Land South of Stoneleigh Road

VISION DOCUMENT

February 2025

Hallam Land

This document has been optimised for printing and viewing on screen in two page view with cover page.

Contents

Introduction

Purpose of this document

This vision document has been prepared to demonstrate the benefits of the allocation and development of land south of Stoneleigh Road for both Coventry and South Warwickshire.

The document is structured around the five overarching principles for the sustainable future for South Warwickshire. These principles align with the One Coventry Plan Vision within the Coventry City Local Plan Review, and have been informed by the Vision for land south of Coventry within the Warwick District Local Plan. These are:

- A Climate resilient and Net Zero Carbon Place
- Healthy, safe and inclusive
- Well connected
- Biodiverse and environmentally resilient
- Well-designed and beautiful

This document has been prepared on behalf of Hallam Land and the landowners who are working collaboratively to bring forward the land for a sustainable urban extension that provides infrastructure, homes, and space for wildlife.

Hallam Land

Hallam Land are a leading promoter of strategic land with over 30 years of experience. We are committed to working with key stakeholders to deliver positive and sustainable benefits for local communities and the environment.

Our schemes are always green infrastructure led working to sensitively integrate new development within the existing landscape. We seek to establish developments which provide a framework for social inclusivity, a place that promotes human health and wellbeing, biodiversity enhancement and environmental stewardship.

Hallam Land and their consultant team know the area well having worked on a number of schemes in South Warwickshire and Coventry previously.

The Landowners

The landowners have owned and farmed the land for many years. Whilst the land is important to them, the construction of HS2, and the proposals for the University Transport Corridor and Public Transport Interchange and Station, have and will impact on its productivity going forward.

The landowners recognise the need for more homes over the next 25 years, and that these should be located in areas such as this where there is the ability to reduce the need to travel and use more sustainable modes of travel in the future.

The Site

The development site comprises 67.8ha of large-scale farmland on the southern edge of Coventry.

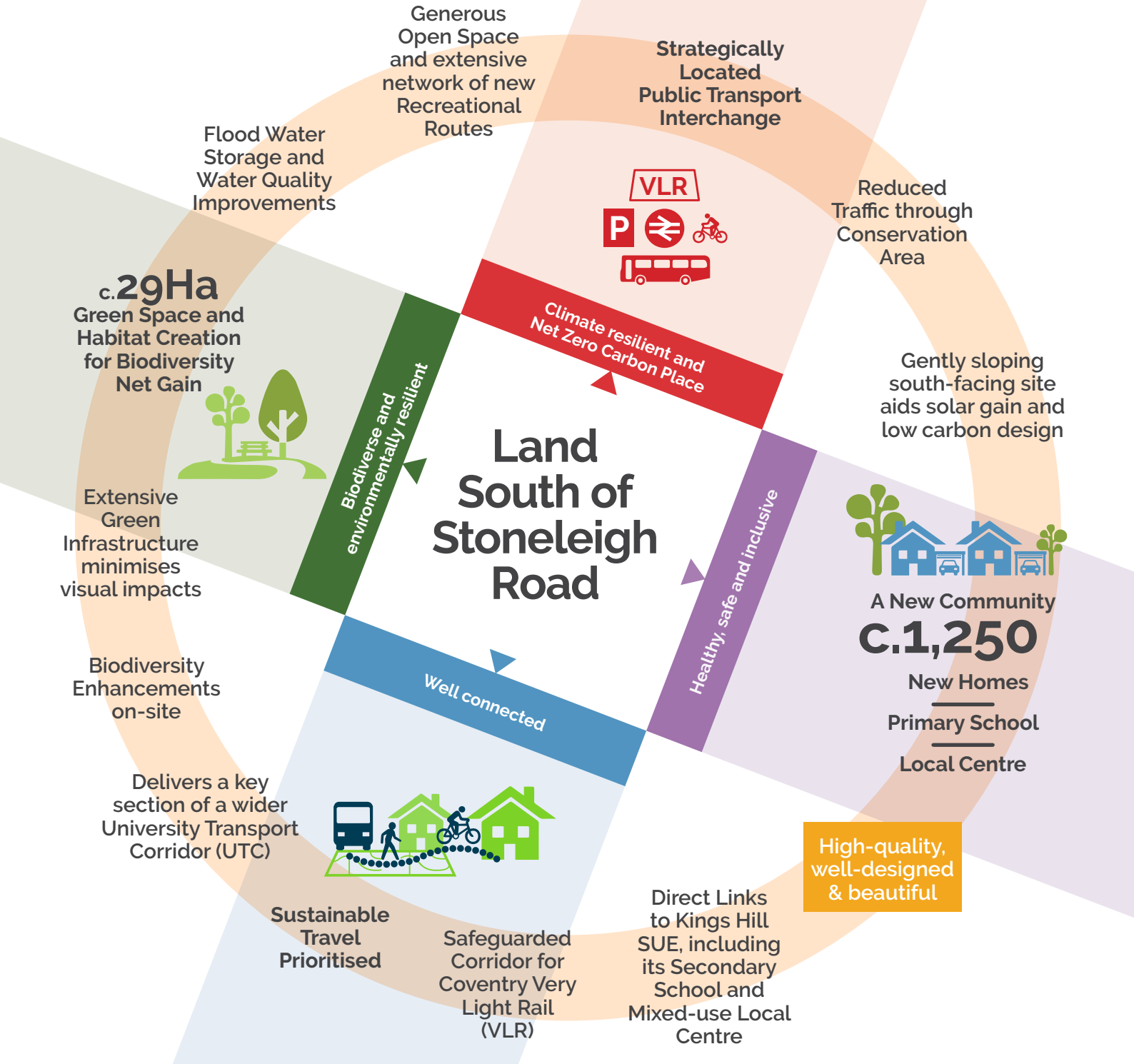
The development site is adjacent to the ongoing construction of HS2, which is forming a cutting and a new enduring, physical boundary to the site's southern edge. The site is bounded by Kenilworth Road (A429), mature blocks of trees, existing housing and Stoneleigh Road. The site is contained by blocks of woodland and hedged arable fields to the south-east. An existing railway line runs through the site, between Kenilworth and Coventry.

