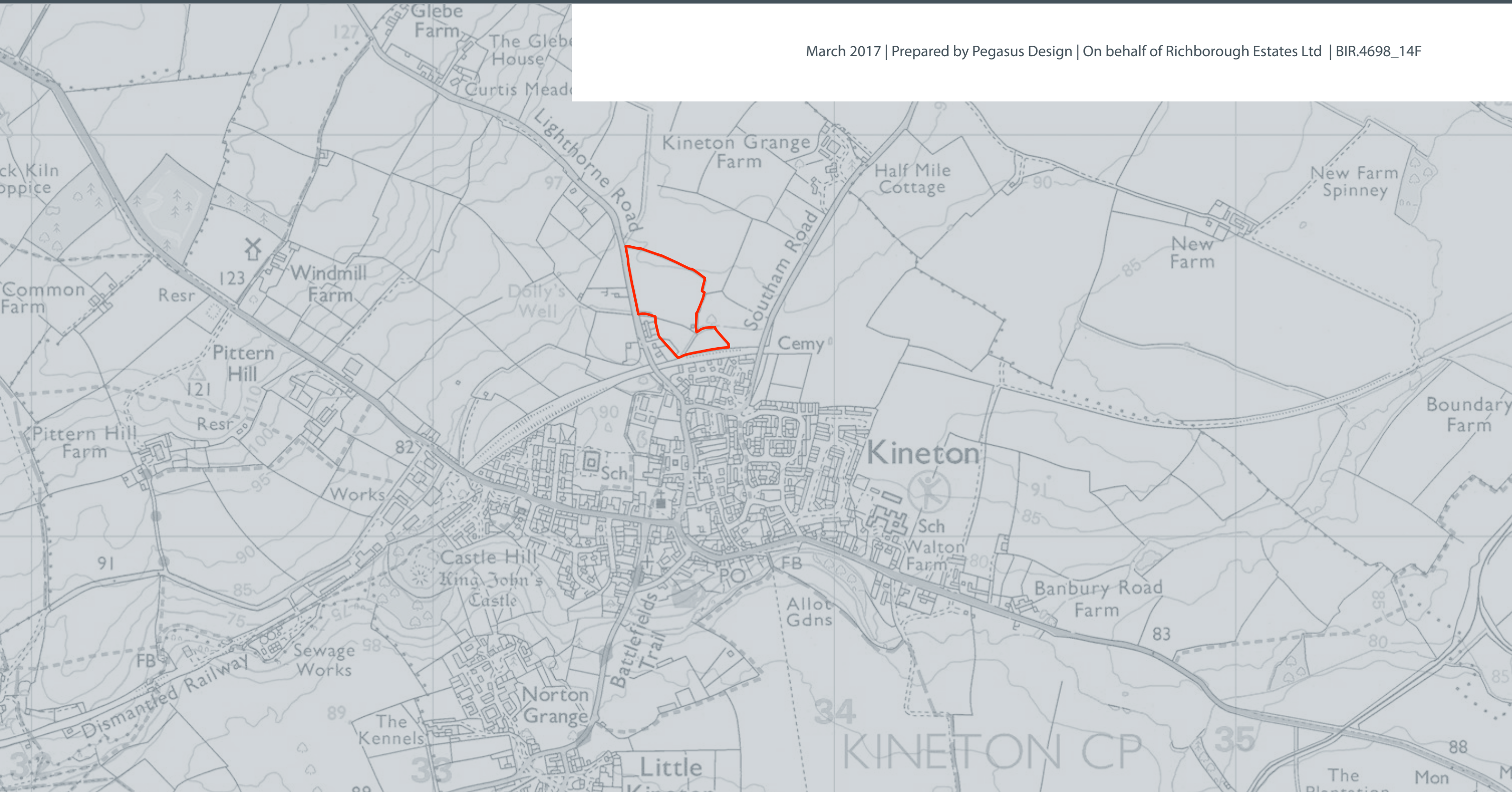


# LIGHTHORNE ROAD KINETON

## P R O M O T I O N A L D O C U M E N T

March 2017 | Prepared by Pegasus Design | On behalf of Richborough Estates Ltd | BIR.4698\_14F





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NOTE: THIS DOCUMENT IS DESIGNED TO BE VIEWED AS A3 DOUBLE SIDED







# 01 | INTRODUCTION & THE CONSULTANT TEAM

## INTRODUCTION

- 1.1 Richborough Estates is a responsible and specialist strategic land promotion business founded with the aim of working in partnership with landowners. The projects are located throughout the country ranging from large urban extensions to residential schemes to sites on the edge of settlements such as Kineton.
- 1.2 Richborough oversee entire planning processes from start to finish and seek to work very closely with local communities, Planning Officers and Councils to create the most mutually beneficial schemes. Richborough is seeking to apply this approach to the site at Lighthorne Road, Kineton which extends to about 3.6 hectares (8.9 acres).
- 1.3 To provide a baseline for any proposals, Richborough has commissioned a specialist team of consultants to undertake a range of environmental and technical surveys. This document seeks to bring together the outcome of these studies and explains how the constraints and opportunities which exist have informed the proposed development of around 75 new homes together with accessible greenspace (about 1.34 hectares).
- 1.4 One of these opportunities is the potential to include a site of about 0.15 hectares (0.36 acres) for the relocation of the existing healthcare centre. Such a facility would provide the opportunity to improve healthcare provision for existing and future residents. The proposals also include the potential first phase of a northern link road between Lighthorne Road and Southam Road which has been an aspiration of the local community.
- 1.5 The proposed housing would be well related to the existing settlement of Kineton. By reason of the site's location, any future occupiers would have easy access on foot and cycle to facilities and services available within the village centre. The suitability and sustainability of the site has been recognised by its identification as safeguarded land for a residential led scheme in the Kineton Neighbourhood Development Plan.
- 1.6 What is presented in this document is not intended to be a fully work-up scheme for Lighthorne Road but has been prepared for illustrative purposes to be used as the basis for discussions with key stakeholders, including the local community and the Councils.

## RICHBOROUGH ESTATES CONSULTANT TEAM

The Richborough Estates Consultant Team comprises:

### Planning:

Star Planning and Development



### Landscape:

Tyler Grange LLP



### Urban Design:

Pegasus Design



### Ecology:

Ecolocation



### Transport:

PTB Transport Planning



### Archaeology and Built Heritage:

Iain Soden Heritage Services Ltd



### Arboriculture:

Resource and Environmental Consultants



### Drainage:

Infrastruct C S Ltd



### Utilities:

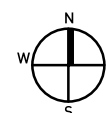
MEC Consulting





# KEY

- SITE LOCATION  
8.96 ACRES / 3.63 HECTARES
- EXISTING VEGETATION
- INDICATIVE VEGETATION
- VETERAN TREES
- SURROUNDING DITCHES
- 1M CONTOURS
- APPROXIMATE SURFACE  
WATER FLOOD ZONE  
(EXTRACT FROM E.A WEBSITE  
NOV 2014)
- PUBLIC RIGHTS OF WAY
- OVERHEAD CABLES
- VIEWS FROM NEIGHBOURING  
PROPERTIES
- LISTED BUILDINGS
- COMMUNITY BUILDINGS
- SITE ACCESS
- SPEED LIMIT
- CONSERVATION AREA
- WATER MAIN AND 6M  
OVERALL EASMENT
- EXISTING WATERCOURSE WITH  
3/5M OFFSET
- POTENTIAL BADGER SET  
AND 30M OFFSET
- AREAS OF ECOLOGICAL ACTIVITY
- ESTIMATED RIDGE AND FURROW



## SITE AND CONTEXTUAL ANALYSIS



# 02 | THE DEVELOPMENT SITE



## CONSIDERATIONS

- C1. Site topography and associated site high and low points;
- C2. Existing vegetation located around the perimeter of the site;
- C3. Contextual views into and out of the site;
- C4. The location of the site at the entry point into the village;
- C5. The existing (residential) building line along Lighthorne Road;
- C6. Drainage easements crossing the northern and western parts of the site;
- C7. Mitigating the visual impact of the development on wider countryside;
- C8. Areas of ecological value to be retained and mitigation provided;
- C9. Ensuring the development positively assimilates with the existing urban edge; and
- C10. To safeguard a link between Southam Road and Lighthorne Road.

