



NEWBOLD ROAD

WELLESBOURNE

MASTERPLAN VISION

MARCH 2022 Rev B

VISION

Newbold Road provides an opportunity to create a sustainable and attractive new community that will enhance and integrate with the local area, protect the existing natural assets and provide much needed homes and public open space for existing and future residents.

COMMUNITY BENEFITS

Up to 500 much needed and thoughtfully designed new homes, in a wide range of unit sizes and tenures.

Creation of new community open space with carefully designed play areas.



Preservation and enhancement of existing ecological features through landscaping and replacement of native species planting.

In doing so, wildlife and planting will flourish, allowing an increase in biodiversity, in line with emerging requirements.



New cycle and pedestrian links throughout the site connecting directly to the wider village.

Local employment and training opportunities during construction.

Carefully designed water and drainage strategy to mitigate existing flood risk.



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INTRODUCTION

The land off Newbold Road to the northern edge of Wellesbourne is a site that offers the opportunity to accommodate a new sustainable and integrated community that forms a positive addition to Wellesbourne.

As the South Warwickshire Local Plan emerges, any sites coming forward will need to be highly sustainable in terms of existing employment, and incorporate low carbon energy production and renewable energy schemes, as well as offering good infrastructure, incorporating low carbon and active modes of transport.

This Vision Document has been prepared by Zebra Architects on behalf of Countryside Properties who are looking at options to develop the land at Newbold Road in Wellesbourne. It has been informed by various technical studies including landscape, transport and highways, ecology, and flood risk & drainage. It begins by exploring the physical features of the site, development principles and an illustrative framework masterplan to deliver a sensitively designed development which is well integrated within the existing community of Wellesbourne. The Vision Document is a starting point for discussions with the Councils, local stakeholders and consultees.



LOCATION

The site is to centre around the greenfield land north of Newbold Road/ B4087 Wellesbourne, a popular village. The site is near a number of village settlements and major towns such as Stratford upon Avon to the west.

To the southeast of the site stretches Newbold Road (B4087), which directly connects the various local settlements to Royal Leamington Spa (to the north). To the west of the site is A429, a major road towards Warwick / Royal Leamington Spa.

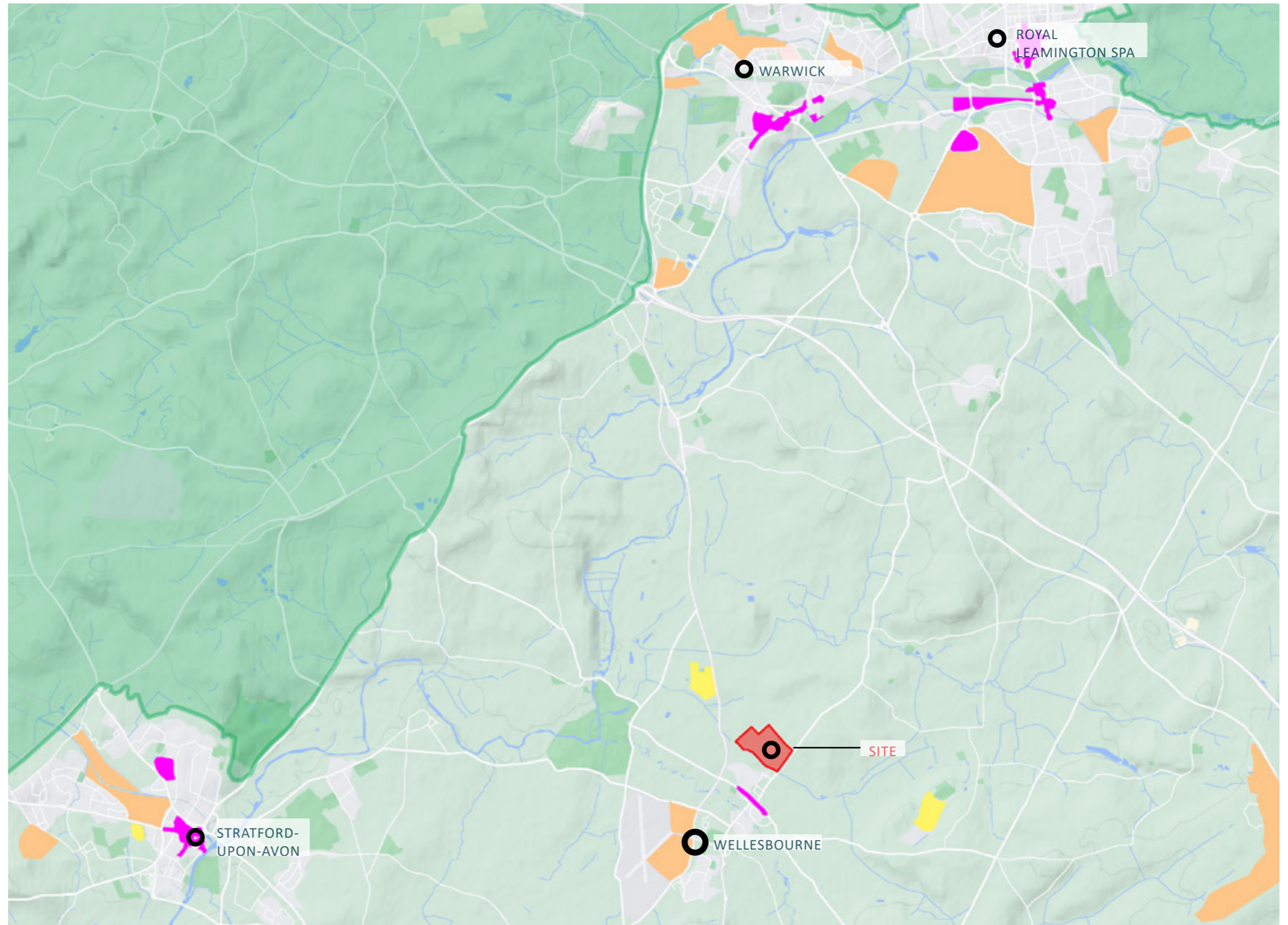
Stratford upon Avon train station is the nearest railway connection, approximately 9 km away, travelling between Kidderminster and London Marylebone, via Royal Leamington Spa

There are many other stations in the area, such as Stratford upon Avon Parkway, Warwick, Warwick Parkway and Leamington Spa. The application site also has good bus connections with bus routes to Warwick and Royal Leamington Spa.

The adjacent diagram represents the extent of development, is surrounding locality. Green belt and key employment areas.

Key

- Commercial areas
- Industrial/ Manufacturing areas
- Educational areas
- Green Belt area and boundary
- Site



EXISTING SITE

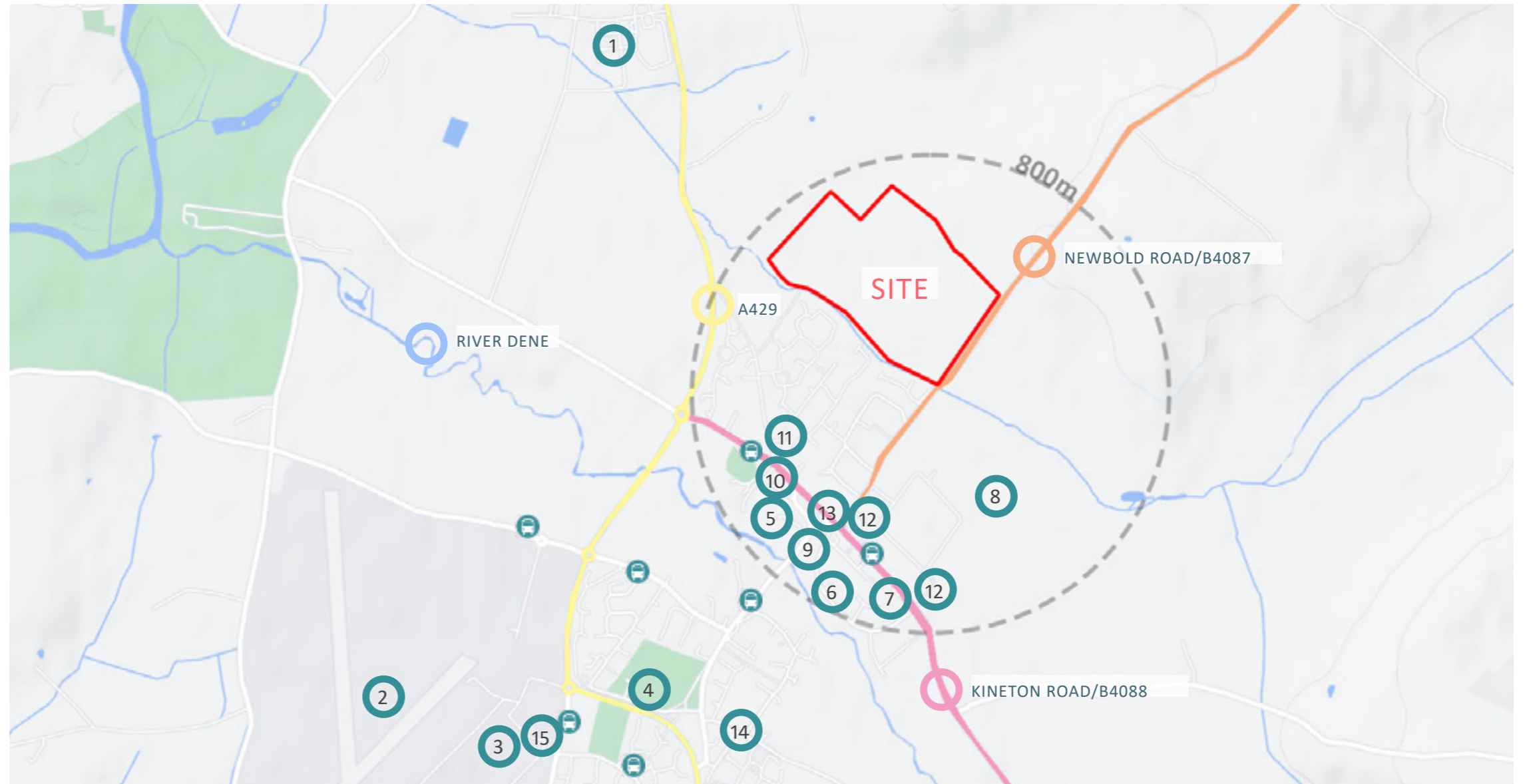
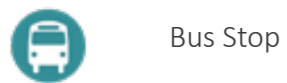


