

James Hughes  
Clerk - Keresley Parish Council  
55 James Dawson Drive  
Millisons Wood CV5 9QJ

Email: [clerk@keresley-pc.gov.uk](mailto:clerk@keresley-pc.gov.uk)

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**Re:** Planning application **FUL/2020/0748** from David Wilson Homes, The Provost and Scholars of the Queens College in the University of Oxford and J G Grey Ltd, the application being dated 15<sup>th</sup> October 2019

**Location:** Land bound by Bennetts Road, Watery Lane and Penny Park Lane

**Proposal:** Full planning application for a residential development of 444 dwellings (C3), public open space, landscaping, drainage attenuation areas, access from Bennetts Road and Penny Park Lane, access roads, land safeguarded for a new Link Road, and other associated works.

**Comments from Keresley Parish Council are below.**

## **1 Keresley link road**

Keresley Parish Council consider the provision of the link road to be of prime importance for the local infrastructure. It is disappointing to see that the proposal from the developer is purely to leave land reserved for the link road for Coventry City Council to build in the future.

The reasoning for this by the developer seems to be that no route has yet been finalised.

A recent objection to planning application for a development of 17 houses to the north of Water Lane by the Hare & Hounds, OUT/2020/0363, reads:

*Coventry City Council Highway Development Management (LA) 12th March 2020*

*In relation to this application, the Highway Authority objects to the proposed development as its location would prejudice the delivery of a key piece of infrastructure.*

*Whilst the documents relating to said infrastructure are currently not available to the public, the alignment and topography of the proposed implementation will render the applicants ability to provide an access point into their site impossible without significant earth raising works.*

This would seem to indicate that the preferred route of the link road is nearing completion if not already completed. The application for housing development states that it will be phased for completion by the end of 2026 so there should be no reason for the developer not to be required to build this section of link road.

Whilst the planned layout shows land set aside for the link road this does not seem to be the case for the link road roundabout. The Design and Access Statement page 20 shows site layout option 2 with the northern access coming off the roundabout yet the proposal is for a separate T junction.

In addition, the Soft Landscape Infrastructure Proposals Plan GL1220 01 shows trees to be planted in the path of the link road, these having to be removed when the link road is constructed.

The application should be REFUSED since the need for the link road with a roundabout to be built by the developer is not being met.

## **2 Central Access point**

The design for the Central Access road (drawing **Central Vehicular Access Design** of October 2019) shows a simple T junction. It does not take into account the nearby Taylor Wimpey development access point (Lioncourt drawing 968-02 Rev **C Proposed Access Location Bennetts Road South**), even though this access point is clearly shown in both Option 1 and Option 2. of the Design and Access Statement page 20.

This application should be REFUSED since the proposed access road fails to provide for a ghost lane or a pedestrian central refuge to allow pedestrians to cross safely, unlike that proposed by Lioncourt.

### 3 Public Rights of Way

*Design and access statement - Page 22*

*5. Design and access proposals - The design concept*

*Retention of public rights of ways crossing through the site close to their current alignment*

ProW M317/2 starting at Watery Lane near the Hare & Hounds pub is around 330 metres in length. Of the first section to the Hall Brook the whole of the path within the developed site, xx metres, is shown as being extinguished!! The second section to the junction with ProW M315 is shown as being blocked by bunds for the SUDS system.

ProW M315 from Bennetts Road to the existing development in the east is 300 metres long. However, a 100 metre section is now shown as a pavement for an internal road whilst section of the remaining path has a 1.8 metre close boarded fence on the southern edge.

The Coventry City Council consultation response to the Marrons application OUT/20919/0022 Pages 4 & 5 dated 11/01/2019 states:

*Public Rights of Way*

*Two public footpaths are affected by the development.*

*Footpath MD15 from Fivefield Road runs generally in a southerly direction for approximately 400m to its junction with Footpath MD13 where it enters from the Taylor Wimpey site to the south west and then continues south east for another 230m before crossing Hall Brook and leaving the site. Footpath MD13 crosses the site between its junction with Footpath MD15 in a north easterly direction for approximately 180m before leaving the site into a meadow. The approximate current routes are shown in yellow on the image below.*

*The illustrative masterplan (IDP Architects drawing C3159 PL006) neither takes account of these public footpaths nor offers suitable legible corridors within which the paths could successfully continue to offer good accessibility*

*It is important that the public rights of way provide a connectivity function within the development, over and above simply being subsumed into the street network or alongside rear garden fences. In the extract shown here the proposal is to divert the public footpath around three sides of a rectangle. This is not in line with*

*the principles of connectivity and personal security and needs to be or changed to something more acceptable.*

Design and Access Statement page 20 shows site layout option 1. This option shows the path M317/1 of what an acceptable ProW should look like. A wide tree lined path conforming with the design requirements of Coventry City Council.

Since the proposed design fails to meet these Coventry City Council standards for the ProW the application should be REFUSED.