## OPPORTUNITIES

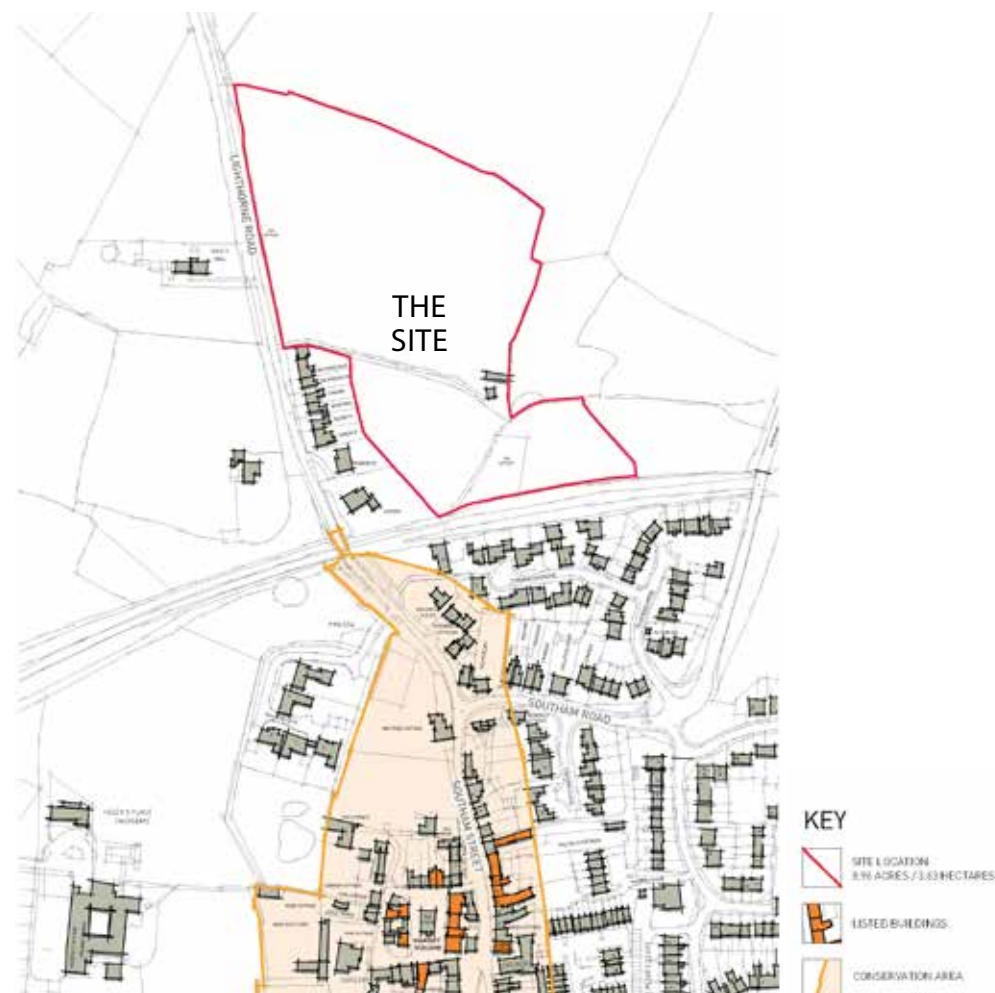
- O1. To logically provide access to the development via the existing road network (Lighthorne Road);
- O2. To create a high quality and landscape led development, supported by extensive public open space, children's play and new infrastructure;
- O3. To create a sustainable, balanced development which offers a range of house types, sizes and tenures;
- O4. To make efficient use of land, through the application of appropriate densities;
- O5. To create development character areas which respond positively to site edges and the adjoining residential context;
- O6. To provide an interconnected landscape structure, based on the retention of existing and provision of variety of additional planting types, which also provide opportunities for biodiversity gain and an increase in habitat potential;
- O7. To create a strong open space strategy which retains and safeguards trees and woodland within public open space;
- O8. To create quality architecture and identity which draws upon the character and pattern of Kineton;
- O9. To provide a range of green spaces including an ecological area, natural play and green corridors and for both new and existing residents; and
- O10. To offer new community facilities to support the local community of Kineton.



# 03 | SITE CONTEXT

## SITE LOCATION AND CONTEXT

- 3.1 The site is located on the northern periphery of the village of Kineton, adjacent to Lighthorne Road. The site comprises 3.6 Hectares (8.9 acres) of grassland, bounded by mature field boundary vegetation and trees.
- 3.2 A woodland block forms a substantial part of the eastern site boundary. Existing residential development lies just beyond the southern boundary, separated from the site by mature dense vegetation along the dismantled railway line.
- 3.3 The site is generally flat, lying at approximately 91 metres (AOD) with a slight hollow in the centre of the site at approximately 89 metres (AOD) and is situated at Ordnance Survey (OS) grid reference SP 33606 51565.



## KINETON CONSERVATION AREA



## SOUTHAM ROAD AND LIGHTHORNE ROAD





# 04 | PLANNING CONTEXT

## PLANNING CONTEXT

- 4.1 In the adopted Stratford on Avon District Local Plan Review (July 2006) Kineton is identified as a Main Rural Centre because, in part, of its services, secondary school and employment area. The site is outside the defined built-up area boundary of Kineton but is not the subject of any other designations which are principally to the south and south west of the village.
- 4.2 Recognising, in part, the status of Kineton in the settlement hierarchy, sites outside the built-up area boundary have been granted planning permission, including an application for almost 100 dwellings at Warwick Road. This site has a resolution to grant planning permission subject to the completion of a planning obligation (Ref 15/03101/OUT). Other recent schemes include housing off Southam Road.
- 4.3 The Stratford on Avon Core Strategy was submitted for examination in September 2014. Following 2 examination sessions held in January 2015 and January 2016, a Schedule of Main Modifications was published in April 2016 in response to the Inspector's preliminary indications as to the main modifications that were required.
- 4.4 The emerging Core Strategy does not change the status of Kineton but the term Main Rural Settlement is adopted. The Core Strategy is not proposing to amend the built-up area boundary of Kineton or to allocate strategic sites. Instead, the Core Strategy refers to development taking place on identified sites in a Neighbourhood Plan.
- 4.5 The Kineton Neighbourhood Development Plan, prepared by the local community, was subject to a Referendum in September 2016. At the Referendum, Kineton voters chose to say 'yes' to the Neighbourhood Plan, following which in October 2016 Stratford-on-Avon District Council resolved that the Kineton Neighbourhood Development Plan be 'made' so that it is now formally part of the District Council's Development Plan. It will be used to guide planning decisions in Kineton parish.
- 4.6 As part of the Neighbourhood Plan 4 sites have been allocated for housing (including land at Warwick Road previously referred to) and 2 sites identified as potential future housing sites. Richborough's site at Lighthorne Road is 'safeguarded land' for future residential development. The built-up area boundary of Kineton has been amended to incorporate all these sites within the settlement. Land to the south of Kineton has, in addition to being part of the floodplain and subject to heritage considerations, been identified in the Neighbourhood Plan as being an area of landscape significance.
- 4.7 With the amendments suggested within the Examiner's report, the adopted Neighbourhood Plan intends that safeguarded land can be brought forward for residential led development where there is an identified need for its release. There are other criteria associated with the development of these sites, including delivering a high quality design, a high quality landscape-led layout, safe access and egress from the local highway network, appropriate external materials and the provision of green travel planning measures.
- 4.8 The need to release this safeguarded site for a residential led scheme is a matter for a separate justification. This document does, however, confirm that the other policy criteria contained in the Neighbourhood Plan can be fully met.
- 4.9 The Examiner within her report deleted from the Neighbourhood Plan the potential for a road link between Southam Road and Lighthorne Road. However, the proposals being put forward by Richborough retain the ability to deliver this aspiration.



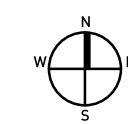


## KEY

-  SITE LOCATION  
8.96 ACRES /  
3.63 HECTARES
-  PROPOSED  
RESIDENTIAL  
DEVELOPMENT
-  POTENTIAL LAND  
FOR HEALTHCARE  
CENTRE
-  PUBLIC OPEN  
SPACE
-  EXISTING TREES
-  PROPOSED  
LANDSCAPE
-  SUDS
-  KEY PEDESTRIAN  
LINKS
-  PUBLIC RIGHT  
OF WAY

## KEY DEVELOPMENT PRINCIPLES:

1. PRINCIPAL ACCESS OFF LIGHTHORNE ROAD
2. POTENTIAL FUTURE LINK ROAD;
3. CONTINUATION OF EXISTING BUILDING LINE ALONG LIGHTHORNE ROAD;
4. CHARACTERFUL RESIDENTIAL STREET WITH CENTRAL GREEN;
5. FOCAL POINT DWELLINGS;
6. CONTINUATION OF EXISTING URBAN EDGE;
7. STREET PATTERNS ORIENTATED TOWARDS PUBLIC OPEN SPACE;
8. ECOLOGY AREA/ CORRIDOR;
9. PEDESTRIAN LINK TO PUBLIC OPEN SPACE;
10. SOFT OUTWARD FACING DEVELOPMENT EDGES; AND
11. EXISTING BUILDINGS TO BE REMOVED.



## PROPOSED INDICATIVE MASTERPLAN



# 05 | THE EMERGING PROPOSALS

## THE EMERGING DEVELOPMENT PROPOSALS

5.1 The indicative masterplan proposal comprises:

- A residential and landscape-led development comprising up to 75 dwellings;
- A range of housing types and sizes comprising 1-4 bedroom dwellings;
- An allowance for 35% affordable housing (26 dwellings) offered in the form of groups of 1, 2, 3 and 4 bedroom dwellings, designed to be tenure blind and pepper-potted in clusters across the development;
- A potential site for a new Healthcare Centre and car park accessed off Lighthorne Road;
- A new vehicular access and pedestrian footway off Lighthorne Road;
- New infrastructure which safeguards a potential link road to Southam Road; and
- Approximately 3.31 acres/ 1.34 hectares of landscaped public open space, comprising an ecological corridor, new woodland and landscaped green edges.