CONTEXT

The image to the right illustrates various characteristics of the surrounding site context.

Key

- 1. University of Warwick, Wellesbourne Campus and Innovation Centre
- 2. Wellesbourne Airfield
- 3. Wellesbourne Distribution Park
- 4. Wellesbourne Sports and Community Centre
- 5. St Peter’s Church
- 6. Wellesbourne Library & information Centre
- 7. Wellesbourne Village Hall
- 8. Wellesbourne Nursery and Primary School
- 9. Wellesbourne Post Office
- 10. Kings Head, public house
- 11. Petrol station
- 12. Local shops
- 13. Hastings House Medical Centre
- 14. Co-Operative convenience store
- 15. Sainsburys supermarket



- A. Wellesbourne Nursery and Primary School
- B. Wellesbourne Library & Information Centre
- C. Wellesbourne Village Hall
- D. Wellesbourne Distribution Park

PLANNING CONTEXT

WHY ALLOCATE LAND AT NEWBOLD ROAD?

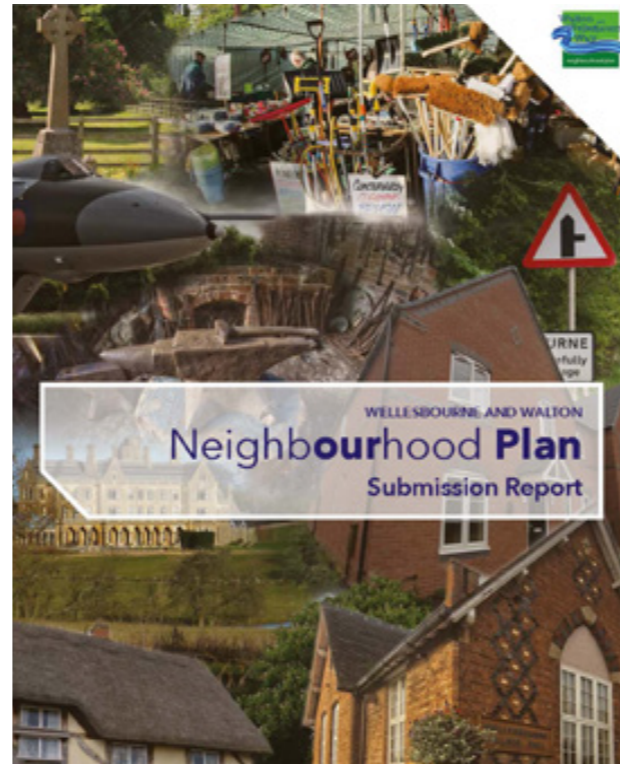
The likely scale of development required to meet the needs of South Warwickshire over a 30 year horizon is such that the Plan will need to identify suitable locations for development across a range of settlements. To ensure that communities are able to sustain their vitality over this relatively long period, the Plan should include allocations in larger sustainable settlements.

Wellesbourne is currently identified as a Main Rural Centre within the Stratford upon Avon District Core Strategy, and has met a target of 830 homes within the current plan period. This approach reflects its nature as a sustainable location, and this strategy of growth should continue in order to support the population of Wellesbourne those nearby. The Greater Birmingham HMA Strategic Growth Study (2018) also noted Wellesbourne as a sustainable settlement free from significant statutory constraints, which is capable of accommodating further growth.

Wellesbourne is beyond the outer edge of the Green Belt; in accordance with national policy the Plan should first consider land outside of the Green Belt to meet development needs. Furthermore, paragraph 72 of the National Planning Policy Framework states that the supply of large numbers of new homes can often be best achieved through planning for larger scale development, such as new settlements or significant extensions to existing villages and towns, provided they are well located and designed, and supported by the necessary infrastructure and facilities.

Land off Newbold Road is entirely consistent with these criteria and therefore a suitable allocation for the following reasons.

Taking these matters into account, and accounting for implementation of the design recommendations and mitigation, there is no reason to suggest that the site could not be developed without undermining the character of the host Vale Farmlands Landscape Type and the Avon Valley Landscape Character Area, as well as minimising any resulting visual impacts across the surroundings of the site.

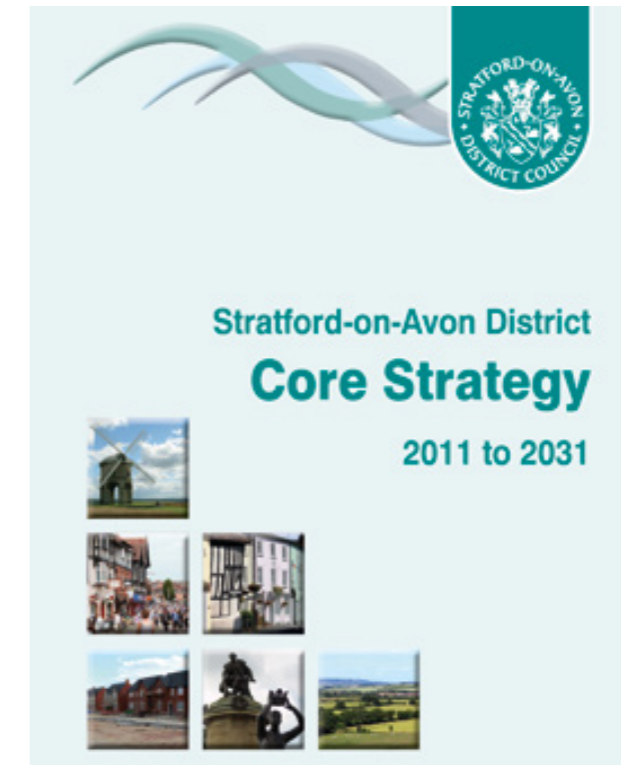


CONSIDER THE OPPORTUNITIES PRESENTED BY EXISTING OR PLANNED INFRASTRUCTURE

In relation to existing and planned infrastructure, the Site is located adjacent to the major rural settlement of Wellesbourne, which benefits from a good range of physical and social infrastructure including education, retail, community and medical facilities. All within walking distance of the Site, as can be seen from the context plan on the previous page.

The village is well served by a regular bus service to the nearby towns of Warwick, Stratford upon Avon and Leamington Spa and further development could help to further enhance the sustainable transport offer in the village.

The following pages note that Newbold Road could provide substantial green infrastructure and habitat enhancements, to the benefit of the wider community.



PLANNING CONTEXT

Economic Success Shared By All

There are well-established employment opportunities within the area, including at Wellesbourne Distribution Park, Airfield and University of Warwick Campus, the latter of which is expanding and recognised as a major investment site. This provides a strong justification for further residential development in order to ensure a sustainable pattern of development in accordance with the Framework. Newbold Road is well placed to provide homes for employees being within walking and cycling distance of these job opportunities. There are strong drivers for economic growth locally, especially at the Innovation Campus, which will require a healthy housing market in order to operate well and provide the opportunity for people to live and work in close proximity.



A Better Environment

Consider the Scope for Net Environmental Gains

The Site is of sufficient scale to have the potential to deliver net environmental gains, through additional planting, buffering along the edge, and providing appropriate 'stepping stone' corridors through the development to improve connectivity. This is discussed further in the Vision Document.