Site Location

A Summary of Proposals

The Emerging Masterplan

The scale and potential distribution of uses is indicatively shown on the Illustrative Masterplan on the opposite page. The proposals have been carefully considered and a range of potential benefits can be realised as set out below.



Land Uses

1/ Residential Development 32.8ha (1,250 dwellings)
2/ Public Transport Interchange 2.4ha
3/ Primary School (2FE) 1.9ha
4/ Local Centre Uses within Residential 0.3ha
5/ Green Infrastructure and Habitat
6/ Existing Vegetation and Woodland
7/ Structural Planting
8/ Wetlands and Sustainable Drainage

Access and Transport

9/ Pedestrian/Cycle Routes along Greenways
10/ Very Light Rail (VLR) Potential Alignment & Stops
11/ HS2 (Under Construction)
12/ Stoneleigh Road Access to Development
13/ Kenilworth Road Access to Development
14/ University Transport Corridor
15/ Pedestrian/ Cycle Connection

Illustrative Masterplan

To make South Coventry a Net Zero and Sustainable Area

Active Travel at a Strategic Scale

The site is uniquely positioned at a key nodal point within the locality. It is located close to Coventry, The University of Warwick, key employment areas and Kings Hill SUE.

The proposals will help to deliver a number of public transport aspirations and connectivity improvements including a new public transport interchange based around a new rail station serving the University, South Coventry, and Kings Hill. This interchange will connect with Coventry's Very Light Rail system providing excellent opportunities for using sustainable modes of transport and supporting the transition to a low carbon future.

The interchange will support the City's aspiration to become the UK's leading sustainable City, growing a strong and resilient economy, maximising the locational benefits of being close to a number of key employment areas and the University of Warwick.

VLR and the Stourton solar powered park and ride

Sustainable Modern Living

Excellent connectivity options and a high-quality landscape setting will be complemented by attractive, low-energy net zero homes designed to suit modern ways of living.

