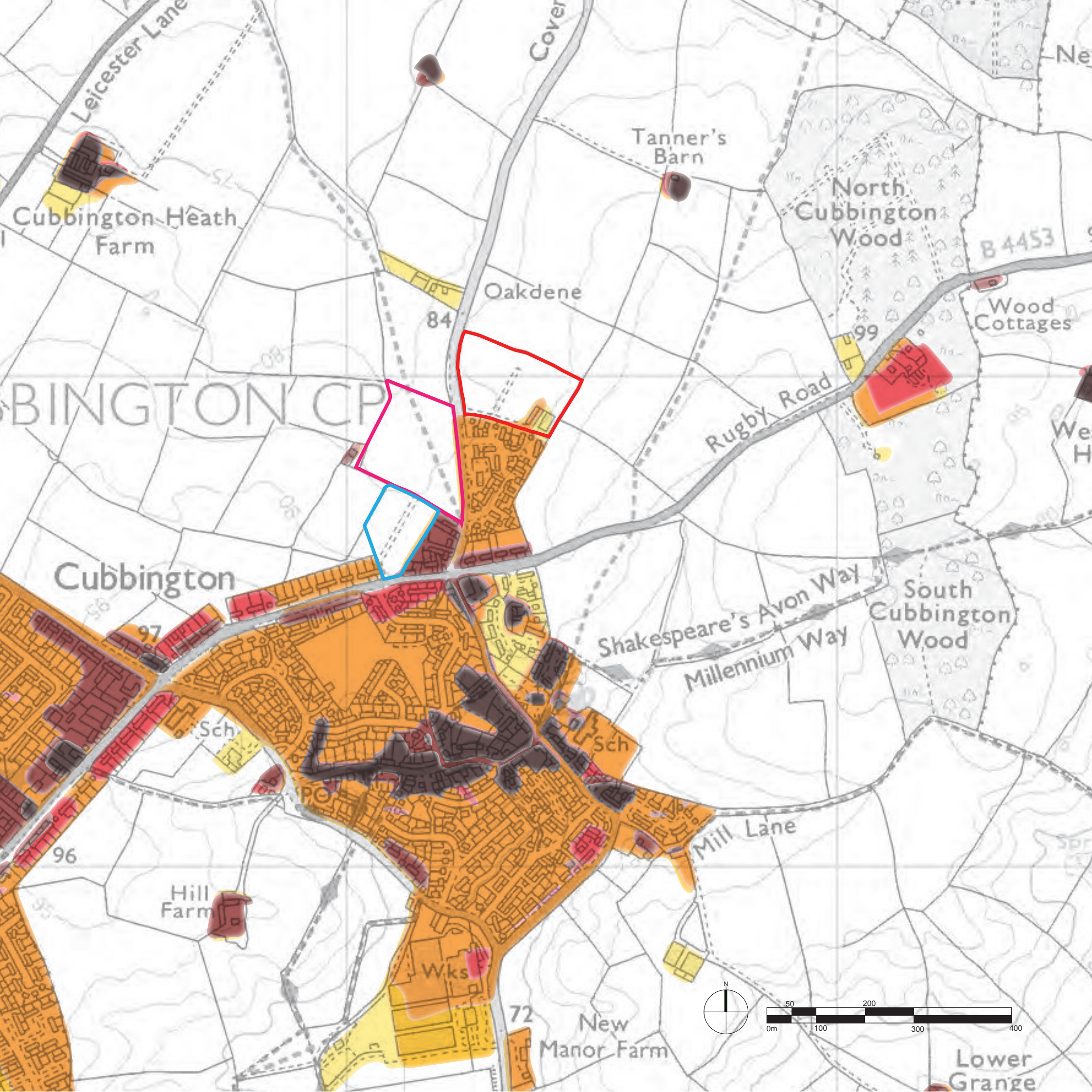


Shops on the High Street Cubbington



Community facilities off Rugby Road





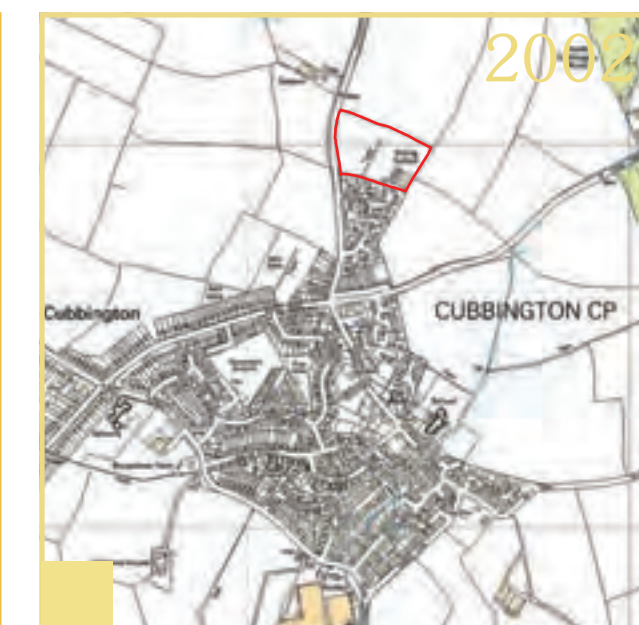
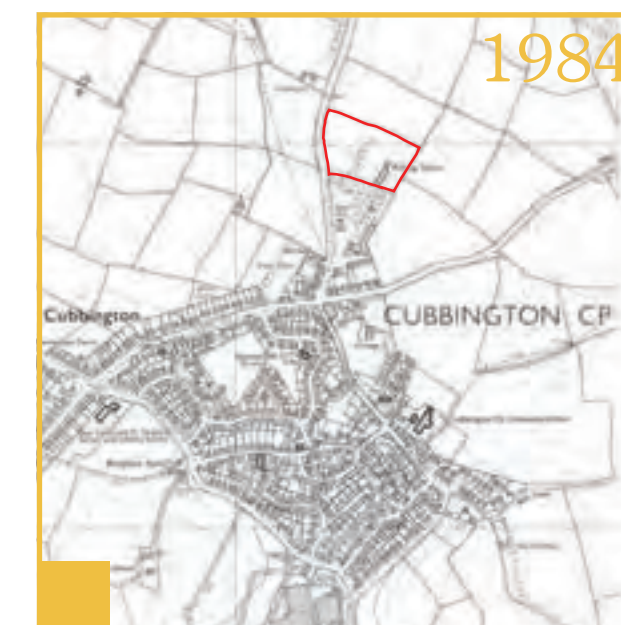
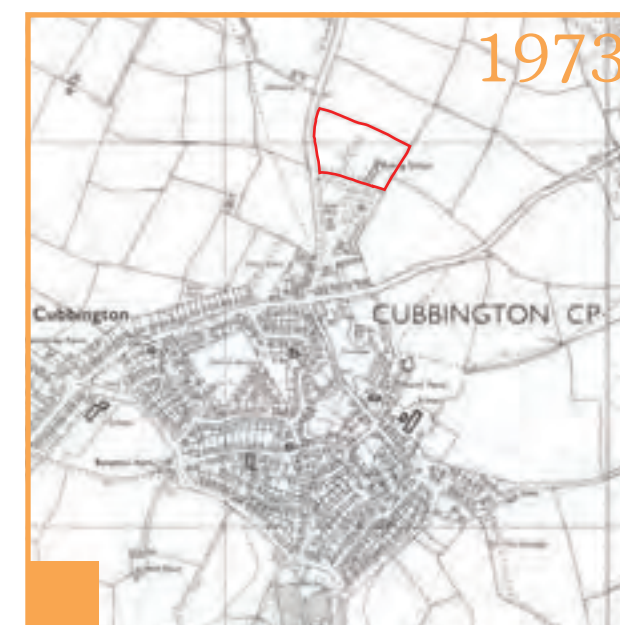
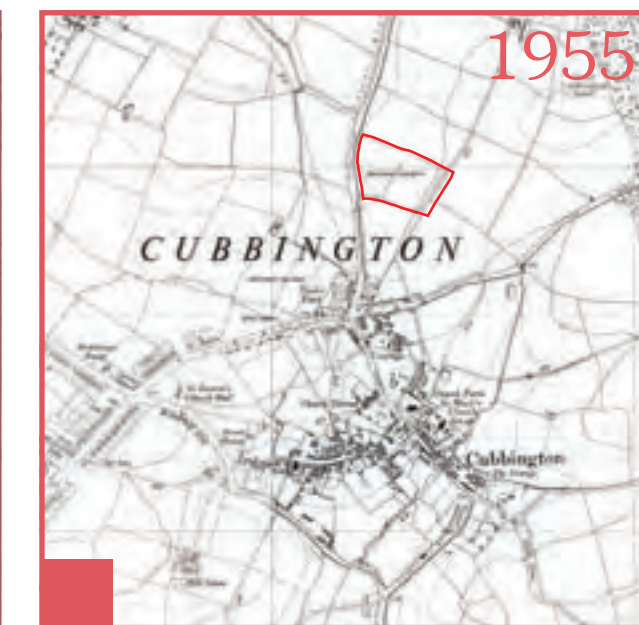
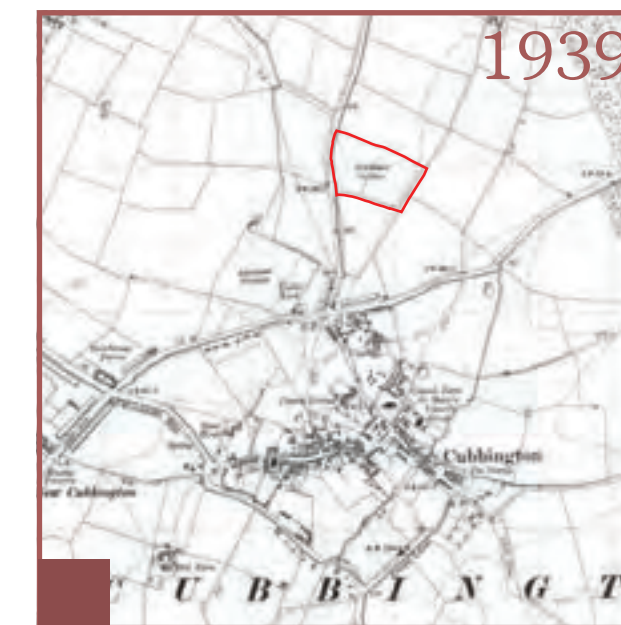
**Historic Growth**

2.7 The historic focus of the village is around the Parish Church and school to the east of the village, extending west along Queen Street and the High Street. Traditional building forms and cottages are characteristic of this part of the settlement, often featuring whitewash and rendered frontages alongside red brick and natural stone.