Ensure that their size and location will support a sustainable community, with sufficient access to services and employment opportunities within the development itself or in larger towns to which is good access

Newbold Road is within the catchment of existing facilities that meet the day-to-day needs of the local community, in Wellesbourne village centre, which further growth could help retain and enhance. These services are within walking and cycling distance of the Site. Wellesbourne has a range of employment opportunities and benefit from the existing sustainable and active travel links that connect development to larger towns within the area with a wider range of services and facilities.



Stronger Communities

Set clear expectations for the quality of development and how this can be maintained, and ensure that a variety of homes to meet the needs of different groups in the community will be provided

This Vision Document is the initial process of establishing a Masterplan for the development of Newbold Road. Countryside Properties will work with the Councils and local stakeholders to prepare a Local Design Code which can be adopted in parallel with the Local Plan to inform any future planning applications. This can include specifying a variety of homes to be provided.



Supporting Rapid Implementation

Make a realistic assessment of likely rates of delivery, given the lead-in times for large scale sites, and identify opportunities for supporting rapid implementation

A holistic approach to Newbold Road will provide greater certainty over masterplanning and delivery so that the Site can come forward in a timely fashion. Countryside Properties would work alongside the Councils to agree an appropriate lead-in time, and phasing. Past completion rates for Wellesbourne demonstrate that the area is attractive to the market which will assist in demonstrating the deliverability of any allocation.

Consider whether it is appropriate to establish Green Belt around or adjoining new developments or significant size

The Site is outside of the Green Belt, and therefore no exceptional circumstances are required to be demonstrated in allocating the land. In accordance with national policy, the Councils should first consider land outside of the Green Belt to meet its development needs, and optimise density in locations well served by public transport such as Newbold Road.



PLANNING CONTEXT

LANDSCAPE LED

The site comprises three interconnecting fields that are managed for agriculture. Robust hedgerows and scattered hedgerow trees are typical of the host landscape character area. However, the existing hedgerows within the site are heavily degraded and contained few hedgerow trees. Given the scale of the eastern field hedgerows may have been lost or extracted. Beyond the site, there is open countryside of similar characteristics managed for livestock pasture, as well as arable crop production.

The site is being promoted through the Local Plan process, and we have been mindful to assemble an appraisal based on pertinent landscape analysis published at a National and local level.

Through the emerging masterplan for this site, there is opportunity to retain, protect and enhance landscape fabric within then site, as well as implement new landscaping to strengthen existing landscape buffers, promote landscape character and also enable ecological betterment and habitat creation. This is reflective of the landscape management guidelines (published by the Local Planning Authority) for the host Vale Farmlands Landscape Type and the Avon Valley Landscape Character Area.

The change to the site's fabric and character would be discernible locally, albeit from a very limited number of vantage points. These effects are very localised and confined mainly to the immediate surroundings of the site. The development would enable the opportunity to plan positively to retain and enhance landscapes, visual amenity and biodiversity at this village edge location.

The Neighbourhood Plan makes reference to the northern edge of Wellesbourne, and makes a number of key consideration for how new development could be most appropriately integrated into the setting. The release of the site for development would result in a very minor reduction in existing spatial openness of the open countryside. Additionally, the scale of the site is sufficiently large enough to accommodate a range of green infrastructure and open spaces, and provide flexibility in the layout so as to effectively mitigate impact on visual openness. Consequently, the effects of the proposed development would be experienced locally to the site.

Taking these matters into account, and accounting for implementation of the design recommendations and mitigation, there is no reason to suggest that the site could not be developed without undermining the character of the host Vale Farmlands Landscape Type and the Avon Valley Landscape Character Area, as well as minimising any resulting visual impacts across the surroundings of the site.



PLANNING CONTEXT



In summary, Newbold Road would be a suitable location for sustainable residential development having regard to national planning policy.

A comprehensive, landscape led masterplan would ensure an attractive new settlement edge. The land adjacent to the built up area of Wellesbourne, is not subject to any environmental or land use designations, benefits from existing and planned infrastructure, is well connected to existing and planned facilities, services and jobs, has the scope to improve the environment and could come forward quickly.

Furthermore, development in this location would not prejudice the gap between Wellesbourne and Walton (unlike further growth to the south of the village), or compromise the operation of Wellesbourne Airfield, which are key themes of the current Neighbourhood Plan.

“
...as a sustainable location, and this strategy of growth should continue in order to support the population of Wellesbourne...”
- Countryside Properties

DEVELOPMENT PRINCIPLES



1. Character & Identity

- Create a unique new community.
- Create housing that has a strong and distinctive character- taking inspiration from the local context and heritage.
- Ensure that the scale and type of new development enhances the landscape character.



2. Sustainability

- Aspirations to be a zero-carbon community supported by green infrastructure, clean air strategies, and renewable energy adapting to the impacts of climate change.
- Ensure that the highest possible environmental standards are achieved to minimise carbon emissions resource consumption, pollution and flood risk.



3. Landscape & Biodiversity

- Protect and respect existing landscape and vegetation as much as possible, and create new habitats to promote biodiversity.
- Enhance biodiversity within the masterplan with introduction of green wildlife corridors and spaces.



3. Inclusive & Accessible

- Provide a diverse range of houses and amenities that are truly accessible to a range of people - regardless of physical ability, age or circumstance.
- Provide homes which allow for adaptation and flexibility throughout the buildings' lifetime.



5. Quality

- Ensure all elements of Newbold Road are of the highest possible quality - both in terms of design and construction.
- Recognise that investing in high quality design and construction generates high social and economic value.



6. Built Environment

- Create a clear hierarchy of streets and spaces to define a legible and varied built environment.
- Build a range of homes of different types, sizes and tenures to meet the needs of different sections of the community.
- Through high quality design and construction, ensure the longevity of buildings and the external environment so that they are robust and stand the test of time.



7. Health & Well-being

- Encourage healthy lifestyles and plan for and promote healthy developments and better living environments to improve the health and well-being of those who live in the new development.



8. Lifetime Planning

- Through high quality design and construction, ensure the longevity of buildings and the external environment so that they are robust and stand the test of time.
- Ensure that the Newbold Road can be sustained and maintained with the development of long term management strategies.






SITE APPRAISAL

After thorough analysis of the site's constraints the following principles were established.

FLOOD RISK

A defining feature of the site is Newbold Brook, located to the southwest of site boundary which flows generally north-westwards and then south-westwards to join the River Avon approximately 1.7km to the west of the site.

The majority of the site is shown on the Environment Agency Flood Map for Planning to be located within Flood Zone 1. Areas in the south and west of the site are, however, located within Flood Zones 2 and 3. The proposed building development will be located outside of the floodplain to minimise the ecological and environmental impact on the site.

-  Flood Zone 1
-  Flood Zone 2
-  Flood Zone 3
-  Water course
-  Foul Sewer



LINKS & PERMEABILITY

The site is in a sustainable location within walking and cycling distance of the local services and amenities. The site also benefits from nearby bus services with frequent services to Warwick and Stratford upon Avon.

The B4087 lies adjacent to the south east boundary of the site. The B4087 Newbold Road provides a link north in the direction of M40 Junction 13 by Royal Leamington Spa, and south into Wellesbourne where the A429 can also be accessed. To the north, the A429 provides access in the direction of Warwick (including Junction 15 of the M40 Motorway) and Coventry, and to the south, Cirencester and Stratford upon Avon via the B4086.

The Public Right of Way (PROW) Footpath 299 SD128/1 provides a predominantly surfaced route south of the western boundary of the site from Warwick Road, providing a pedestrian link into the village. Through the site, this footpath forms a dirt track.

-  B4087
-  B4088
-  A429
-  Footpath
-  Secondary Roads



SITE APPRAISAL

GREEN SPACE/ LANDSCAPE

Taking information from Zebra Trees' Arboriculture Baseline Note, existing tree stock can be assessed against the wider context of the site.

The site is a typical area of arable farmland, with large field parcels separated by regularly managed but gappy hedgerows, both to the perimeter and within the site.

Individual trees within the site are confined to the field and site boundaries and offer a limited element of landscape value and amenity in an otherwise flat landscape.

G1 is a group of large prominent trees which stands along the south-western watercourse on the embankment. The group provides a dense screen between the site and adjacent residential properties.

There appears to be a significant and unconstrained area for development within the Site, which would allow for detailed design to accommodate the existing tree stock.

- A Category Tree
- B Category Tree
- C Category Tree
- U Category Tree
- Hedgerow



SUN PATH

Neighbourhoods are clearly defined and help create a sense of identity and place.

PREVAILING WIND

The prevailing wind direction is from the west.