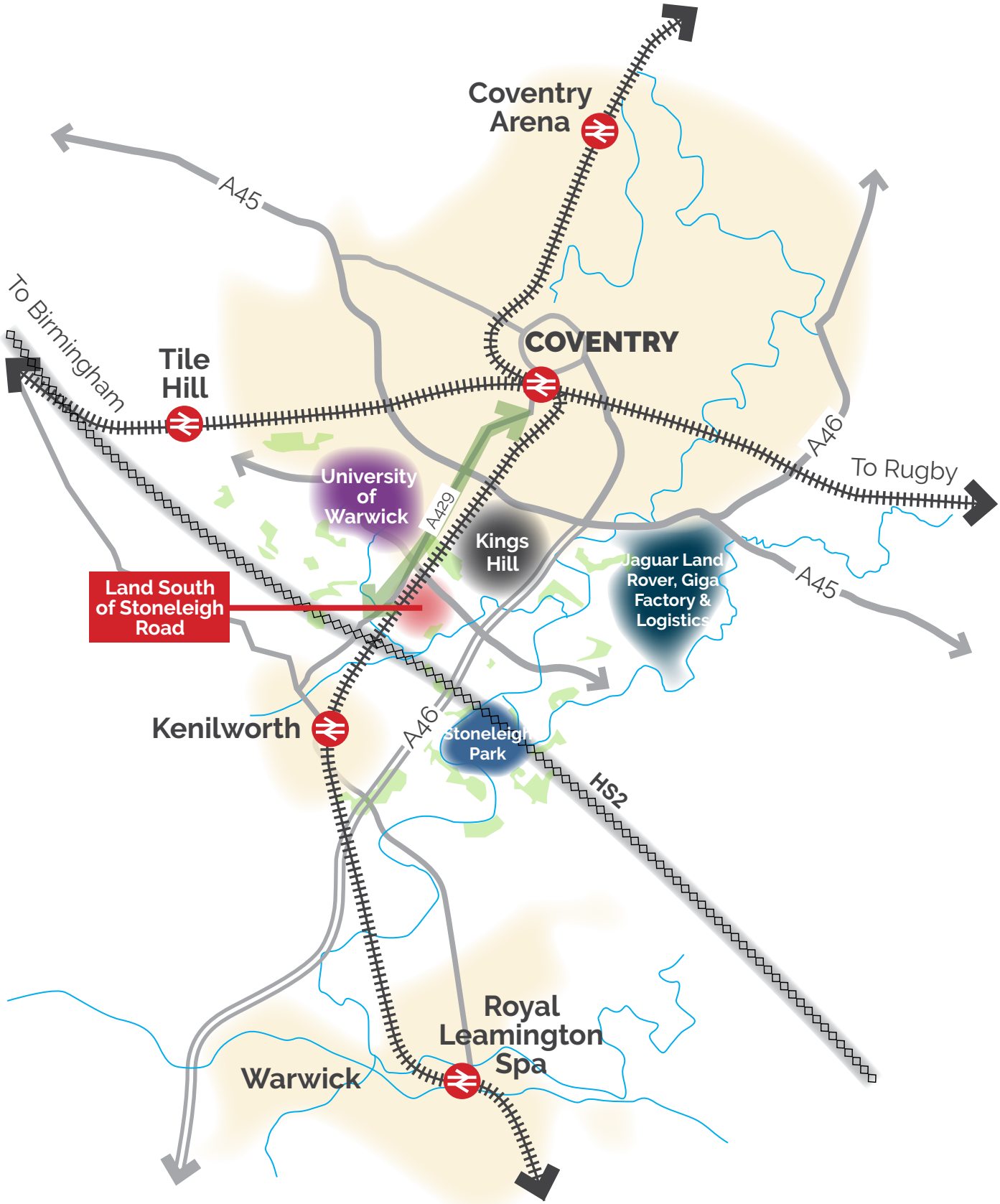
A comprehensive fabric first approach to housing design will ensure that homes have substantial insulation, minimal air permeability and thermal bridging. They will operate with minimal heating requirement and utilise modern technology for heating and electricity generation. All homes will have fast-smart Electric Vehicle Charging Points.

To assist with minimising journeys, high speed broadband will be provided for each home. This will enable residents to access online services and work from home.

With a gently sloping southerly aspect, the site offers the potential for all homes to benefit from great levels of natural daylight, enjoy passive solar gain and potentially generate power from solar energy. As shown on the adjacent precedent images, a larger scale array of photovoltaics could be delivered within the Public Transport Interchange, further adding to the sustainability credentials of the site.

The comprehensive network of green infrastructure, delivered throughout the development, will provide active and passive heating and cooling effects, creating a pleasant environment and areas for relaxation and community use.

The cutting edge transport strategy, landscape-led masterplan arrangement and commitment to high-quality and low carbon housing will all contribute to both Coventry's and South Warwickshire's Net Zero Carbon Targets during delivery and in the future.