2.8 Historic mapping shows little growth in the settlement until the 1950's, when there was

significant planned estate development at New Cubbington to the west. This was followed by extensive suburban development to the north and south of the historic village core, often in the form of small cul-de-sacs leading off connecting loop roads. A large area of open space was also retained in the centre of the development to the north of the historic core, providing accessible sports and play facilities within easy reach of the surrounding houses. There was also further linear development along Rugby Road, strengthening the connections between the traditional settlement and New Cubbington to the west.

2.9 The site is identified as allotment gardens on the 1926 mapping, although it sits remotely from the village within the countryside to the north. Further allotment gardens and a timber yard are located to the west of the Coventry Road junction with Rugby Road. Expansion of the settlement to the north eventually extended towards the site, firstly as a saw mill (refer to 1973 mapping) which was then replaced by cul-de-sac housing.





### Landscape Context

2.7 Within the Warwickshire Landscape Guidelines (1993) the site is located within the Plateau Farmlands Landscape Character Type. This sits within the broader Regional Landscape Character Area of Dunsmore.

2.8 The general description for Dunsmore is given as:

“An intensively farmed, and in places urbanised, region, with a varied rolling, dissected topography characterised by low glacial plateaux and incised, meandering river valleys.”

2.8 The general strategy is to enhance the identity and unity of the landscape by strengthening the wooded, heathy character of the region.

2.9 The overall character and qualities for the Plateau Farmlands Landscape Character Type is given as:

“A simple, often heavily wooded, farmed landscape, typically confined to low plateau summits, and characterised by sandy soils and remnant heathy vegetation.”

2.9 The characteristic features are:

- A gently rolling topography of low glacial plateaux;
- An ‘empty’ landscape of former waste with few roads and little settlement;
- A regular geometric field pattern defined by closely cropped hawthorn hedges;
- Many mature hedgerow oaks;
- Large blocks of ancient woodland;
- An historic landuse pattern reflected in the local abundance of ‘heath’ names; and
- Remnant heathy vegetation in woodlands and roadside verges.

2.10 The site forms only a very small part of the wider Landscape Character Type, and displays few of the general characteristics identified within the Guidelines. While the underlying topography is present, it is generally obscured by the buildings and enclosure associated with the allotments and horse paddocks. The more intimate, small scale, partitioned landscape contrasts with the larger open fields to the north,







west and east, although the site is well contained by mature hedgerows and trees on all of its boundaries, effectively screening the interior from the surrounding area.

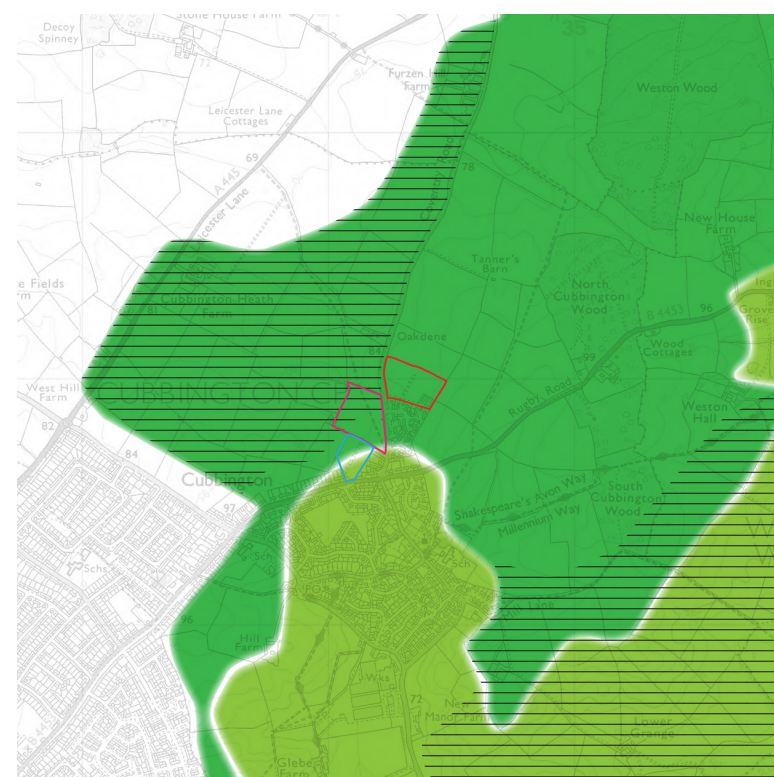
2.11 The existing buildings on the site, including the stable block and a large agricultural barn housing the riding school, are characteristic of nearby outlying farmsteads (including Oakdene immediately to the north), although there are generally screened from view. Housing and allotments are features of the higher ground to the south and west along Rugby Road.

2.12 Within the general guidelines set out for the Dunsmore Regional Character Area, it acknowledges the pressure for new development around the fringes of settlements and highlights the importance of tree planting in softening the impact of hard built edges. The site already benefits from substantial tree and hedgerow planting around its outer edges that would help to successfully integrate any proposed development into the surrounding landscape.








#### Landscape Character Areas

##### LEGEND

-  Site Boundary
-  Draft Allocation - H25
-  Draft Allocation - H26
-  Dunsmore - Plateau Farmlands
-  Dunsmore - Plateau Fringe
-  Dunsmore - Enhancement Zone



##### LEGEND

-  Site Boundary
-  Vegetation
-  Draft Allocation - H25
-  Draft Allocation - H26
-  Conservation Area
-  Listed Building
-  Proposed Route of HS2







# Site Analysis

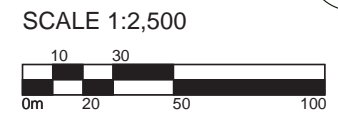
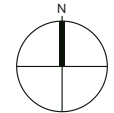
3.1 The Waverley Equestrian Centre, with associated stables, outbuildings, paddocks, manege and separately allotments, currently occupies the site, which is 3.37 hectares in size. It is directly accessed from the Coventry Road, an access point that functions effectively and has a 'no accident' history. Existing housing sits immediately adjacent to the south, with many of the nearest properties having blank side gables on to the site.

3.2 The site is very well enclosed by existing vegetation, and also has internal mature vegetation that structures the land into three smaller sub divisions.

3.3 There are no Listed Buildings in the immediate vicinity of the site, and a public right of way exists on the western side of the Coventry Road, within a land parcel that has a draft housing allocation for up to 65 dwellings.

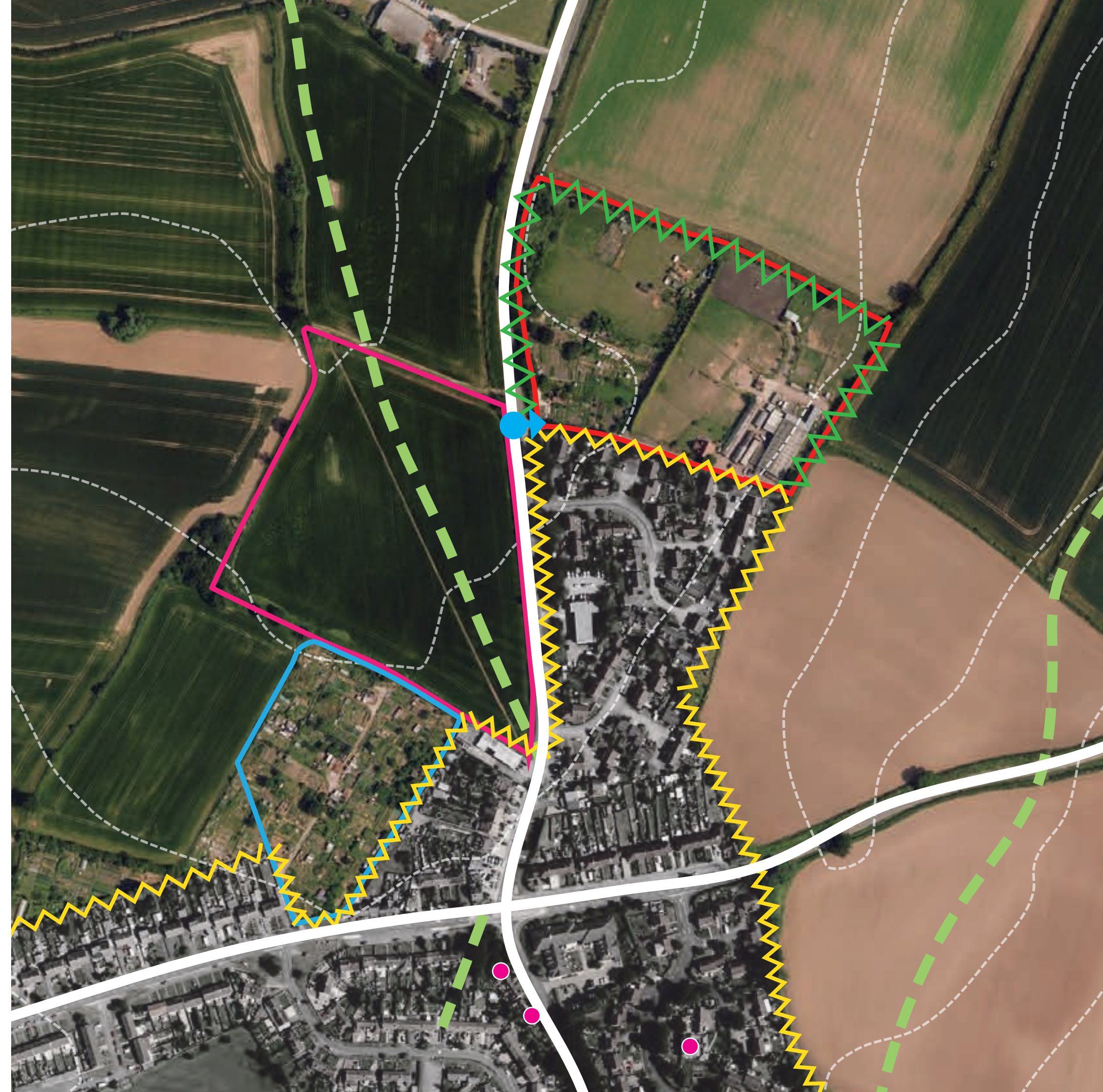
3.4 The site has the appearance of urban fringe, due to its 'horsification' small scale paddock structure greatly contrasting with the surrounding open and large scale field pattern, the nature and disposition of existing buildings, the nature and disposition of existing buildings, and use of allotments.