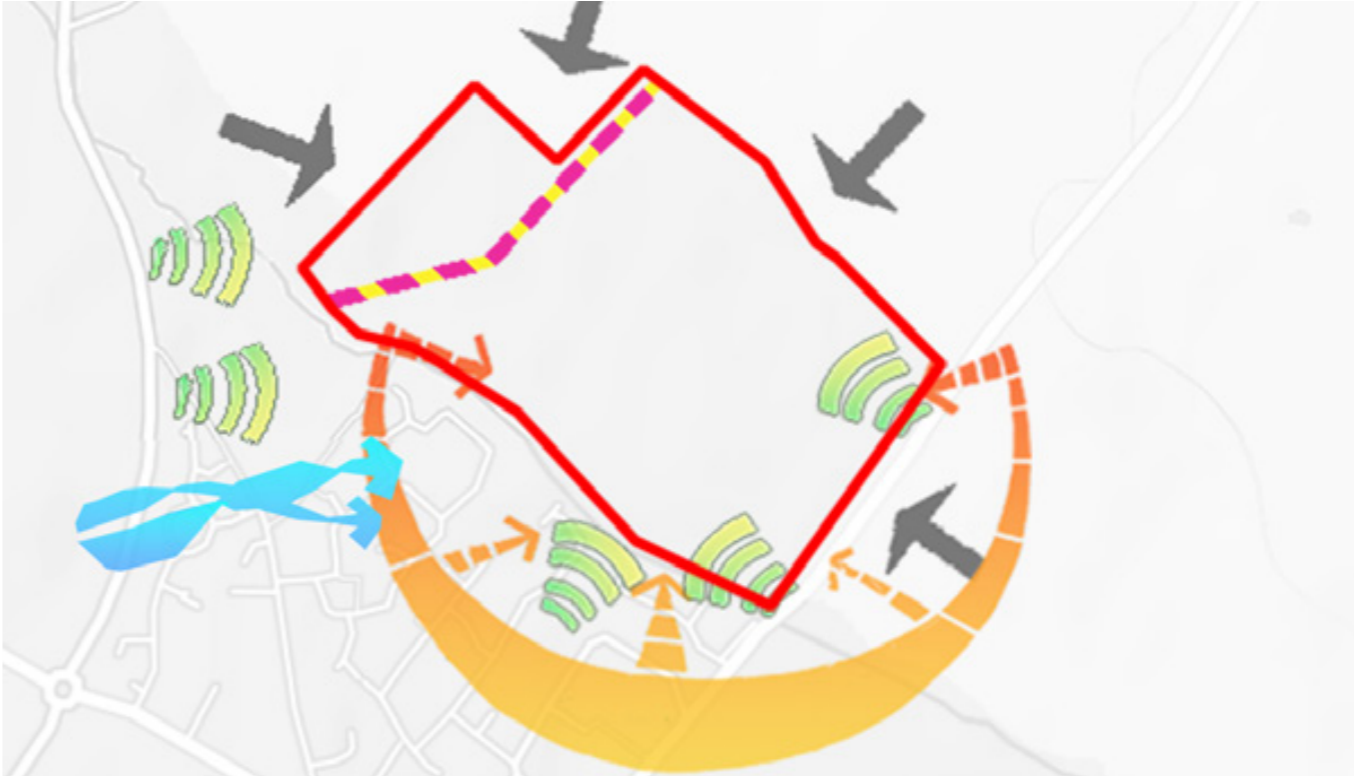
NOISE

Noise from vehicles on the road will have an impact on the site.

VIEWS

Open views toward the site, from neighbouring farmland and residential buildings, also with broad open views from PROW.

- Sun path
- Wind Prevailing
- Noise
- Views
- Gas main with 20m easement



SITE APPRAISAL

ECOLOGY

The map illustrates the ecological opportunities, as set out in the Zebra Ecology Preliminary Appraisal. There are Twenty-one statutorily designated sites have been identified within 10km of the site. The closest being Loxley Church Meadow (SSSI) located c.3.4km south west of the site.

An **active badger** sett is located c.150m to the north of the site in an adjacent parcel of land.

Trees with Low Bat Roosting Potential

The **hedgerows** provide suitable commuting / foraging habitat for bat species. The hedgerows hold high ecological value and provide opportunity for a range of commuting and foraging local fauna.

A large **buffer** (c.100m) between the proposed residential dwellings and this habitat has been integrated into the masterplan.






Trees with Moderate Bat Roosting Potential

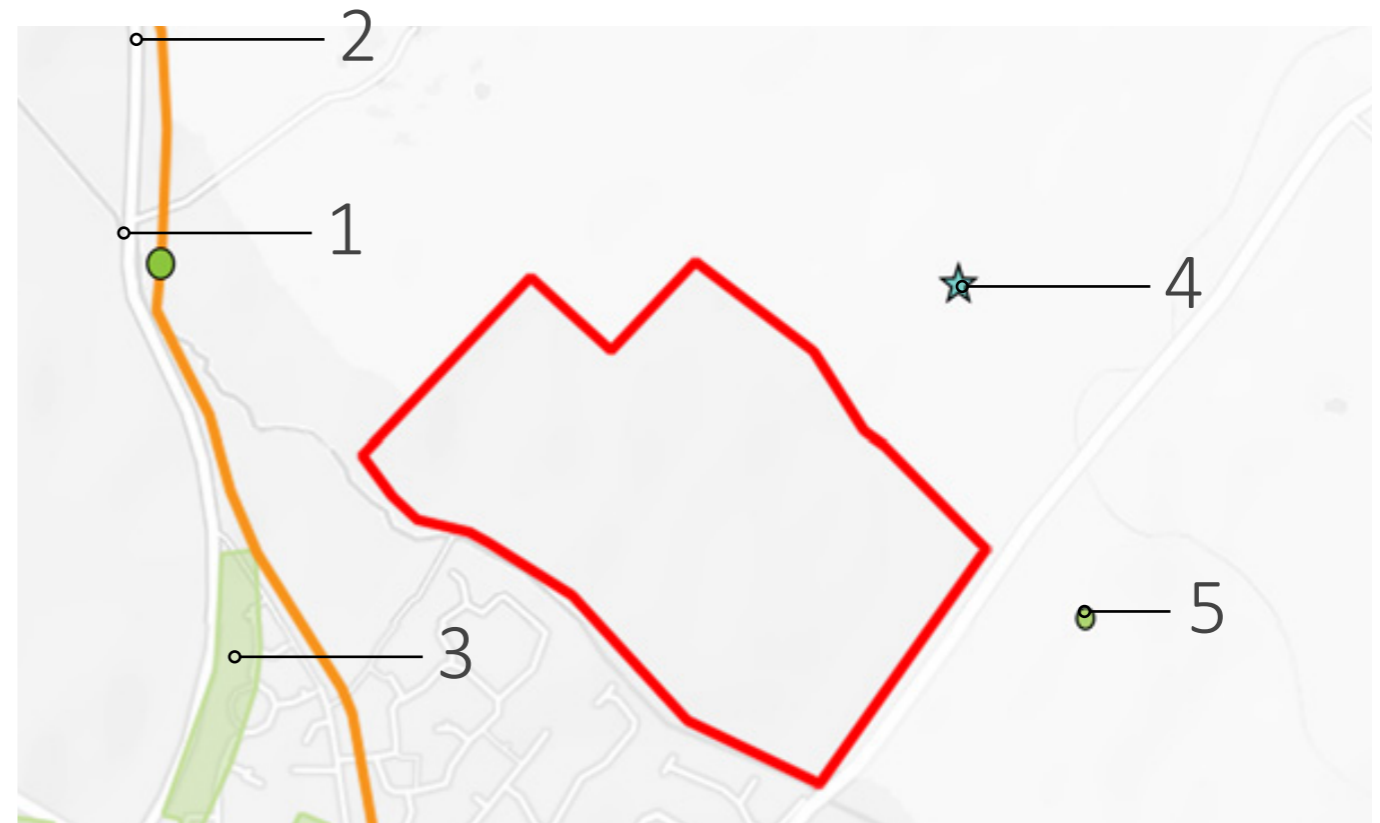
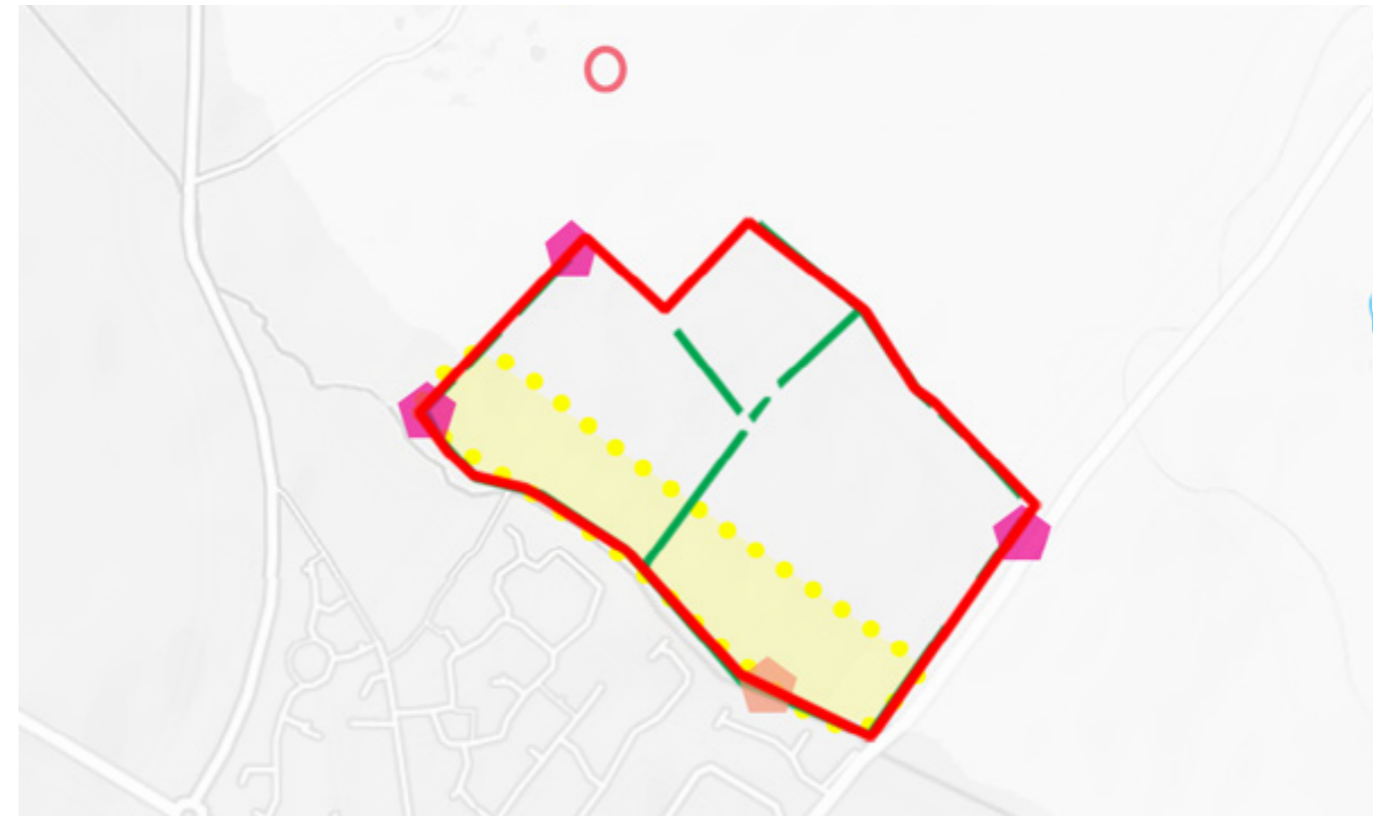
HERITAGE