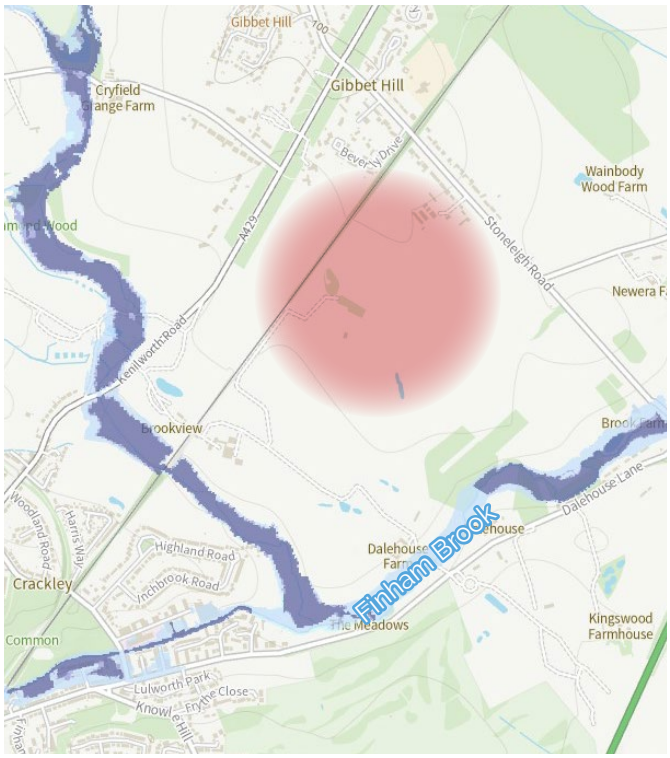
Location Plan

A Climate Resilient Place

Flooding and Drainage

The Existing Situation

The proposed development site is located entirely within Flood Zone 1, being the lowest designation risk of flooding in accordance with guidance from the Environment Agency.



Wider Considerations

The Finham Brook and connected watercourses are tributaries of the River Avon and are subject to some localised fluvial and surface water flooding during peak storm events. Site based flooding improvements have the potential to benefit downstream areas.

A Blue Recovery

The Wildfowl & Wetlands Trust recently published proposals to restore and create 100,000ha of wetlands in the UK. There are many benefits of wetlands including:

- Wetlands for carbon storage
- Wetlands for urban wellbeing
- Wetlands for flood protection
- Wetlands for water quality

The scheme proposes wetlands, ponds and areas of ephemeral water for the benefit of people, nature and the environment. Proposals can contribute positively to the Trust's aims and also local flooding considerations.

How can the Proposals Assist?

New ponds and wetland areas within the site will improve surface water storage capability and improve downstream flooding within periods of high rainfall.

The proposals as shown opposite will:

- Reprofile areas of ground to improve the flow and management of storm water.
- Introduce extensive areas of new wetlands, generating significant enhancements in biodiversity, water quality and carbon storage.
- Introduce new features to control flows downstream.
- Reduce storm water runoff rates, thereby greatly improving the risk of flooding downstream.
- Wetlands will also act as a groundwater recharging point in dry periods, providing much needed replenishment to the local area.

A chain of ponds and wetlands, potentially covering approximately 36,000m² of land within the site

Existing ponds incorporated within the green infrastructure

A Well-Connected Place

As proposed by the strategic transport authorities for Coventry and Warwickshire, this site plays a hugely important role in improving the connectivity of this area.

A Public Transport Interchange

A Public Transport Interchange with Park and Ride for 400-500 vehicles will not only reduce congestion by encouraging a transport modal shift, the high-quality and efficient public transport systems will also significantly enhance the attractiveness of the proposed development.

