LAND NORTH OF THOMPSONS FARM, KERESLEY

DESIGN AND ACCESS STATEMENT
PREPARED BY PEGASUS DESIGN ON BEHALF OF LIONCOURT STRATEGIC LAND

P16-0926_12E | FEBRUARY 2019
“THE CREATION OF HIGH QUALITY BUILDINGS AND PLACES IS FUNDAMENTAL TO WHAT THE PLANNING AND DEVELOPMENT PROCESS SHOULD ACHIEVE. GOOD DESIGN IS A KEY ASPECT OF SUSTAINABLE DEVELOPMENT, CREATES BETTER PLACES IN WHICH TO LIVE AND WORK AND HELPS MAKE DEVELOPMENT ACCEPTABLE TO COMMUNITIES”.

(PARA 124, NPPF 2019).
SECTION 1 | INTRODUCTION

PURPOSE OF THE STATEMENT

1.1 This statement has been prepared by Pegasus Urban Design on behalf of Lioncourt Strategic Land to accompany the outline planning application for residential development on Land north of Thompsons Farm, Keresley.

1.2 This statement has been prepared in accordance with Article 9 of the Town and Country Planning (Development Management Procedure) (England) Order 2015, which requires certain applications to be accompanied by a Design and Access Statement.

1.3 The purpose of this statement is to explain; "how the proposed development is a suitable response to the site and its setting and demonstrate that it can be adequately accessed by prospective users" (para. 34, Planning Practice Guidance ID 26-034-20140306, March 2014).

1.4 The Town and Country Planning (Development Management Procedure) (England) Order 2015 also states the following requirements:

1.5 “(2) An application for planning permission to which this paragraph applies must, except where paragraph (4) applies, be accompanied by a statement ("a design and access statement") about:

(a) the design principles and concepts that have been applied to the development; and

(b) how issues relating to access to the development have been dealt with.

(3) A design and access statement must:

(a) explain the design principles and concepts that have been applied to the development;

(b) demonstrate the steps taken to appraise the context of the development and how the design of the development takes that context into account;

(c) explain the policy adopted as to access, and how policies relating to access in relevant local development documents have been taken into account;

(d) state what, if any, consultation has been undertaken on issues relating to access to the development and what account has been taken of the outcome of any such consultation; and

(e) explain how specific issues which might affect access to the development have been addressed.”

1.6 This document achieves this within the following sections:

Section 1: Introduction – outlines the purpose of the document;

Section 2: Assessment – considers the site and its surroundings in terms of the physical, social and planning context;

Section 3: Design Principles and Sustainable Structuring – presentation of the design principles that have been derived from a combination of Government Policy and site assessment;

Section 4: Involvement and Evolution – outlines the stakeholder consultation undertaken, as well as its key findings and design evolution;

Section 5: Design Proposals – presentation of the design proposals including uses and amount proposed, access arrangements, layout of the development, scale of buildings, landscaping treatments and appearance.

Section 6: Summary

Section 7: Building for Life – evaluates the design of the scheme against the Building for Life 12 questions to assess the scheme’s ability to promote high quality homes.

This statement should be read in conjunction with the Outline Planning Application and its accompanying documents including the Planning Statement, Transport Statement, Heritage Statement, Ecology Assessment, Landscape Assessment, Flood Risk Assessment, Sustainability Assessment, and Statement of Community Involvement.
SECTION 2    | ASSESSMENT
SECTION 2 | ASSESSMENT

SITE’S IMMEDIATE CONTEXT

2.1 The site is located to the west of Keresley, a settlement at the northern fringes of Coventry. It is irregularly shaped and accessed from Bennett’s Road along its eastern edge. Linear residential development adjoins the site along both its southern and part of its eastern boundaries.

2.2 Immediately south of the site is linear residential development strung along Thompson’s Lane. Further south is a Recreation Ground, Bunsons Wood, Hounds Hill and agricultural fields, with the city of Coventry beyond.

2.3 Running along the site’s northern boundary is a public footpath (M310/B) with Keresley RFC playing fields, and agricultural field parcels defining its northern edge. Some 175m to the north is Burrow Hill Lane with further field parcels beyond. The M6 is located some 700m north of the site.

2.4 Adjoining the site to the west is open countryside with Tamworth Road located some 600m away and the hamlet of Corley located some 825m to the north west.

2.5 Defining the site’s eastern edge is Bennett’s Road. Beyond this is the built form of Keresley, including Keresley Newland Primary School and residential estates. The industrial estate ‘Prologis Park’ is located some 430m to the south west of the site.

PLANNING HISTORY

2.6 The proposed development at Keresley has been promoted to the Council since 2007, when it was first considered as part of the Council’s then Core Strategy document. The Coventry Core Strategy did not proceed to formal adoption and subsequently work commenced on a new Local Plan in 2013, where the Keresley site was again promoted and considered through this process.

2.7 The new Local Plan formally adopted in December 2017 includes an Allocation for a Sustainable Urban Extension at Keresley (Policy H2) which is identified to deliver 3,100 new homes and provides Masterplan Principles in Policy DS4. The application site forms the northern part of this allocated land and clearly defines the development parcels, open green space and key built frontages to the wider area.

2.8 The wider allocation also includes retail space within local centres. However, given the location of the site on the northern fringe of the urban extension, combined with constraints to the access off Bennetts Road North (see p.27 of this DAS), it is felt that the land north of Thompsons Farm is one of the less suitable locations for local centre uses within the wider allocation, when compared to other parcels further to the south. No local centre uses are therefore proposed as part of the scheme. This approach has been discussed with the case officer at pre-app.
The site consists of arable agricultural land, with multiple hedgerows running through the site at the field boundaries and a large pond within a copse of trees at the heart of the site. The topography is gently undulating with the low point located towards the middle of the eastern boundary.

The general surrounding area is characteristic of an urban fringe with various areas of residential development, notably Keresley Newland, along with employment development, notably Prologis Industrial Park.

The site is located within the east of the Arden Landscape Character Area [Natural England Character Area 97], at the margin between the local landscape types Industrial Arden and Ancient Arden, as identified within Coventry City Council’s Green Infrastructure Study.

Given that the site is currently used as managed arable farmland in the form of a number of fields, habitats are largely limited to the existing field boundaries. The key ecological features of importance within the site include field boundary hedgerows and associated standard trees, a single pond and associated vegetation. Other features include the residential property Thompsons Cottage and associated outbuildings, along with small areas of amenity grassland, scrub, tall herb vegetation and Bramble.

A number of faunal surveys have been carried out on site. The key considerations from these are the potential for bat roosting/other activity, limited nesting opportunities for certain species of bird within the hedgerows, and the presence of a nearby badger sett outside of the site.

A number of areas of Ancient Woodland are present within the local area, the nearest of which is Bunsons Wood, which is located approximately 30m south of the Application Site boundary at its closest point.

A more detailed assessment of the site within its ecological context, and the likely impacts of development, can be found within the Environmental Statement Chapter 8.
CONNECTIONS AND PUBLIC TRANSPORT

2.16 Bennetts Road North bounds the site to the east and runs in a north-south alignment. Further south the road becomes Keresley Green Road, which in turn intersects with Tamworth Road. Bennetts Road South provides connections with Coventry to the south and Bedworth to the north-east. Bounding the site along its southern boundary is Thompsons Road, a minor lane.

2.17 The site is served by the 16 and 16A which operate along Bennetts Road and combine to provide 6 buses per hour in the interpeak to Coventry, Keresley, Stoke Aldermore, Binley and Walsgrave University Hospital. The nearest bus stops are located at Howat Road (250m from site access), Exhall Road (400m), and Bennetts Road (500m).

2.18 Interchange with other bus routes is possible in Coventry City Centre which provides access to all major trip destinations in the city, and to points outside the city, such as Birmingham City Centre, Birmingham Airport, Solihull and major towns in Warwickshire.

2.19 Coventry Railway Station is located approximately 5km from the development site to the south of Coventry City Centre. Although not within an attractive walking distance from the site, the station can be accessed via other sustainable modes such as cycling and frequent bus routes mentioned above.
LOCAL FACILITIES PLAN

LAND NORTH OF THOMPSONS FARM, KERESLEY | DESIGN AND ACCESS STATEMENT
FACILITIES AND SERVICES

2.20 The site is situated within a location that benefits from good accessibility to a range of existing community amenities. The settlement of Keresley adjoins the eastern edge of the site, while Coventry city centre is some 5.5km to the south. Together these contain local facilities and services such as a library, public houses, retail, café/restaurants, car parks, banks, hospital, pharmacies, churches and community halls. Keresley has a number of local facilities and amenities which serve primarily the local community. The largest area of employment land within the vicinity of the site is Prologis Park located on the previous Coventry Colliery, while the nearest existing medical facility to the site is the Keresley Green Medical Centre.