5.2 The indicative masterplan is founded on the following key design principles:

- To integrate the development proposals into the existing movement network via a new traffic junction on Lighthorne Road and to safeguard a future link road eastwards onto Southam Road;
- To maintain the existing track off Lighthorne Road as a pedestrian link to new public open space;
- To relate built form edges of the development to the existing residential streetscape and urban edge along Lighthorne Road, whilst maintaining views into the site and legible links to new public open space;
- To mirror the existing urban grain and in doing so, to respect the residential amenity of existing houses;
- To create low density, soft development edges as a suitable interface to address the transition from the village to the wider landscape;
- To create higher density patterns of housing in the core of the development, complementing a linear and characterful central street;
- To extend the existing Lighthorne Road building line behind existing landscape, maintaining a rural character;
- To implement new landscape and create public green space which complement new development areas and creates a sense of place;

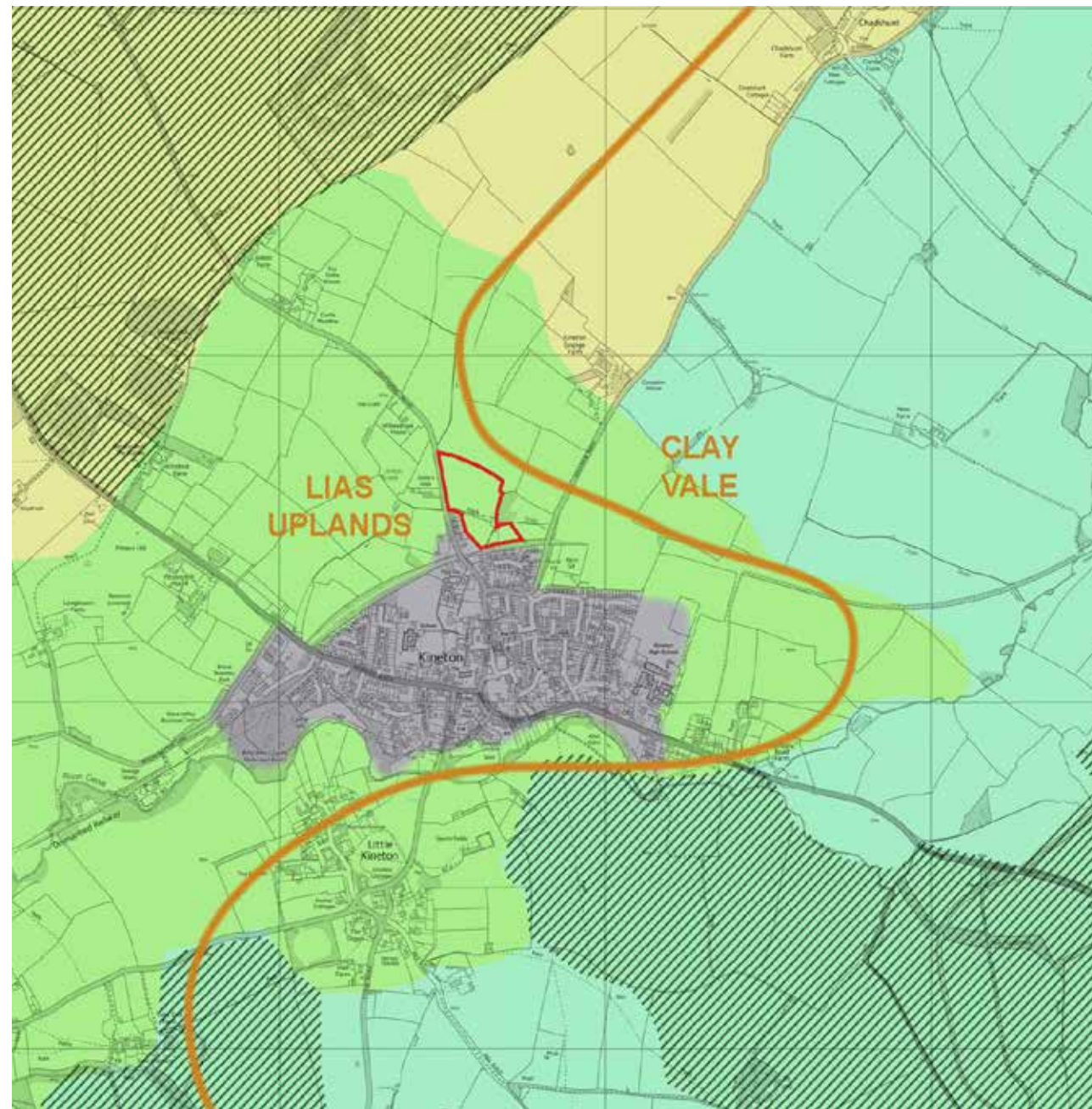
- To create a vernacular which harmonises with the character of Kineton;
- To use a range of residential densities to engender distinctiveness;
- To provide linked green spaces and attractive green corridors, retaining existing landscape;
- To offset development from existing hedgerows along the northern boundary and to create an ecological corridor which meets with the wider green infrastructure network; and
- To implement sustainable forms of drainage in dealing with storm water.

5.3 The indicative masterplan shows a potential area for the relocation of Kineton Healthcare Centre, with the capacity for larger and better facilities. Richborough Estates have been in discussion with Kineton Healthcare Centre and have consulted with the Parish Council and Neighbourhood Plan Group to establish the needs of the community, of which improved facilities for the Healthcare Centre was one. Therefore, this scheme shows the potential to accommodate improved medical facilities which the village needs in order to accommodate the growing population of Kineton.

5.4 The area for the new Healthcare Centre will be secured as part of any future planning permission.



# 06 | LANDSCAPE ASSESSMENT



LANDSCAPE CHARACTER AREAS



## LANDSCAPE CHARACTER

- 6.1 At the national level the site is located within the 'Dunsmore & Feldon' Character Area (National Character Area 96).
- 6.2 The principal features of this character area are described as:
- The sense of a predominantly quiet, rural landscape is heightened by its close proximity to several urban areas, with a gently undulating landscape of low hills, heathland plateaux and clay vales separated by the occasional upstanding escarpment;
  - The underlying lower Lias clays and Mercia mudstones are similar throughout Dunsmore and Feldon but the Quaternary 'superficial' deposits are what mark the change in character between Dunsmore and Feldon;
  - Light sandy soils associated with the west (Dunsmore) supporting mixed farming and some intensive arable with fertile alkaline soils to the east (Feldon) supporting grazed pasture;
  - Generally low woodland cover across the area, although there are areas of well wooded character and ancient woodlands, especially in the north, providing habitats for bluebells, molluscs and fritillary butterflies; these woodlands are linked with landscaped parklands and hedgerow trees;
  - Remnants of the formerly extensive Dunsmore Heath, preserving characteristic heathland archaeology, can still be found in woodland clearings. Natural regeneration on sand and gravel soils also occurs along roadside verges, although bracken is often abundant;

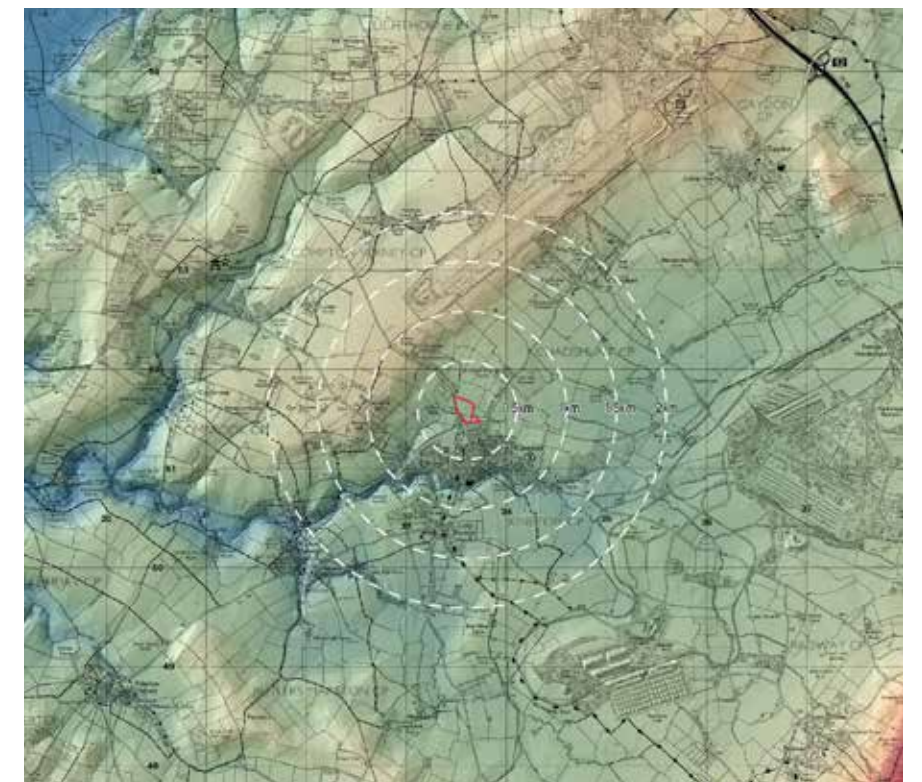
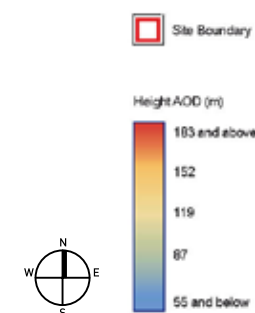


