



Keresley Link Road

Keresley Parish Council regard the construction of the link road to be of paramount importance in the development of the **Keresley Sustainable Urban Extension (SUE)** with the provision of 3100 dwellings.

The **Keresley Sustainable Urban Extension** masterplan speaks of *ensuring that the SUE is delivered in a comprehensive way having full regard to key infrastructure requirements* (SPD Introduction).

Yet the current method of building this key infrastructure component is to be piecemeal, with the developer of each plot left to decide on the route, since *the exact route is not yet finalised* (SPD item 3).

The result of having no planned route to be followed by developers can be seen when the developers of adjacent plots do not speak to one another. By looking at the plans for the Taylor Wimpey plot in RMM/2019/1030 and the Bellway Homes plot in OUT/2019/0022 the link road positions can be seen to be out of alignment.

Thus there is no planned route for the section from Watery Lane to the Central Boulevard at Prologis.

The **Coventry Connected** document, item 3.3.6, calls for a **Cross Border Assessment**.

It is unclear as to how this section is to be funded or whether any meaningful discussions between **Nuneaton and Bedworth Borough Council** and **Coventry City Council** have taken place.

A large proportion of this proposed Link Road is shown running through land owned by Queens College Oxford. The current Reserved Matters planning Application from Taylor Wimpey, RMM/2019/1030, does not include the land owned by Queens College Oxford that was shown in the outline application.

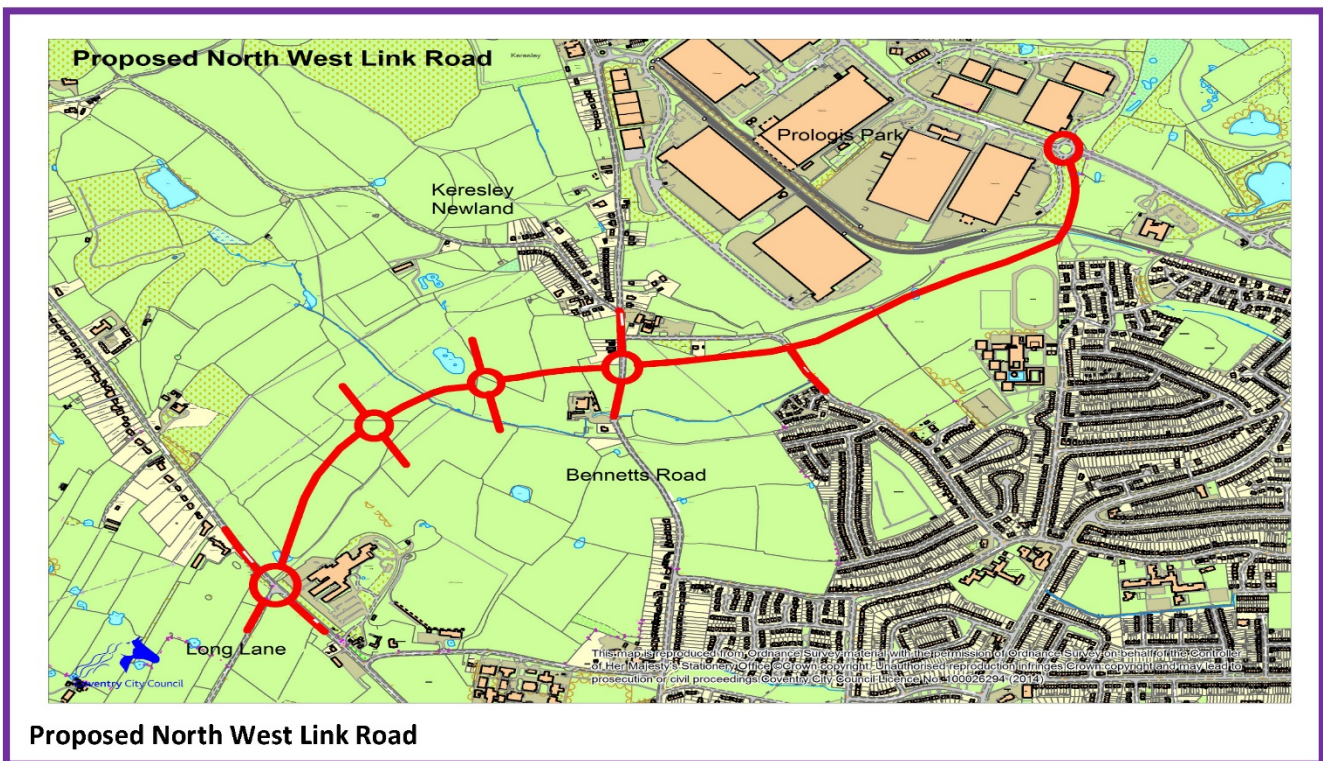
Without the Queens College Oxford being available for the Keresley SUE the link road cannot be built, thus making the building of 3100 dwellings un-sustainable!

