



SWALLOWFIELD

Land North of Rising Lane, Kingswood, Lapworth Parish

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This brochure has been prepared to support the ongoing engagement of Nurton Developments with the preparation of the new Local Plan for Warwick District, with particular regard to the potential development of land north of Rising Lane, Kingswood, in Lapworth Parish. The site is identified in this brochure as 'Swallowfield'.

The new Local Plan has been subject to examination at a strategic level and it has been identified that significant further housing allocations need to be made in order to achieve a sound Local Plan.

Swallowfield provides an opportunity for the development of 125 homes at 32 dwellings per hectare (dph) along with significant public open space. In addition development offers opportunities to divert Rising Lane to the north, through the development, and in doing so to create new public space along the existing highway corridor, whilst maintaining access for existing residents fronting Rising Lane.

This brochure describes how the site's constraints, characteristics and context have been explored and evaluated in order to arrive at a vision for how the site could be developed. As such it demonstrates that the development of the site would be deliverable, well contained in relation to the surrounding landscape and of minimal harm to the purposes of the Green Belt.

01

New housing will be set within robust Green Infrastructure which will help integrate development within the landscape and create a distinctive sense of place.

The Site can deliver a high quality, sustainable development which will contribute positively towards the housing needs of the district. 02



Image top left: New high quality housing around shared spaces

Image top right: Opportunities for imaginative childrens play space.

Image centre left and right: New housing fronting 'greens' featuring retained mature trees.

Image bottom: Opportunities to create a new 'common' to the east of the site.

The site is located to the north of Rising Lane on the edge of the settlement of Kingswood, within Lapworth Parish. The site area is 11ha.

The landscape to the north of Lapworth gently falls to the east from circa 110m Above Ordnance Datum (AOD) to a low of around 105m AOD. This landscape comprises predominantly of medium sized, interlocking, irregular shaped fields used for pasture and horse paddocks. Fields are typically bound by well defined hedgerows containing a good number of mature hedgerow trees. Furthermore a good number of mature field trees also feature prominently across the area, albeit field trees are seen in a greater concentration to the west.

Against the northern edge of Lapworth hedgerows tend to give way to post and wire fencing which results in open views between properties and fields to the north. The northern edge of Lapworth itself typically comprises of sporadic linear development along Rising Lane, beyond which, further to the south, lies the main built up area of Kingswood.

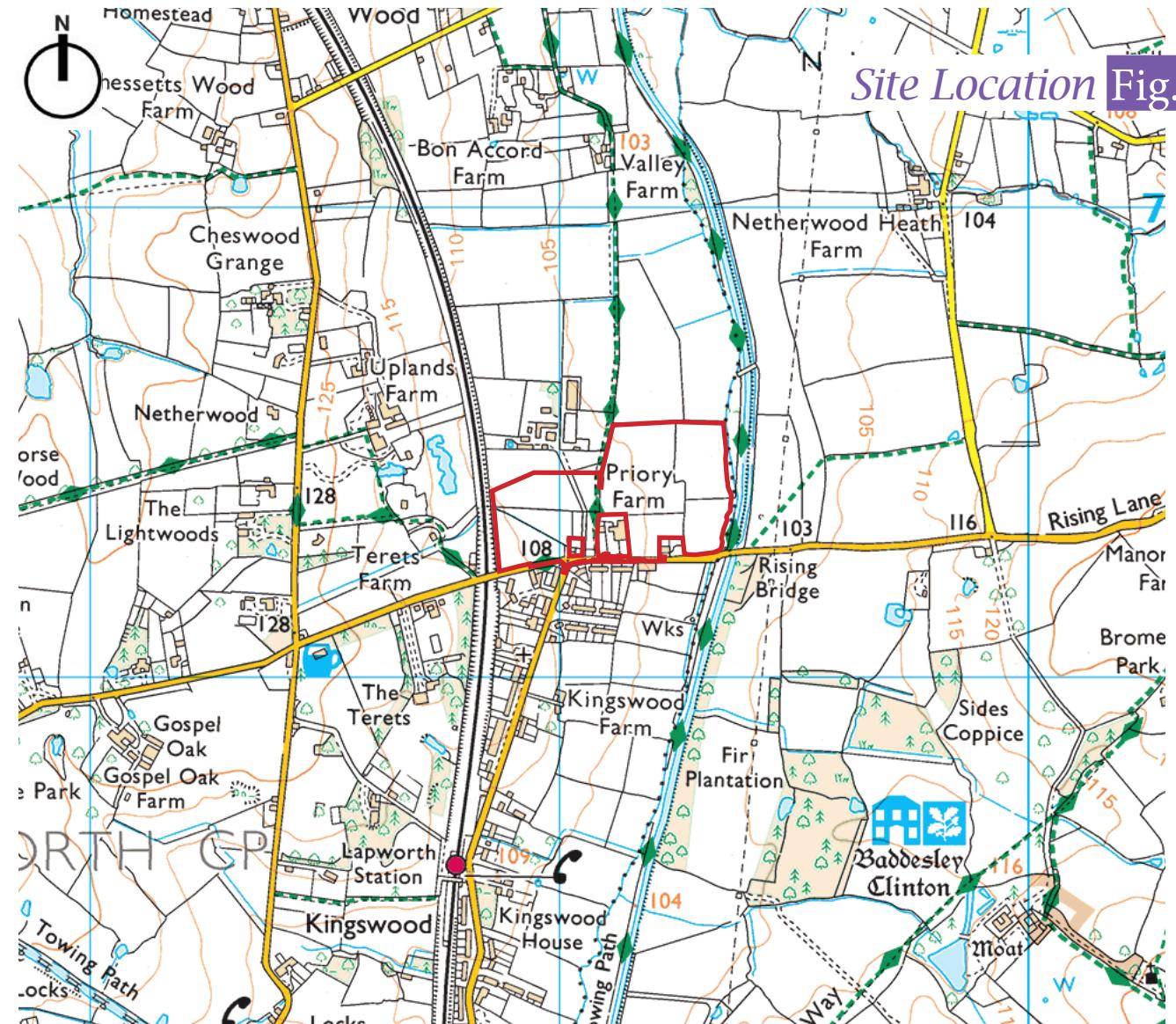
The site is bounded to the west by the Chiltern Railway Line which is slightly elevated as it passes the site. Mature vegetation along the rail line limits views further to the west. To the east lies the Grand Union Canal. Between the site and the canal there is a watercourse and linear woodland.