- Narrow, meandering river valleys with pollarded willows, streamside alders and patches of scrub supporting dipper, kingfisher, otter and Atlantic stream crayfish;
- Canals, including the Grand Union Canal, and Draycote Reservoir provide important riparian habitats and a well-used recreational resource;
- Mainly large fields, with regular or rectilinear shapes, although some smaller fields also feature. Numerous areas of remnant ridge-and-furrow and earthwork remains of medieval settlements as found at Lower Tysoe, Radwell and Napton on the Hill;
- Predominantly nucleated settlement pattern with a low density of isolated farmsteads and some field barns sitting within a landscape of piecemeal and planned enclosure of the open fields which extended from the villages over large parts of this area. Many villages have recently expanded but the traditional buildings, constructed of red brick or Lias limestone, still retain their blue brick or ironstone details;
- The busy roads and large industrial units on the outskirts of the main settlements of Leamington Spa, Coventry and Rugby exert an urban influence on the surrounding area; and
- Limestone quarrying for the cement industry was formerly a feature in the centre and south of the area, and disused quarries are now prominent elements in the landscape. The rock exposures and spoil heaps are of geological importance, as well as having interesting limestone grassland communities.

- 6.3 At a County level the Warwickshire Landscape Project, identifies the site within the 'Feldon Parkland' character type which is described as "A well wooded estate landscape with many large country houses set in mature parkland".
- 6.4 The key characteristics of the Feldon Parkland can be summarised as:
- Large scale rolling topography with occasional steep scarp slopes;
- Large woodlands, often associated with rising ground;
  - Many small coverts and belts of trees
  - Mature hedgerow and roadside oaks
  - Large country houses set in mature parkland
  - Nucleated settlement pattern of small estate villages
  - Large isolated brick farmsteads
- 6.5 The wider landscape is characteristics of the Feldon Parkland, however the site itself does not contain any features that are particularly rare or notable, restricted to on-site hedgerows and the immediately adjacent woodland.

- 6.6 At a local level the Stratford on Avon Design Guide identifies the site within the 'Feldon character area, and more specifically, within the 'Lias Uplands' Character Area, which is described as:

- A varied rolling land form often associated with steep wooded scarp slopes, mostly draining to the Rivers Dene and Itchen without clearly defined basins;
- Many hedgerows and roadside trees; well defined geometric pattern of small to medium sized fields; disused quarries with semi-natural grassland and scrub
- Compact villages sited on hill and ridgetops, hill sides and along narrow valley bottoms; and
- Main building materials are White Lias Limestone (now known as Langport Member Limestone), Blue Lias Limestone and brick.



## LOCAL TOPOGRAPHY



6.7 The village of Kineton is situated in a valley bottom, which is characteristic of 'the Lias Uplands', with views from the village to the north west and further to the south east of rising landscape. Abundant hedgerows and roadside trees filter views across the surrounding landscape offering occasional glimpses towards the many scattered farmsteads northwards of the site.



Photoviewpoint 1



Photoviewpoint 2



VIEWPOINT LOCATION  
PLAN



Photoviewpoint 3





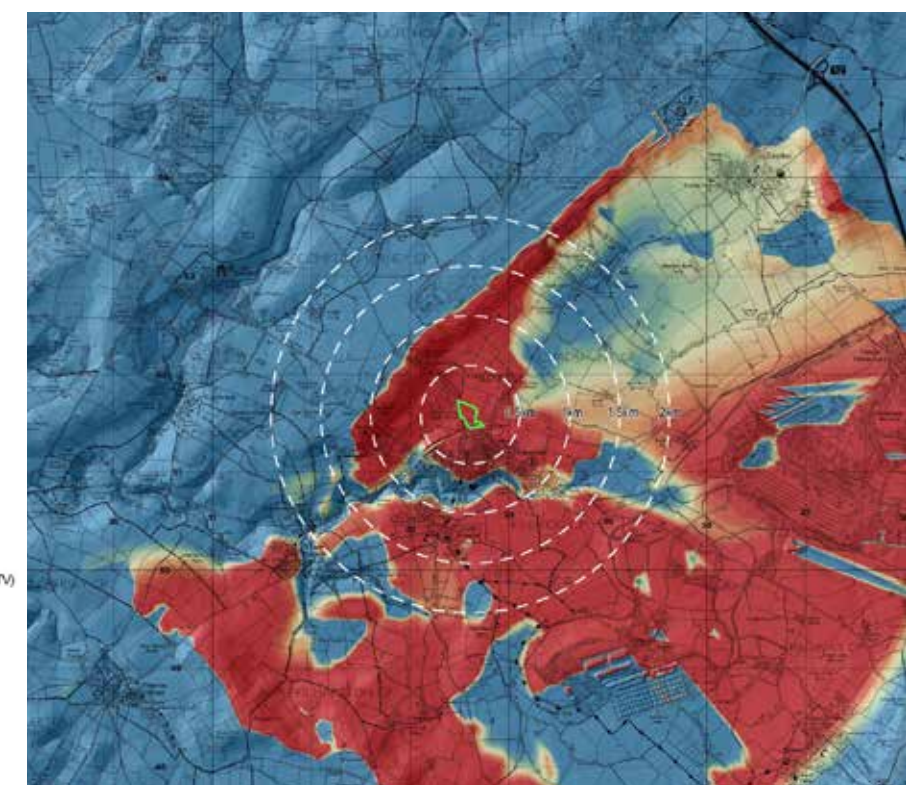
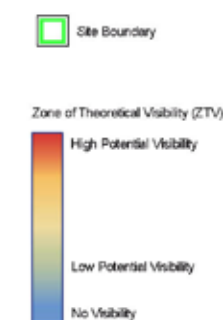
Photoviewpoint 7



Photoviewpoint 9

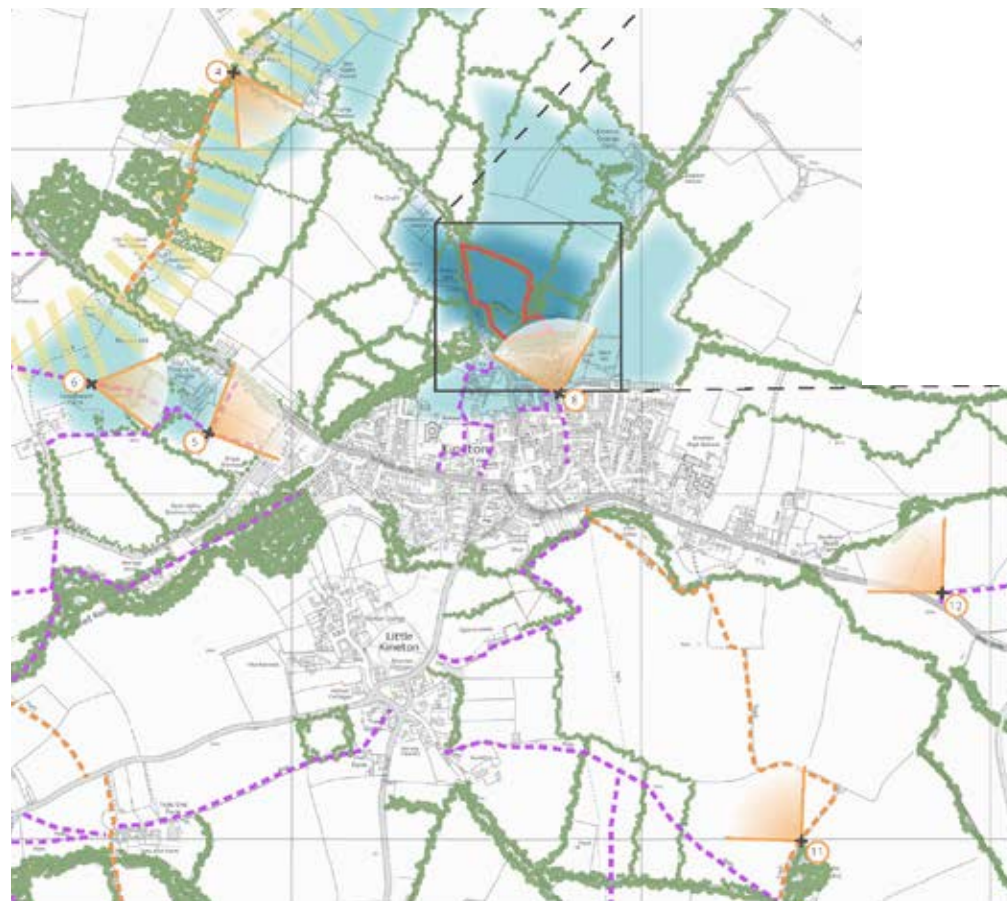
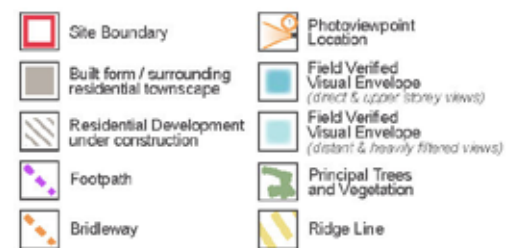