The map illustrates the development and potential impact on heritage assets, as set out in the Orion Archaeological Desk-Based Assessment. A review of the available evidence has identified a low potential for the site to contain finds and features from all periods.

Key

1. Monument- Charlecote Brook Bridge is post medieval modern and made of concrete, but is in the position of the previous bridge which was post medieval (MWA19950)
2. Monument- Turnpike road from Warwick to Paddle Brook built in Post Medieval period. A toll road running from Warwick to Paddle Brook. Travellers would have had to pay a toll to use the road during the Imperial period. This is the HER recorded location. (MWA4820)
3. Monument- Iron Age boundary ditch, Charlecote Road, Charlecote An archaeological excavation discovered a boundary ditch dating to the Iron Age, as well as a shred of pottery. The site is located 300m north west of the church, Wellesbourne, and there are now dwellings in this location, constructed after the excavation was recorded. (MWA 8197)
4. Two Monument Finds-Find of fragment of Anglo Saxon brooch Find of Anglo Saxon brooch fragment in either Wasperton or Wellesbourne. (MWA9828)
-Find of Roman coins, potsherds and a brooch fragment. (MWA9827)
The location of this findspot is uncertain.
5. Monument- Iron Age boundary ditch, Charlecote Road, Charlecote. There are also dwellings in this location, constructed after the ditch was recorded. (MWA20581)

-  Active Badger Sett
-  Trees with low bat
-  Hedgerows
-  Buffer
-  Trees with moderate bat roosting



SITE APPRAISAL

Applying each of the previous pages' analyses, the image to the right shows a layered, combined plan, showing a comprehensive picture of known constraints.

- Key**
- Flood Zone 1
 - Flood Zone 2
 - Flood Zone 3
 - Water course
 - Foul Sewer
 - B4087
 - B4088
 - A429
 - Footpath
 - Secondary Roads
 - A Category Tree
 - B Category Tree
 - C Category Tree
 - U Category Tree
 - Hedgerow
 - Sun path
 - Wind Prevailing
 - Noise
 - Views
 - Gas easement
 - Active Badger Sett
 - Trees with low bat
 - Hedgerows
 - Buffer
 - Trees with moderate bat roosting