A New Rail Station

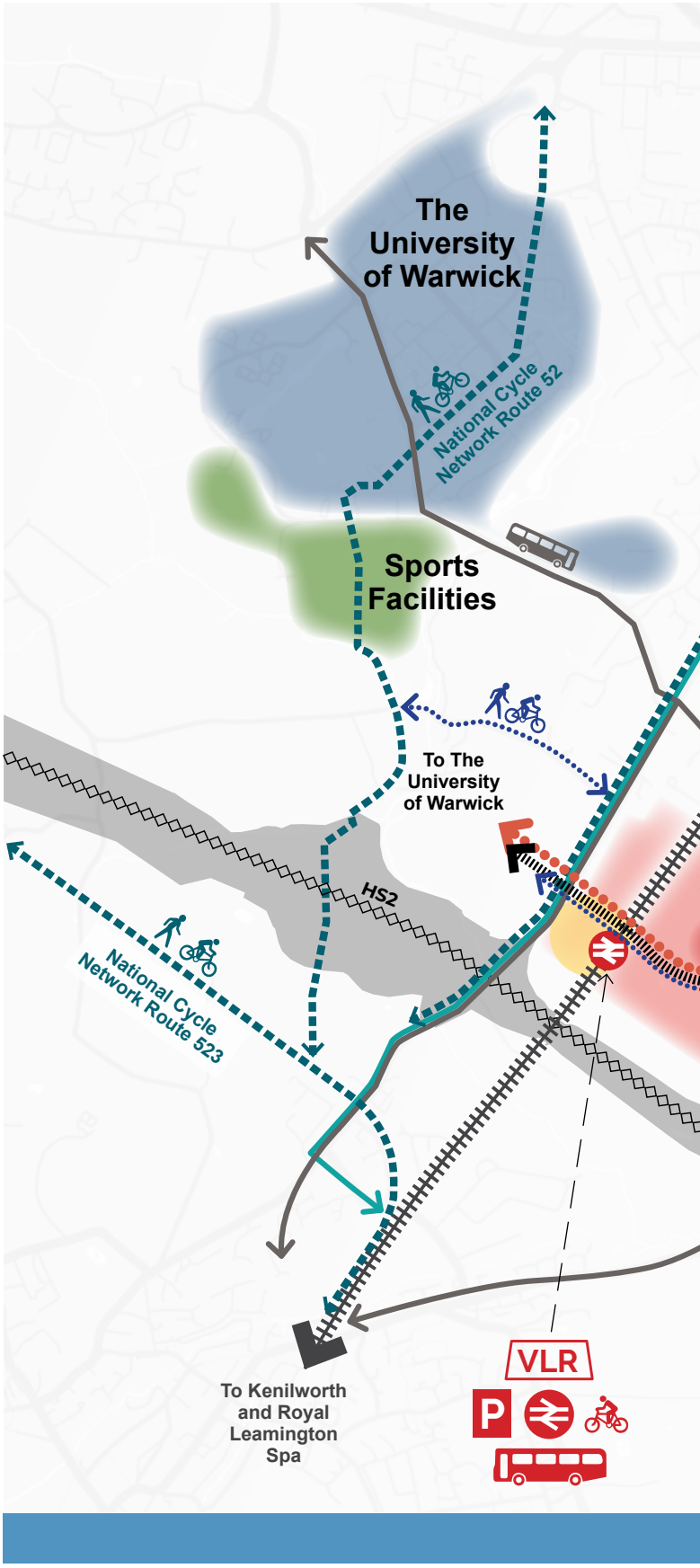
The site presents a unique opportunity to deliver a new strategically located railway station, which will form the heart of a transport interchange for all modes of transport. A park and ride facility for 400-500 vehicles has the potential to be shaded and sheltered by a solar array, which could help to power the station, interchange and public charging infrastructure.