2.21 Those facilities and services within the vicinity of the site are listed as follows:

- **Transport** – Coventry Arena Railway Station (3.2km SE);
- **Education** – Keresley Newland Primary School (50m E), Corley School (1.05km NW), Cardinal Newman Catholic School (1.9km S), President Kennedy School (1.4km SE), Holy Family Catholic Primary School (1.95km SE), Parkgate Primary School (2.1km SE), RNIB Pears Centre for Specialist Learning (1.9km SE), Ash Green School and Arts College (1.9km E);
- **Public houses/Hotels/Restaurants** – Hare and Houses Public House (1.05km S), Horse and Jockey Public House (700m W), The Royal Oak Public House (1.8km E);
- **Community facilities** – Keresley Community Village Centre (470m E), Keresley Community Library (120m SE), Corley Parish Church (830m NW), Corley Sports Pavilion and Hall (975m NW), St Thomas’ Church (2.2km S);
- **Healthcare** – Keresley Clinic (80m SE), Park Leys Medical Centre (60m E), Hospital (7.7km SE);
- **Retail** – Post Office (410m E), Co-Operative Food (1.02km S), One Stop Convenience Store (25m W), Littlehurst Nursery & Garden Centre (100m N);
- **Industry** – Prologis park (470m SE), Whitmore Park (2.7km S), Woodshires Green (2.7km SE); and
- **Leisure** – Keresley Rugby Football Club (10m N), Recreation Ground (600m E), Cricket Ground (170m N), Cricket Ground (510m W), Royal Court Hotel (1.4km S).
SURROUNDING CHARACTER ANALYSIS

2.22 Keresley is a village located to the north west of the city of Coventry and is a combination of two further villages: Keresley Green to the north and Keresley Heath to the south.
Historic Development

2.23 Historic development is dispersed consisting of mainly farmsteads and some public houses. Properties are traditionally detached red brick with clay red/orange roof tiles. Other building features include: multi-paned sash windows; decorative wooden fascia; tall chimneys; rendered facades; dormer windows; stone cills and lintels; decorative soldier red brick detailing over fenestration; and moulded door surrounds.
Early 20th Century Development

2.24 Early 20th century semi-detached and terraced properties are located fronting Bennets Road and Thompsons Road. At road junctions these properties often front the road diagonally. Dwellings are mainly 2 storey, semi-detached or in terraced rows, with pebble dashed, rendered or red brick facades. Many front gardens have been converted to provide on front parking and properties generally have larger than average rear gardens. Overall, the properties are repetitive in form and lack detail, those building features present include: porches; chimneys; and brown tiled roofs.
Post War Development

2.25 These post war properties are predominantly 2 storey orange/red brick or rendered/pebble dashed semi-detached properties. Properties are laid out in continuous straight lines in regimented layouts. Houses are usually repetitive in form with little variation but benefit from large curtilages that allow space for off road parking and larger than average front gardens. At Scholfield Road properties have mansard roofs. The sloping nature of the area allows long distance views along north/south streets such as those afforded from Parkfield Road and Shaftesbury Avenue.

2.26 Boundary treatments include: clipped hedgerows; low picket fencing; and brick walling. Many properties front a green square with tree planting and verges with street planting is a common feature in these estates. Building features include: hipped roofs; simple flat concrete door canopies; porches; brown or grey roof pantiles; and chimneys.
Late 20th Century Development

The amount of late 20th century development is limited in Keresley. At Grove Lane properties are laid out in cul-de-sac arrangements with a mixture of terraced, semi-detached and detached buildings. Buildings are beige/pink/orange/red brick facades with grey or brown pantile roofs. Building detail is limited to differing brick colour around fenestration and/or as quoins. Off road parking is provided to front of properties and some properties have garages. There is typically no boundary treatment to front gardens, but back gardens are walled where they adjoin roads or public open space. Building features include: porches; door canopies; and wooden clad protruding oriel windows.
2.28 The majority of recent housing is located to the north of Prologis Park. This development acts as infill between the industrial estate and post war housing in Keresley. The new housing at Mercers Meadow and Woods Piece is predominantly detached larger 2 storey units with integral garages or semi-detached 2 or 2.5 storey units. These properties have off road parking with front and back gardens. Gable fronting elevations, differing roof pitches and dormer windows that create varied roof rhythms, while the protruding bay windows and garages help to create an interesting building line. This varied building line allows for some street tree planting in verges. In Coopers Meadow units are generally smaller terraced with some flats over garages present. There is a larger number of 2.5 storey units present.

2.29 Building features include: beige/red/orange/pink multi coloured brick facades; pink & grey/grey/brown roof tiles; bay windows; dormer windows; porches with wooden feature detailing; door canopies; feature tile hanging; decorative brick detailing such as diamond features, banding and around fenestration; render to first floor gable elevations; deep fascia; wooden corbels; moulded plaster door surrounds; dormer windows; and varied window sizes. Boundary treatments include brick walling to back gardens and some low trimmed hedgerows and black railings, although boundary treatments are often absent from front gardens.
2.30 This business park is typical of that seen elsewhere in the country consisting of units with large building footprints and large grey car parking areas. Amenity planting and trees assist in softening buildings to a degree. Other elements include company signs, flag poles, bollards to define areas and lighting columns.
The constraints and opportunities presented by the site are utilised to inform and structure the development proposals. These are outlined below and illustrated, where appropriate, on the Constraints and Opportunities plan shown opposite.

**CONSTRAINTS**
- Retain all existing trees, and the majority of hedgerows and other landscape features particularly those of ecological interest that act as wildlife habitats;
- Protect the existing residential amenity of adjoining properties i.e those fronting Bennett’s Road to the east and Thompsons Road to the south;
- Respond to the site’s SUE allocation policy (H2 and DS4);
- Respond to the sites sloping topography;
- Respect key views into the site from the south west and north east;
- Provide for SuDs infiltration and attenuation areas within the scheme;
- Safeguard the small area of land between the highway and the existing field access gate, part of which, is relied upon for vehicular access to adjacent dwelling, ‘The Hollies’; and
- Existing development and land ownerships along Bennetts Road North restrict vehicular access to the single point shown on the plan.

**OPPORTUNITIES**
- Provision of sustainable development that can accommodate up to 500 dwellings supported by amenity space and new infrastructure;
- Make efficient use of the land through the application of appropriate densities in accordance with adopted policy;
- Opportunity to create quality architecture that takes design cues from the surrounding context;
- Provision of landscape infrastructure that builds upon positive aspects of the local landscape character as an integral part of the development;
- Provision of new connections to Bennett’s Road and existing PROW network;
- Opportunity to create complete development blocks by backing onto existing dwellings along Bennetts Road and Thompsons Road in the southeast of the site;
- Retention of existing hedgerows provides a clear natural parcel structure to the scheme; and
- Existing copse and pond provide natural green centrepiece to the scheme.
DESIGN RELEVANT PLANNING POLICY

National Planning Policy Framework

2.32 Government guidance in the form of the National Planning Policy Framework (NPPF), as updated in February 2019, states that there is a presumption in favour of sustainable development (Paragraph 10) and sets out an over-arching social objective in support of this which involves:

“to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural well-being” (para 8(b), NPPF 2019)

2.33 The Government continues to place a high emphasis on design with the revised National Planning Policy Framework (2019) (NPPF) providing detailed advice at Section 12: Achieving well-designed places.

2.34 The contribution that good design makes to sustainable development is set out in paragraph 124, as follows:

“The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process.” (para. 124, NPPF 2019)

2.35 The NPPF is also clear at paragraphs 125 and 126 that Development Plans should set out a clear design vision to provide certainty to applicants, and that design policies should be prepared in conjunction with local communities to reflect local aspirations.

2.36 Paragraph 127 of the NPPF states that with regard to design planning policy and decision making should ensure that developments:

a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;

b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;

c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

2.37 National Planning Policy Framework (NPPF 2019) Section 9: Promoting Sustainable Transport (para. 102), points to the role that design has to play in ensuring that transport issues are considered at the earliest stages of development proposals and the role that design can play to ensure that development maximizes opportunities for sustainable transport options.

“...patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.” (para. 102 sub-section e) NPPF 2019)
National guidance in the form of Planning Practice Guidance, published in March 2014 further reinforces the NPPF’s commitment to requiring good design by stating: “Achieving good design is about creating places, buildings, or spaces that work well for everyone, look good, last well, and will adapt to the needs of future generations. Good design responds in a practical and creative way to both the function and identity of a place” (para 001, Planning Practice Guidance, ID 26-001-20140306, March 2014).

In relation to public open space National Planning Policy Framework (NPPF) defines Open Space as follows: “Open space: All open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity.” (Annex 2: Glossary, page 69, NPPF 2019)

Whilst the National Planning Policy Framework (NPPF) and the prior publication of Planning Practice Guidance (March 2014) has replaced the Planning Policy Statements the following design guidance documents are still relevant to creating good design:

- Manual for Streets 1 & 2 (DOT/DCLG 2007/2010);
- Building for Life 12 (ICABE at the Design Council, Design for Homes and the Home Builders Federation, 2012) and
- Design and Access Statements – How to write, read and use them (ICABE 2006).