The document **Coventry - The Next Twenty Years 2011 – 2014 The Coventry Sustainable Community Strategy** one of the priorities to be achieved was to **Ensure the transport infrastructure can cope with the growth in the city**. With traffic diverted to the link road (designed to be lined with trees and low level shrubs) existing traffic congestion is likely to decrease as would air pollution.

Were dwellings to be constructed in the **Keresley Sustainable Urban Extension (SUE)** without this link road in place traffic congestion would increase and air quality decrease.

An early proposal for the North West Link Road was included in council documents is shown below (Cabinet Papers 02-09-2014) and passed by Cabinet and full Council.

It shows the use of roundabouts within the scheme to feed development sites. This leads well to providing the *opportunity to deliver a host of smaller 'hamlet' or 'village' style developments* described in the **Keresley Sustainable Urban Extension (SUE) SPD**. Existing hedgerows could be retained except where roads are needed to pass through. Once the road link is completed between the A45 and M6 a large number of HGVs are likely to use the route. When entering or exiting the link road it would be a lot easier than with Tee junctions.



Keresley Parish Council does not believe that Coventry City Council does have full regard for this component of the infrastructure requirements needed for the **Keresley Sustainable Urban Extension (SUE)**. It is opposed to commencement of any housing development within this plan until it can be shown that this essential link road is fully planned and funded, and having a definite start date for construction.

Keresley Parish Council objects to the plan put forward for the construction of 323 houses by Taylor Wimpey in RMM/2019/1030 for the following reasons:

Hedgerows

OUT/2014/2282 - Design and Access Statement - Design Proposals 5.57

Retention and enhancement of the existing hedgerow network where possible, including retaining 4,395 m of hedgerow along the boundaries of and within the site, and replacing hedgerows where they are to be removed to accommodate highways works, in line with the guidelines set out for Ancient Arden in the Warwickshire Landscape Guidelines.

RMM/2019/1030 - Design Compliance Statement

This acknowledges the following **Outline Planning Condition 6b** - Retention of hedgerows

Item 3.2 Re Design Guide

Where developments are located on sites with existing trees, hedgerows or other significant vegetation, every effort should be made to integrate these elements into the development.

Design Response, Item 4.3with development interspersed between a patchwork of existing native hedgerows.

Were the statements made to be abided by, the development may well provide the *opportunity to deliver a host of smaller 'hamlet' or 'village' style developments* contained in the **Keresley SUE** document.

However the Phase 1 plan shown on page 10 of the **Design Compliance Statement** shows that most of the hedgerows are to be grubbed out. Even less than the number shown on the **Masterplan 1E** shown on page 6.

The plan certainly does not comply with **Condition 6b**, retention of hedgerows, and goes further than **Masterplan 1E** with the removal of hedgerows. With regard to **Design Guide item 3.2** no effort has been made to integrate the hedgerows into the development, rather an effort to eliminate the *patchwork of existing native hedgerows* mentioned in the **Design Response, Item 4.3**.