A public footpath, marked as a recreational route, runs north-south through the centre of the site. The canal towpath is also a recreational route, albeit there is not currently any direct access between the site and the canal.

To the north west, the site adjoins the buildings, yard areas and informal gravel car park of the Swallowfield Stud. Access to the Swallowfield Equestrian Centre is currently obtained via a track from Rising Lane, through the centre of the site. To the north east the site is well enclosed by a hedge and tree line, beyond which lies open countryside.

The site is not directly affected by any heritage designations, but Vine Cottage, opposite the site, is a Grade II listed building. The site could be considered part of the setting of this building, however opposite the cottage there is a large, hard surfaced access and parking area and a tall hedge fronting Rising Lane which restricts intervisibility between the cottage and the site. As a consequence the site does not make any positive contribution to the setting of this listed building.

The site is well served by community facilities. There are two pubs, a village shop, two hairdressers, wine merchants, post office, tile shop, car repairs garage, a C of E Primary School, village hall, play area and nursery school within a walking/cycling distance of 1200-2000 metres from the site. The Lapworth Railway Station is only 800 metres from the site and provides hourly services to either Birmingham or Leamington Spa.



In order to understand the site's ecological characteristics, an Extended Phase 1 Ecological Survey was carried out. The findings and recommendations from this survey work are summarised below.

- No statutory designated sites are present within 2km of the site. The Baddesley Clinton Park Local Wildlife Site is located approximately 500m to the east of the site. The Grand Union Canal is a potential Local Wildlife Site (pLWS) and the woodland either side of the Grand Union Canal is an ungraded Ecosite. Land to the north of the site, alongside the Grand Union Canal is a pLWS described as 'the Meadows adjacent to Grand Union Canal'.
- Given the confined geographical extent of the proposed residential development and the low value of the dominant habitat likely to be lost within the site (improved pasture), it is considered highly unlikely that development would impact on any designated site. It is recommended that the presence of the Meadows adjacent to Grand Union Canal pLWS, directly to the north of the site, is sensitively taken into account within the design of the proposed development to minimise the likelihood of an impact of this pLWS.
- The improved pasture fields within the site are considered to be of low ecological value and their loss will be of negligible significance. The site supports a large number of mature trees, within boundary hedgerows, ditches and within fields; many of these have veteran characteristics and are considered to be of high ecological value.
- It is recommended that the network of hedgerows across the site is retained, particularly the species-rich hedgerows and those with mature trees. In addition, native, species-rich hedgerows could be planted along boundaries that are currently fenced to maintain and enhance the network of hedgerows and trees within the site and the wider landscape.
- Two buildings are present within the site. Although there is no evidence of bats in either of the two buildings, both buildings provide opportunities for roosting bats and therefore it is recommended that further survey work for bats is undertaken to confirm the presence/ likely absence of roosting bats within these buildings.
- Thirty-eight trees within the site are identified to support features that are potentially suitable for use by roosting bats. In addition, Noctule Bat, a tree-roosting species, is identified to be present within the local area. The network of mature trees and hedgerows within the site provides good, predominantly unlit foraging habitat for bats. It is recommended that any trees proposed for removal are subject to further survey work and that the use of artificial lighting is minimised within the proposed development.
- There are three ponds located within 250m to the west of the site. Given the presence of Great Crested Newt within the local area, the proximity of ponds to the site and the suitable terrestrial habitat present for Great Crested Newt within the site (i.e. hedgerows, scrub and dry, vegetated ditches), should Great Crested Newt be present in any of the ponds nearby, then the presence of Great Crested Newt within the site cannot be ruled out. Further survey work is recommended, although if present then the mitigation strategy would be focused around terrestrial habitat mitigation as part of the open space strategy.
- It is recommended that suitable bird-nesting habitat (i.e. trees and hedgerows) are retained where possible. Where vegetation removal/ work to buildings is required, it is recommended that these are undertaken outside of the bird nesting season.
- The loss of a comparatively small area of pasture within the site, relative to the abundance of this habitat within the wider landscape, will not result in a negative impact on badger. As a precaution, a further pre-construction check for the presence of badger setts is recommended.
- The pasture fields within the site are considered to be sub-optimal habitat for reptiles, although the less-heavily grazed fields to the east of the site and its boundary features, adjacent to the wet ditch and Grand Union Canal beyond the site, may provide potentially suitable habitat for grass snake. It is, therefore, recommended that a precautionary approach to the clearance of habitats to the east within the site should be taken.
- No impact on otter or water vole is anticipated.

Whilst the development will result in the loss of improved pasture, existing trees will be retained where practicable and new habitats will be created to aid species diversity.

New built development will be located entirely outside of the low risk floodplain. A watercourse flows along the site's eastern boundary, immediately adjacent to the Grand Union Canal. Environment Agency maps show a low risk floodplain over part of the site, relating to this watercourse.