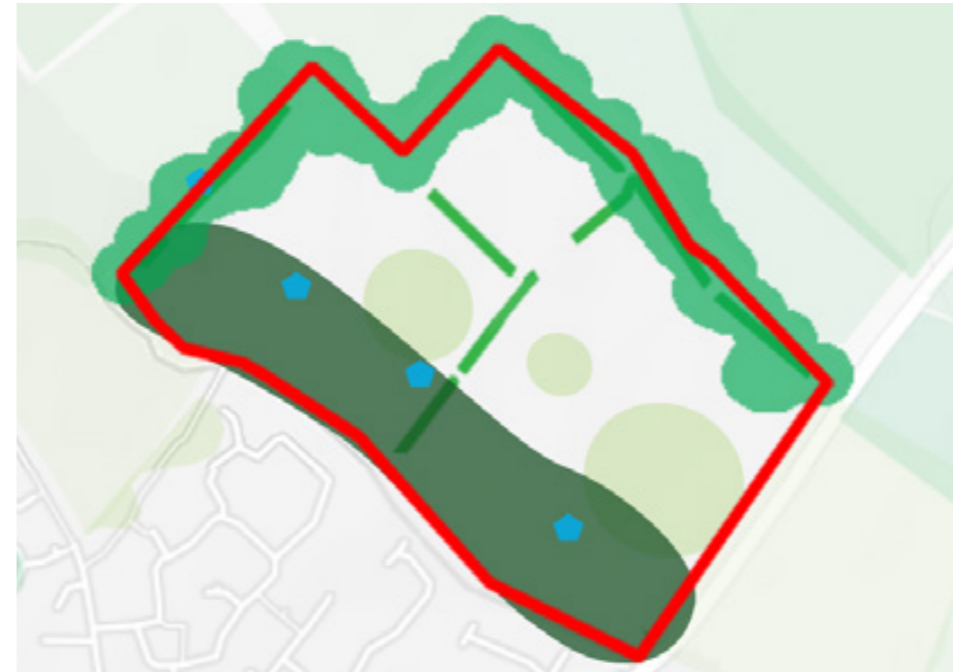


DEVELOPMENT OPPORTUNITIES

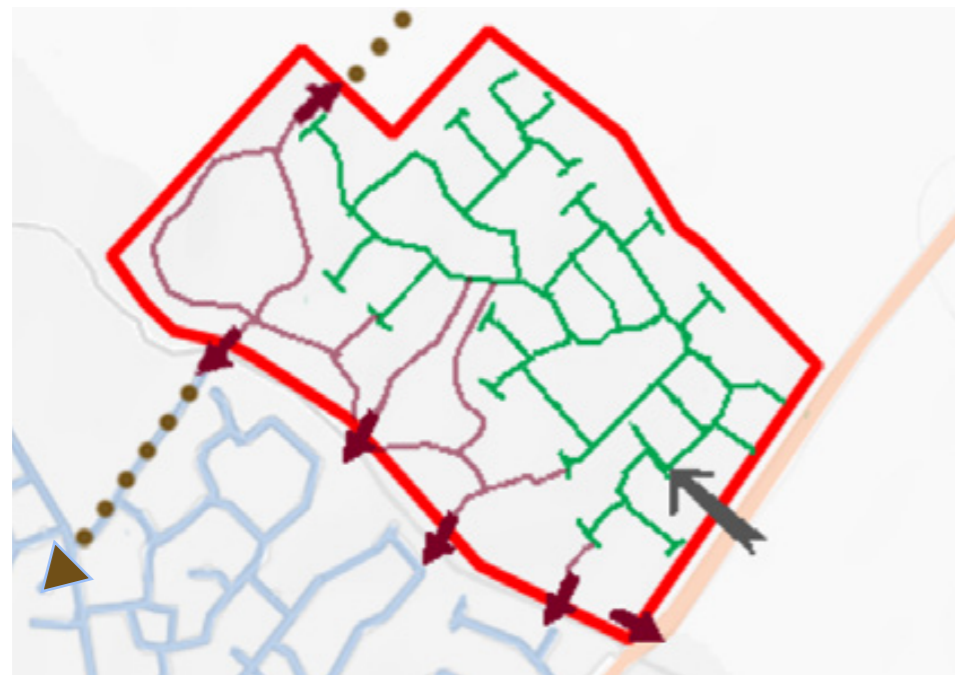
BLUE NETWORK



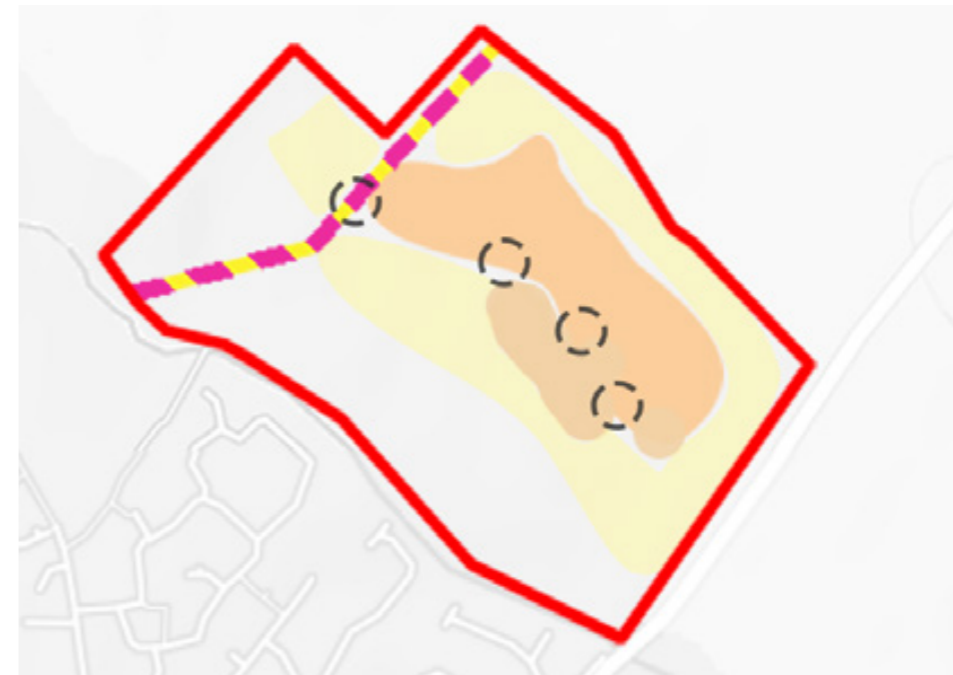
LANDSCAPE FEATURES



MOVEMENT NETWORK



BUILT ENVIRONMENT



BLUE NETWORK

In response to the site assessment carried out, opportunities have been identified to guide the masterplanning process, as set out here. The adjacent image relates to BLUE NETWORK which focuses on drainage and flooding.

As set out in the Wardell Armstrong Preliminary Flood Risk and Drainage Assessment, the following key points are concluded:

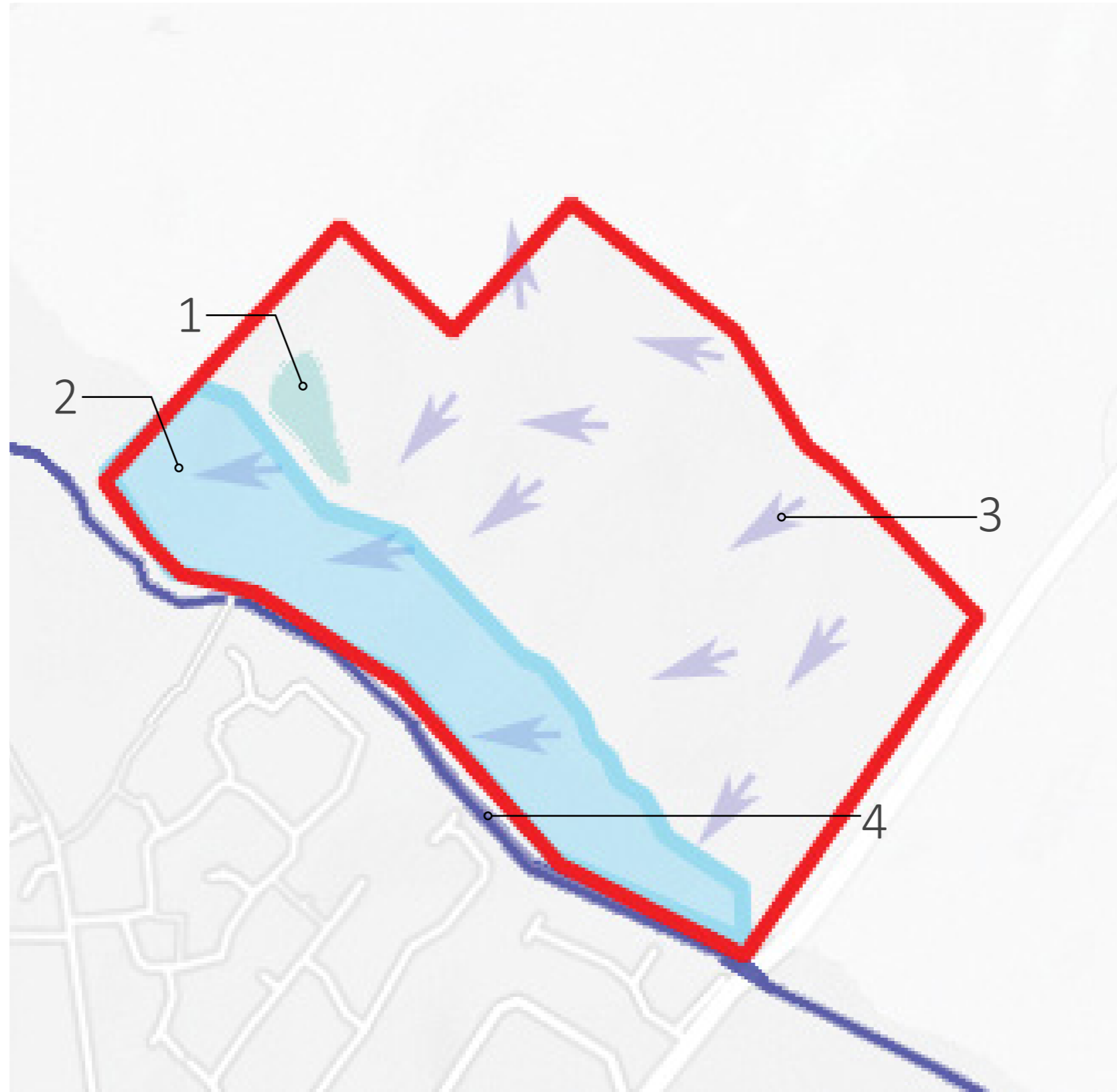
A) Risk of flooding to the proposed development from surface water, groundwater, sewers and artificial sources is considered to be Low or Very Low.

B) The area of impermeable ground will likely increase from any proposed development, and mitigation will be required. This should mimic green field performance for a range of storm events.

C) On site attenuation should be provided to accommodate flows up to and including the 1 in 100 year storm event, including a 40% climate change allowance.

Key

1. Attenuation required to reduce flooding and to promote filtration.
2. Area of high surface water flooding risk, no build within this zone.
3. Potential overland flow route.
4. Existing watercourse.