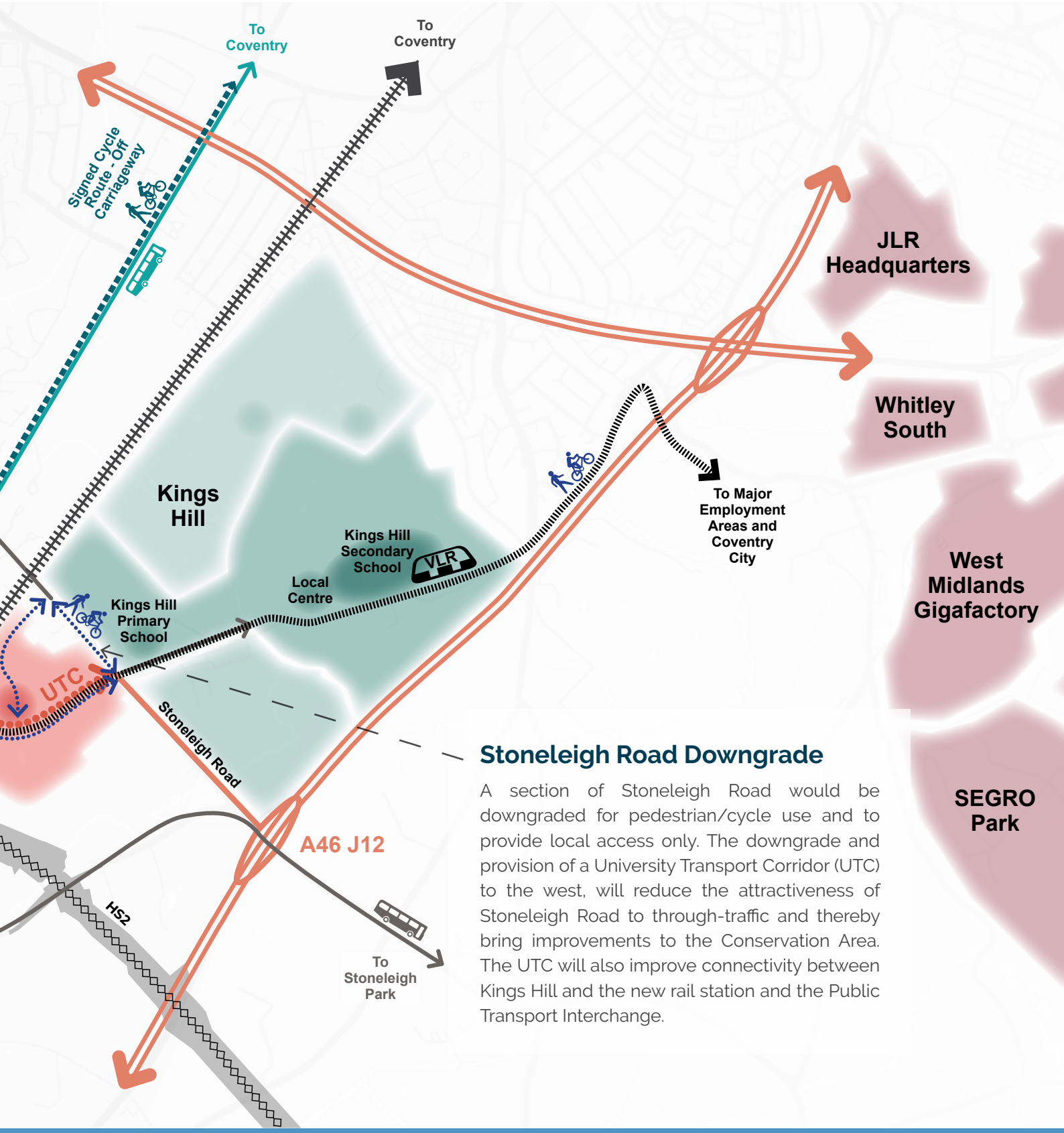
Very Light Rail (VLR)

Provision for Coventry VLR initiative has significant benefits for the site and wider locality. VLR will run through the development as an independent track away from the conventional car-based highway.

University Transport Corridor

The proposals help to facilitate a new transport corridor linking the A46 west towards The University of Warwick. The corridor will provide dedicated pedestian and cycle lanes, VLR track and vehicular highway that serves the development parcels within the masterplan and is designed to be low speed but allow largely uninterrupted flows. As part of the wider package of sustainable transport measures, the corridor will improve access to the University, reduce congestion on the A45 in the City, and facilitate planned growth at Kings Hill SUE.





Stoneleigh Road Downgrade

A section of Stoneleigh Road would be downgraded for pedestrian/cycle use and to provide local access only. The downgrade and provision of a University Transport Corridor (UTC) to the west, will reduce the attractiveness of Stoneleigh Road to through-traffic and thereby bring improvements to the Conservation Area. The UTC will also improve connectivity between Kings Hill and the new rail station and the Public Transport Interchange.