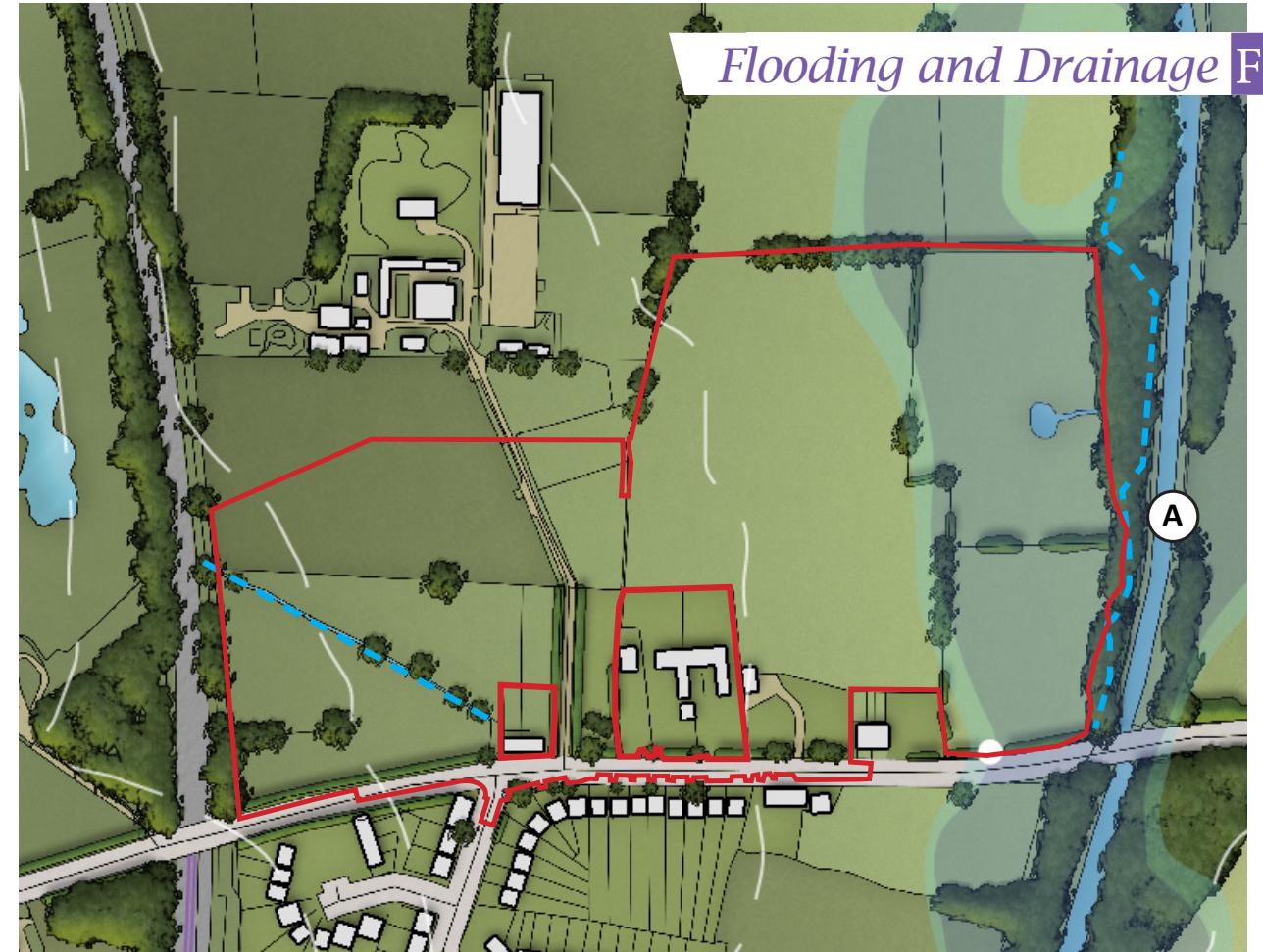
A drainage ditch flows through the western parcel of the Site and into a ditch along Rising Lane and eventually into the watercourse bounding the east of the site. This minor ditch is thought to receive flows from the railway line which forms the western boundary of the site. The watercourses will be preserved within the development proposals.

The existing conditions on the site are considered to be greenfield, therefore it will currently drain through a combination of infiltration into the ground and surface runoff into the minor ditch and watercourse on the eastern boundary. It is proposed to restrict runoff from the development to the equivalent greenfield runoff rate, thus preventing any increase in flows leaving the site. Attenuated storage will be provided in the form of SuDS, these will be sized to accommodate the Environment Agency's latest predictions for future climate change. A Sustainable Drainage System (SuDS) be implemented in order to treat the runoff from the development. This will also provide amenity and ecological benefits.

New built development will be located entirely outside of the low risk floodplain of the watercourse which flows along the site's eastern boundary.



Image top and centre: small watercourse across western part of the site.
Image bottom: watercourse along eastern boundary of the site.



KEY

- Site Boundary
- Flood Zone 3
Yearly 1:100 or greater river flood possibility
- Flood Zone 2
Yearly 1:100 or greater river flood possibility
- Existing Watercourse
- A Grand Union Canal

Rising Lane is lightly trafficked with a maximum traffic flow of circa 200 vehicles an hour. Vehicle speeds have been confirmed from recent surveys and are constrained to the 40mph speed limit by the bridge over the railway and canal located to the west and east of the site respectively.

A footway is provided on the southern side of Rising Lane along the majority of the site frontage and this footway links to the existing provision on Station Road. Station Road meets Rising Lane at a priority controlled T-junction, is subject to a 30mph speed limit and provides a direct link to the south to Lapworth railway station.

Options for providing vehicular access to the development have been considered taking into account the relevant design standards, the volume and speeds of vehicles on Rising Lane and local considerations including existing driveways accesses, third party land constraints, road gradients and tree locations. Whilst it is possible to obtain vehicular access from the existing Rising Lane highway, the preferred option is to divert Rising Lane through the site and in doing so to create new public space along the existing highway corridor, whilst maintaining access for existing residents fronting Rising Lane.

Pedestrian footways are included within the access designs to provide direct connections between the development site and the existing footway infrastructure on Rising Lane and Station Lane. To further facilitate pedestrian movements across Rising Lane is proposed that the speed limit on Rising Lane is reduced to 30mph to match that of Station Road.



Image top: Rising Lane
 Image Centre: Location of site access onto Rising Lane to the west.
 Image bottom: Location of site access onto Rising Lane to the east.

A OPTION A: Plan extract illustrating potential diversion of Rising Lane through the site.



B OPTION B: Plan extract illustrating potential access configuration onto Rising Lane.