The Local Plan was adopted in 2017 and contains policies, designations and allocations which are used to shape development and determine planning applications. Those policies that relate to design and access are outlined as follows:

- Policy H2:1: Housing Allocations - outlines the Keresley SUE. This allocation is due to deliver 3,100 new homes along with two local centres, a primary school and a green corridor along Hall Brook.
- Policy H3: Provision of New Housing – states future housing developments will be designed to create new and stable communities providing a mix and choice of housing types and tenures.
- Policy H4: Securing a Mix of Housing – states a mix of market housing will be required which contributes towards a balance of house types and sizes across the city.

Local Planning Guidance

Coventry City Council Local Plan December 2017

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- Policy H4: Securing a Mix of Housing – states a mix of market housing will be required which contributes towards a balance of house types and sizes across the city.
• Policy H6: Affordable Housing – outlines new residential schemes of 25 dwellings or more, or more than 1ha, will be expected to provide 25% of all dwellings as affordable homes. As the proposals is within an area of existing low concentration, provisions should make: a) 15% Social/Affordable Rental provision; and b) 10% Intermediate Provision.

• Policy H9: Residential Density – states residential development… must make the most effective and efficient use of land whilst ensuring compatibility with the quality, character and amenity of the surrounding area. Developments on Greenfield sites should achieve a minimum of 30 dwellings per hectare [net]. Additionally the policy states that at least 20% of gross site area to remain undeveloped on sites in excess of 2ha. The undeveloped areas should focus on providing localised green spaces, landscaping and other public realm provisions as appropriate. Main roads, parking spaces and gardens have been considered essential elements of residential property and are counted towards the developable area. The reduction of site area to reflect density will also help to support the Council’s green space standards and ensure high quality built environments.

• Policy DS4 (Part C): Keresley SUE Specific Masterplan Principles - outlines the following for the wider allocated site at Keresley:
  i Incorporate the recommendations of the Council’s SUE Design Guidance SPD;
  ii Ensure that the planned Local Centres are located at separate ends (north and south) in accordance with Policy R1;
  iii Ensure the new defensible boundaries to the Green Belt are clearly supported on the western side of the site to Tamworth Road and to the north around Thompsons Lane;
  iv Establish a comprehensive green and blue infrastructure corridor focused around the Ancient Woodlands, Hounds Hill and the Hall Brook. This corridor should run north-south between the Burrow Hill Fort to the north and the Jubilee Woodland to the south east; and
  v Identify clear access points to the site and make appropriate provisions for new transport infrastructure and highway improvements to support the comprehensive delivery of the site. This should include:
    a. The provision of a new Link Road in accordance with Policy H2. The Link Road should be operational to traffic prior to the full completion of all development components within the SUE;
    b. The delivery of the Link Road should not be to the detriment of Pro-Logis Park; and
    c. The management of the existing highway junctions at Bennetts Road, Tamworth Road, Fivefield Road, Sandpits Lane, Thompsons Lane, Long Lane and Watery Lane to ensure they continue to operate in a safe and appropriate way.
Policy DE1: Ensuring High Quality Design – states all development proposals must respect and enhance their surroundings and positively contribute towards the local identity and character of an area. All development will be expected to meet the following key principles:

a. respond to the physical context of the site;
b. consider the local distinctiveness and identity of the site but also have regard to opportunities to enhance the local built and natural environment through new development and enhanced design;
c. where appropriate, retain and incorporate into the layout the protection of important views, including key views of the three spires;
d. preserve or enhance the character and setting of the historic built, landscape and where appropriate archaeological environment;
e. preserve or enhance the character and setting of major road, rail and canal corridors;
f. clearly define the boundaries between public and private spaces and enclosure of space;
g. provide attractive, safe, uncluttered, active and easily identifiable, high quality public spaces;
h. make places that inter connect and are easy to move through;
i. ensure places are easily understood by users, with clear routes and distinct physical features;
j. seek high quality design and attention to detail in the layout of developments, individual buildings and infrastructure in terms of function and impact, not just for the short term, but over the lifetime of the development;
k. be adaptable to changing social, technological, economic and market conditions and ensure that developments maximise the use of the site;
l. promote diversity through mixes of uses within a site or building, which work together to create vital and viable places;
m. be proactive in responding to climate change and adopt sustainable and low carbon construction principles in terms of their design, layout and density;
n. consider green infrastructure at the earliest stage in the design process, to ensure that it is well planned, designed, managed and maintained. It should also be well integrated and serve multiple purposes (as appropriate);
o. Support the integration of through routes for public transport and incorporate suitable bus priority measures as appropriate;
p. minimise adverse impact on important natural resources;
q. conserve, restore or enhance biodiversity; and
r. respect and enhance landscape quality including trees, hedges and other landscape features of value.

Policy AC4: Walking and Cycling – states development proposals should incorporate appropriate safe and convenient access to walking and cycling routes.

Policy EM5: Sustainable Drainage Systems (SuDS) – states all development must apply SuDS and should ensure that surface water runoff is managed as close to its source as possible.
**Local Design Guidance**

2.4 Coventry City Council Urban Extension Design Guide SPD August 2019
2.5 This guidance will inform the sustainable and high quality delivery of development within the city’s Ancient Arden landscape area. It reflects an update of previous guidance and responds to the recent development allocations set out in the Council’s new Local Plan. In this respect it responds primarily (but not exclusively) to the two Sustainable Urban Extensions (SUEs) at Eastern Green and Keresley.
2.6 The council’s masterplan identifies the Thompsons Farm site for development, identifies a potential access and shows some indicative pedestrian routes through the site. The SPD itself sets out the Council’s aspirations that the SUEs should deliver high quality design, materials and public realm to help create exemplar and desirable communities where people aspire to live, work and visit.
2.7 Appendix 1 to the design guide includes an indicative masterplan that provides a high level basis from which to support the delivery of the Keresley Sustainable Urban Extension (SUE). The indicative masterplan is intended to provide a clear steer as to the key developable areas and key areas of green infrastructure. Points of access and specific location of key services, facilities, routes and linkages are moveable and can be negotiated as certain phases of the development move through the planning process.

**Coventry City Council Green Space Strategy (2008-2018)**

2.8 The Green Space Strategy provides a clear framework and approach that determines the priorities for investment, guides policy and identifies opportunities for the city and its partners in relation to the city’s green spaces.
2.9 The green space standard provision for Bladake is outlined in the following table:

<table>
<thead>
<tr>
<th>Type</th>
<th>Standard (hectare) per 1000 people</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parks and Open Space</td>
<td>3.1</td>
</tr>
<tr>
<td>Accessible Natural Green Space</td>
<td>1.72</td>
</tr>
<tr>
<td>Outdoor Sport Grass Pitches</td>
<td>1.02</td>
</tr>
<tr>
<td>Provision per 1000 children and young people</td>
<td>0.10</td>
</tr>
<tr>
<td>Allotments</td>
<td>0.38</td>
</tr>
</tbody>
</table>
Coventry Connected Car and Cycle Parking Standards Appendix (2016)

2.10 This appendix sets out standards for levels of car and cycle parking associated with new development in Coventry. The standards include requirements for electric car charging points and the provision of parking for people with disabilities.

### Car Parking Standards
- All standards should be calculated on external (m²) unless otherwise stated.
- In order for garages in residential developments to qualify as part of the parking provision they must be a minimum of 3m x 6m internally.
- Unallocated visitor car parking for residential dwellings should be provided in the form of appropriately marked publicly available spaces. In cases where this is provided as part of the highway, spaces must be seamlessly integrated into the public realm to reduce the visual impact, and be suitably located so that they do not cause obstructions to other highway users.
- Where it is calculated that part of a space is required, this should be rounded up.
- Provision should be allocated for electric car charging.
- 5% of the total car parking provision should be allocated for people with disabilities / blue badge holders.
- Parking spaces for people with disabilities should be at least 3.6 metres wide and 6.0 metres long. This is equivalent to 2.4m x 4.8m, with an additional 1.2 metres at the side and end of the bay.

<table>
<thead>
<tr>
<th>Use Class</th>
<th>Outer City Car parking spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 bedroom house/flat</td>
<td>1 per dwelling + 1 unallocated space per 5 dwellings for visitors</td>
</tr>
<tr>
<td>2 bedroom house/flat</td>
<td>2 per dwelling + 1 unallocated space per 10 dwellings for visitors</td>
</tr>
<tr>
<td>3 or more bedroom house/flat</td>
<td>2 per dwelling + 1 unallocated space per 5 dwellings for visitors</td>
</tr>
</tbody>
</table>

### Cycle Parking Standards
- A Sheffield type stand is capable of allowing two bicycles to be parked if correctly installed (2 spaces).
- In most residential developments, the use of suitably sized garages or sheds will be acceptable as cycle storage provision. A method of securing the cycle to a solid wall is encouraged.
- For flats, maisonettes and managed schemes, secure communal space(s) should be provided on the ground floor or in a basement area provided that ramped access is available.
- All standards should be calculated on external gross floor (m²) space unless otherwise stated.
3.1 In line with National and Local Government Guidance and Policy, considerable importance has been placed on achieving a high standard of design across the site. The application of urban design objectives will ensure a high quality layout is achieved whilst the identification of the constraints and opportunities will ensure that the proposals are sensitively assimilated on the site and into the surrounding landscape and urban fabric. Successful urban design is dependent upon achieving an appropriate relationship between community needs, development principles, development form and a positive response to local conditions.