- LEGEND
-  Site Boundary
  -  Green Belt
  -  Contours
  -  Draft Allocation - H25
  -  Draft Allocation - H26
  -  Key entrance into the site
  -  Backs/sides of existing properties
  -  Vegetated site boundary
  -  Listed Building
  -  Public Right of Way
  -  Main Road



Paddocks, riding school and stables on the site

Cubbington The Paddocks

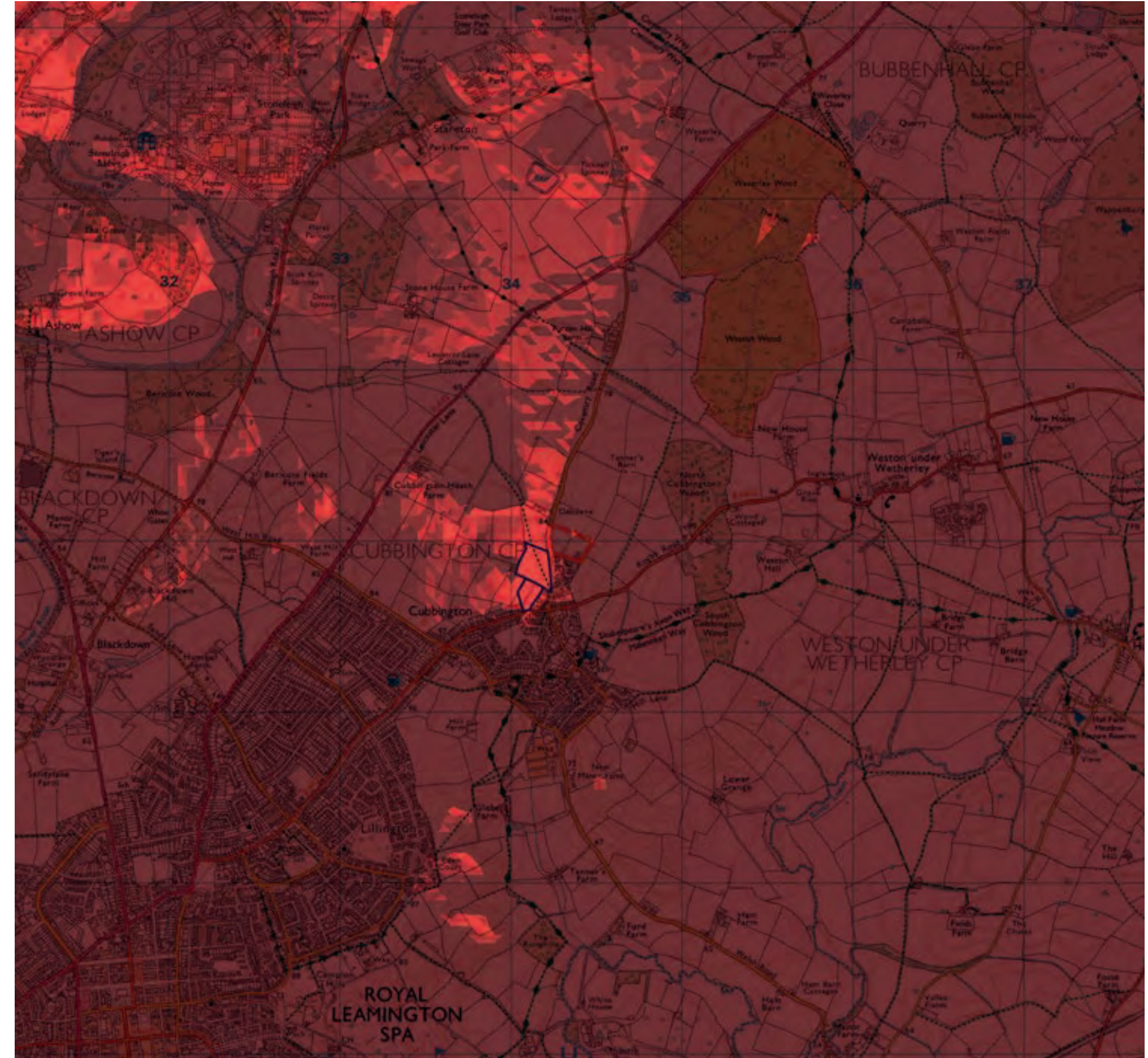




ZTV for the site



ZTV for the other allocated sites (H25 & H26)



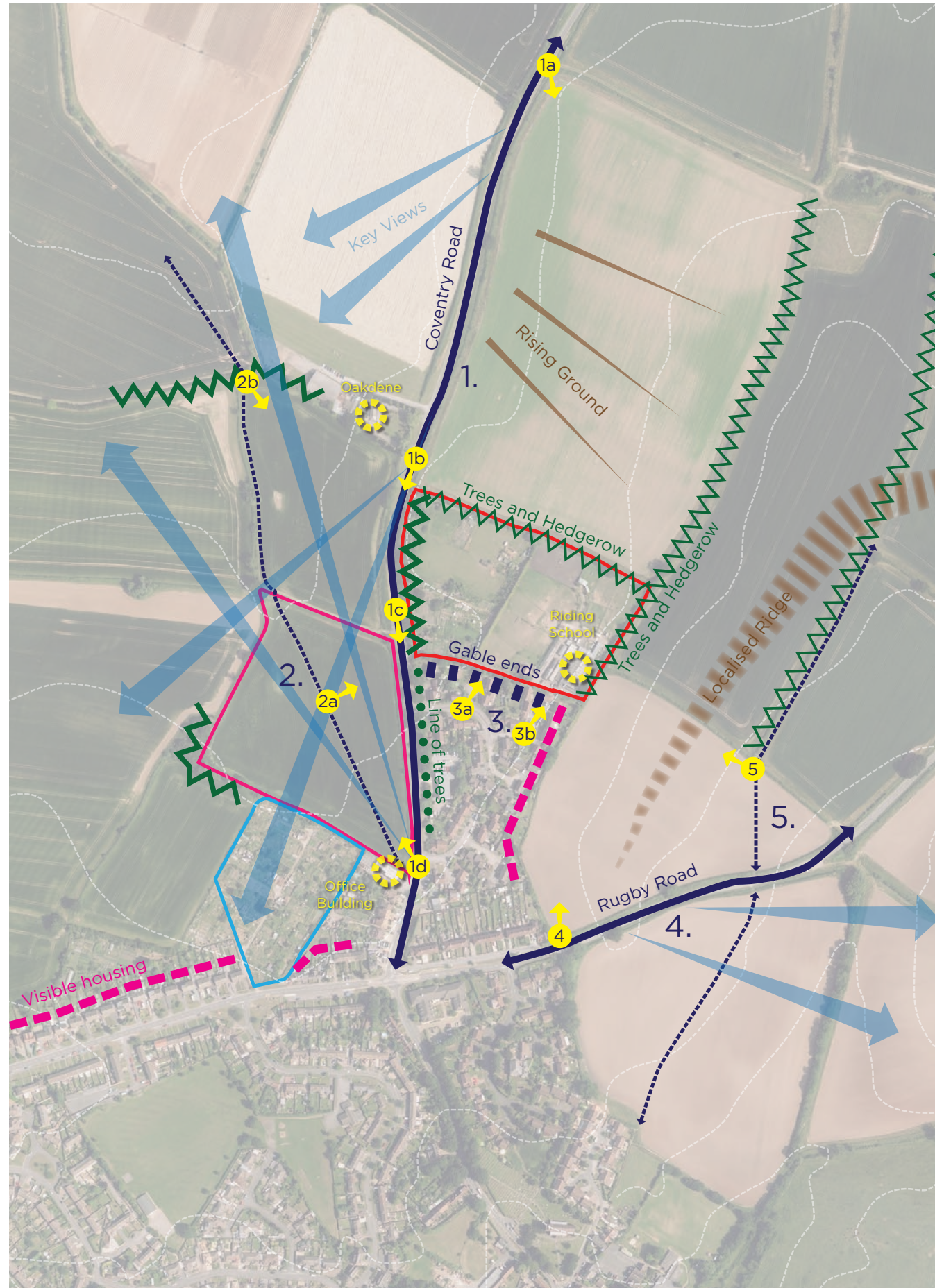


Visual Analysis

3.7 The main visual receptors surrounding the site can be summarised as:

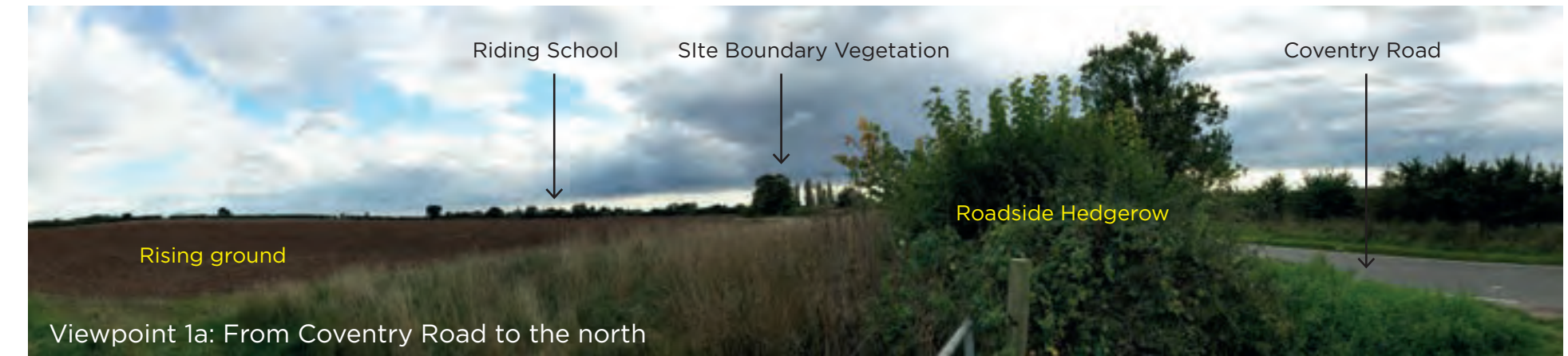
1. Users of Coventry Road, which are mainly vehicles and cyclists;
2. Users of the public footpath to the west;
3. Houses immediately to the south of the site;
4. Users of Rugby Road; and
5. Users of the public footpath to the east.

Representative views with explanatory notes are indicated on the following pages for each identified receptor, illustrating the level of existing screening provided by the boundary vegetation and the limited visibility of buildings and features within the interior of the site.