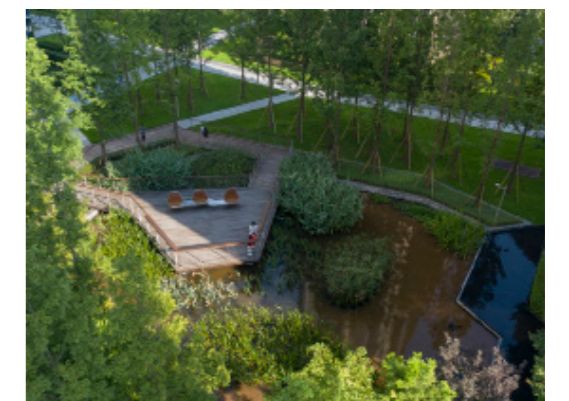
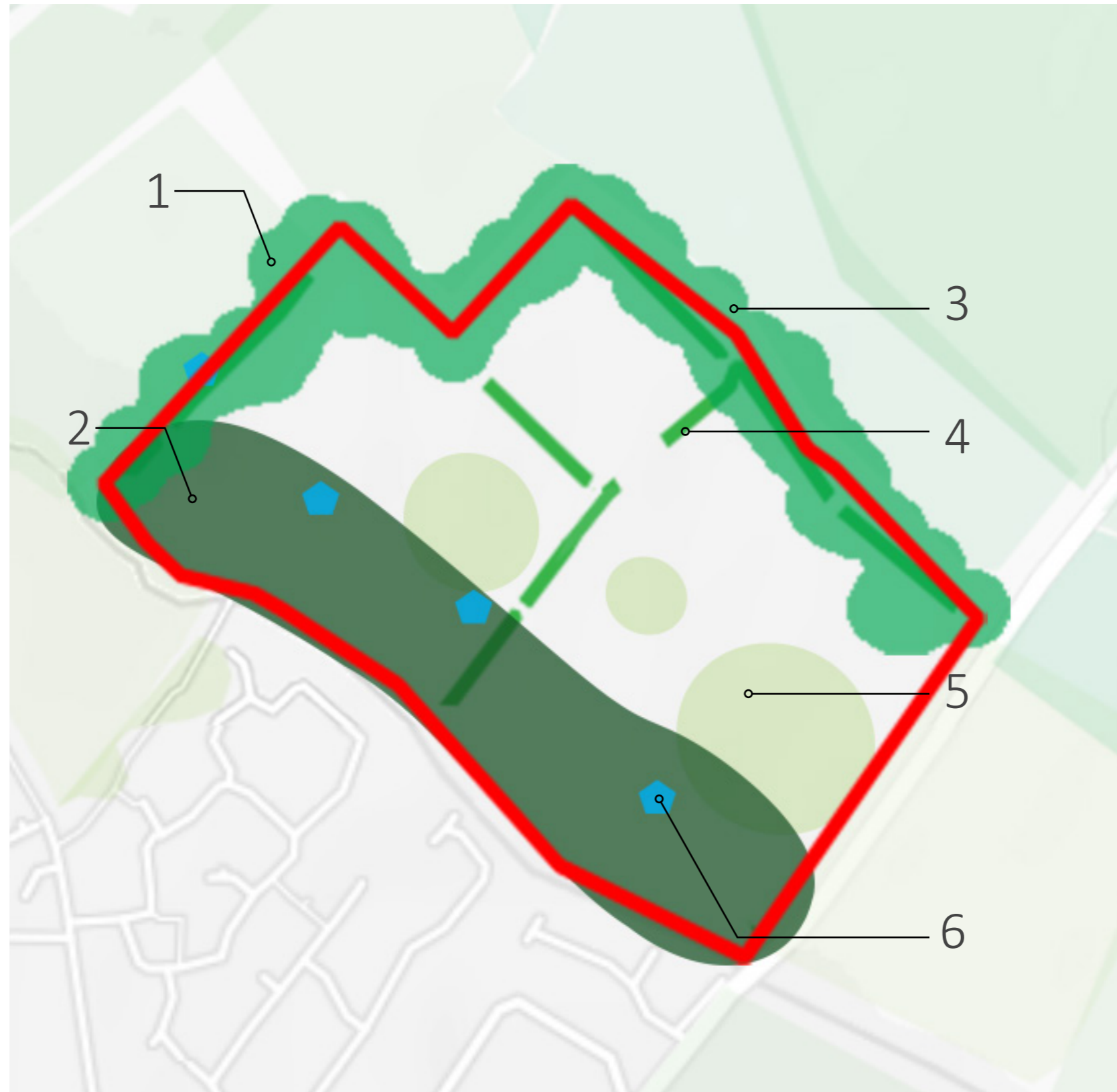


GREEN NETWORK

The GREEN NETWORK map illustrate opportunities within the landscape features that characterise the site and hold the potential to become structuring elements of the new settlement.

Key

1. Extension of the existing tree line to buffer the open views along north boundary buffer to limit visual envelope.
2. Expansive natural green landscape within flood zone the creating a continuous green corridor around the settlement.
3. A new vegetated edge to the site would soften broad open views from the north.
4. Green corridor and existing hedgerow to be retained where possible, forming part of the site wide landscape strategy.
5. Potential for additional green spaces, trees and vegetation.
6. Play areas to be introduced.



MOVEMENT NETWORK

The MOVEMENT NETWORK map illustrates the existing and aspirational links that create permeability through the site and to the adjacent settlements and wider footpaths network.

Pell Frischmann undertook a Transport Technical note, and looked at the site from a Highways perspective. The following conclusions were made as part of that process:

A) The site is in a sustainable location, within walking and cycling distances of local facilities and services.

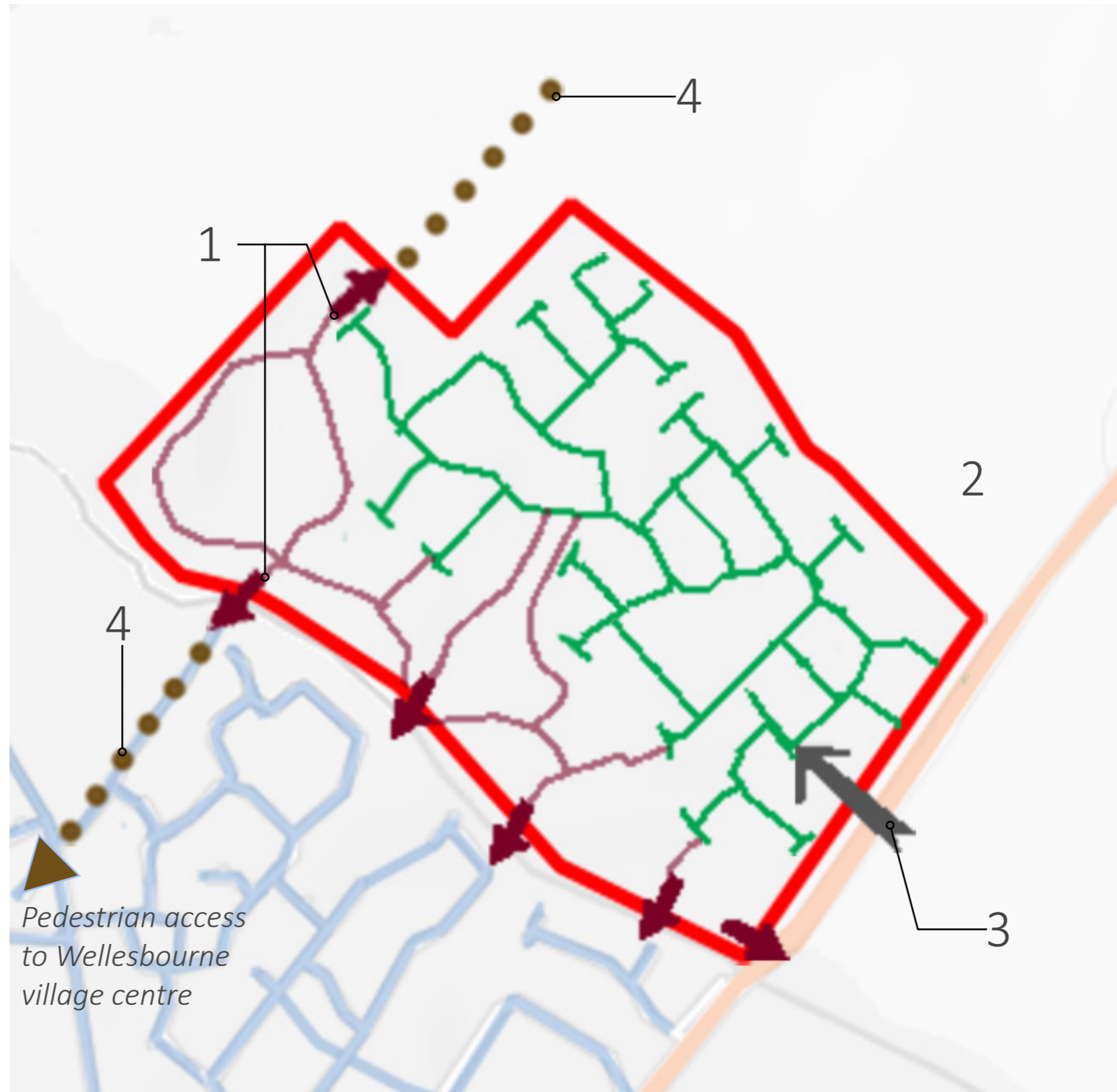
B) A new vehicle access has been identified along Newbold Road, in the form of a roundabout, in line with WCC's Part 3 Street Design Guide.

C) Two separate, simple priority junctions are also an alternative.

D) A number of new pedestrian links are suggested to the west, to increase pedestrian and cycle permeability.