3.2 The principles which have been developed provide a framework by which to create a distinctive place, with a consistent and high quality standard of design. These principles have been derived from the site assessment in conjunction with the delivery of a high quality development which achieves the criteria set out within the NPPF, namely:

**FUNCTION AND QUALITY**

“...will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development” (paragraph 127, point A, NPPF 2019)

- New development provides the opportunity to establish a distinctive identity to a place which, whilst having its own character, integrates with the surrounding built form and landscape context;
- Retention of the existing landscape features on the site where possible;
- Provision of a mix of uses which cater for the everyday needs of the new residents including work, education, leisure, recreation and retail activities whilst respecting and assisting in the regeneration of the area;
- Provision of a range of house types, tenures and sizes in order to cater for choice and a variety of households;
- Establish a distinctive identity through well-designed spaces and built form;
- In-built ‘robustness’ – the ability of the development, including individual buildings, to adapt to changes such as use, lifestyle and demography over time;
- Minimise the impact of the development on the open countryside and surrounding context; and
- Provision of Sustainable Urban Drainage Systems to ensure that the development does not increase the risk from flooding in the area.

**VISUALLY ATTRACTIVE**

“...are visually attractive as a result of good architecture, layout and appropriate and effective landscaping” (paragraph 127, point B, NPPF 2019)

- Provision of a clear hierarchy of connected spaces and places, including streets, accessible by a variety of users which consider the design of the space as well as its function as a movement corridor;
- Integration of existing and proposed landscape features in order to soften the built form, particularly towards the countryside edge of the development; and
- Enrich the qualities of the existing place, with distinctive responses that complement its setting, respect the grain of the area and acknowledge local character.

**RESPONSE TO CONTEXT**

“...are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities)” (paragraph 127, point C, NPPF 2019)

- Integration of the development into the existing built form fabric of the surrounding area particularly in relation to scale, height and massing;
- Respond to the existing site topography including the consideration of views in and out of the site;
- Retention of the existing landscape features and habitats on the site; and
- Protection of existing and proposed residential amenity through the use of frontage development thereby enclosing rear gardens.
SECTION 3  |  DESIGN PRINCIPLES

STRONG SENSE OF PLACE

“...establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit (such as increased densities)” (paragraph 127, point D, NPPF 2019)

• Creation of a development which allows ease of movement for all types of users and provides equal employment, social, community, leisure and retail activity opportunities for all;
• Make efficient use of land through proposing a development with an appropriate density;
• Creation of a clearly defined public realm through the provision of continuous building frontage lines and variation in enclosure of private spaces;
• Consider carefully texture, colour, pattern and durability of materials and how they are used; and
• Consideration of the proposals in relation to the location of the buildings on the site, gradients, and the relationship between various uses and transport infrastructure, particularly for those with disabilities.

ACCESSIBILITY

“...optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks” (paragraph 127, point E, NPPF 2019)

• Integration of the proposed development into the existing movement network including new public transport provision with bus stops located within easy walking distance of all the new dwellings;
• Provision of multiple access points into the development forming part of a permeable network of streets which assists in dispersing traffic (vehicular and pedestrian);
• Enhancement and extension of the existing public rights of way network as an integral part of the development, particularly facilitating access to the Town Centre and existing employment areas;
• Maximisation of the opportunities for alternative modes of transport to the car particularly walking, cycling and bus travel;
• Creation of a clear movement hierarchy providing easily recognisable routes which balances the street as a space alongside its function as a movement corridor; and
• Maximisation of the connections to Keresley and Coventry via sustainable routes for pedestrians, cyclists and public transport users.

SAFE, INCLUSIVE AND ACCESSIBLE PLACES

“...create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience” (paragraph 127, point F, NPPF 2019)

• Convenient, safe and direct access for all residents to the existing and proposed local services and facilities including schools, retail, community uses and employment opportunities;
• Provision of a variety of accessible public open spaces and recreation areas to meet the needs of the local community whilst encouraging social activity;
• Creation of a clearly defined public realm through the provision of continuous building frontage lines and variations in enclosure of private spaces; and
• Control of access to private areas, particularly rear gardens and parking courts.
STAKEHOLDER PARTICIPATION: THE CONSULTATION PROCESS

4.1 Section 12 (para. 128) of the NPPF, considers the role that early and active engagement with the local community can play with regard to the design and style of emerging schemes.

"Design quality should be considered throughout the evolution and assessment of individual proposals. Early discussion between applicants, the local planning authority and local community about the design and style of emerging schemes is important for clarifying expectations and reconciling local and commercial interests. Applicants should work closely with those affected by their proposals to evolve designs that take account of the views of the community. Applications that can demonstrate early, proactive and effective engagement with the community should be looked on more favourably than those that cannot."

(para. 128 NPPF 2019)

STAKEHOLDER PARTICIPATION: CONSULTATION RESPONSES

4.2 The proposals have been subjected to, and shaped by, consultation with both the planning authority and the local public. A pre-application enquiry was submitted to Coventry City Council in Autumn 2018, and discussed in detail at a meeting with both the Case Officer and the Design Officer. Their comments were taken into account and implemented into the outline proposals.

4.3 A public consultation event was undertaken on Thursday 6th of December, 2018. A summary of responses can be found in the Statement of Community Involvement that included in the outline submission.
4.4 The masterplan has evolved through the different application of the development principles and through consultation with the project team. The diagrams and plans below show the design principles and earlier versions of the design proposals. Due to the size of the site, combined with the complexity of the identified constraints and opportunities, and the significant amount of project team meetings undertaken, the design proposals for the development have evolved considerably over time.

4.5 Key elements of the scheme that have evolved over time, as a result of constraints and pre-application discussions, are as follows:

- The street hierarchy has been honed over time, and detail added to better reflect the hierarchy set out in the Urban Extension Design Guide [2019]. This is set out in greater detail in Section 5 of this DAS.
- The drainage strategy has been shown in greater detail as it has been developed over time. Various development parcels around the scheme have been re-worked in order to function alongside the basins.
- The road alignment has been rationalized in places to help optimize the indicative block structure.
- The connectivity arrangements for the emergency access have been changed, to ensure better access into the scheme if needed.
- The final masterplan indicates areas of tactile paving at key junctions in order to reinforce the natural focal spaces.
SECTION 5 | DESIGN PROPOSALS
SITE LAYOUT

5.1 The site forms the northern part of the much wider allocated Sustainable Urban Extension at Keresley that was formally adopted in the Coventry City Council Local Plan, December 2017. The eastern and southern boundary of the site adjoins the rear boundaries of residential properties along Bennett’s Road and Thompson’s Lane respectively.

5.2 The site is proposed for residential development with informal public open space forming a central green space with landscaped corridors along the northern and western site boundaries. The amount and distribution of public open space proposed will help to ensure a green character, preserve the settlement edge of Keresley while ensuring adequate space for drainage and allowing space for recreational activities for both existing and new residents.

5.3 The majority of existing hedgerows and hedgerow trees will be retained around the site boundaries as intrinsic components to the green corridors, with the existing pond within the centre of the site enhanced for both ecological and recreational benefits. Attenuation areas are seamlessly integrated within the public open spaces to the north, north east and south, to create a more varied and interesting landform.

5.4 The site is accessed off Bennett’s Road along its north eastern boundary, which provides connections into Coventry to the south, and Bedworth to the north-east. This allows for a main avenue that curves in a northeast/southwest direction and forms a loop within the centre of the site. The curving nature of this road will help to reduce vehicular speeds allowing for a safer pedestrian experience. Secondary roads connect to the main avenue; in the northern part these routes create a more formal grid like urban pattern, whilst in the southern portion of the site these roads have a more organic curving character.

5.5 An emergency access is proposed on Bennetts Road North, to the south of the main access. Existing development and land ownerships along the road restrict the position of the emergency access to the proposed location, however the connectivity of the access point within the scheme, has been designed to ensure that all areas of the scheme can be accessed in the case of the central avenue being blocked.

5.6 The crescent shaped green space at the site entrance provides an important green gateway with feature tree planting and space for amenity shrubs. The central green space within the centre of the site provides a green backbone to the site creating accessible parkland that contains the existing pond, existing and new trees, a landscaped local area of play (LLAP) and space for attenuation features. Green buffers along the northern and western edges of the scheme create naturalistic landscaped corridors, which ensures a transition from the built edge and countryside whilst protecting the existing tree resource around the site perimeter. Smaller pocket parks are dispersed throughout the scheme and provide important green breathing spaces.

5.7 A strong frontage is provided through continuous building lines along the main avenue and secondary roads. This building continuity assists in defining the public realm, and helps to promote an active street scene whilst creating a safe and attractive environment that is well overlooked. Those properties fronting the central green space benefit from a more open aspect with a softer edge to the development while they ensure the public open space is well overlooked.

5.8 Development is set back from the western and northern site boundaries to provide a buffer to the surrounding countryside. Building densities will be higher in the south eastern and eastern part of the scheme where the proposed development adjoins existing development of Keresley.