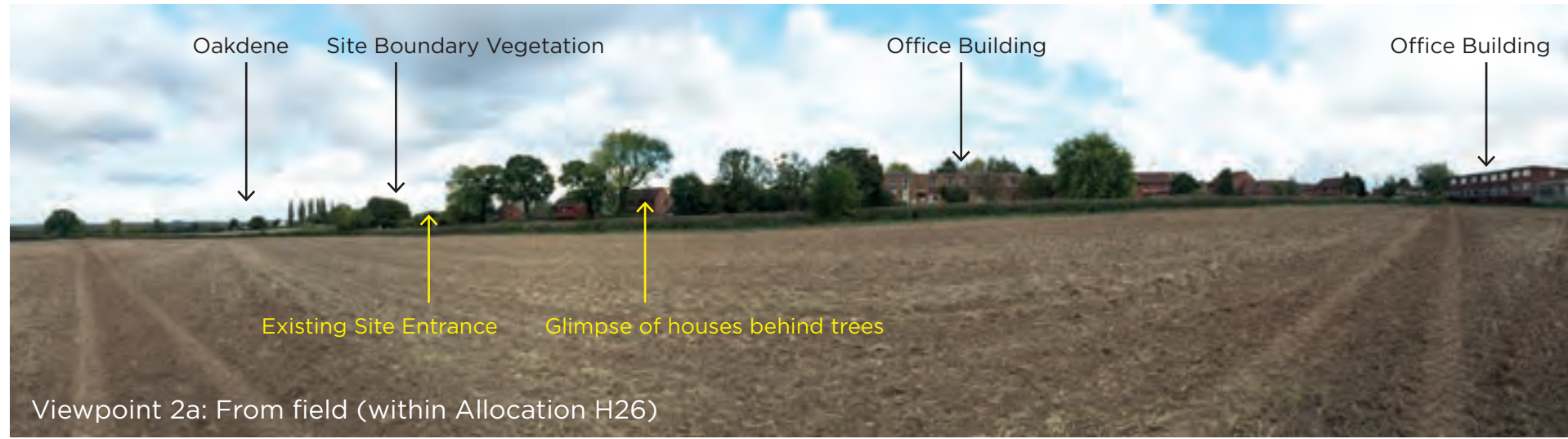
Visual Analysis of the site

Visual Receptor 1: Users of Coventry Road





Visual Receptor 2: Users of the public footpath to the west



Visual Receptor 3: Houses immediately to the south of the site



Visual Receptor 3: Houses immediately to the south of the site



Visual Receptor 4: Users of Rugby Road



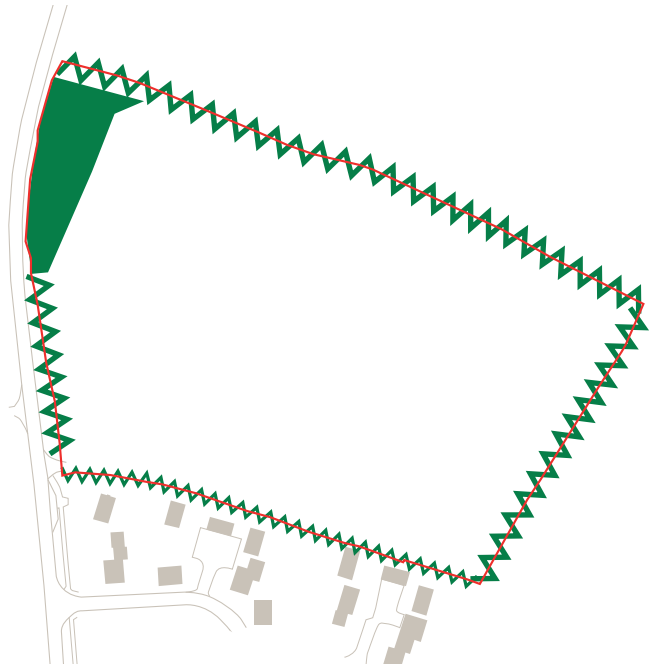
Visual Receptor 5: Users of the public footpath to the east



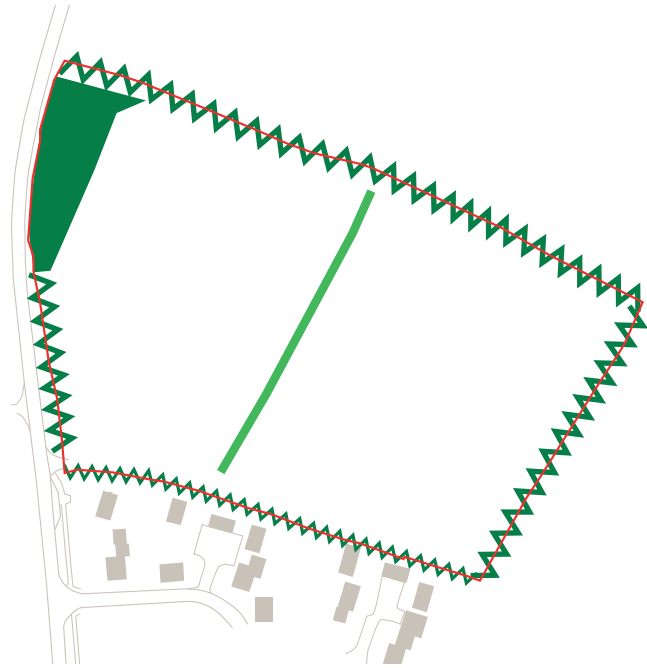


# Design Principles

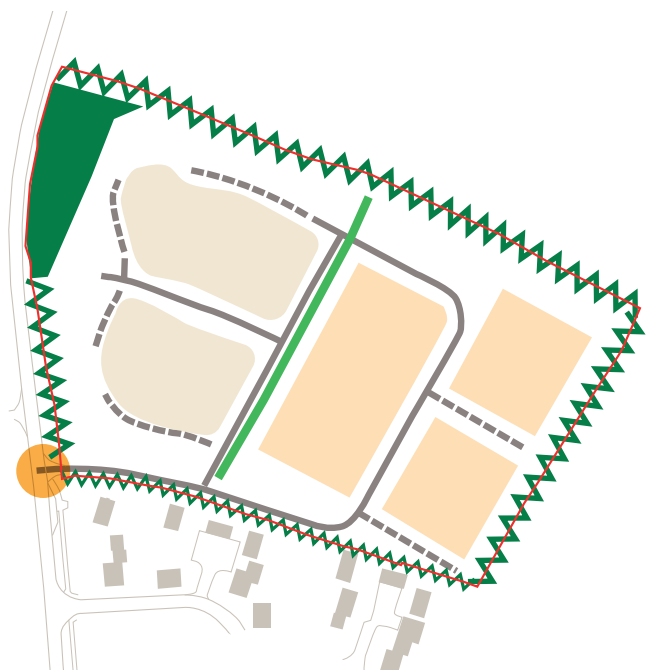
4.1 As a response to the site's context and analysis, a series of design principles are illustrated below that set out an appropriate and sensitive way to develop the site. This approach leads to an indicative development framework plan.



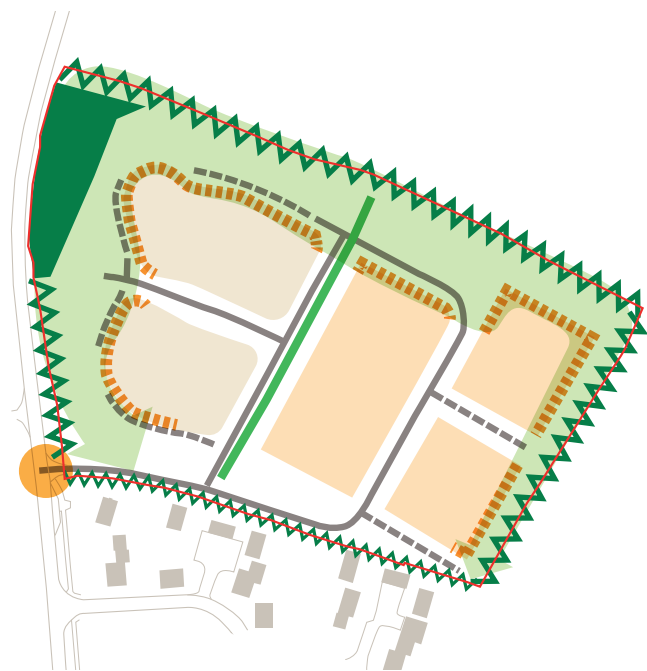
1. Retain and enhance the well vegetated boundaries around the edges of the site, to maintain the level of screening.



2. Replace central hedge with native tree and hedgerow.



3. Maintain existing access position. Create a more formal arrangement of housing to the east (reflecting stable blocks and outbuildings of riding school) and a less formal arrangement to the west.



4. Creation of naturalistic open space around the sites Green Belt edges, with a reduction in built scale (to include 1.5 storey buildings) to help integrate the proposed development into the landscape.

- Framework principles
- 1 Existing access on Coventry Road maintained and improved.
  - 2 Existing vegetation along the site perimeter retained and strengthened.
  - 3 Additional buffer planting along the eastern boundary.
  - 4 Proposed housing set back behind perimeter open space incorporating footpath links and drainage features.
  - 5 Existing hedge replanted with native trees and hedgerow.
  - 6 Amenity space within perimeter open space.
  - 7 Less formal housing arrangement on site of allotments/paddocks to west of central hedgerow
  - 8 More formal housing arrangement to east of central hedgerow reflecting stable blocks and paddocks of riding school.
  - 9 Internal arrival space highlighted by feature buildings





# Land Budget

## Comparative Land Budget

5.1 The WDC Local Plan Policies Map suggests two housing allocations on land to the west of Coventry Road (H25 and H26), for 35 units and 65 units respectively. Based on these figures and the approximate gross site areas, a broad density range of 18 to 21 dwellings per hectare has been derived.

5.2 In applying this density range to the site area of 3.37 hectares, it would suggest a comparative allocation of around 60 to 77 units would be appropriate on the site. A net development area for the site, taken from the emerging masterplan (see accompanying figures) and applying a density of 30 dwellings per hectare, would also suggest around 60 units, with 50 accommodated within the paddocks and riding school section of the site and an additional 10 within a block on the allotments. An alternative option (with the allotments retained) is also shown for comparison.