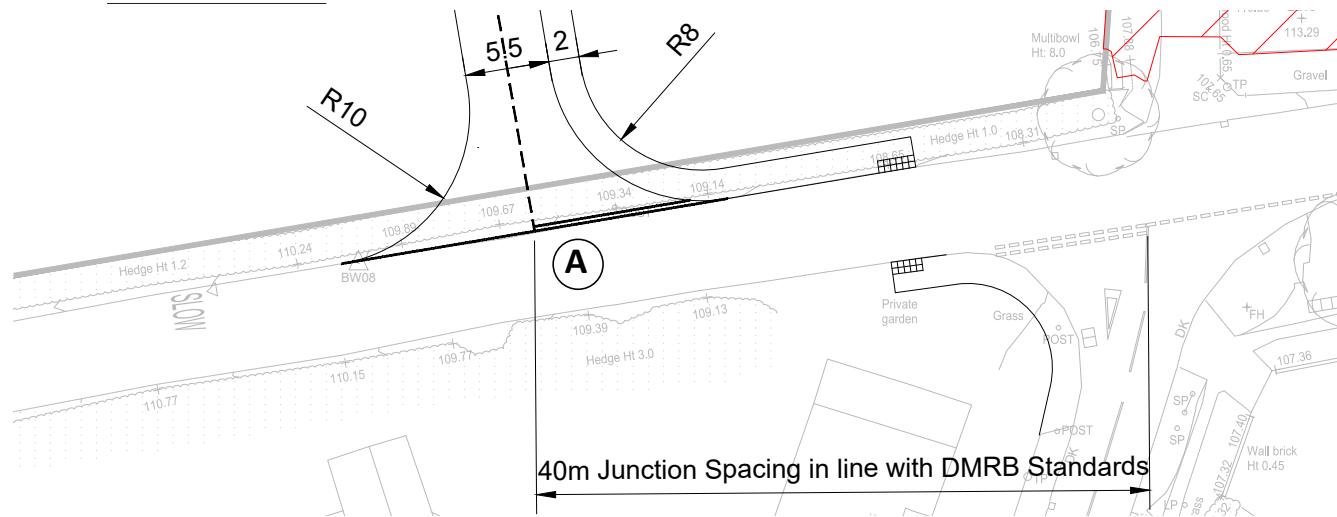


Fig.3 Accessibility

11 Landscape & Visual Analysis

The site does not sit within a landscape designated at a national scale, such as Areas of Outstanding Natural Beauty. At a regional scale the land is designated as Green Belt within the Local Plan.

At a national scale the site falls within National Character Area 97 (NCA97): Arden, published by Natural England.

The key characteristics of this area include a well wooded rolling landform with notable mature oaks, mostly found within hedgerows. Many of these old oaks are associated with former wood pasture. Shakespeare's 'Forest of Arden', featured in 'As You Like It', is still reflected through the woodland cover, mature oaks, small ancient woodlands and former wood pasture.

The area is characterised by a diverse field pattern alongside a complex settlement pattern.

At a regional scale the site falls within the Arden Pastures Landscape Character Area as described by the Warwickshire Landscape Guidelines.

The key characteristics of this area closely reflect those identified within NCA97, namely a pastoral landscape characterised by small livestock farms, many of which have now been replaced by horse paddocks. Roadside and hedgerow oaks are a characteristic feature as is the sense of enclosure provided by the abundance of mature hedgerow trees.

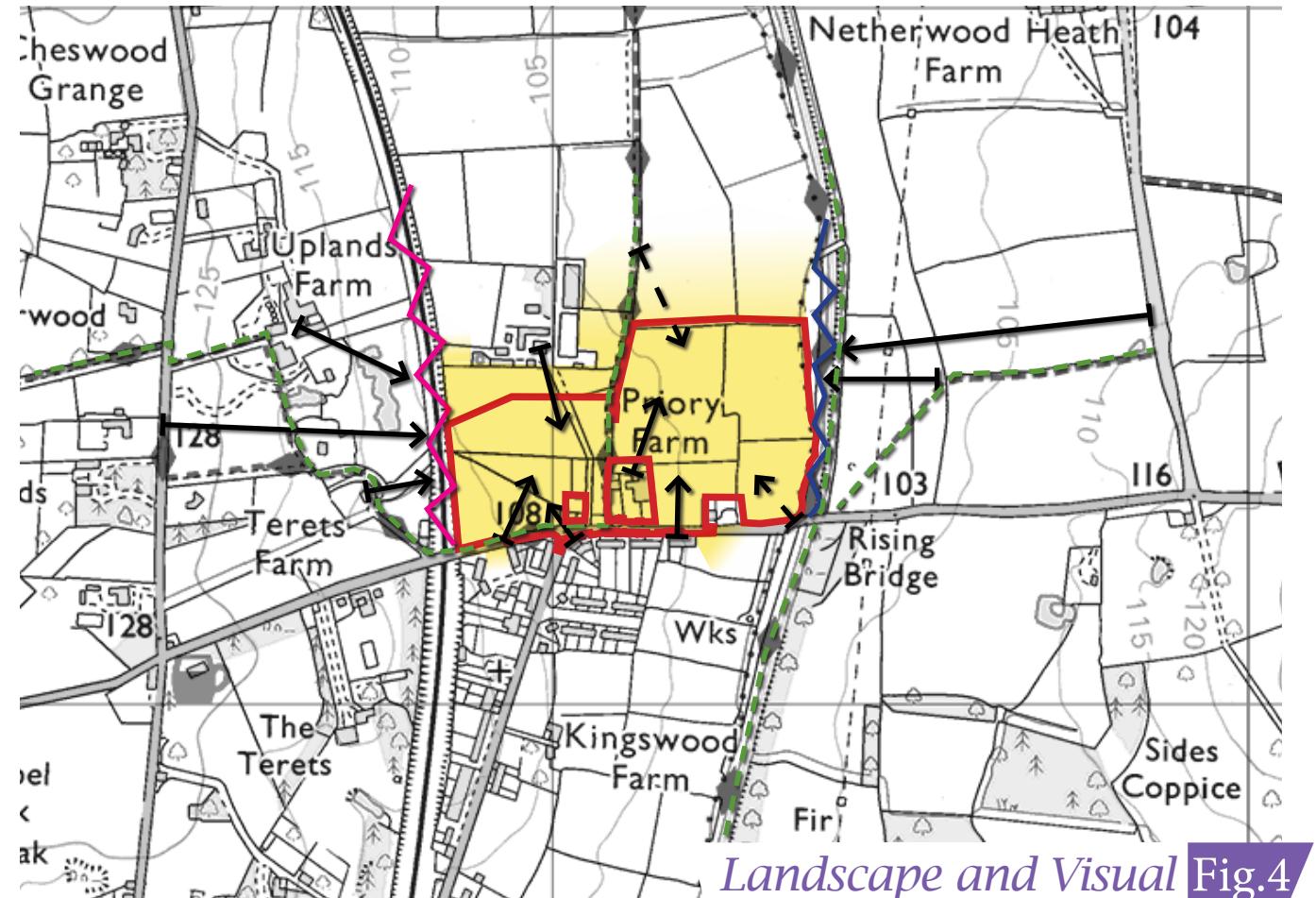
The Warwickshire Landscape Guidelines note at page 38 that this sense of enclosure and in particular mature oaks should be retained and strengthened where possible. Moreover the age structure of existing hedges needs diversification.