5.9 The public right of way (M310/B) along the northern edge of the site will be retained and protected, with new public footpaths and cycleways linking to local facilities in Keresley to the south and east. New pedestrian links are proposed along the western edge and centre of the scheme to allow ‘green’ connections to the open countryside.
LAND NORTH OF THOMPSONS FARM, KERESLEY | DESIGN AND ACCESS STATEMENT
Residential - up to 500 dwellings (Class C3)

5.10 The development achieves an average net density of 37.5 dwellings per hectare (dph). This density is in accordance with the Local Plan Policy H9, which states developments on Greenfield sites should achieve a minimum of 30 dwellings per hectare (net). This will allow for the formation of differing densities across the development including higher density towards the existing urban areas and lower densities near landscape sensitive areas. Overall the density results in the efficient use of the site whilst at the same time promoting densities which are appropriate to the local area and which will help assimilate the development into the surrounding areas.

5.11 The density will also allow for a range of dwellings across the site with varying sizes and tenures, in accordance with Local Plan Policy H3 and H4, to accommodate a variety of household types. This will provide a hierarchy of dwellings from large detached properties with larger plots through to smaller terraced forms allowing for a variety in the proposed streetscape.

Affordable Housing

5.12 An element of 25% affordable housing will be provided within the development in a series of clusters in accordance with the Local Plan Policy H6: Affordable Housing. This will include affordable rented, shared ownership and low cost/reduced cost market housing. Details of the precise tenure arrangements will be submitted at Reserved Matters Stage through consultation with the Planning Authority and will be informed by the affordable housing provisions contained within the Section 106 Agreement.
Public Open Space

5.13 The amount of open space 5.67 hectares has been designed in order to cater for the recreational needs of the existing and new community at Keresley and to meet the standards as outlined in Coventry City Council Green Space Strategy (2008-2018). It is intended that there will be a Local Landscaped Area of Play (LLAP) and Trim Trail with 6no. play experiences on site.

<table>
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<tr>
<td>Total</td>
<td>5.67</td>
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[Allotments and grass pitches are not required on site due to off-site contributions.]

[Population estimate based on average of 2.3 residents per household]

[500 x 2.3] = 1,150 residents.]
PROPOSED MOVEMENT AND ACCESS

5.14 A well connected movement network, accessible by all users, is proposed which will help to ensure that all areas of the development are easy to navigate, safe and secure. The movement hierarchy clearly defines the main routes and helps achieve a permeable layout. The street hierarchy recognises the need to combine the function of the street as a movement corridor alongside its place function.

5.15 The site will be accessed from Bennetts Road North via a new four-arm roundabout. Secondary access for emergency vehicles only will also be provided off Bennetts Road North.

5.16 The development proposals have been influenced by “Manual for Streets 1 & 2” which encourages designers to move away from standardized prescriptive measures and adopt a more innovative approach in order to create high quality places for all users, ages and abilities.

5.17 The location of the site close to the established community, adjacent to Keresley centre and Coventry City centre where public transport nodes are present are positive characteristics which have been maximised through the provision of safe, direct, convenient and interesting pedestrian routes.

5.18 The development of a pedestrian/cycle network within the site is seen as an integral part of the transport infrastructure for the site. The potential for connection to any future off-site network, particularly the allocated site to the south, will allow users of all ages and abilities to move safely and conveniently between all points of the development and surrounding facilities.

5.19 The following measures to provide accessibility by foot and cycle are proposed:

- Provision of pedestrian/cycle links through the site;
- Internal road layout design to ensure low traffic speeds. The design will promote safe walking and high permeability through the site, and limit potential for anti-social behaviour;
- Particular attention to be paid to surface quality, and sufficient ‘overlook’ to provide a sense of safety and security for users; and
- Appropriate signage and crossing points of roads through the development, to include dropped kerbs, tactile paving and guardrails as appropriate.

5.20 A new pedestrian link through the centre of the site following the main avenue and along the western edge of the site has been located so as to encourage residents to use them and in particular utilise the already established public right of way [M310/B] along the northern boundary of the site. All pedestrian links will be suitable for use by disabled people.

5.21 Cycle use is encouraged through the high degree of permeability within the layout. With traffic movement low within this phase due to dwelling numbers, cyclists would find it safe and convenient to use the streets for cycling. The use of suitably sized garages or sheds will be included as cycle storage provision.

CAR PARKING

5.22 Parking should be designed in line with the guidance contained within Coventry Local Plan 2016 Appendix 5 and Manual for Streets.

5.23 The majority of allocated parking will be provided on-plot and is generally located to the side of dwellings within an individual parking bay and/or garage set just back from the building line to allow ease of access to dwellings.

5.24 Unallocated parking spaces will be provided for visitor parking. These will be seamlessly integrated into the public realm to reduce the visual impact, and be suitably located so that they do not cause obstructions to the highway.

5.25 5% of all new parking spaces will include the provision for electric car charging points. In cases where the provision of this allocation is demonstrated to be impractical, 5% of spaces will have the capacity to be easily retrofitted with recharging points.

5.26 In accordance with the Car and Cycle parking standards the development will aim to allocate 5% of the total parking provision for blue badge holders. Parking spaces for people with disabilities will be at least 3.6m wide and 6m long. This is equivalent to 2.4m x 4.8m with an additional 1.2m at the site and end of the bay.

5.27 Courtyard parking within the development blocks should be designed so that they have their own sense of place and will serve only a few units, thus creating a private well defined area with good surveillance from dwellings. Parking in these courts should also be provided so that parking is convenient for the user to promote its use. Generally, there will be only one vehicular access point preferably through the building line. These areas will be overlooked by properties in order to increase perceived and actual safety.
5.28 A well connected movement network, accessible by all users, is proposed which will help to ensure that all areas of the development are easy to navigate, safe and secure. The movement hierarchy clearly defines the main routes and helps achieve a permeable layout. The street hierarchy has been designed to accord with the guidance of the Coventry City Council ‘Urban Extension Design Guide’ [2019] and recognises the need to combine the function of the street as a movement corridor alongside its place function.

5.29 The materplan indicates areas of tactile paving at key junctions in order to reinforce the natural focal spaces established in the street structure. This improvement to the scheme came about through pre-app discussions with the Council.
The Avenue is the main access route into the site and provides vehicular and pedestrian access to the residential parcels. This street is characterised by a more regular street pattern with the built form set closer to the back edge of the pavement separated by private front gardens. The street is sufficiently wide enough to allow for substantial tree planting and landscaping with grassed verges incorporated on both sides of the street to create a formal and verdant character. Dwellings will be accessed directly from the carriageway with occasional on street parking for visitors. From the Avenue, internal roads access quieter residential areas.

“Avenues are intended to act as the main access routes into the larger development parcels. Whilst designed with a more formal footway/carriageway arrangement they should be sufficiently wide enough to allow for substantial tree planting and landscaping to give them a softer/greener character."

INTERNAL ROADS

5.31 The Internal Roads are accessed from the Avenue and act as intermediate streets throughout the development providing access to quieter shared surface Lanes and Edge Roads and Private Drives.

5.32 They share the same characteristics as the Avenue i.e. footways with kerb upstands and conventional carriageways. However, the built form is set closer to the back edge of the pavement separated by private front gardens. These routes will have a central village feel with changes in geometry and carriageway narrowings. Street trees will be used to break up the use of hard surface materials in parking bays, which will additionally help green and soften the routes.

5.33 Dwellings will be accessed directly from the carriageway with occasional on street car parking for visitors. Pinch points and varying surface materials are used as traffic calming measures to alert motorists to a change of environment.

“Internal roads are intended to act as the main access route into medium sized development parcels or as an interface between boulevards and the more intimate less formal routes and spaces.”

LANES

5.34 The Lanes have shared surfaces and are accessed mainly from the Internal Roads. These shorter streets will be lightly trafficked residential streets. They will include a single surface material in a variety of buff and lighter colours/textures and include reduced kerb heights, which would still provide a means for visually-impaired people to navigate by.

5.35 The shared surfaces will incorporate street planting and water channel features. The key aims are to:
   - Encourage low vehicle speeds;
   - Create an environment in which pedestrians can walk, or stop and chat, without feeling intimidated by motor traffic;
   - Make it easier for people to move around; and
   - Promote social interaction.

5.36 In the absence of a formal carriageway, the intention is that motorists entering the area will tend to drive more cautiously and negotiate the right of way with pedestrians on a more conciliatory level.

"Lanes are more intimate shared spaces where there is no designated footway or carriageway. They should have no overtly direct vehicle route through, with trees, planting beds and street furniture placed in such a way as to slow vehicle speeds."

EDGE ROADS

5.37 Edge Roads share similar characteristics to the Lanes in that they are shared surface routes. These shorter length roads will be designed to blend with the natural landscape and ensure vehicle speeds are kept to a minimum. This will be achieved by incorporating a varying width verge with tree and shrub planting to create an informal, soft edge to the scheme.

5.38 The carriageway width can be narrowed to 2.75m at crossing points. The use of rumble strips combined with tree and/or bollards will also help reduce vehicle speeds at these points.