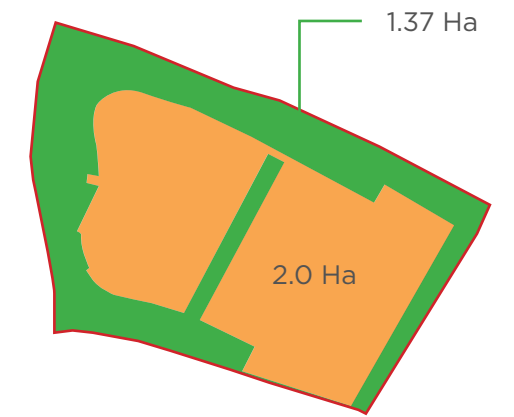


Comparative Land Areas

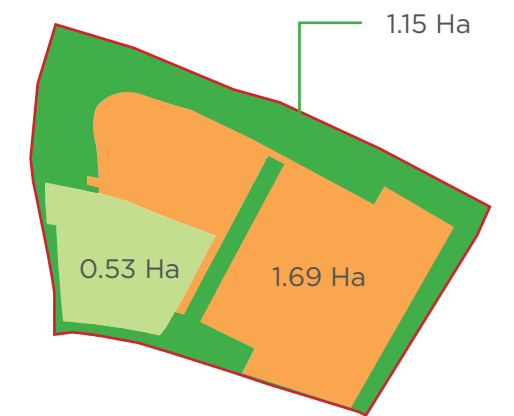
Area Reference	Approximate Area (Ha)	Proposed Number of Units	Gross Density (dwellings/hectare)
H25	1.66	35	21.08
H26	3.65	65	17.8
The Site	3.37	60	17.8



Development of the entire site



Retention of existing allotments



- Site Area (3.37 Ha)
- Net Developable Area
- Green Infrastructure/Open space
- Allotments



# Development Effects

6.1 The design principles and development framework as promoted in Section 4 provides for 60 dwellings, or 50 if the existing allotments are retained. This would, therefore, deliver housing growth in Cubbington equivalent to around a further 50% (on the basis of the draft allocations totalling 100 dwellings).

6.2 We consider below the effects this form and amount of development would have on the main high level and site specific matters:

## Green Belt

6.3 The Green Belt in Warwick District has been subject to a number of recent studies, with the following studies being part of the Evidence Base to the Warwick District new Local Plan:

- 2009 Coventry Joint Green Belt Review prepared by SSR.
- 2015 Coventry Joint Green Belt Review prepared by LUC.

6.4 Warwick District Council carried out a further Green Belt and Green Field Review in November 2013, which, amongst other aspects, considered the district's 10 most sustainable potential growth villages, including Cubbington. A summary of the most relevant extracts from these studies is contained below.

### 2009 Green Belt Review

6.5 This study identified the site in a parcel titled L9, with the proposed housing allocations H25/H26 located within parcel L8. These two parcels (L8/L9) have exactly the same review in respect of how they perform in terms of Green Belt purposes (that they contribute to restricting sprawl, do not relate to towns merging, contribute to safeguarding the countryside from encroachment, contribute to preserving the setting and character of Leamington and assist urban regeneration).

### 2013 Green Belt and Green Field Review

6.6 This study located this site in a very wide parcel titled CU2, with the recent draft housing

allocations being in a smaller parcel CU1. The conclusion in respect of CU1 was:

"Highly visible open Green Belt parcel with some historic erosion around its southern fringes."

"Plays an important role in preserving the open setting of the village."

6.7 The conclusion in respect of parcel CU2 was:

"Large Green Belt parcel with major / strategic role in maintaining the setting of Leamington Spa, Cubbington village and the rural hinterland. Strong environmental value."

### 2015 Green Belt Review

6.8 This study identifies both this site and the recent draft housing allocations as being within one parcel, titled CB1. This parcel is more modest in scale than used in previous studies, with the broad area of the Green Belt identified separately. The assessment scores the parcel 13 out of 20 (the higher the figure the more important the land is to deliver Green Belt purposes). A further land parcel is identified to the south of Cubbington which scores slightly higher at 14 out of 20.

### Site Specific Assessment

6.9 This site does not reflect the characteristics and relationship with Green Belt purposes found within the wider open countryside parcels considered by these studies. The smaller scale, paddock type landscape is substantially different from the large agricultural field pattern seen in the wider landscape beyond the site boundary. The site is well enclosed by vegetation, contains numerous buildings and is anticipated to have a very low visibility from the wider landscape. Indeed, the Zone of Theoretical Visibility on pages 12/13 highlights that this site has less visibility in the wider landscape when compared with the allocated housing sites H25/H26. Similarly, these allocations do not benefit from such a strongly enclosing landscape structure. It is considered that development of this site in accordance with the principles identified will:

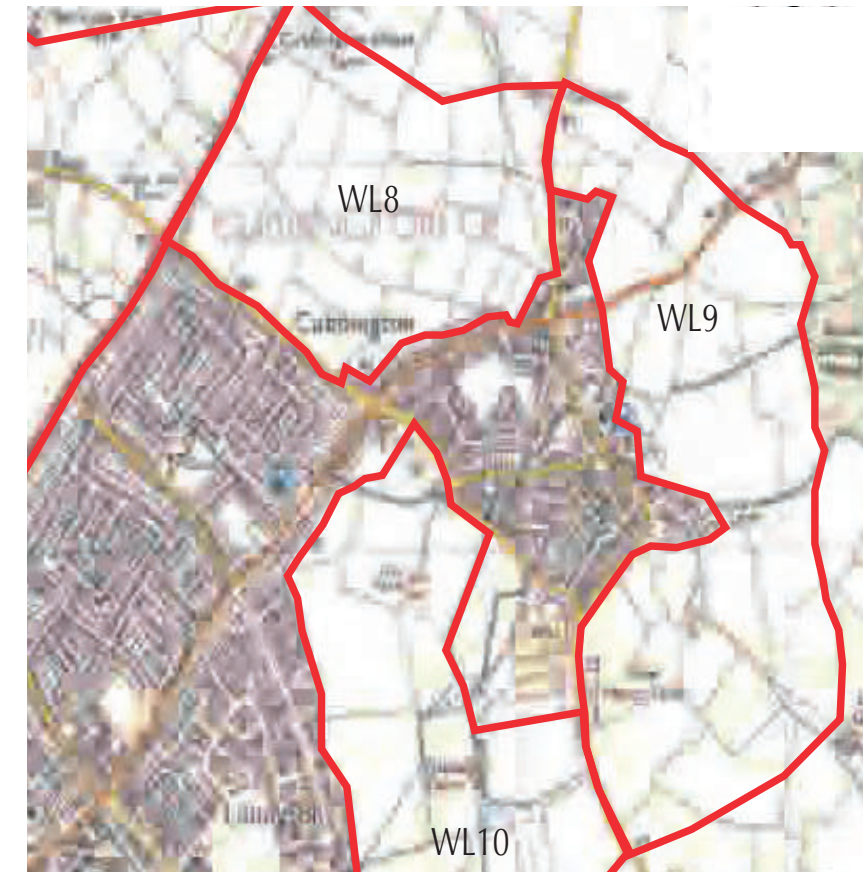
- Not generate Urban Sprawl, as the form of development has very little visibility indeed, and will relate well to the housing allocations H25/H26 to the west of Coventry Road;
- Not cause neighbouring towns to merge;
- Safeguard the countryside from encroachment, as this site does not appear as countryside, it is a notable small scale paddock and built site, with the surrounding countryside being very different in appearance;
- Not apply to the setting and special character of historic towns, and;
- The site is, itself, partly previously developed land and therefore relates to this purpose more strongly than an entirely green field site.

## Landscape & Visual

6.10 A Landscape Sensitivity and Ecological and Geological Study was prepared in November 2013 that placed the site in a wider parcel to the north and east of the site (CB O3). The recent draft housing allocation H25/H26 was identified as a separate, small parcel (CB O2). This approach to parcel size inevitably distorts the consideration of assessing other small sites in the context of large parcels that include open countryside and does not allow a like for like comparison. The study states, in respect of parcel CB O3:

"This zone provides a rural context to the settlement and connects with the wider farmed landscape. This, together with the open nature of views, rural landscape and proximity to ancient woodland makes this zone unsuitable for development."

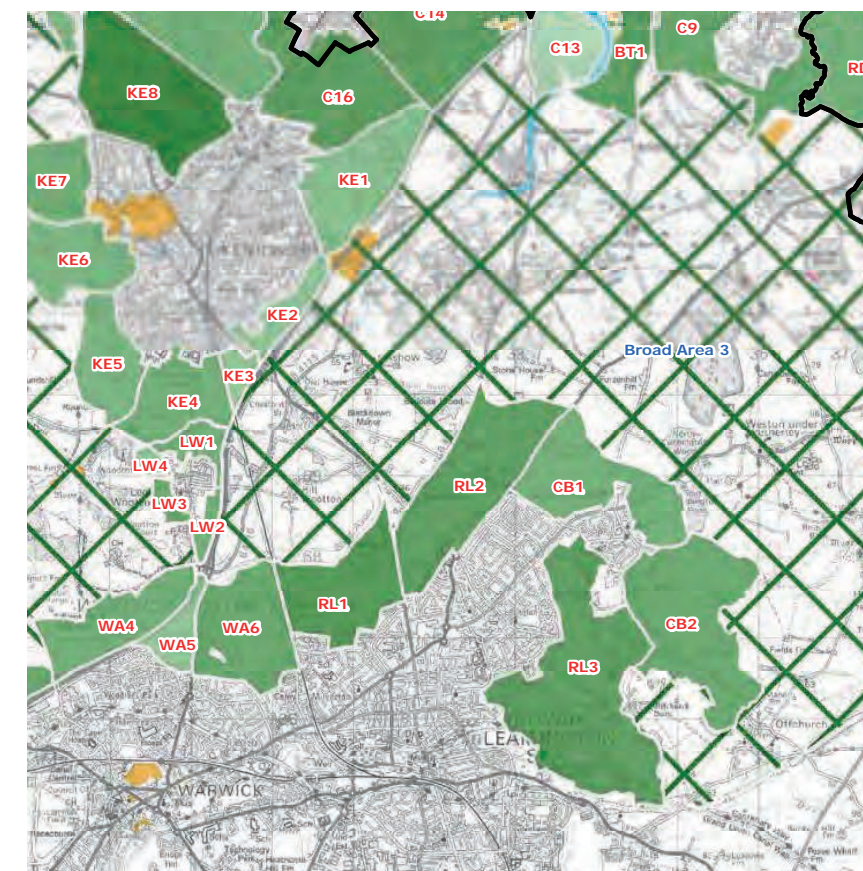
6.11 Whilst this conclusion relates well to the wider parcel, it does not accurately describe the site. The small scale paddock character, existing equestrian centre land use and very well vegetated site edges (greatly reducing the visibility of the land inside these edges) are facts that do not align with this conclusion.