Photoviewpoint 10



ZONE OF THEORETICAL VISIBILITY

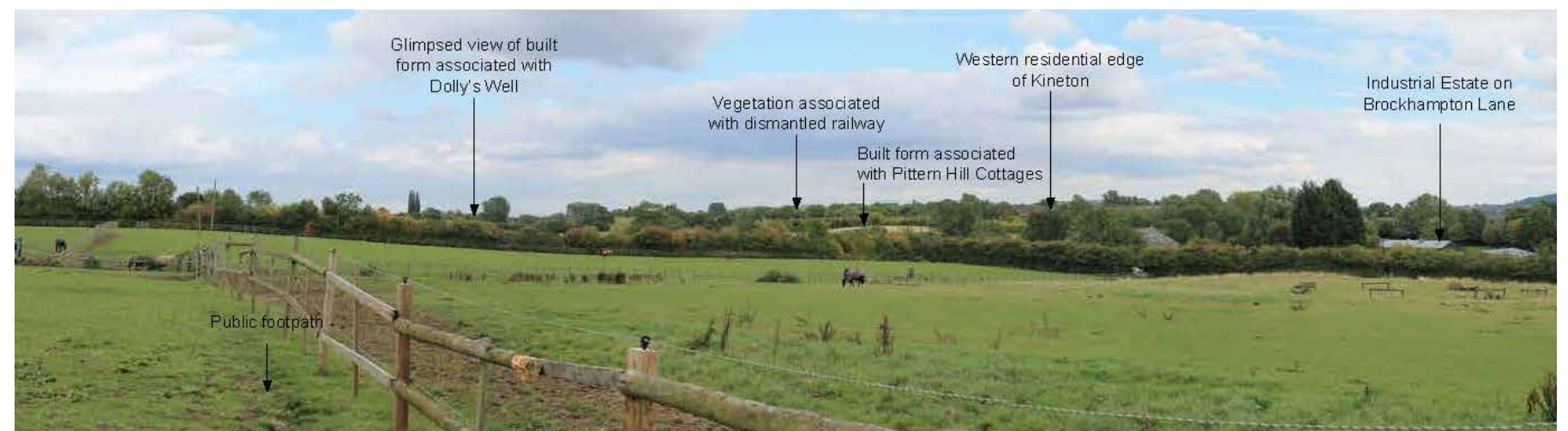




VIEWPOINT LOCATION PLAN & FIELD VERIFIED VISUAL ENVELOPE



Photoviewpoint 4



Photoviewpoint 5



Photoviewpoint 6





Photoviewpoint 8



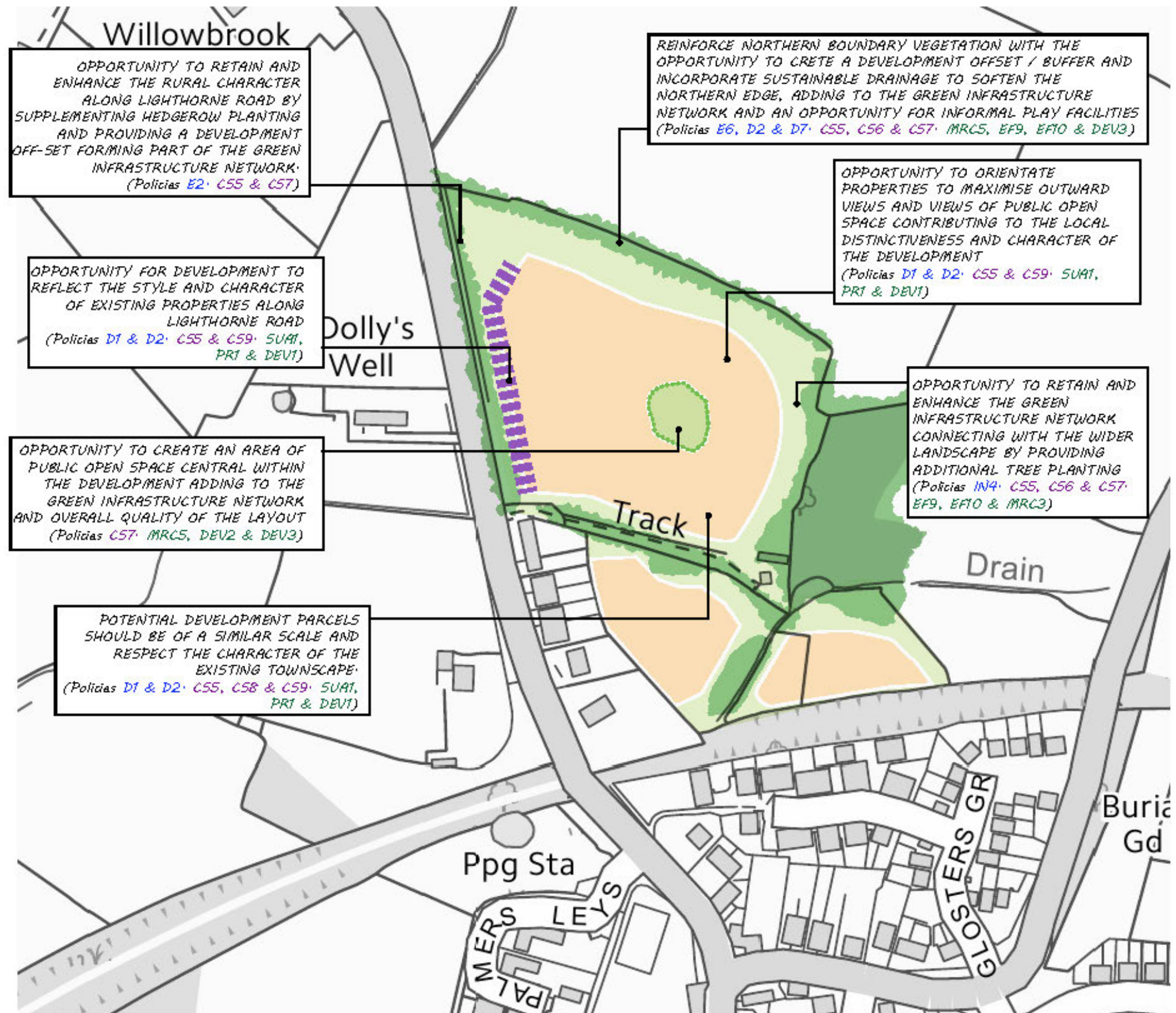
Photoviewpoint 11



Photoviewpoint 12



- 6.8 The site falls entirely within Zone K03 which is identified within the Stratford-on-Avon Landscape Sensitivity Study. Partly, due to strong sense of enclosure from hedgerow boundaries and vegetation associated with the dismantled railway line, Zone K03 is considered to have a high/medium landscape sensitivity to housing development. It is noted in the study that noise from existing roads reduces tranquility and that field boundaries are in poor condition. As highlighted within the landscape sensitivity study, there is potential for landscape enhancement in this location. There is the opportunity to strengthen existing boundaries, including the gapping up of hedgerows and planting new hedgerow trees as part of the development of the site.
- 6.9 Visually, the site is largely contained by local topography, the established landscape framework across the wider landscape, including dense tree cover along the dismantled railway to the south, woodland block and roadside trees and hedgerow to the east and roadside trees and hedgerows along Lighthorne Road to the west, and also by the surrounding townscape and residential development south of the site.
- 6.10 The retention and enhancement of existing field boundary vegetation and on-site mature trees, as well as the incorporation of development offsets from the northern and eastern boundaries, can assist in ensuring new development is assimilated into the settlement fringe of Kineton and only affects a localised geographical area.