“Edge roads will play an important part in both integrating the new developments with the wider open countryside whilst at the same time providing the views from the open countryside into the new development.”

5.39 These lower category streets will run along the perimeter of the development parcels and the open spaces where onesided development occurs. The width of these carriageways will vary to ensure a softer edge to the scheme. They will provide direct plot access to a limited number of dwellings and on-street visitor parking will be provided to one side where appropriate.
INTERNAL JUNCTIONS

5.40 Internal junctions will be carefully designed at the detailed design stage to ensure they are points of interest within the scheme. The absence of road markings in these intersections of road will help to ensure that vehicles negotiate with other users, such as cyclists and pedestrians. Tight corners at these locations will help to reduce vehicle speeds and should be considered. Surface treatments will be contrasting to the road to emphasise these areas and create further variety and interest.

"Junctions are crucial in aiding permeability, helping with legibility and can act as focal/meeting points."

CONTINUITY AND ENCLOSURE

5.41 The design of the development proposals are broadly based on the principle of perimeter blocks that provide a strong frontage to the public realm whilst protecting the amenity of existing residents. This continuity assists in defining the public realm, promotes an active street scene and helps to create a safe and attractive environment. The new development will provide frontage over the proposed areas of public open space and also provide surveillance over the new recreation area.

5.42 The design solution for the site reflects the variety in townscape form that can be seen in the area. However, as this is an edge of the settlement location, some streets could incorporate a more open aspect with elevations set back behind more traditional front gardens. In locations where gable ends of houses adjoin the street, additional windows may be incorporated on these elevations to reinforce the level of surveillance of public areas.

5.43 Development plots will be defined by a range of boundary treatments including walls, timber fences, bollards, railings and hedging, depending upon their location, in order to clearly define public and private spaces.

5.44 Key frontages such as those following the main avenue through the development will be particularly prominent and critical to the appearance of the development. Here larger detached properties will create a prestigious frontage particularly along the section of road as it enters the site.

5.45 Particular attention will be paid to the massing and architectural style of these buildings, so that they contribute positively to the quality and character of the new development. These frontages should be designed as a composition in order to provide a cohesive element to these prominent positions.

BUILDING HEIGHTS AND MASSING

5.46 Two storey units will be placed near to the existing urban form and along the northern and western site edges to minimise the impact of new development. Along the main avenue properties will be predominantly 2 storey but with the potential for up to 3 storey around key buildings and nodal points. The rest of the development will also be predominantly 2 storey but with opportunity for 2.5 storey dwellings in key places.

5.47 In terms of a variety in the heights and massing of the residential buildings, this will be achieved through the use of a range of house types and sizes ranging from smaller units to 3-4 bedroom detached houses.

5.48 Key feature buildings, along with focal points and a clear hierarchy of routes and intersections are considered to increase the legibility of developments. Key feature buildings are identified that should be designed to be distinctive from the adjacent built form. These can be designed to utilise variations in materials, colour, frontage treatment and architectural styles and do not necessarily dictate the need for increased height.
APPEARANCE AND CHARACTER

5.49 Following a detailed assessment of Keresley and its environs, street typologies, distinctive spaces, materials and details have been identified that exhibit distinctive local design and these can be further incorporated into the detailed design of the new development. This will ensure the architectural response of the proposal reflects both traditional local character and the more successful elements of recent development in the immediate surroundings.

5.50 Character areas have been defined within the development that will help to achieve the creation of a sense of place. The proposed character areas for the development are as follows:
- CA1 Bennett Central Green
- CA2 Thompsons Neighbourhood Housing
- CA3 Keresley Western Edge

5.51 Each character area will contain its own individual design elements which aid in making it distinct from other areas. It will include built form principles, changes in height, setbacks, landscape treatments, architectural detailing, colour and use of materials. The boundaries between character areas are not prescriptive and will naturally evolve as the detailed design progresses.
CA1 Bennett Central Green

5.52 The Bennett Central Green character area includes the main access road avenue that provides access off Bennetts Road North along the site’s eastern boundary. Properties either front the main access avenue or the central green park and are generally detached. The road is tree lined with green verges and curves to ensure slower traffic speeds. It forms a loop within the centre of the scheme that comprises a public open space creating a green heart to the scheme. Where the road enters the site it is straighter, here properties are larger detached and set well back in continuous lines to create an impressive character to the entrance of the scheme.

5.53 The access point from Bennetts Road acts as an arrival gateway into the site and a green crescent public open space with views towards the central green provides a green leafy village character.

5.54 Dwellings will be served directly from the main access road either individually or as pairs. This will enable dwellings to reduce and/or increase their set back distance from the public domain to create a variety in enclosure to the public route. These recesses or protrusions add interest and rhythm to the street scene.
CA2 Thompsons Neighbourhood Housing

5.55 The Thompsons Neighbourhood Housing character area makes up the majority of the development proposals and defines the character for most of the proposed new homes. Dwellings will be predominantly semi detached and short terraces with some detached present. Homes will be accessed via a mix of secondary streets and shared surface streets depending on the nature of public realm to be created.

5.56 Varied building alignments will give the character area an informal residential feel with the street alignments being designed to provide high levels of activity and convenient pedestrian routes through the residential areas. Wherever possible, views across the area out towards the central green space and open countryside will be incorporated.

5.57 Informal landscape arrangements with a presence of landscape greenways and informal soft landscaping to both the public and private realm will contribute to an informal residential character in the southern portion of the site. Changes in surface material could be incorporated within the movement corridor to add to the visual interest and enhance the pedestrian experience of moving through this character area.
CA3 Keresley North-Western Edge

5.58 The Keresley North-Western Edge character area forms the fringe of the scheme and forms the edge of Keresley. This character area contains those properties that front the open space and provide a transition between built form and the countryside.

5.59 Dwellings within this character area will either be served off the secondary road or via private drive typologies and will be 2 storey in height either detached or semi-detached. The architectural approach is likely to feature traditional styles and a slightly more informal character.

5.60 Urban grain in this character area will be looser and far less formal than that in CA1 and CA2. Building lines and angles should be more varied, so as to soften the interface between the built edge and the POS, and to respond to character of the rural setting beyond.
LANDSCAPE MASTERPLAN

LAND NORTH OF THOMPSONS FARM, KERESLEY | DESIGN AND ACCESS STATEMENT
5.61 Landscape design is a key component for creating a successful development at Keresley. The green spaces are an integral part of the place and create a strong landscape structure across the site. The new green infrastructure has been a driving factor in the creation of new routes and spaces within the masterplan and the landscape helps to further define the public and private space whilst adding colour, water and seasonal interest to the residential environment.

5.62 Successful green spaces help create more attractive places and provide safer routes. From an ecological perspective they can also increase flood protection and sustainable drainage as well as providing better microclimates and enhancing biodiversity. Design Council CABE outline the following 8 qualities of successful open spaces:

- Sustainability;
- Character and distinctiveness;
- Definition and enclosure;
- Connectivity and accessibility;
- Legibility;
- Adaptability and robustness;
- Inclusiveness; and
- Biodiversity

5.63 The proposed layout of the scheme is contained within an overall ‘development envelope’ which effectively sets the spatial parameters for built form. For the site this has been restricted in certain instances in response to particular landscape and visual constraints which have subsequently been taken forward to inform the early stage illustrative layout.

5.64 Consequently, the proposed development adopts a ‘landscape-led approach’ so as to create a successful and high-quality development. The landscape-led approach aims to retain relevant components of the landscape which contribute to its local character on the north-western edge of the settlement edge. The landscape strategy also incorporates measures for mitigation of potential impacts, including how the proposed development can be assimilated into the landscape (particularly the visually exposed areas of the Site along the western boundary and the setting of Bunsons Wood, an area of ancient woodland). Proposals for public open space are a key component of the strategy, combined with existing and proposed green infrastructure.

5.65 The development cells within the overall development envelope are guided by landscape features, particularly within the northern Site extent where hedgerows serve to ‘break up’ potential views of the ground plane of the Site from elevated views from the north. Development cell positioning also considers development density and allows for new landscape proposals. This achieves ‘softening’ of the overall developable area through green infrastructure, particularly along the boundaries of the Site and its interface with the adjacent agricultural landscape. In such locations development is set back from the Site boundary. Generous areas of public open space are located within the centre of the development to provide a ‘central, core open space’ at the heart of the development.

5.66 As part of the strategy, existing and proposed green infrastructure for the development is based on the local landscape components. Utilising (and supplementing) these elements and features ensures that the local landscape character underpins the proposed development. Existing vegetation is retained and integrated into the layout of the development where possible. Existing hedgerow removal to accommodate development has been reviewed carefully to retain those which are key to delivering a successful green infrastructure strategy, such as those that ‘characterise’ the Site from elevated views to the north-west. Additional visual mitigation will be achieved through carefully positioned green infrastructure.

5.67 The landscape strategy will also provide greater accessibility of the overall Site and connectivity to the surrounding landscape, including the public footpath to the north and wider public right of way network across the landscape to the north and west, as well as connectivity with the settlement edge to the east and south.