A Healthy, Safe and Inclusive Place

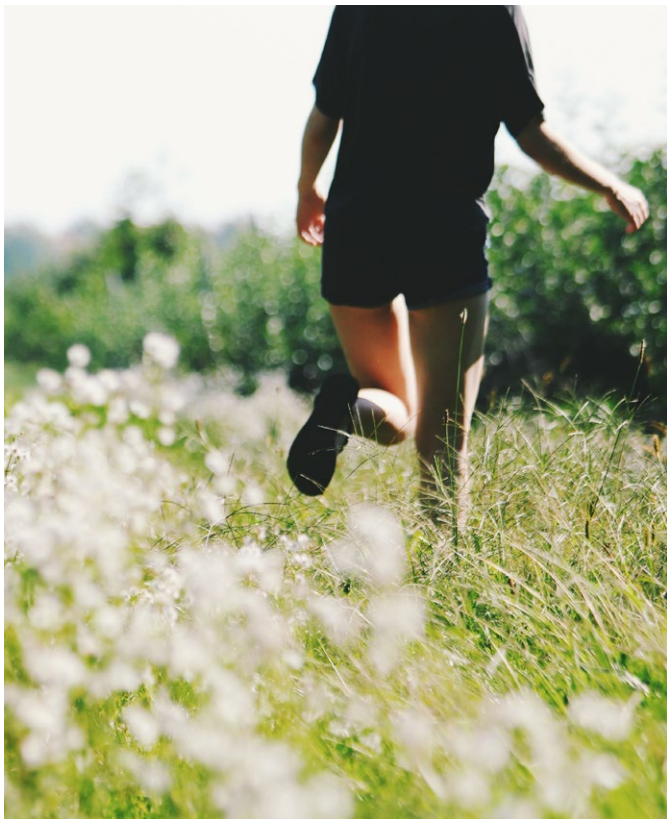
A Healthy and Sociable Place

The development will be an inclusive place that meets the needs of a broad range of future residents. The proposals align with '20-minute neighbourhood' principles and consider services, transport and inclusivity to deliver safer, healthier places for people to live. The approaches outlined below will reinforce a strong sense of identity and provide a positive environment that encourages health and wellbeing.

A new primary school and local centre will be delivered at the heart of the proposals. These core community facilities will combine with public transport stops, greenway corridors and focal areas of green space to form vibrant and distinctive local centres of activity that are readily accessible. The proposals forge strong physical links with surrounding areas and destinations and will be permeable to onward travel, creating new linkages and travel opportunities. In particular, strong links to Kings Hill will be established and route options for VLR safeguarded.

Green Infrastructure will offer space for nature as well as people. New parkland will retain existing trees, hedgerows and ponds, providing an attractive and well-established green setting to new housing. This pleasant setting will go hand-in-hand with careful attention to built design, quality and detailing. New housing will deliver a range of sizes and tenures, with a focus on high quality design that will reinforce a strong sense of place.

Strong connections, an established green setting and variety of recreational routes, play areas, meeting places and open spaces will all help to encourage a sociable and active outdoor lifestyle.



All housing no more than 100m from accessible Green Corridors and attractive open space

Vibrant and distinctive local centre of activity

Exemplar levels of sustainable transport provision available

A Biodiverse Place

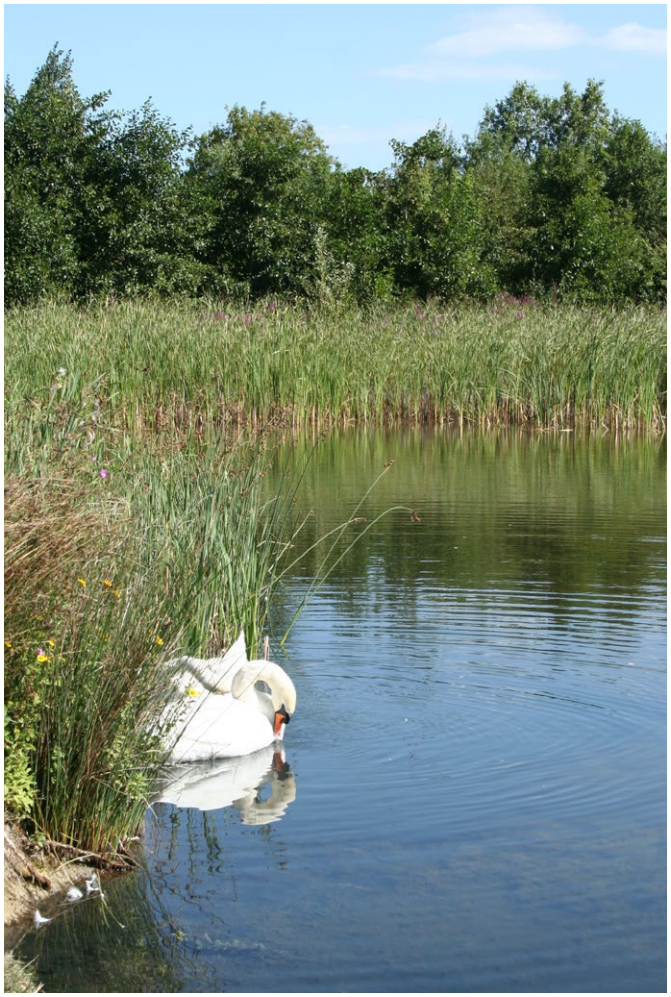
Biodiversity Net Gain (BNG)

The site is currently dominated by large-scale arable land with smaller improved grassland fields, two small blocks of woodland, small field ponds and robust hedgerows with scattered hedgerow trees. Existing woodland, trees, hedgerows and ponds will be retained and enhanced with new areas of native scrub, woodland and wetlands delivered as part of the drainage strategy.