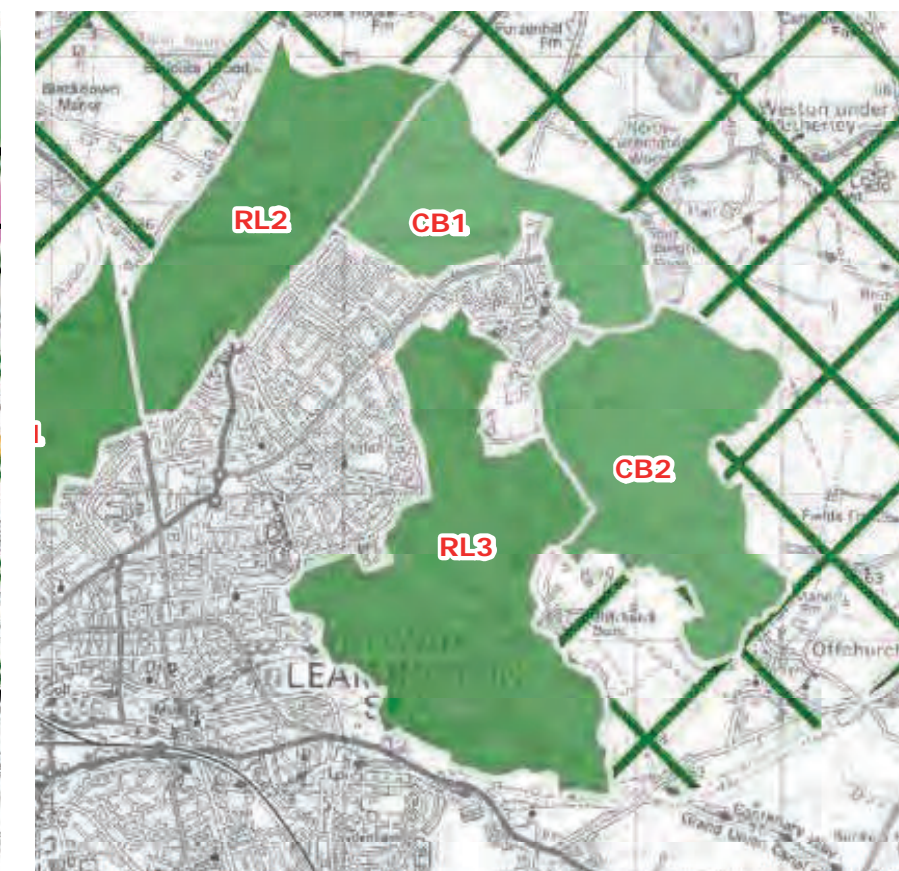
Extract from Green Belt Review (2009)



Extract from Appendix 8: Green Belt & Green Field Review (2013)



Extracts from Joint Green Belt Study (2015)



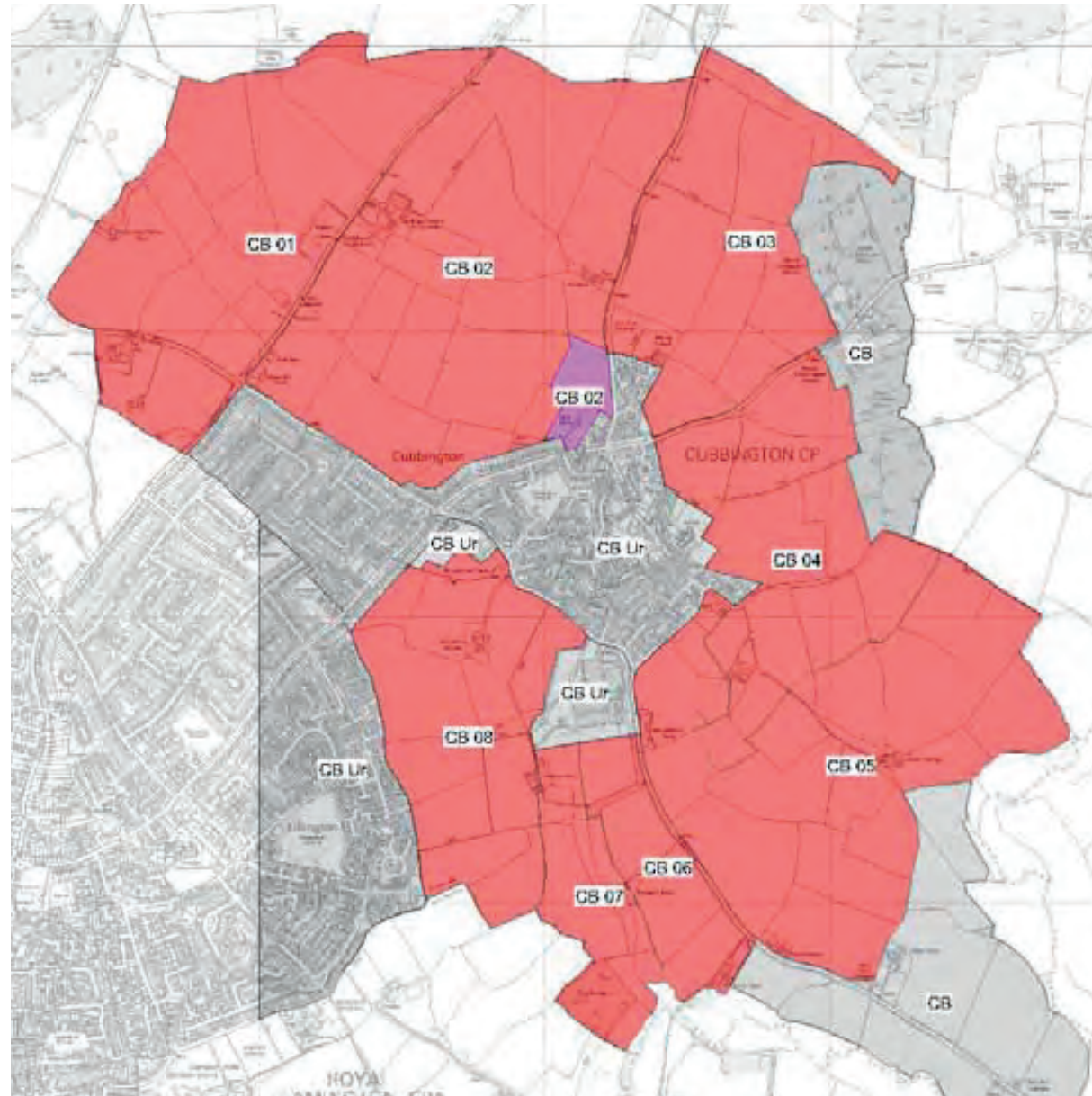


6.12 Our assessment is that this site does not relate to the wider landscape characteristics, and therefore placing this site into a wider landscape of open countryside, with large-scale field patterns, inevitably distorts its assessment. The site itself could comfortably accommodate sensitive housing development, when the principles set out on page 18 are followed, without causing significant detriment to the landscape character of visual amenity. Indeed, we consider that the well vegetated context of this site creates less landscape harm than that likely to result from the development of the draft housing allocations H25/H26.

### Highways & Access

6.13 The site will utilise the existing access that has operated safely for years, as supported by the accident statistics. There will be some intensification of use and the access will therefore be improved to ensure it is suitable for two way residential traffic and designed to provide safe access for refuse vehicles. Whilst visibility is currently restricted to the north, again this has caused no safety issues with the operation of the allotments and riding schools. At the appropriate time a speed survey will be undertaken to understand if any improvements would be necessary. Given the available highway and land under the control of the developer, improvements would be deliverable. This approach would be promoted in tandem with a relocation of the speed limit to adjacent to this site, along with the creation of an enhanced gateway features and road treatments, as seen elsewhere at village entrances in Warwickshire.

Existing site entrance off Coventry Road



Extract from WDC Landscape Sensitivity and Ecological Study (2013)

# Conclusion

5.1 This document considers the context, site, key design principles and likely effects of the development of land of Coventry Road, Cubbington. The site is 3.37 hectares in size, and it is envisaged that approximately 2 hectares of land (60% of the site area) is appropriate to be developed for housing and associated infrastructure, with the remaining 1.37 hectares (40% of the site area) promoted as public open space and strategic native tree and shrub planting. If the allotments are retained in situ, the developable area drops to 1.69 hectares, with a capacity of 50 dwellings. The amount of development is based on a net density of 30dph, and a gross density of 18dph (to match the draft housing allocation H26, and at a lower density than H25).

5.2 The previous SHLAA analysis recognises that the site is in part previously developed land. This study finds that the non developed parts of the site appear as urban fringe in character, and have little to no association with the wider countryside to the north, east and west.

5.3 A by product of the strongly vegetated site boundaries is the low visibility of development from the wider landscape, which significantly contributes towards the reduced effect of development on the purposes for including land within Green belt. Previous Green Belt studies (in 2009, 2013 and 2015) groups this specific site into a wider land parcel (as strategic studies inevitably need to). The wider land parcels the site is variously located within include large field pattern open countryside, which has almost no comparison to the small scale, urban fringe and well-contained nature of this site.

5.4 The development principles set out in section 4 of this report, set development well back from the site edges, with a reduction in dwelling scale to include a number of 1.5 storey housing units to maximise the assimilation of development within the site. Such a sensitive form will not be perceived as ribbon development, as the design principles for a comprehensive and co-ordinated scheme, internalised to the existing site.

5.5 In respect of site access, the existing access point will be retained and improved. This access has had no historic accidents and can be suitably improved using land under the control of the developer and highway land, potentially including a new village entrance feature, with the 30 mph zone moved to relate to this site, in combination with draft housing allocation H26.

5.6 Application of the design principles set out in this document would deliver a development that is high quality, sensitive to its landscape context and positive.







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ROSCONN GROUP LTD

REPRESENTATIONS TO WARWICK DISTRICT COUNCIL

21 APRIL 2016

## 1. Introduction

1.1. Warwick District Council have recently published Main Modifications to the New Local Plan, which includes the provision of housing land in Cubbington, as follows:

- H25 – Land off Rugby Road (35 units)
- H26 – Land adjoining H25 off Coventry Road (65 units)
- H50 – Land to either side of Rugby Road on the eastern extent of the village (95 units)

1.2. We consider below how these land parcels compare to land previously promoted by Rosconn Group on land off Coventry Road for up to 60 dwellings (hereafter referred to as 'The Paddocks'), focusing specifically on the performance of land parcel H50 in regard to its effects on the purposes for including land in the Green Belt, and its likely landscape and visual effects.

1.3. The following Figures are appended to this report, to assist in the comparison of likely effects on Green Belt purposes and landscape and visual effects of The Paddocks and the proposed allocation H50:

Figure 1 - Zone of Theoretical Visibility of The Paddocks;

Figure 2 - Zone of Theoretical Visibility Land North East of Cubbington (H50), and;

Figure 3 - Zone of Theoretical Visibility Comparison (The Paddocks and H50).