## LANDSCAPE CONSTRAINTS & OPPORTUNITIES

Kineton Neighbourhood Development Plan Policies - submission draft 2015  
Stratford-on-Avon District Interim Adopted Core Strategy Policies 2015  
Stratford-on-Avon District Local Plan Review - saved policies 2006



# 07 | ECOLOGY

## ECOLOGY

- 7.1 An Ecological Appraisal of the site was carried out with visits to the site in March and October 2015 to identify the habitats present and assess the potential for protected and notable species to use the site. The site is comprised of two fields of species-poor semi-improved grassland with defunct hedgerows, fencing and linear trees at the boundaries, two ponds (one being of very little ecological value), several small agricultural buildings and patches of scrub and ruderal vegetation. The most valuable habitats identified included the ponds and hedgerows, which are of high and medium ecological value respectively. Both ponds and the northern boundary hedgerow will be retained and enhanced as part of the works.
- 7.2 A dismantled railway, identified as a potential Local Wildlife Site, runs along the southern boundary of the site. This will be protected by an appropriate buffer consisting of grassland habitat and sensitive lighting in this area. The site itself has no designation for nature

conservation.

- 7.3 Baseline surveys for bats, badgers, reptiles and great crested newts were carried out within the 2015 survey season. These surveys revealed an active badger sett as well as a medium population of great crested newt and a small population of grass snake within the site. In addition, the site was identified as high value bat foraging habitat. Appropriate mitigation for protected species will be carried out on site to protect individuals during works. Habitats for these species will be retained and enhanced in the north and south-eastern parts of the site to ensure continued use by wildlife into the future. This will include creation of species-rich grassland and native species planting in gaps in hedgerows and new landscape planting across the site.



Existing outbuildings proposed for removal



Semi-improved grassland on site



Existing pond to the south-east of the site





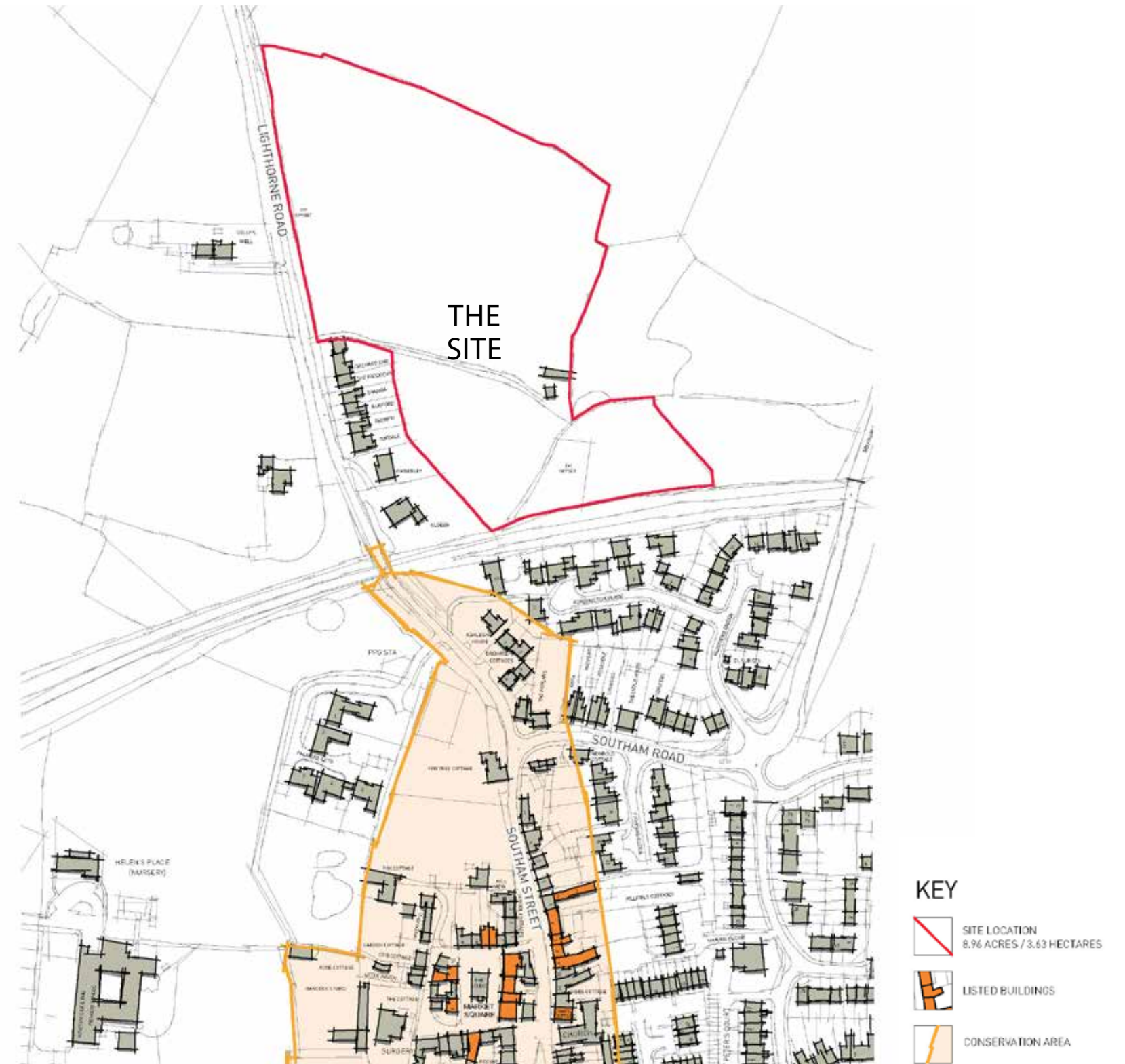
\*Image courtesy of Google



# 08 | HERITAGE

## HERITAGE AND ARCHAEOLOGY

- 8.1 A thorough archaeological desk-based assessment has been prepared by Iain Soden Heritage Services Ltd in accordance with industry best-practice and NPPF (Paragraphs 128 and 129) and Local policies EF4 EF11A and EF11B, which together set out guidance on the preservation, management and investigation of the historic environment.
- 8.2 This has found that the site lies outside the medieval village in what comprised part of its open field system. Here, former earthworks from ridge and furrow plough-cultivation are minimal survivals, most having been ploughed out in modern times. They were formerly recorded on the Warwickshire Historic Environment record (HER) as MWA 19597, but have since been mostly lost from the landscape.
- 8.3 Iron Age remains have been found some 300 metres from the site and although this is some distance away, and they appeared to fall well short of the current site, some potential for similar early buried remains does exist, although unproven.
- 8.4 It is likely that although evidence suggests that it is wholly peripheral to early remains, this site will be afforded appropriate archaeological field study and evaluation as part of the attention it will warrant as part of its preparation for development.
- 8.5 The report ascertained that there are no views from the site into the Conservation Area and vice versa, or indeed from the closest listed buildings, or any other designated heritage assets locally





- 1. EXISTING TRACK OFF LIGHTHORNE ROAD
- 2. EXISTING GATEWAY SIGNAGE INTO KINETON
- 3. JUNCTION OF SOUTHAM ROAD AND LIGHTHORNE ROAD
- 4. LIGHTHORNE ROAD (SOUTH OF SITE)
- 5. LIGHTHORNE ROAD - BRIDGE OVER DISMANTLED RAILWAY
- 6. LIGHTHORNE ROAD





# 09 | ACCESS AND MOVEMENT

## ACCESS

- 9.1 The main access is proposed to be taken from Lighthorne Road via a new priority junction. The junction can be designed in accordance with relevant residential design guidance, whilst also allowing the potential for a future link road connecting Lighthorne Road with Southam Road which is an aspiration of the local community.
- 9.2 The design of this access has had regard to surveys of traffic flows and speeds that have been undertaken along Lighthorne Road. During the peak periods the surveys confirm that traffic flows are relatively low at between 60 to 100 vehicles per hour in each direction and there capacity for Lighthorne Road to accommodate traffic from this scheme. Visibility Splays of sight lines are an essential feature of an access road allowing traffic on the minor road to see cyclists, vehicles and pedestrian on the main road. Visibility splays can be provided, as part of the development, in accordance with recorded traffic speeds.