The Warwickshire Landscape Guidelines also note that *"Unenclosed commons were once a distinctive feature of Arden pastures. These have now disappeared, but many associations, such as the numerous place-names ending in 'Heath' or 'Common' still remain. Historically commons were associated with settlement and often they had roads running through them... In densely settled landscapes, such as Arden pastures, there is often a requirement for new areas of public open space in addition to those that already exist, With careful planning such areas could be designed to reflect the character of commons. The re-creation of these historic features would enhance landscape diversity and with sympathetic management there would also be opportunities to create new wildlife habitats."*

New development within the site should :

- Reinforce and diversify existing hedged boundaries and retain existing hedgerow trees wherever possible.
- Protect and retain existing mature field trees within open space wherever possible.
- Use the site's public open space to create a new 'common' reflecting the character of commons lost across the region.

'...a well wooded rolling landform with notable mature oaks, mostly found within hedgerows.' 12



Landscape and Visual Fig.4

KEY
Visual

↖ View towards the site ↗ Partially screened view towards the site ■ Estimated visual envelope

13 Landscape & Visual Analysis



View south towards Rising Lane from the west of the site. Existing residents to the south have views across Rising Lane.



View north from the Public Right of Way where this leads towards the site from Rising Lane.



View east across the central portion of the site towards the Grand Union Canal from the rear of properties fronting Rising Lane.

Fig.5

Key Views

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The site is visually well contained with the exception of residents fronting Rising Lane to the south and the Public Right of Way which passes through the site.

In visual terms Swallowfield broadly divides into 4 parcels of land. To the west the site spans the gap between Rising Lane and land to the south of the Swallowfield Equestrian Centre, including the existing access to the stud where this crosses open ground. Views are available across this parcel of land from Rising Lane and from residents adjoining Rising Lane, both to the north and south of the carriageway. Views tend to be partially screened by existing roadside hedge planting and a good number of mature trees located on the site's boundaries and within the field itself. Views across this parcel are also possible from the Swallowfield Stud, the Public Right of Way (PROW) passing through the centre of the site and from passing trains along the rail line on the site's western boundary.

To the centre and south of the site a narrow parcel of land runs down the length of the Swallowfield Equestrian Centre access up to Rising Lane. Views into this parcel are typically more restricted due to its enclosed character and well defined boundaries. Views north from Rising Lane are possible from Rising Lane to the south, albeit they are restricted to the carriageway and those residents situated directly opposite this area. Views are also possible from the PROW which passes along the eastern side of this field parcel.

To the east the site divides into two large fields, one to the north of The Priory and Vine Cottage and the second adjoining the wooded sides of the Grand Union Canal. Views into the parcel to the north of The Priory are currently open and unrestricted from residents fronting Rising Lane. To the north views from open countryside are typically screened by the mature hedgerow along the site's northern boundary.

Views from Vine Cottage and properties to the south of Rising Lane are currently possible due to a gap in existing planting along the site's boundary with Rising Lane at this point.

Views from the PROW crossing the centre of the site are largely screened and / or filtered by the existing boundary hedge.

Views into the parcel of land adjoining the canal restricted. Views are possible from a small number of existing residents fronting Rising Lane and which lie in close proximity to this field parcel..

New development within the site should :

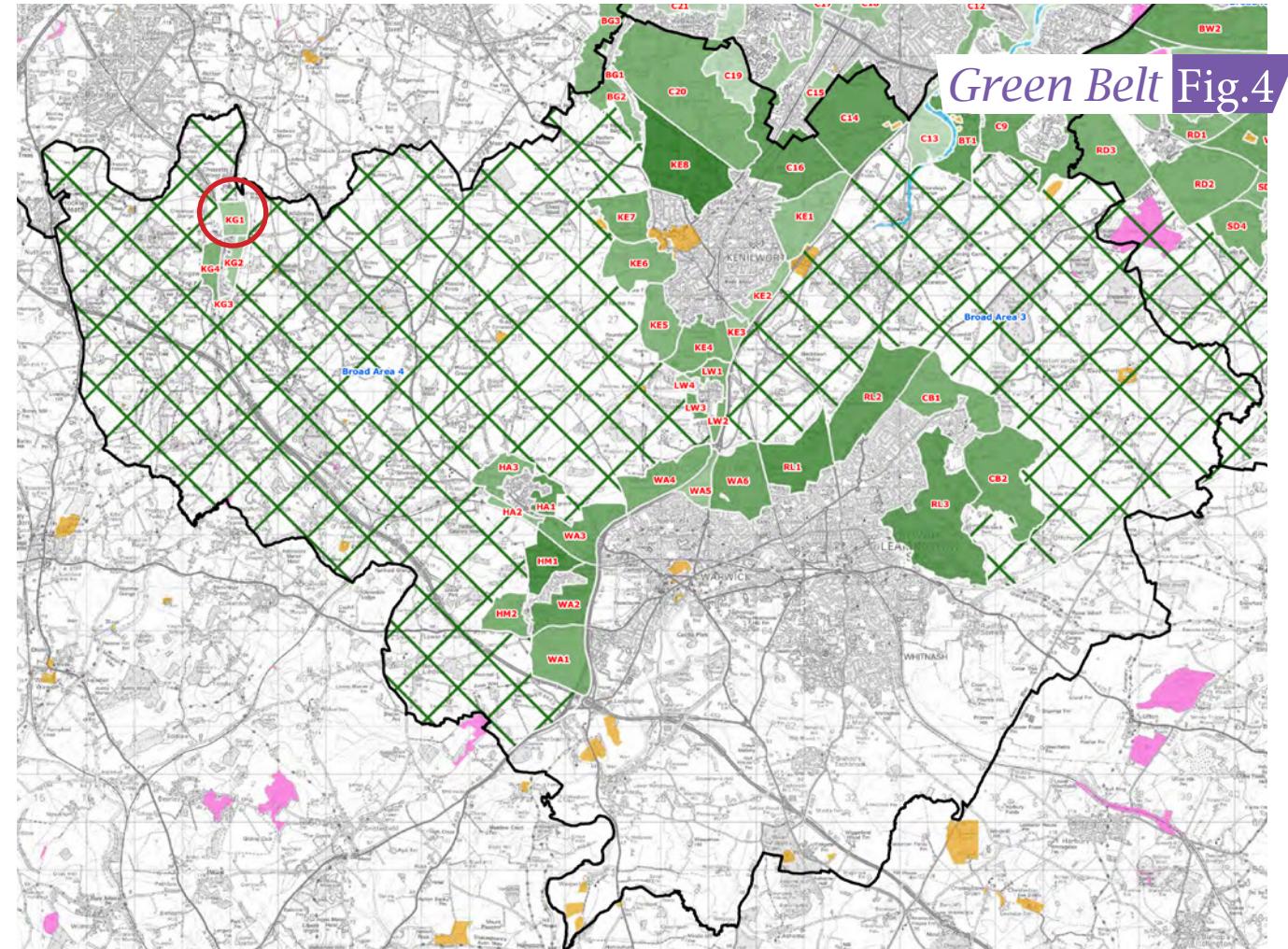
- Screen and / or soften views to the north from existing properties fronting Rising Lane.