## **4 Footpaths and cycleways**

*Design and access statement - Page 22*

*5. Design and access proposals - The design concept*

*New footpath and cycle links through the Site and enhancement of links to existing residential areas to the east*

The Design and Access Statement page 20 shows site layout options 1. & 2. detailing a number of new paths including site exits to Watery Lane / Jubilee Wood and the bus stop near Penny Park lane. Sadly, the final design only shows one new path following the route of an easement of a water main. Would this path be there if no water main existed? Exits to Watery Lane / Jubilee Wood and the bus stop near Penny Park lane are blocked. Some mown paths are shown. Will these get churned up when used as cycleways?

The application should be REFUSED following the failure of the developer to provide suitable new footpath and cycle links throughout the site.

## **5 Play area**

The Soft Landscape Infrastructure Proposals Plan GL1220 04 shows the location of a LEAP (Local Equipped Area for Play) adjacent to the made up ProW M317/1 within the Hall Brook floodplain. Since the plans for drainage of the whole site have not been provided it is unclear if the area is drained in order to ensure safe access to the apparatus is provided year round.

## 6 Public transport

*Design and access statement - Page 9*

*Public transport*

*Bus stops are located on Bennetts Road at the south western corner of the Site and on Penny Park Road with services providing links to the City Centre, Binley, Stoke, Willenhall and University Hospital at Walsgrave.*

The Design and access statement is dated October 2019 yet the bus service mentioned ceased its route to the University Hospital at Walsgrave in December 2018. One may wonder what other inaccuracies there are! Whilst the two options provided in the Design and Access Statement page 20 show easy access to the bus stop mentioned, the final design fails to provide this easy access.

Page 33 states “.... an increased frequency of services ....”. Service number 16 has had a frequency of 10 minutes for several years. One might doubt that this frequency can be improved upon!

It might be thought that this, being a FULL application, the developer would have already have instigated initial consultations between themselves and TfWM, National Express and Coventry City Council regarding the siting of new bus stops and shelters.

This application should be REFUSED since the developer has not shown that the proposed new bus stops for public transport will be provided as part of the development.

## 7 Drainage

There are a number of trees on the site having TPOs which are to be retained. Keresley Parish Council would have liked to have examined the drainage plans. However, no drainage plans have been submitted with the application for examination.

Keresley Parish Council would expect these drainage plans, when submitted, to adopt the same condition as has been applied to the adjacent Rookery Farm development in relation to the trees on that plot.

OUT/2019/227

Re Site at: Rookery Farm (land adjacent to Pumping Station) Watery Lane

*Condition 14. No development or other operations (including any demolition, site clearance or other preparatory works) shall commence unless and until the tree protection measures identified in the approved application documentation have been put into place in strict accordance with the approved details and thereafter they shall remain in place during all construction work. In addition no excavations, site works, stock piling, trenches or channels shall be cut or pipes or services laid, no fires shall be lit within 10 metres of the nearest point of the canopy or root protection area of any protected tree(s); no equipment, machinery or structure shall be located within this zone; no mixing of cement or use of other contaminating materials or substances shall take place within, or close enough to, a root protection area that seepage or displacement could cause them to enter a root protection area or any other works carried out in such a way as to cause damage or injury to the tree(s) by interference with their root structure and that no soil or waste shall be deposited on the land in such a position as to be likely to cause damage or injury to the tree(s).*

The application should be REFUSED since one should expect all plans to be submitted for scrutiny at the time of a FULL application.

## Summary

The following statements summarise all the previous comments and should read in conjunction with the plans shown in the Design and Access Statement page 20 giving site layout options – as reproduced below:



**FAILURE** to make suitable provision for the link road and roundabout.

**FAILURE** to link the Northern Access point to the roundabout as shown in Option 2.

Keresley Parish Council are also of the opinion that the link road roundabout along with the link road itself should be the responsibility of the developer to construct as part of the built environment within this development, and not left until a later date for Coventry City Council to construct.

**FAILURE** to provide a suitable design for the Central Access road

**FAILURE** to maintain the existing routes of Public Rights of Way M315 and M317/1, instead wanting to extinguish 35% of the length of these existing routes and providing unsuitable Public Rights of Way for the remaining sections within the in the built up area.

**FAILURE** to provide the whole extent of new footpaths/cycleways as proposed in both options.

**FAILURE** to provide pedestrian exits to Jubilee Wood and easy access to the Bus Stop near Penny Park Lane detailed in both options as being provided.

**FAILURE** to provide drainage details of the play area needed to ensure year round use

**FAILURE** to show that, for the road access points on Bennetts Road, new bus stop locations with shelters will be provided.

**FAILURE** to provide plans for drainage, thus preventing Keresley Parish Council of making any objective assessment of this aspect of the proposed development.

**Keresley Parish Council ask that the application in its current form be REFUSED.**

**Signed**

Councillor James Passmore

Councillor Chris Wood

Councillor Steve Redhead

On behalf of Keresley Parish Council