5.68 Together these components will form an integral part of a scheme with mitigation and high quality design inherent parts of the proposals.
New Structure Planting

5.69 The development has also been assessed against Design for Play: a guide to creating successful play spaces by Play England which provides ideas and practical resources for building new play spaces in a fresh and inspiring manner. The guide advocates a fresh design-led approach to commissioning, based on 10 principles and encapsulated in one golden rule: a successful play space is a place in its own right, specially designed for its location, in such a way as to provide as much play value as possible. The play and green spaces at Keresley are conceived to achieve the following objectives:

- Designed to enhance its setting;
- Located in the best possible place;
- Close to nature;
- Designed so that children can play in different ways;
- Geared towards encouraging disabled and able-bodied children to play together;
- Loved by the community;
- Where children of all ages play together;
- Designed to enable children to stretch and challenge themselves in every way;
- Maintained for play value and environmental sustainability;
- Flexible and able to evolve as the children grow.

RETENTION OF KEY TREES & HEDGEROWS

5.70 The scheme has been designed to retain key hedgerows and high-value trees as possible. The Central Avenue has been designed to wind around a number of key trees in the eastern portion of the site, and the development parcels have been structured around these to frame them as key features of the scheme. The copse and pond in the center of the site also sit within the POS, and serve as a centerpiece to the development.

5.71 The existing hedgerows in the northern area of the site were one of the key structuring elements of the masterplan, and the development parcels have been designed around them as green features, fronting onto them wherever possible. The vast majority of hedgerows within the scheme are to be retained, however a section of hedgerow H5 (see Arboricultural Impact Assessment) would need to be removed in order to achieve efficient and rational development blocks in this area of the scheme.
Whilst trees and hedgerows are all retained wherever possible, the delicate balance of constraints that have shaped the design are likely to mean that certain high-value trees are impacted upon and, in some cases may need to be removed. There are opportunities for tree replacement within the network of proposed POS. The rationale behind the cases in question is as follows:

- **Tree T3** – In order for the emergency access to adequately serve the whole scheme an adoptable road is required along the northern edge of the Water Meadows area. This ensures that emergency access can be gained through to both the Central Avenue and Street 1 in the event of one of them being blocked. The consequence of this arrangement is that it is likely that tree T3 will need to be removed. Alternative options were explored however, the location of the emergency access point is dictated by existing development and land ownerships along Bennetts Road North and cannot be relocated.

- **Trees T11-12** – The location of the attenuation basins, which have been dictated by site levels, have shaped the green and blue network through the site, in particular the Water Meadows area. The ratios and distribution of POS and development parcels has been optimised around this in order to achieve a practical residential capacity, whilst ensuring that green spaces are both policy-compliant and accessible from all areas of the scheme. The result of this is that trees T11-12 are indicated within a development block. The scheme would therefore impact upon the trees and, subject to detailed design, will likely warrant their removal.

- **Trees T7-9** – The parcelisation of the scheme around the hedgerows in the northern area of the site has been designed so that houses front onto the hedgerows where possible, enclosing them as features. The design of efficient and rational development blocks in this area has led to a close relationship between Trees T7-9 and adjacent private driveways. It is likely that there will be some degree of impact however, through sensitive detailed design and construction, it is envisaged that they will most likely be able to be retained.
5.73 The presumption in favour of sustainable development is at the heart of the planning system as set out in the National Planning Policy Framework (NPPF) and Local Plans.

5.74 Resolution 42/187 of the United Nations General Assembly defines sustainable development as “meeting the needs of the present without compromising the ability of future generations to meet their own needs” (WCED Report “Our Common Future” (1987)) and is captured in paragraph 7 of the NPPF at Section 2: Achieving Sustainable Development.

5.75 To achieve sustainable development paragraph 8 of the NPPF states that the planning system has three overarching objectives:

- An economic objective – to build a strong, responsive and competitive economy
- A social objective – to support strong, vibrant and healthy communities
- An environmental objective – protecting and enhancing the natural, built and historic environment

5.76 The presumption in favour of sustainable development is described in greater detail at paragraph 11 of the NPPF (2019).

5.77 Where appropriate, sustainable building construction techniques will be used in line with current building regulations. Sustainable construction measures typically comprise a combination of the following:

- Improved energy efficiency through siting, design and orientation;
- Sustainable Urban Drainage Systems (SUDs);
- Considering fabric efficiency in the design of buildings;
- Use of building materials capable of being recycled; and
- An element of construction waste reduction or recycling.
5.78 One of the design objectives of the National Planning Policy Framework (NPPF) states that developments should:

“...create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users, and where crime and fear of crime, do not undermine the quality of life or community cohesion and resilience” (para. 127 subsection F, NPPF 2019)

5.79 The design proposals for Land North of Thompsons Farm are based on an understanding of best practice guidance and reference has been made to the relevant documents including “Safer Places: the Planning System” and “Manual for Streets” as well as ACPO “New Homes” guidance.

5.80 When designing new developments, these should create areas that are attractive and contain clearly defined public and private areas that relate well with one another and create no ambiguity. In addition, the development should enable residents to take pride in their surroundings without the fear of crime, which in turn will create a sense of shared ownership and responsibility.

5.81 Landscape design is essential in achieving an environment that creates a sense of place and community safety. In this context, landscape design encompasses the planning, design and management of external, public spaces. Well-designed public lighting increases the opportunity for surveillance at night and will be integrated into future reserved matters applications.

5.82 Natural surveillance in the form of doors and windows overlooking streets, pedestrian routes and public open spaces will create activity throughout the day and evening and will be an essential element in creating a safe environment for all users, whilst discouraging criminal activity by increasing the risk of detection.

5.83 In forming the design proposals the following key attributes have been included:

- Buildings are generally orientated back to back to ensure rear gardens are not exposed;
- Public open spaces, and in particular children’s play space are well overlooked by the surrounding built form;
- All routes are necessary and serve a specific function or destination, where the use of parking courts or private drives have been utilised, these areas serve only a few dwellings and are well overlooked by the surrounding built form;
- The internal street network forms the required connected loop within the site, lower category roads serve smaller groups of dwellings but with a clearly different street character to signal a semi-private environment.
- Elsewhere, there are semi-private clusters of courtyard parking serving a limited number of dwellings to encourage residents to know it ‘belongs’ to the dwellings;
- The ownerships and responsibilities for external spaces will be clearly identified and the proposals facilitate ease of maintenance and management;
- Natural surveillance is promoted wherever possible; and
- Architectural details which promote natural surveillance are to be designed into dwellings, not only through window positioning, but also through the use of bay windows in key locations to give a further angle of natural surveillance.
6.1 The proposed development will create housing choice at Keresley in line with the masterplan principles in policy DS4 and new amenity spaces for the existing and new community whilst improving public access across the site and to the wider pedestrian network.

6.2 In this context, the development will respect the local character but also move the community towards a more sustainable future, through a significant increase in housing choice. Development will accord with the principles of high quality design and best practice to create a townscape that is varied and sympathetic to its environment. The aim must be to achieve a development with a strong identity and distinct sense of place whilst at the same time integrating with the existing community.

6.3 The development proposals will be achieved in the following way:

- The creation of an integrated residential community with a sensitive relationship to the existing settlement;
- The creation of development that responds to the larger allocated site and masterplan principles as outlined for the Keresley Strategic Urban Extension;
- The creation of pedestrian routes through the development that connect to the existing public rights of way network;
- Providing a development that is well connected, readily understood and easily navigated;
- The creation of a strong landscape structure that responds to the local area and retains and enhances the immediate locality;
- Providing a range of dwelling sizes, types and tenures that offers an accessible and acceptable choice of lifestyles; and
- Promoting the objectives of sustainable development through layout and design.
SECTION 7 | BUILDING FOR LIFE ASSESSMENT
Q1 CONNECTIONS

‘DOES THE SCHEME INTEGRATE INTO ITS SURROUNDINGS BY REINFORCING EXISTING CONNECTIONS AND CREATING NEW ONES; WHILST ALSO RESPECTING EXISTING BUILDINGS OF THE DEVELOPMENT SITE?’

The proposed development responds to its surroundings by sensitively integrating with: the existing built form along Thompson’s Road to the south and Bennett’s Road to the east; the allocated development as part of the Sustainable Urban Extension at Keresley [Policy H2] to the south; and the countryside to the north and west.

Pedestrian links are provided along the main access road and along the western site edge. These connect to the existing public rights of way that: connect to Bennetts Road; Thompsons Road; and along the northern site edge.

THE DEVELOPMENT IS CLOSE TO COMMUNITY FACILITIES, SUCH AS WORKPLACES, PARKS, PLAY AREAS AND PUBS”

We believe the scheme integrates into its surroundings by reinforcing existing connections and creating new ones; whilst also respecting existing buildings of the development site.

Q2 FACILITIES AND SERVICES

‘DOES THE DEVELOPMENT PROVIDE (OR IS IT CLOSE TO) COMMUNITY FACILITIES, SUCH AS SCHOOLS, WORKPLACES, PARKS, PLAY AREAS, PUBS OR CAFES?’