The West Midlands Joint Green Belt Study 2015 (WMJGS) considered the Green Belt across West Midlands Local Authority areas in terms of its contribution to the purposes of the Green Belt. The purposes of the Green Belt are described in paragraph 80 of the National Planning Policy Framework as:

- 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.

The site was assessed as part of Parcel KG1 in the WMJGS. The study examined individual parcels of land in terms of their contribution to the purposes of maintaining the Green Belt. Parcel KG1 received one of the lowest scores in the study area, meaning that it makes a low value contribution to the objectives for preserving the openness of the Green Belt.

The parcel represents a relatively thin corridor of Green Belt land in between a railway line at its western edge and the Grand Union Canal at its eastern edge.



Green Belt Fig.4

<p>High: 20 - 16 - 12 - 8 Low: 4</p>	<p> Broad Area</p> <p> Flood Zone 3b</p>	<p> Site of Special Scientific Interest (SSSI)</p> <p> Scheduled Monument</p>	<p>Plan Source: Joint Green Belt Study published by LUC</p>
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The principal reasons for the low score are summarised below, with comments relating the assessment to the subject site, which forms less than half of parcel KG1.

Issue 1a - Ribbon development – Score 0

‘The parcel represents a relatively thin corridor of Green Belt land in between a railway line at its western edge and the Grand Union Canal at its eastern edge. There is no potential for sprawling ribbon development along either of these route ways’.

Comment: the site is well contained by the readily recognisable and permanent features of the Grand Union Canal and railway line.

Issue 1b – Openness – Score 1

‘The parcel contains a handful of residential dwellings on the northern side of Rising Lane and a farm/stables. The buildings associated with these developments compromise the openness of the Green Belt within their immediate vicinity; however, the majority of the parcel is free from development and open’.

Comment: the ‘majority of the parcel’ referred to is understood to be the land north of the subject site. The residential dwellings and the farm stables are features which contain the subject site. Therefore, were the subject site to be assessed in isolation, it is considered it should receive a lower score in terms of contribution to this Green Belt objective.

Issue 2a - Location of parcel and distance between neighbouring settlements – Score 2

‘Measured roughly along the railway line along the western edge of the parcel, the closest settlement to the village of Kingswood is the village of Chessetts Wood roughly 1.1km to the north’.

Comment: The subject site extends less than half way to the northern extent of the parcel assessed. Therefore there would remain a significant gap between the settlements of Kingswood and Chessetts Wood. Therefore, the subject site considered in isolation would perform well against this Green Belt objective.

Issue 3a - Significance of existing urbanising influences – Score 2

‘The majority of the parcel is made up of undeveloped and open agricultural fields. The parcel contains a handful of residential dwellings on the northern side of Rising Lane and a farm/stables. These developments are common within the countryside and are not considered to be urbanising influences, i.e. encroachment on the countryside. Therefore, it is the Green Belt designation within the parcel, which is the primary defence against the northward encroachment of Kingswood’.

The site only makes a low contribution to the purposes of the Green Belt and it should be prioritised for consideration for release from the Green Belt.

Comment: The majority of parcel KG1 north of the subject site is made up of undeveloped and open agricultural fields. The subject site forms a small component of the parcel, defined and enclosed by the Swallowfield Equestrian Centre and dwellings on Rising Lane. Whilst it is accepted that equestrian uses are appropriate in the countryside, the buildings and yard areas are in close proximity to the urban edge and, together with the dwellings on Rising Lane, relate the site closely to the urban area rather than the undeveloped land to the north. It is therefore considered that the site in isolation is subject to significant urbanising influences and should be given a lower score.

Issue 3b - Significance of boundaries / features to contain development and prevent encroachment -Score 1

‘The parcel represents a relatively thin corridor of Green Belt land in between a railway line at its western edge and the Grand Union Canal at its eastern edge. Both borders represent significant boundaries helping to prevent encroachment of the countryside to the west and east; however, there is nothing preventing encroachment to the north of the Kingswood. Therefore, the boundaries, which lie perpendicular to the urban edge of this side of the village, are less significant’.

Comment: The subject site is partly contained to the north by the buildings and yards of the Swallowfield Equestrian Centre. The remainder of the boundary is a significant hedge and tree line. It is considered that these features, combined with the strong presence of the railway line to the west and the canal, stream and linear woodland to the east, provide defensible boundaries for the subject site to be released from the Green Belt.

Purpose 4 - To preserve the setting and special character of historic towns – Score 0

‘The parcel does not overlap with a Conservation Area within an historic town. In addition, there is no intervisibility between the historic core of a historic town and the parcel’.

Comment: The site scores favourably in this respect, compared to other sites around Coventry, Warwick, Kenilworth and Leamington Spa, which have moderate to high value in this respect.

Overall, it is considered that the site has many benefits in terms of its containment, remoteness from other settlements, limited openness, urbanising influences and lack of impact on the historic character of Kingswood or Lapworth. As such it only makes a low contribution to the purposes of the Green Belt and it should be prioritised for consideration for release from the Green Belt.