## 2. Effects on Green Belt Purposes and Landscape and Visual

2.1. The key Green Belt purposes for considering when placing land to the north and east of Cubbington is:

- To check the unrestricted sprawl of large built up areas, and;
- To assist in safeguarding the countryside from encroachment.



- 2.2. The remaining three purposes for including land in the Green belt either do not apply, or have less relevance to the comparison of sites. There is not a risk of towns merging, the land is not part of the setting or special character of historic towns, and assisting in urban regeneration applies equally to all of these sites, and is considered more widely in the Local Plan.
- 2.3. The consideration of these two purposes largely rests with how the proposed change in the settlement's structure would be perceived against the current baseline position, both in respects of how change might generate the perception of the settlement sprawling in an unrestricted manner, or the perception that 'countryside' is being encroached upon. These considerations are largely related to the visibility of the change in the settlement's structure and, in parallel with this, the question of whether the change would feel a logical part of the existing urban structure, or would it replace land that feels, functions, and is experienced as countryside. The former relates to the nature of the urban structure in which the change is proposed, whilst the latter relates to landscape character and whether the land is currently experienced and enjoyed as 'countryside'.
- 2.4. An assessment of the land promoted as H50 finds that:
- The existing urban structure to the north east of Cubbington provides a 'clean' and wholly undeveloped edge. There is no lack of clarity as to where the urban edge exists and there are no staggers or kinks in this alignment that suggests development would comfortably connect or relate to;
  - The existing land to the north east of Cubbington has a 'countryside' character of open fields and hedgerows; it functions as agricultural land, and is commonly accessed and enjoyed by the public for recreational use. This is due to the two public footpaths linking through this area (north of Rugby Road a public footpath links northwards to the wider countryside, whilst south of the Rugby Road this footpath continues and joins the Shakespeare's Avon Way / Millennium Way strategic public footpath route).
- 2.5. Moreover, when assessing the likely visibility of development in H50 (using a Zone of Theoretical Visibility mapping tool – see Figure 2) it becomes clear that for the land between the eastern edge of Cubbington and North/South Cubbington Wood, the proposed change would be highly visible. The landscape falls to the east, and there is little in the way of significant vegetation in this area that would filter visibility of the proposed housing.

2.6. A comparison with the land promoted by Rosconn Group Ltd shows a striking contrast with the characteristics and likely effects on Green Belt purposes and the landscape and visual baseline.

The land promoted by Rosconn Group Ltd:

- Has a far less clear distinction between the end of the urban edge and that of countryside. The site is currently comprised of the Waverley Equestrian Centre, with associated stables, outbuildings, paddocks, manage and separately allotments.
- Unlike parcel H50, the land is not perceived as being countryside. Furthermore, land beyond the site has restricted visibility of the likely change of use, and that change of use will have far reduced magnitude of effect when compared with parcel H50, due to the far greater visual exposure and contrast in character that will take place on that parcel.

2.7. Furthermore, when Figures 1 to 3 are considered, it is evident that:

- The likely visibility of development of parcel H50 is experienced over a wider area than that of The Paddocks;
- The land where significant visibility of the change is experienced by H50 is open countryside with a high degree of public access (including local and regional public footpath routes)

### 3. Conclusion

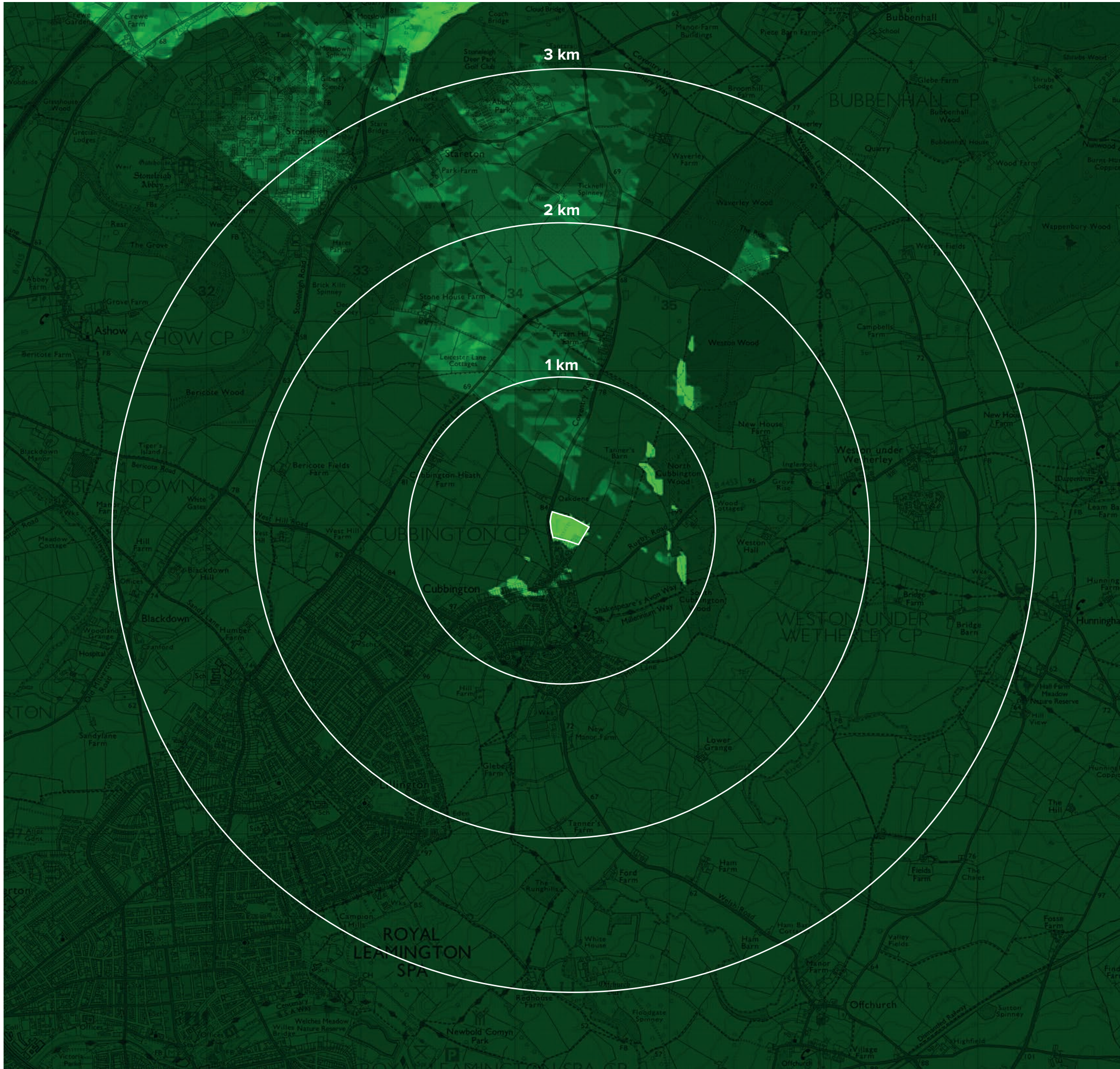
3.1. The proposed allocation H50 has an abrupt relationship with the existing settlement edge, creating a very clear sense of lack of integration and its development, however sensitive this might be designed, would cause significant sprawl of the settlement eastwards. It would also replace land currently functioning as countryside, and the change of this land to housing would be highly visible in encroaching into this countryside. Development would also encroach visually on countryside to the east, from which existing public access and use takes place due to the local and regional footpath routes. The development of parcel H50 is therefore likely to generate a significant degree of harm to Green Belt purposes and landscape and visual effects.

3.2. By contrast, The Paddocks does not have an abrupt relationship with Cubbington. It contains buildings, paddocks, allotments and equestrian facilities, and is not perceived as countryside, it is clearly a partially built urban fringe character. The sensitive development of The Paddocks would not therefore, generate urban sprawl and would be much less harmful than parcel H50 in this regard. Similarly, it does not portray the countryside character of parcel H50 (and therefore will not



cause direct encroachment into the countryside). Moreover, the sensitive development of The Paddocks would not be readily perceived from land currently functioning as countryside, and accessed by the public as experiencing countryside, largely due to the very significant visual enclosure The Paddocks enjoys.

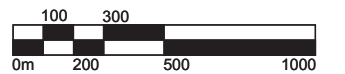
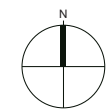
- 3.3. In comparing the likely effects of the development of The Paddocks and parcel H50 for housing it is concluded that The Paddocks would have little to no effect on Green Belt purposes and landscape and visual effects, whereas parcel H50 will cause substantial adverse effects on Green Belt purpose and landscape and visual effects.