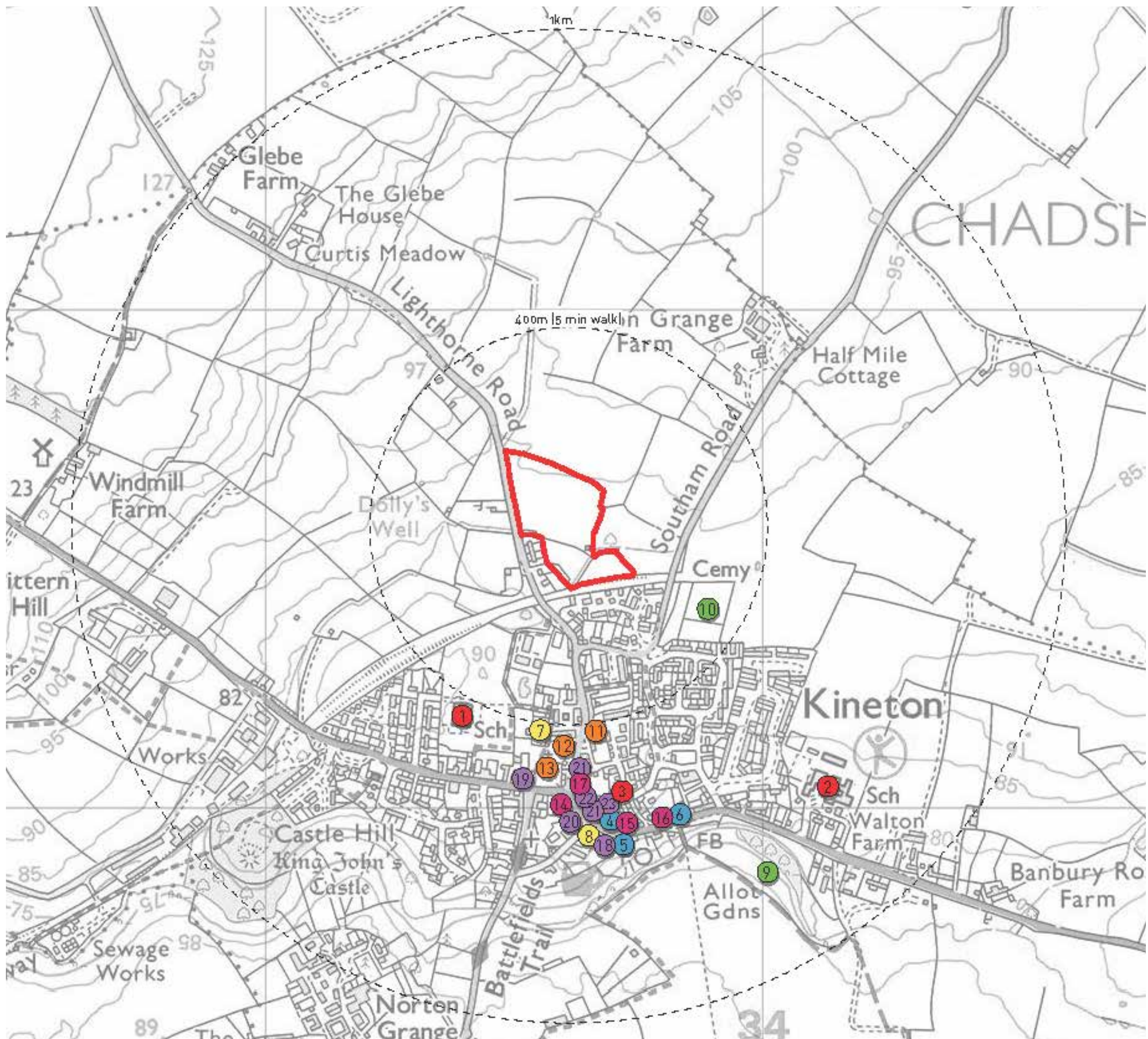
## EXISTING BRIDGE

- 9.3 The carriageway width, and in particular the footway width over the bridge to the south of the site is narrow. An improvement is proposed that will provide footway widening to 1.8 metres with associated carriageway narrowing to single lane operation. Signalisation would be provided on the approaches to the bridge.
- 9.4 As demonstrated by the surveys, traffic flows are low in this location and the signals will operate with significant spare capacity and on a low cycle time. Accordingly, queues and delays will be kept to a minimum whilst providing significant pedestrian safety benefits.

## HIGHWAY NETWORK IMPACT

- 9.5 A residential development of 75 dwellings would generate just under one vehicle per minute (two-way) and one vehicle every two minutes in any single direction during the morning and evening peak hours.
- 9.6 Observations of the highway network and traffic counts undertaken for similar developments elsewhere within Kineton suggest that a proposed development of this size could be accommodated across the local highway network without a material impact. There would be no severe residual cumulative impacts associated with the proposal.
- 9.7 The ability for the site to potentially provide part of future link road between Lighthorne Road and Southam Road could provide a significant benefit to the centre of Kineton in future years.
- 9.8 Further detailed assessment work is being undertaken and there will be a need for further discussions with the Highway Authority.





Site location

Education

- Kinton C of E Primary School
- Kinton High School
- Kinton Community Library

Shops

- Londis
- Kinton Post Office
- Kinton Village News

Healthcare

- Kinton Medical Centre
- Kinton Optometrist

Leisure

- Allotment Gardens off Banbury Street
- Playing Field

Places of Worship

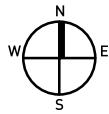
- Kinton Methodist Church
- St. Francis of Assisi Catholic Church
- St. Peters Church

Pubs, Restaurants & Eateries

- The Swan Hotel
- The Carpenters Arms
- Kinton Fish & Chip Shop
- Coffee Shop & Sandwich Deli

Other

- S J Hales - Veterinary Group
- HSBC
- Butchers
- Estate Agents
- Gift Shop
- Florist



LOCAL FACILITIES



# SUSTAINABILITY

- 9.9 Pedestrian routes in the vicinity of the site consist of a footway along the eastern side of Lighthorne Road to the south of the site, which is generally around 1.0 metres in width up to the bridge, narrowing to below 1.0 metres across the bridge, and then widening back out to 1.5 metres to the south of the bridge. As already identified, the intention is to improve the width of the footway across the bridge.
- 9.10 There is also a Public Right of Way crossing the fields to the rear of Palmers Leys and connecting through to the centre of Kineton village, as well as to Kineton C of E Primary School.
- 9.11 The nearest National Cycle Network (NCN) Routes are 41 and 48, both of which pass around Kineton some distance from the site. A local cycle route is available to the north of the site, off Lighthorne Road, which is the Warwick-Wellesbourne-Leamington route that connects locally to villages and settlements to the northwest of Kineton.
- 9.12 The proposed development would be expected to bring forward pedestrian improvements in the vicinity of the site and these will include formal footway provision along Lighthorne Road, connecting to the existing provision further south.
- 9.13 The closest bus stops to the site are situated in the centre of Kineton, some 675 metres from the centre of the site, and provide access to around 25 services per day between Kineton, Stratford and Leamington Spa, including commuter services.
- 9.14 A range of local facilities are available in the centre of Kineton, within an 800 metres walking distance of the site, including local convenience stores/newsagents, post office, several public houses, coffee shop, takeaway, hair salon, estate agents, library, several places of worship, Kineton Healthcare Centre and Kineton Church of England Primary School; Kineton High School is within a 1.2 kilometres walking distance of the site. Therefore, the site is located within a reasonable walking distance of Kineton and its local facilities.

- 1. THE SWAN HOTEL
- 2. ST. PETER’S CHURCH
- 3. KINETON CHURCH OF ENGLAND PRIMARY SCHOOL
- 4. KINETON POST OFFICE & SELECT CONVENIENCE STORE







PROPOSED DRAINAGE STRATEGY

## SURFACE WATER DRAINAGE

- 10.1 The development will incorporate sustainable drainage techniques (SuDS) for the disposal of surface water. This approach involves slowing down and reducing the quantity of surface water and also reducing the risk of runoff causing pollution.
- 10.2 By replicating the greenfield situation the quality of water can be maximised as well as providing amenity and biodiversity benefits.
- 10.3 The design proposals consider the integration and linkage of the surface water management with the architectural and landscape proposals by using the wide palette of SuDS techniques.
- 10.4 The preferred option to use infiltration rates for disposal of surface water into the ground, however, the underlying strata is impermeable Mudstone prevents this therefore it will be necessary to use other SuDS features.
- 10.5 The general strategy consists of predominantly tanked permeable paving for private hard standing areas. The roof runoff will discharge into adoptable tanked surface water systems with attenuated discharge rates. Swales will be utilised to maximise dispersion and improve water quality.



# 10 | DRAINAGE STRATEGY

- 10.6 There are two existing outfalls that serve the development site. The top northern part of the site discharges to the existing watercourse along Lighthorne Road. The lower southern area utilizes the existing watercourse that discharges into a piped outfall at the lower south west corner and which then outfalls into an open water course to the south of the Lighthorne Road railway bridge.
- 10.7 It will be necessary to provide a balancing/attenuation pond to in the area of the outfall to contain peak storm events. This pond will have a controlled outfall to ensure the characteristics of the downstream watercourse are not changed.

- 10.8 To summarise the SuDs techniques to be used on the Lighthorne road scheme are:
- Tanked permeable surfacing** - eg permeable block paving or porous resin bonded surfacing. These constructions have the ability to store and attenuate surface water discharges as well as providing a very effective means of water quality improvement.
- Swales** – are shallow flat bottomed, vegetated open channels designed to convey, treat and often attenuate surface water runoff.
- Bio retention areas** – these are landscape areas into which surface water is directed to filter out suspended solids and retain pollutants such as heavy metals.
- Rain gardens** – these are containers into which rain water down pipes discharge and the runoff water is filtered by the plant root system and planting medium.
- Tanked storage** – this is usually provided in the form of tanked cellular storage which has an attenuated low discharge rate flow control in order to reduce the load on the surface water outfall system.
- Detention/attenuation pond** – this is a shallow area that fills up during storm periods and then drain down i.e. they are not permanently 'wet', they can therefore perform a dual function of providing open space and storm water storage. Micro ponds can be included in the design which are permanently wet ponds and provide ecology and wildlife habitats.