19 Site Constraints and Opportunities

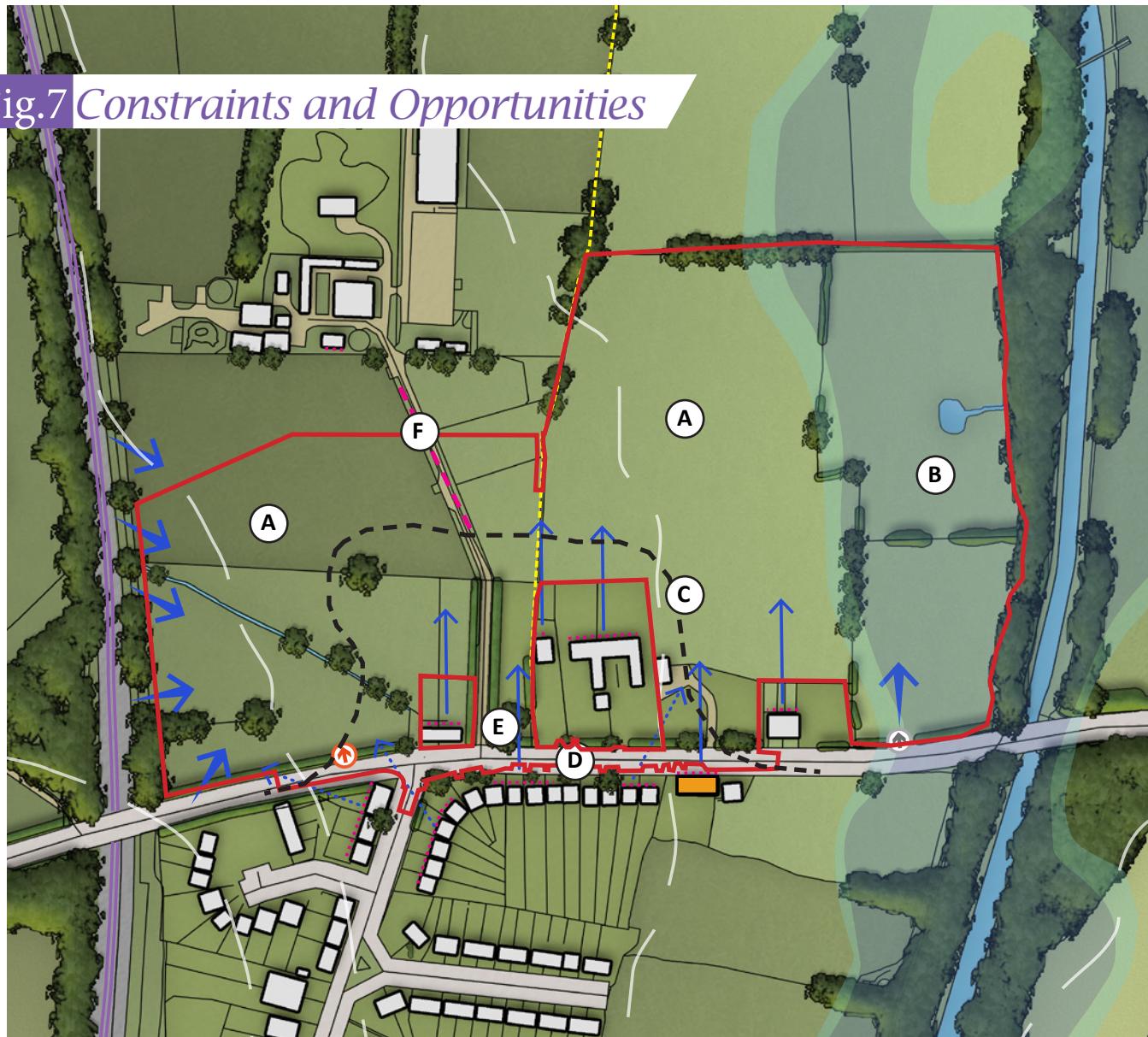
The analysis of site characteristics has identified the following opportunities and constraints to the development of the site:

- **Sustainable Location:** The site is in a sustainable location, located close to the railway station and within walking/cycling distance to the primary school and range of local facilities and services.
- **Well Contained:** The site is a well-contained parcel of land, which if released from the Green Belt would cause limited harm to Green Belt purposes.
- **Green Infrastructure:** There is an opportunity to create public open spaces, connecting to the public footpath and towpath recreational routes. Furthermore the Meadows adjacent the Grand Union Canal (north of the site) should be sensitively taken in to account in terms of their ecological value.
- **Existing Vegetation:** Mature/veteran trees and hedgerows across the site should generally be retained and native/species-rich hedgerows could be planted to enhance the ecological value of the site.
- **Lighting:** Use of artificial lighting should be avoided along hedgerows and in the vicinity of trees with bat roosting potential.
- **Access:** Safe vehicular access to the site is achievable and offers the potential for realigning Rising Lane through the site, thus downgrading the existing road and creating a pedestrian friendly environment connecting the site to the main built-up area.
- **Flooding and Drainage:** The development should take in to account flood risk constraints, but also offers the opportunity to manage surface water and create wildlife enhancements through new surface water attenuation features.
- **Heritage:** Regard should be had to Vine Cottage (Grade II listed) opposite the site on Rising Lane. There are no other heritage assets considered to influence the site.
- **Landscape:** The site is not subject to a landscape designation. The Warwickshire Landscape Guidelines note that existing hedged boundaries should be retained and diversified where possible and existing mature field trees should be protected and retained within open space wherever possible. The guidelines also advocate that the site's public open space is used to create a new 'common' reflecting the character of commons lost across the region.

The site has no overriding environmental or physical constraints. 20

- **Visual:** The site is visually well contained with the exception of residents fronting Rising Lane to the south and the Public Right of Way which passes through the site. New planting should be carefully considered in order to screen and / or soften views to the north from existing properties fronting Rising Lane.
- **Services:** There are no utilities within the site. There is a line of pylons to the east of the canal, running north-south, which are visible from the site. A water main crosses land to the north-west of the site. New service connections are considered viable.
- **Rail Line:** New structural planting is proposed in order to screen views of passing trains. Noise mitigation may also be required along the site's western boundary however there is sufficient scope to include both bunding and or fencing as appropriate.