The site is situated within a location that benefits from good accessibility to a range of existing community amenities. The settlement of Keresley adjoins the eastern edge of the site, while Coventry city centre is some 5.5km to the south. Together these contain local facilities and services such as a library, public houses, retail, café/restaurants, car parks, banks, hospital, pharmacies, churches and community halls. Keresley has a number of local facilities and amenities which serve primarily the local community. The largest area of employment land within the vicinity of the site is ProLogis Park located on the previous Coventry Colliery, while the nearest existing medical facility to the site is the Keresley Green Medical Centre.

THE DEVELOPMENT IS CLOSE TO COMMUNITY FACILITIES, SUCH AS WORKPLACES, PARKS, PLAY AREAS AND PUBS”

We believe the scheme has good access to public transport to help reduce car dependency.

Q3 PUBLIC TRANSPORT

‘DOES THE SCHEME HAVE GOOD ACCESS TO PUBLIC TRANSPORT TO HELP REDUCE CAR DEPENDENCY?’

The site is served by the 16 and 16A which operate along Bennetts Road and combine to provide 6 buses per hour in the interpeak to Coventry, Keresley, Stoke Aldermore, Binley and Walsgrave University Hospital. The nearest bus stops are located on Bennetts Road at Keresley Library 125m away.

Interchange with other bus routes is possible in Coventry City Centre which provides access to all major trip destinations in the city, and to points outside the city, such as Birmingham City Centre, Birmingham Airport, Solihull and major towns in Warwickshire.

Coventry Railway Station is located approximately 5km from the development site to the south of Coventry City Centre. Although not within an attractive walking distance from the site, the station can be accessed via other sustainable modes such as cycling and frequent bus routes mentioned above.

WE BELIEVE THE SCHEME HAS GOOD ACCESS TO PUBLIC TRANSPORT TO HELP REDUCE CAR DEPENDENCY”
Q4 MEETING LOCAL HOUSING REQUIREMENTS

‘DOES THE DEVELOPMENT HAVE A MIX OF HOUSING TYPES AND TENURES THAT SUIT LOCAL REQUIREMENTS?’

The proposed development will offer a range of dwellings across the site with varying sizes and tenures in order to accommodate a variety of household types. This will provide a hierarchy of dwellings from large detached properties with larger plots through to smaller terraced forms allowing for a variety in the proposed streetscape.

The majority of housing provided will be in the form of family housing i.e. semi-detached or detached dwellings with their own amenity space. However, the precise tenure arrangements will be submitted at Reserved Matters Stage, when a green rating is anticipated.

“IT IS INTENDED THAT THE DEVELOPMENT WILL HAVE A MIX OF HOUSING TYPES AND TENURES THAT SUIT LOCAL REQUIREMENTS”

Q5 CHARACTER

‘DOES THE SCHEME CREATE A PLACE WITH A LOCALLY INSPIRED OR OTHERWISE DISTINCTIVE CHARACTER?’

The proposals aim to deliver a high quality range of housing that reflects the existing built form of Keresley and the local area.

Within the proposed development a number of distinct character areas have been proposed that reflect their function as a place. The character areas will be identifiable through a number of variables including the density, street typology, built form and appearance. Each element will help to create a series of streets and spaces with their own sense of identity.

This allows for a varied street scene and character that is in keeping with the locality. Dwellings are predominately 2 storeys in height with occasional 2.5/3 storeys in key locations.

“WE BELIEVE THE SCHEME CREATES A PLACE WITH A LOCALLY INSPIRED OR OTHERWISE DISTINCTIVE CHARACTER”

Q6 WORKING WITH THE SITE AND ITS CONTEXT

‘DOES THE SCHEME TAKE ADVANTAGE OF EXISTING TOPOGRAPHY, LANDSCAPE FEATURES (INCLUDING WATER COURSES), TREES AND PLANTS, WILDLIFE HABITATS, EXISTING BUILDINGS, SITE ORIENTATION AND MICROCLIMATE?’

The proposal respects existing buildings through boundary treatments, which will include retained and proposed hedgerows, ditches, existing pond feature and tree planting. These act as privacy buffers.

A strong landscape framework informs the design proposals. The areas of open space are designed around the existing landscape features of hedgerows around the site. Also key trees, hedgerows, pond and ditches are retained to maintain the landscape grain.

The green spaces have been informed by the existing site topography using the lowest parts of the site for sustainable urban drainage systems.

Existing landscape features form key green corridors around the north and western edges of the site promoting pedestrian legibility along existing and proposed public rights of way.

“WE BELIEVE THE SCHEME TAKES ADVANTAGE OF EXISTING TOPOGRAPHY, LANDSCAPE FEATURES, TREES AND PLANTS, WILDLIFE HABITATS, EXISTING BUILDINGS, SITE ORIENTATION AND MICROCLIMATE”
Q7 CREATING WELL DEFINED STREETS AND SPACES

‘ARE BUILDINGS DESIGNED AND POSITIONED WITH LANDSCAPING TO DEFINE AND ENHANCE STREETS AND SPACES AND ARE BUILDINGS DESIGNED TO TURN STREET CORNERS WELL?’

The site layout demonstrates how the streets and spaces will be well enclosed and will predominantly be fronted by built form. Frontage to the central public open space will create a sense of enclosure, offering natural surveillance and increasing the quality of the public realm.

The layout will be designed so that the built form creates the spaces between the buildings rather than a highways led approach.

Changes in width and surface materials will vary the character of the streets proposed, creating a clear hierarchy.

Q8 EASY TO FIND YOUR WAY AROUND?

‘IS THE DEVELOPMENT DESIGNED TO MAKE IT EASY TO FIND YOUR WAY AROUND?’

A number of features will be included within the scheme to enhance its legibility. Such as changes in surface materials which will demonstrate different pedestrian/vehicular priorities, whilst small pockets of open space will act as focal points for the development.

Key feature buildings are located at street corners that will play a vital role in making a scheme legible for residents to navigate. These buildings will also terminate vistas and create a sense of enclosure.

Q9 STREETS FOR ALL

‘ARE STREETS DESIGNED IN A WAY THAT ENCOURAGE LOW VEHICLE SPEEDS AND ALLOW THEM TO FUNCTION AS SOCIAL SPACES?’

The avoidance of an engineered approach to the highway design, achieved through the use of shared surfaces and varying street typologies, means that standard highway design does not dominate the new development.

The enclosure of the streets and proposed buildings fronting areas of the public realm will assist in creating an intimate feel and street hierarchy across the scheme, rather than the building layout being dictated by the highway.

Informal private drives that vary in width and surface materials will provide a place where motorists, pedestrians and cyclists can share the same space.

“BUILDINGS WILL BE DESIGNED AND POSITIONED WITH LANDSCAPING TO DEFINE AND ENHANCE STREETS AND SPACES, WHILE BUILDINGS WILL BE DESIGNED TO TURN STREET CORNERS WELL”

“THE DEVELOPMENT WILL BE DESIGNED TO MAKE IT EASY FOR RESIDENTS AND THOSE VISITING TO FIND THEIR WAY AROUND”

“STREETS WILL BE DESIGNED IN A WAY THAT ENCOURAGES LOW VEHICLE SPEEDS AND ALLOWS THEM TO FUNCTION AS SOCIAL SPACES”
Q10 CAR PARKING

‘IS RESIDENTIAL AND VISITOR PARKING SUFFICIENT AND WELL INTEGRATED SO THAT IT DOES NOT DOMINATE THE STREET?’

The majority of allocated parking will be provided on-plot and will be generally located to the side of dwellings within an individual parking bay and/or garage set just back from the building line to allow ease of access to dwellings.

Exact car parking details will be outlined at Reserved Matters application, when a green rating is anticipated.

Q11 PUBLIC AND PRIVATE SPACES

‘WILL PUBLIC AND PRIVATE SPACES BE CLEARLY DEFINED AND DESIGNED TO HAVE APPROPRIATE ACCESS AND BE ABLE TO BE WELL MANAGED AND SAFE IN USE?’

A strong building line and front garden landscaping treatment contributes towards clearly defining public from private boundaries. Varying boundary treatment will likely include close boarded fences, timber post and rail, hedging, black metal vertical railing or brick walls. These will be later determined at Reserved Matters stage.

Variation in surface materials will also help define public and private areas, whilst buildings will be designed and orientated so that residents will be able to see these streets and spaces from within their homes.

It is expected that a green rating will be achieved at Reserved Matters stage with the submission of further detail.

Q12 EXTERNAL STORAGE & AMENITY SPACE

‘IS THERE ADEQUATE EXTERNAL STORAGE SPACE FOR BINS AND RECYCLING, AS WELL AS VEHICLES AND CYCLES?’

Proposed garages will be generous in size and therefore large enough to fit a modern family sized car which will allow the driver to get out of the car easily.

Rear gardens will provide the opportunity for residents to store bins and recycling boxes as well as a place to securely store bikes.

It is expected that a green rating will be achieved at Reserved Matters stage with the submission of further detail.
LAND NORTH OF THOMPSONS FARM, KERESLEY

DESIGN AND ACCESS STATEMENT