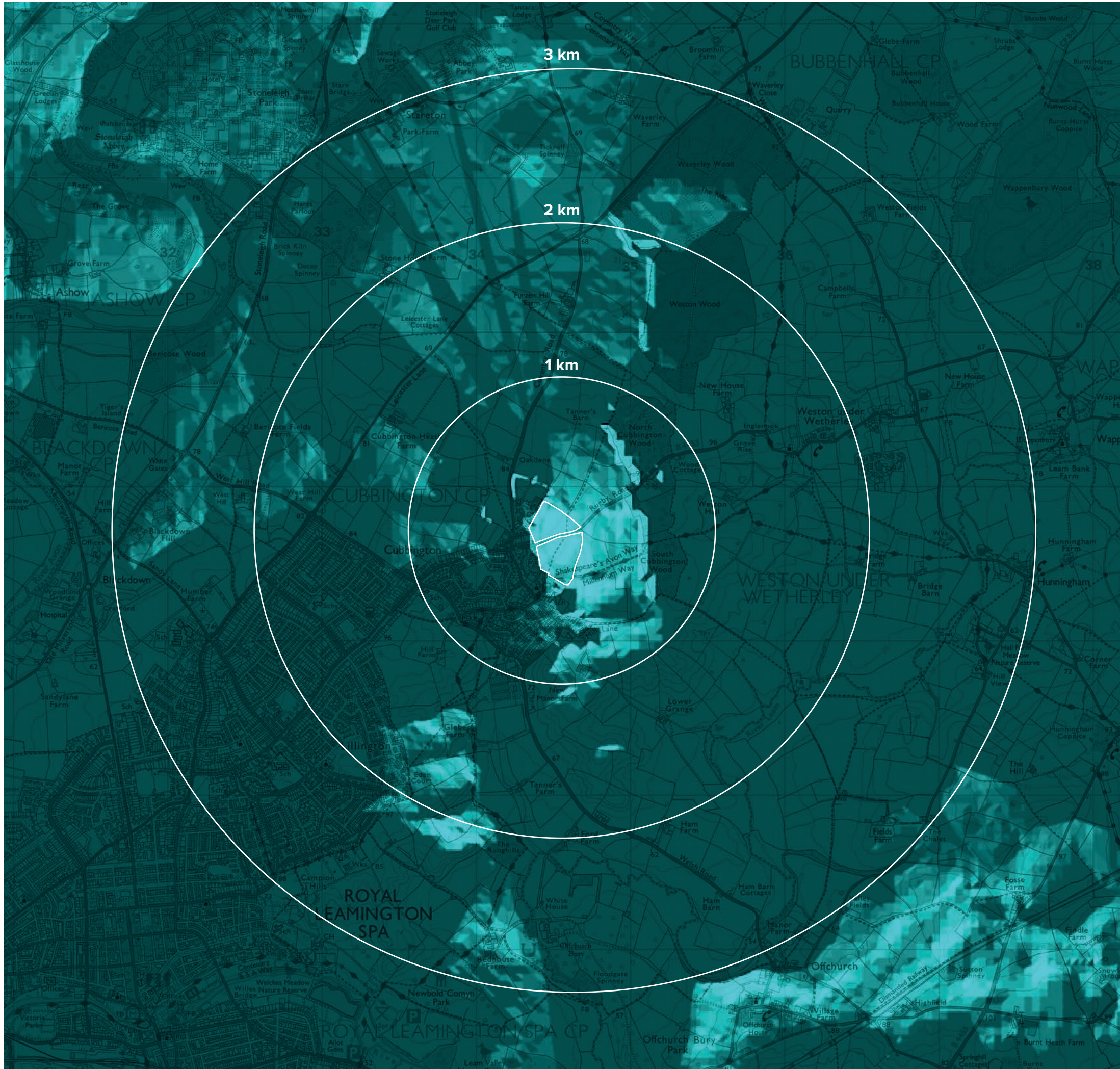
**Legend**

-  Site Boundary
-  Most Visible  
Least Visible





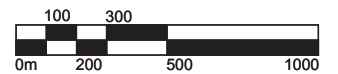
	Rev
<b>Figure 1</b>	Drg No
<b>Rosconn Ltd</b>	Client
<b>Cubbington : The Paddocks</b>	Project
<b>Zone of Theoretical Visibility: The Paddocks</b>	Title
<b>1:25,000 @ A3</b>	Scale





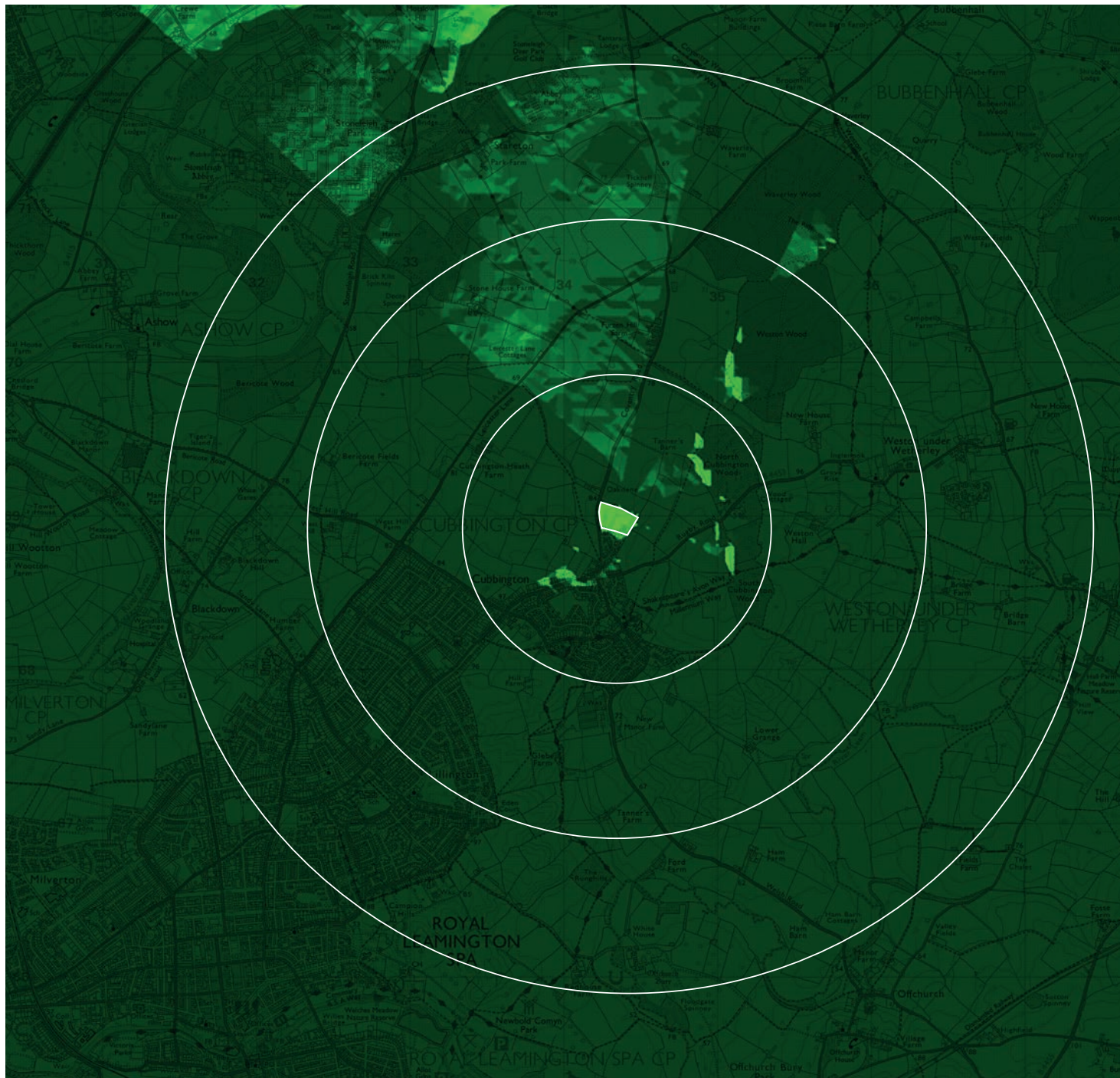
**Legend**

-  Site Boundary
-  Most Visible  
Least Visible

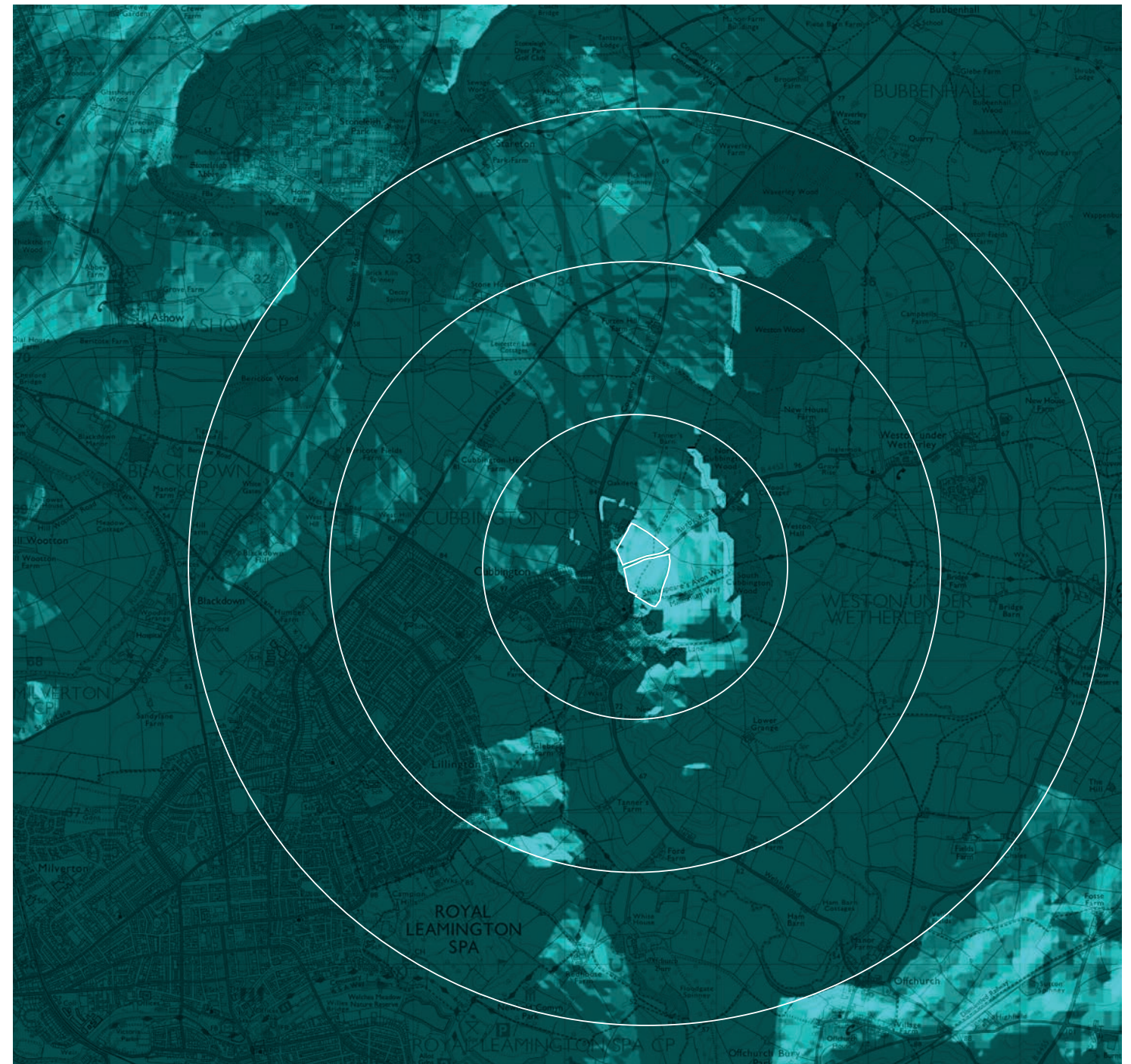


	Rev
<b>Figure 2</b>	Drg No
<b>Rosconn Ltd</b>	Client
<b>Cubbington : The Paddocks</b>	Project
<b>Zone of Theoretical Visibility: Land N.E of Cubbington (H50)</b>	Title
<b>1:25,000 @ A3</b>	Scale





**The Paddocks Site ZTV**



**Allocated Site H50 ZTV**

	Rev
<b>Figure 3</b>	Drg No
<b>Rosconn Ltd</b>	Client
<b>Cubbington : The Paddocks</b>	Project
<b>Zone of Theoretical Visibility: Comparison (The Paddocks and H50)</b>	Title
<b>Not to Scale</b>	Scale