Fig.7 Constraints and Opportunities



KEY

Constraints

- Site Boundary
- Public Right of Way Through the Site
- Existing Topography
- Existing Waterways
- Existing Trees
- Existing Hedgerows
- Existing Site Access
- Proposed Vehicular and Pedestrian Access
- Rail Line
- Flood Zone 3
Yearly 1:100 or greater river flood possibility
- Flood Zone 2
Yearly 1:100 or greater river flood possibility
- Residential Facades with Views Into The Site
- ← Views into the Site
- ← Residential- Facades with Views into the Site
- ← Oblique Views
- Grade II Listed Building

Opportunities

- A New high quality residential development designed to reflect a village vernacular with incidental green spaces and 'greens'.
- B A new area of public parkland within land falling within flood zones 2 and 3.
- C The potential to divert Rising Lane through the development.
- D The creation of a new linear green along Rising Lane (subject to the road diverting through the site).
- E Closure of the existing access to the Swallowfield Stud and the creation of a new pocket park adjacent to Rising Lane.
- F Provision of a new access to the Swallowfield Stud

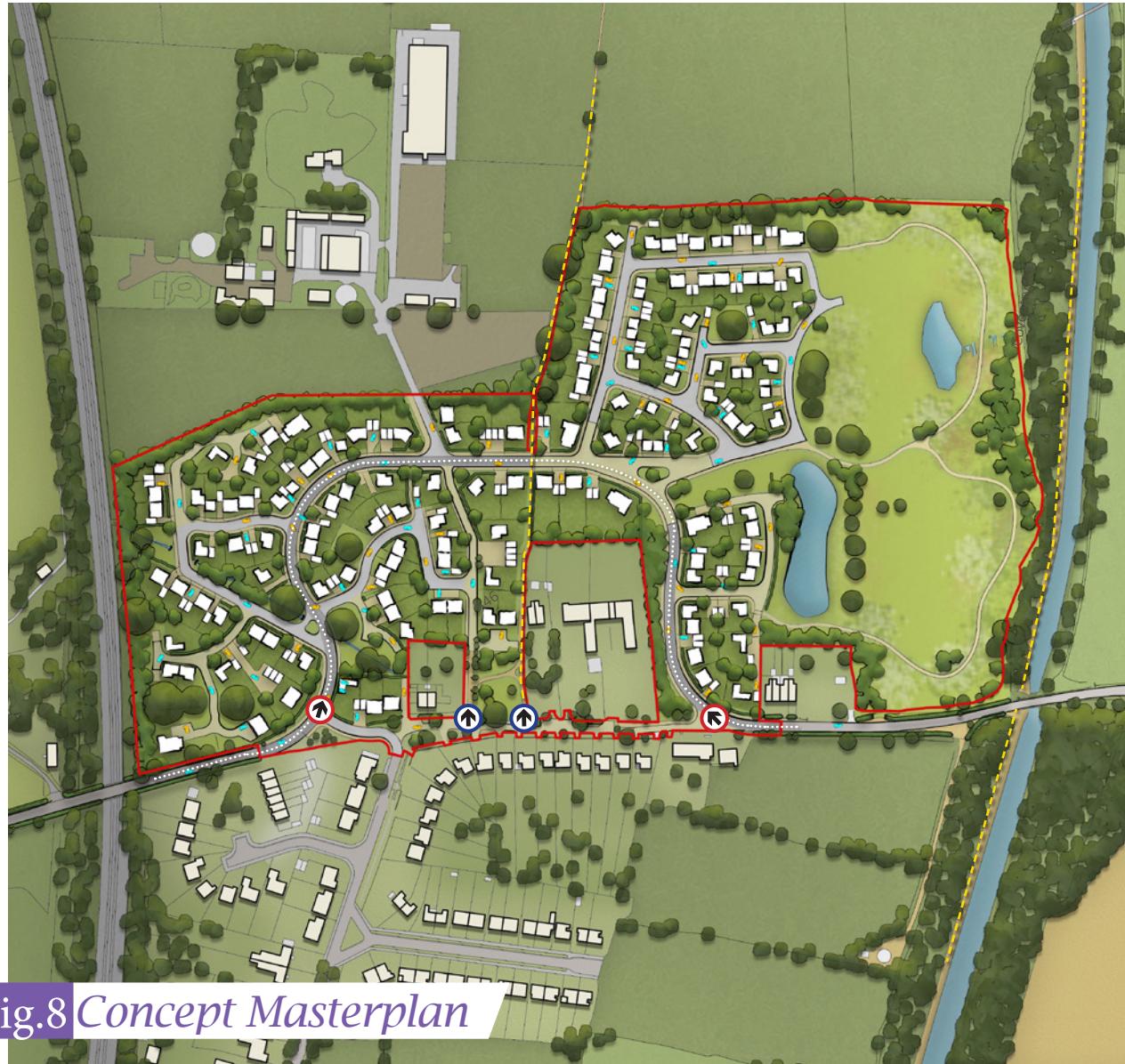


Fig.8 Concept Masterplan

-  Site Boundary
-  Proposed residential development Use Class C3. Area c.3.9ha = 125 @32 dwellings per hectare (dph)
-  Vehicular Access onto Rising Lane
-  Existing Public Right of Way retained
-  Diversion of Rising Lane through the development
-  Secondary- Shared surface spaces
-  Proposed Public Open Space - includes meadow and wetland habitat and informal footpaths routes
-  Potential location for Sustainable Drainage
-  Proposed structural planting for screening.
-  Existing trees retained

An attractive, high quality development for Lapworth and Kingswood which fits sensitively within its context.

The concept masterplan sets out a vision for the proposed development, showing how the development of the site would respond to the site constraints, opportunities and context. The development would deliver 125 dwellings at a net density of 32 dwellings per hectare, making efficient use of land whilst ensuring a suitable design response to the site and surroundings.

The development makes the most of its sustainable location by enhancing pedestrian connectivity with the adjacent built up area, which provides a link via Station Road to local services. Rising Lane is altered such that the main carriageway route provides access in a loop through the site and the existing Rising Lane carriageway is downgraded to a much quieter rural lane. This provides a much more pedestrian-friendly environment and integrates the proposed development with the existing built up area. Neighbouring properties benefit from a reduction in passing traffic and the change in nature of Rising Lane offers an opportunity for environmental enhancements.

A site-wide Sustainable Drainage System is employed to ensure that the rate of runoff does not exceed the greenfield rate. This provides the benefit of positive surface water management and resolves any existing problems with the field drainage system.

The proposed development generally retains mature/veteran trees and hedgerows and seeks to enhance biodiversity with the planting of new native, species-rich hedgerows. Linear woods are also incorporated both for wildlife value and to enhance the landscape character. Unlit wildlife corridors are retained around the site perimeter and the site as a whole treated by sensitive lighting design.

The development incorporates open spaces framed by trees and maintains the line of the public right of way through the centre of the site. The floodplain adjacent to the Grand Union Canal and linear woodland becomes a large new public open space, linking through to the canal recreational route to the east and providing a sensitive ecological context for the meadows to the north. This creates a new common, reflecting the character of commons lost across the region.



SWALLOWFIELD
Local North of Bishop Cleeve, Edwinstowe, Leicestershire

prepared April 2016 by:



Chave Planning