Keresley Parish Council believes that **Condition 6b** has not been met since it is proposed to remove hedgerows not required for road access and could be retained. Also that **Condition 42** has not been met since it is proposed to provide a substantially different layout to that shown in **B.0263_06-1e** with the removal of half of much of the existing hedgerows.

The planning application should be refused.



Greenspace

Design Compliance Statement - Design Response

4.3 play areas centrally located along the Western Greenway

4.4 The Western Greenway runs through the centre of phase 1 acting as a central conduit
Areas for equipped play and natural areas of play.

The **Masterplan 1E** shown on page 6 of the **Design Compliance Statement** document shows greenspace area called the Western Greenway. Whilst this is still mentioned in the **Design Compliance Statement** document, item 4.3. it is not detailed on the **Phase 1 plan** shown on page 10 of the **Design Compliance Statement**.

Keresley Parish Council believes that Condition 42 has not been met since it is proposed to provide a substantially different layout to that shown in B.0263_06-1e with the removal of half of the Western Greenway. The planning application should be refused.

Play Area

Whilst the **Masterplan 1E** shown on page 6 of the **Design Compliance Statement** shows the location of a central play area, whilst on the **Phase 1 plan** shown on page 10 of the **Design Compliance Statement** it is absent with Western Greenway area is reduced in size by around 50% with no equipped play areas being shown. Item 4.3 mentions a

Design Compliance - Design Response

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Keresley Parish Council believes that Condition 42 has not been met since it is proposed to provide a substantially different layout to that shown in B.0263_06-1e with the removal of the play area shown on the Western Greenway. No equipped play areas are now shown to be provided. The planning application should be refused.



Local Centre

The Decision Notice item 6e requires the provision of a local centre to be included within any reserved matters submitted. Whilst the **Masterplan 1E** shown on page 6 of the **Design Compliance Statement** shows the location of a Local Centre the **Design Compliance Statement** provides no indication that those living in this first phase will have any access to a Local Centre, the only mention being to safeguard the land, Item 2.8.

The Local Centre is to provide for all those living in the SUE development, not just those in this Taylor Wimpey development. Easy access needs to be provided to those in the adjacent xxx development without recourse to driving along Tamworth Road. Failure to provide this at the outset will lead householders to develop shopping patterns which would be difficult to change, with the possibility that the Local Centre would not be sustainable.

Building forLife 12 states in **1.Connections** We recommend that you avoid - Not considering how the layout of a development could be designed to improve connectivity across the wider neighbourhood.

Not considering where future connections might need to be made - or could be provided - in the future.

In **2. Facilities and services** Local Centres be designed as vibrant places.

The Keresley area is in need of additional doctors surgeries. The current NHS surgeries are already stretched, And with an additional 3100 dwellings may lead to a total breakdown. The Local Centre is needed urgently to accommodate doctor and dentist surgeries.

It is noted that Taylor Wimpey are intending to reduce the land allocated, as shown allocated on the **Masterplan 1E** for the Local Centre, by 50%.

The Local Centre and the road to Phase 1 should be built at the same time as Phase 1 with the road able to extend into the Bellway site.

Keresley Parish Council believes that Condition 6e has not been met since no provision is being proposed for the construction of, and access to, the Local Centre for the Keresley SUE to the south of Hall Brook.

The planning application should be refused.

School

The Decision Notice item 6f requires the provision of a 1.8ha school site to be included within any reserved matters submitted. Whilst the **Masterplan 1E** shown on page 6 of the **Design Compliance Statement** shows the location of a Local Centre the **Design Compliance Statement** provides no indication that those living in this first phase will have any access to a new Primary School, the only mention being to safeguard the land, Item 2.8.

The school site needs to be made available to prospective interested parties at the outset of the development.

Keresley Parish Council believes that Condition 6f has not been met since no provision is proposed for the land to be available for school construction at the same time as the commencement of Phase 1.

The planning application should be refused.

Public Transport

The **Design Compliance Statement** makes no mention of public transport.