## FOUL WATER DRAINAGE

- 10.9 The development will be served by an adoptable standard drainage system that will be offered to the local Water Authority, Severn Trent Water. The Authority has been consulted and have confirmed that the receiving sewer network has sufficient capacity to accommodate the proposed discharge rates.



Example of a swale



Example of a detention basin with micro ponds



Sustainability Objectives	The Sites Attributes
Cultural Heritage	<p>No heritage assets would be directly affected, including archaeological sites. The closest archaeological interest are Iron Age remains found some 300 metres from the site. The settings of Listed Buildings and Conservation Area within Kineton would be unaffected.</p> <p>The site lies outside the medieval village in what comprised part of its open field system. Former earthworks from ridge and furrow plough-cultivation have been ploughed out and mostly lost from the landscape.</p>
Landscape	<p>The landscape is not one subject of specific protection and does not include attributes which would make it a particularly valued landscape.</p> <p>Visually, the site is largely contained by local topography and the established landscape framework across the wider landscape. The framework includes dense tree cover along the dismantled railway to the south, woodland block and roadside trees and hedgerow to the east and roadside trees and hedgerows along Lighthorne Road to the west. To the south of the site is residential development.</p> <p>The retention and enhancement of existing field boundary vegetation and on-site mature trees, as well as the incorporation of development offsets from the northern and eastern boundaries, can assist in ensuring new development is assimilated into the settlement fringe of Kineton and only affects a localised geographical area.</p>
Biodiversity	<p>The site has no statutory designated sites within or adjoining its boundary.</p> <p>Surveys have revealed an active badger sett and small populations of great crested newt and grass snake within the site. In addition, the site was identified as high value bat foraging habitat.</p> <p>Appropriate mitigation for protected species will be carried out on-site to protect individual species during works. Habitats for these species will be retained and enhanced in the north and south-eastern parts of the site to ensure continued use by wildlife into the future. This will include creation of species-rich grassland and native species planting in gaps in hedgerows and new landscape planting across the site.</p>
Climate Change Mitigation	<p>The local services within Kineton which are reasonably accessible on foot from the site. The services includes shops and schools. There is a bus stop within 675 metres which provides services to places such as Stratford upon Avon and Leamington Spa.</p> <p>The proposed development would provide the opportunity to meet current standards sustainable construction standards and level of energy efficiency.</p>
Climate Change Adaption	<p>The site is within Flood Zone 1. There is ample space within the site to provide suitable attenuation for surface water as part of a sustainable drainage system.</p> <p>New dwellings would erected to current sustainability and energy efficiency standards.</p>
Natural Resources	<p>The site is agricultural land but has already been identified as a safeguarded site in the Neighbourhood Plan to meet future housing needs.</p>



# 11 | SUSTAINABILITY & OTHER MATTERS

Sustainability Objectives	The Sites Attributes
Pollution	<p>There are no constraints associated with pollution associated with the site.</p> <p>Traffic using the Lighthorne Road does not generate noise and air quality issue which preclude residential development.</p>
Waste	<p>The opportunity would be available to include measures both during the construction and operational phases to minimise and recycle all types of waste.</p>
Transport	<p>The site is sustainably located with viable and realistic alternatives to using the private car. There is the opportunity to improve the footway to the south of the site to encourage walking to the local services.</p> <p>As part of the proposals, there would be the opportunity to deliver part of a new link road between Lighthorne Road and Southam Road which is an aspiration of the local community.</p> <p>The site is accessible on foot and cycle to the range of facilities within Kineton, including shops, public houses schools and community hall. There is a relatively flat walking and cycling profile to local facilities. There are bus services from Kineton to Stratford upon Avon and Leamington Spa to access higher order services.</p> <p>Vehicular access to the site can be gained from Lighthorne Road and its design meets the appropriate technical and safety standards.</p>
Housing	<p>A range of housing types and sizes, including affordable homes, can be delivered.</p> <p>The density of development would respect the surrounding residential area and maintain the principle of being part of a village.</p>
Health	<p>There is already a healthcare facility within Kineton but it is seeking to grow to provide additional capacity and improved facilities for existing and future patients. A potential site for a relocated Healthcare Centre is included as part of the proposals reflecting the discussions which have been held with the Health Centre.</p>
Economy	<p>There would be the opportunity to include dwellings which allowed for home working.</p> <p>There would be jobs created associated with the construction of the development. There would be an increase in disposable expenditure to spend in local shops and facilities. Contributions from either a Planning Obligation or the Community Infrastructure Levy would be available to spend on upgrading local infrastructure and this would be supplemented by the New Homes Bonus monies. An increase in community charge revenue to the County, District and Parish Councils would occur.</p>

- 11.1 The site is used for grazing of livestock rather than being productive arable agricultural land. The undulating topography limits the effective farming of the land and limits its effective agricultural land classification.
- 11.2 The current and previous uses of the site do not indicate that there is a risk of contamination for future residential of the proposed residential development.
- 11.3 There are no Air Quality Management Areas close to the site which would affect the proposal.
- 11.4 Similarly, the proposal is not affected by any noise sources which would preclude residential development.
- 11.5 Richborough acknowledge that any new homes would place demands upon local facilities and services. It is, therefore, acknowledged that appropriate financial contributions towards increasing the capacity of social and physical infrastructure would be required to mitigate any adverse effects on local services. However, one of the potential mitigation strategies is the proposed site for the relocation of the existing healthcare practice.



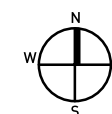


## KEY

- SITE LOCATION  
8.96 ACRES /  
3.63 HECTARES
- PROPOSED  
RESIDENTIAL  
DEVELOPMENT
- POTENTIAL LAND  
FOR HEALTHCARE  
CENTRE
- PUBLIC OPEN  
SPACE
- EXISTING TREES
- PROPOSED  
LANDSCAPE
- SUDS
- KEY PEDESTRIAN  
LINKS
- PUBLIC RIGHT  
OF WAY

## KEY DEVELOPMENT PRINCIPLES:

1. PRINCIPAL ACCESS OFF LIGHTHORNE ROAD
2. POTENTIAL FUTURE LINK ROAD;
3. CONTINUATION OF EXISTING BUILDING LINE ALONG LIGHTHORNE ROAD;
4. CHARACTERFUL RESIDENTIAL STREET WITH CENTRAL GREEN;
5. FOCAL POINT DWELLINGS;
6. CONTINUATION OF EXISTING URBAN EDGE;
7. STREET PATTERNS ORIENTATED TOWARDS PUBLIC OPEN SPACE;
8. ECOLOGY AREA/ CORRIDOR;
9. PEDESTRIAN LINK TO PUBLIC OPEN SPACE;
10. SOFT OUTWARD FACING DEVELOPMENT EDGES; AND
11. EXISTING BUILDINGS TO BE REMOVED.



## PROPOSED ILLUSTRATIVE MASTERPLAN



# 12 | CONCLUSION

- 12.1 The land at Lighthorne Road is one of the 2 sites located to the north of Kineton which is identified in the Neighbourhood Development Plan as a 'safeguarded site', as and when required to meet a housing need. This document has demonstrated that Richborough Estate's proposals for the erection of around 75 dwellings, together with extensive open space, can be delivered in a sensitive and sustainable manner. Housing can be accommodated on the site in a manner which delivers a high quality of development respectful of Kineton's character and landscape setting.
- 12.2 The scheme also includes the potential for significant benefits to be delivered to the local community, including a potential site for the relocation of the existing Healthcare Centre to enable an improved range of healthcare facilities to be provided and part of the link road between Lighthorne Road and Southam Road.
- 12.3 Based upon the range of technical and environmental assessments which have been undertaken by the Consultant Team, no insurmountable issues have been identified which would prevent the delivery of the proposed housing and related uses. The proposed built development would be well related to the sites already being developed, or will potentially be developed, to the north of Kineton with housing being contained by the topography of the surrounding area.
- 12.4 Existing boundary trees and hedges can be retained and augmented to contain the housing. Opportunities exist to maintain the habitats of protected species and deliver biodiversity enhancements. No significant harm would be caused to any heritage interests with the site being located away from Listed Buildings, the Kineton Conservation Area and the nearest known archaeological find.
- 12.5 Future residents can walk to the existing local facilities and bus stop within Kineton. An improvement is proposed to the footway across the bridge over the former railway to improve connectivity. This improved connectivity would also be beneficial for existing residents walking to the relocated healthcare facility.
- 12.6 Future residents would also have the opportunity to occupy a range of house types and sizes some of which could provide the opportunity for home working or be suitable for the elderly. Affordable homes for rent and sale would be an integral part of the scheme. The ease of access to the local facilities and the availability of public transport offers the opportunity to promote non-car mode so travel. Generous open spaces provide the opportunity for future residents to play.
- 12.7 Richborough Estates would welcome the opportunity of discussing the content of this document with all stakeholders to help refine any proposals. When and whether a planning application is submitted for this safeguarded site is a matter for further consideration and discussion.