Buffer planting will be implemented around existing and proposed infrastructure and will extend existing woodland blocks providing enhanced connectivity and diversity.

The green infrastructure of the site will incorporate a mosaic of under-represented or absent local habitats. A swathe of land along the southern edge of the development will feature ecologically focused enhancement, with areas designed to experience minimal human disturbance, allowing habitats and wildlife to thrive.

Significant enhancements within the site will deliver notable improvements to the locality and contribute strongly to the site's ability to achieve biodiversity net gain. Indeed, early net gain work suggests a minimum of 10% gain could be readily achievable on-site.



Approximately 34,000m² of wetlands and open water, offering new ecological networks

290,000m² of new connected green space and habitat

A high-level Biodiversity Net Gain Assessment indicates that around a

10% Gain

is readily achievable on-site

A Well Designed and Beautiful Place

The illustrative masterplan shows how the place could be designed to create a pleasant environment for people to live and work within based around a number of different character areas.

1. The Station Area

This space would be an interchange for movement and connectivity with rail, very light rail, bus, cycle and pedestrian infrastructure. It would be a transient area designed to enable people to move swiftly from one form of transport to another. High quality public space that is overlooked and attractive will make this feel a safe place for users. Small scale commercial or retail use would provide interest and activity through the day.

2. The Community Hub

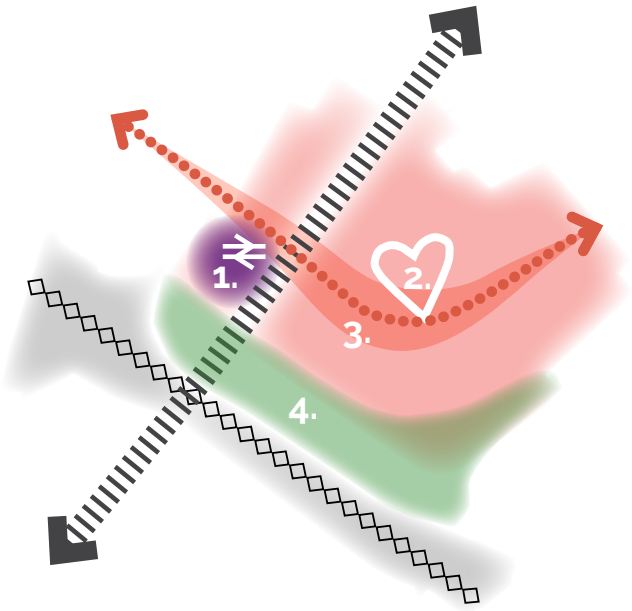
This space would be a hub for learning and social interaction with a primary school, local centre use and strong links to open space and an equipped play area. The space would be a 'heart' to the development where residents would come together to meet. High quality public buildings, interesting indoor and outdoor spaces, play areas, and measures to minimise through traffic, will make this space inviting for people to interact. Mixed uses will add interest and make this a vibrant space.

3. The Living Environment

The University Transport Corridor will divert traffic away from the existing Stoneleigh Road, and create the opportunity to remove through traffic and improve the environment for the existing residential properties, pedestrians and cyclists in Gibbet Hill. New housing will draw on the characteristics and styles of existing properties in this area, and create a sense of connection with the existing area. Homes will be linked by an extensive network of attractive traffic free walking and cycling routes for travel and recreation.

4. The Woodlands and Wetlands

This space would be a linear park for wildlife, water, and recreation. It would be a space for pleasant walks in woodland and meandering around wetlands, with places to sit and watch nature. The areas will be managed and maintained primarily for wildlife, with space for interpretation and learning. Woodland will buffer HS2 rail infrastructure to the south and in combination with planting along the rail corridor the green edge will form a permanent and enduring green belt boundary.



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Illustrative Masterplan

Hallam Land

FPCR | environment & design

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