Building forLife 12 states in **3.Public Transport**

We recommend that you avoid - Thinking about development sites in isolation from their surroundings. For example, bus only routes (or bus plugs) can be used to connect a new development to an existing development and create a more viable bus service without creating a 'rat run' for cars.

The **Local Development Plan** Policies DS3 & DS4 requires access to sustainable modes of transport and that dwellings be within 400m of a bus stop having regular service patterns into the city.

An earlier report prepared for the Keresley SUE recommended that bus stops be *...within 250m of each dwelling.* (**Keresley SUE Sustainable Transport Strategy May 2009 – WSP Development and Transportation**)
The Phase 1 plan makes no provision for buses

Keresley Parish Council believes that Coventry LDP Policies DS3 & DS4 have not been met since no provision is proposed for public transport.

The planning application should be refused.



Link Road

Condition 6g requires the provision of a corridor reserved for a future link road that positively supports the delivery of the overall allocation.

The proposed Link Road design is not in accordance with **Keresley SUE SPD** (Pages30/31)
A tree and landscape buffer is required having low level hedge and shrubs to provide a green buffer.

The proposal shown in the **Landscape General Arrangement** drawings is for eight Malus (Crab Apple) along the entire length of the link road shown and having grass verges.

This tree species seems to be entirely unsuitable for what will become a heavily used road. When ripe, crab apples will drop onto the road. Also the species has little Pollution Removal properties.

A species such as Ailanthus altissima for a street tree may be a better solution. Details may be found in the Barcham "Species Selection" as reproduced in the **Draft Trees & Development Guidelines Appendix**.

A suitable hedgerow species is also required. The CCC **Air Quality Supplementary Planning Document** mentions **5.56 Green Infrastructure** Plants and trees may provide an aesthetically pleasing aspect to a scheme and may also be used to provide a barrier from a pollutant source such as a trafficked road.

A roundabout is required at the Long Lane/Tamworth Road junction from which the link road will lead into the development. It has been suggested by the developer that it is not possible to have a single roundabout to fulfill this requirement. Thus the plans show two roundabouts. One at the Long Lane/Tamworth Road junction and one for entry to the Phase 1 development. The developer will be contributing £1.6 million to the roundabout with S106 monies.

With a roundabout at the Long Lane/Tamworth Road junction of a similar size to that of the A4114/B4076 at Allesley, with five roads, the Tamworth Road from Corley can be diverted south-west between Maplewood and the Mobile Phone mast to meet this the large roundabout.

Keresley Parish Council believes that Condition 6f has not been met since, by not joining to the Long Lane/Tamworth Road roundabout junction, the link road shown in the Phase 1 plan fails to positively support the delivery of the overall allocation.

The planning application should be refused.

Cycleway

Design Compliance Statement - Design Response

4.1 The detailed site Layout embraces the principles established by the outline illustrative masterplan submitted as part of the approved application shown on page 6.

The **Masterplan 1E** shown on page 6 of the **Design Compliance Statement** document shows greenspace area, called the Western Greenway with a segregated cycleway.

Design Compliance Statement P14 shows cycleway directly adjacent to the link road

Keresley SUE P31 Tree and landscape buffer. Low level hedge or shrubs to provide a green buffer
With the footway cycleway away from linkroad

Keresley Parish Council believes that whilst the cycleway shown in Masterplan 1E on page 6 meets the needs of the Keresley SUE SPD, the new position fails to meet the condition for the position shown on page 31 of the Keresley SUE SPD.

The planning application should be refused.

Broadband and Mobile Internet

Policy C1 Developers must make sure that broadband services that meet the ambitions of the Digital Communications Infrastructure Strategy.

Provision of Fibre to Home and 5G mobile are needed.

Keresley Parish Council believes that the Coventry LDP Policy C1 has not been met since no information has been provided for this infrastructure within the application.

The planning application should be refused.

Keresley Parish Council objects to the Taylor Wimpey planning application RMM/2019/1030

Vice Chairman - James Passmore

Councillor - Chris Wood

On behalf of **Keresley Parish Council** 17/06/2019