Key

- 1. Footpath links and connections
- 2. Vehicle links
- 3. Main vehicle entrance
- 4. PROW 299/SD128/1



BUILT ENVIRONMENT

The BUILT ENVIRONMENT map illustrates the build areas and building density, as set out in the Zebra Landscapes Constraints and Opportunities Plan, as part of the 'Landscape Position Paper'.

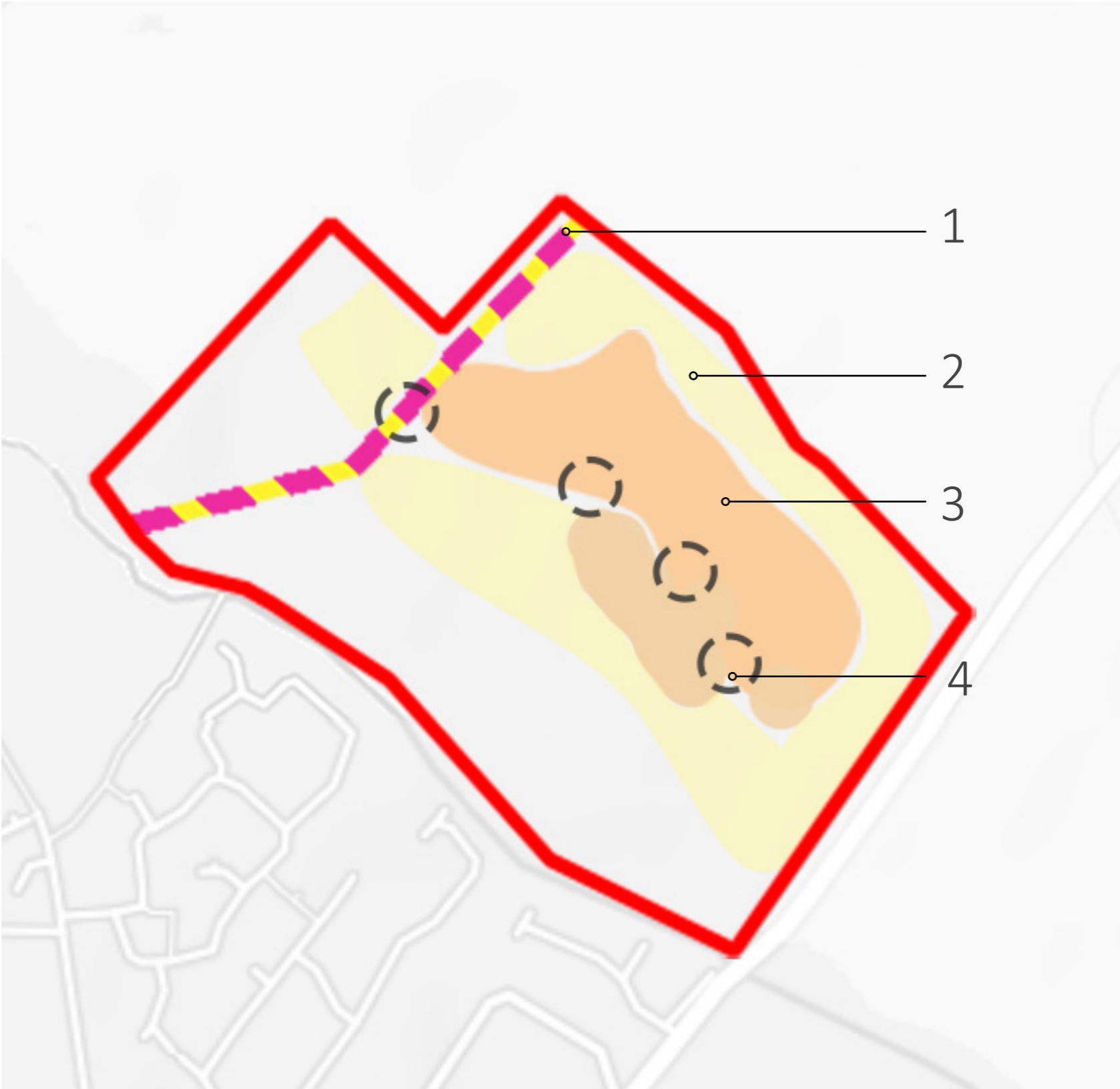
Higher density development would sit more comfortably to the centre of the site, with lower density to the edges of any proposed development, utilising the topography to minimise any visual impact.

An existing gas main with 20m easement also limits development along the northern portion of the site.

Introducing focal points in key locations, a hierarchy of built form can be established.

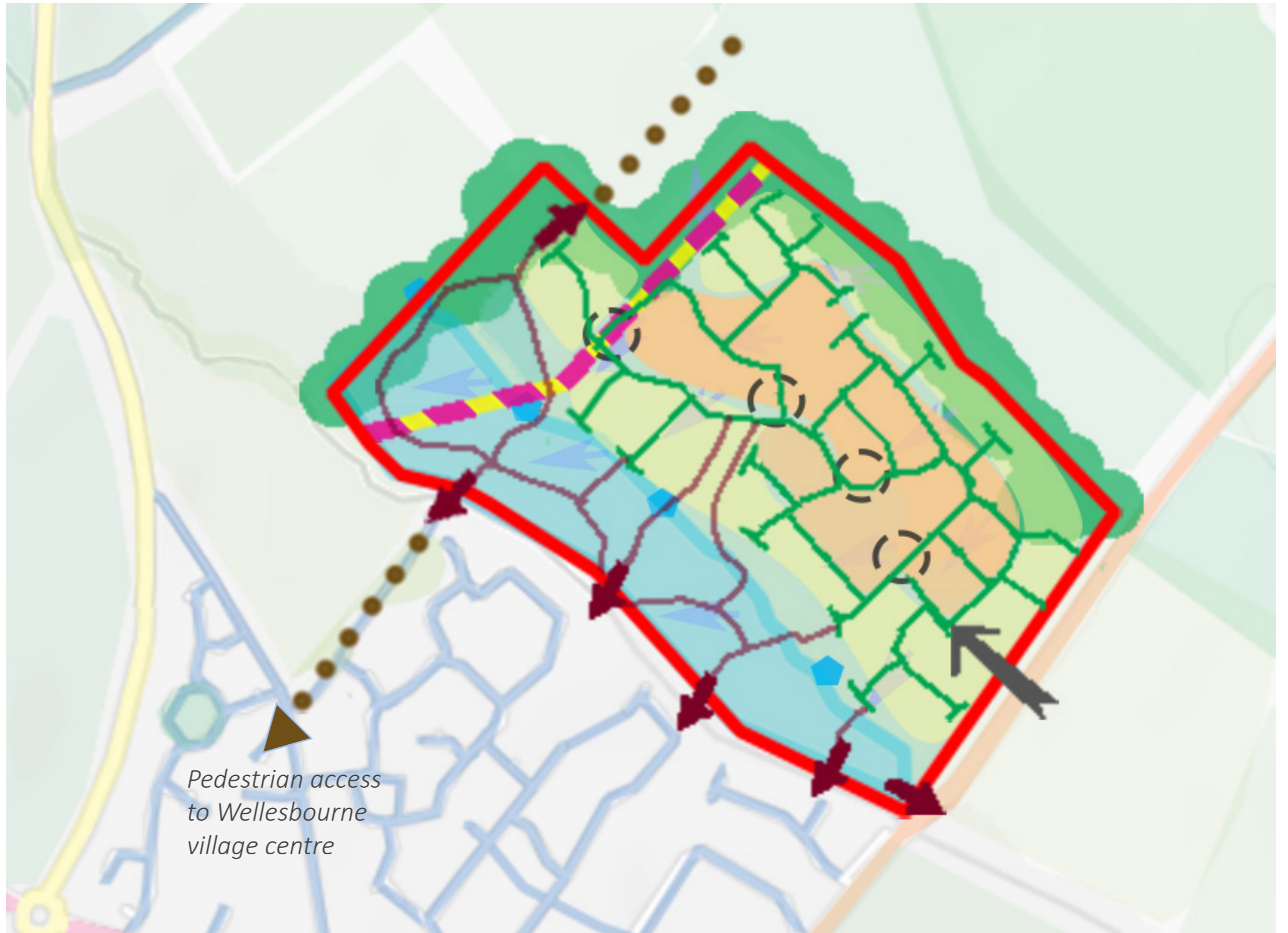
Key

- 1. Gas main with 20m easement
- 2. Low density residential area
- 3. Medium / high density residential area
- 4. Public squares /arrival points



DEVELOPMENT OPPORTUNITIES

Applying each of the previous pages' on the site opportunities, the image to the right shows a layered, combined plan, illustrating a comprehensive image of known opportunities driving the masterplan.



MASTERPLAN

Gross Area- 68.9 Acres /27.8 Hectares

The proposed Masterplan has a development density of approximately 50% of the gross site area.





30 st georges square
worchester
WR1 1HX

15 stratton street
mayfair
W1J 8LQ

