



LAND OFF
CROMWELL LANE
COVENTRY



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COVENTRY



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CHAPTER 1:

THE VISION

1.1

THE VISION FOR CROMWELL LANE



Development at Cromwell Lane will offer a distinctive and attractive place to live where local facilities, key destinations and high quality open spaces are easily accessible. Our 10 key aspirations for Cromwell Lane are set out here:



Maximise the sustainable location of the site and connectivity to key facilities and destinations through the retention and enhancement of pedestrian, cycle and bus linkages



Provide safe and direct linkages to Tile Hill Rail Station, which connects the site with Birmingham and central Coventry



Create an accessible and permeable development that aids way-finding



Encourage community cohesion through the provision of new recreation facilities that are easily accessible to the existing community, promoting social interaction and a sense of ownership



Use existing green capital on site to inspire and shape a new landscape framework that contains a network of inviting spaces and places



Respond and respect the setting of the Meriden Gap, with the provision of significant open space and generous landscaping as appropriate



Ensure the creation of a multi-functional green infrastructure that caters to a range of uses and ages, encouraging physical activity and healthy living



Ensure the creation of a high quality and distinctive development that is inspired by positive elements of the existing built form in Coventry and surrounding areas



Contain a mix of house types, tenures and densities to reflect people's needs



Encourage community identity and pride through implementing ways for preventing crime and the fear of crime



1.2. INTRODUCTION

This Design and Access Statement (DAS) has been prepared by Barton Willmore on behalf of Heyford Developments and UK Land Development. It has been written in conjunction with Bilfinger GVA, Phil Jones Associates, Wardell Armstrong and Barton Willmore Landscape. This document supports an Outline Planning Application for residential development for land off Cromwell Lane, Coventry.

AIMS AND OBJECTIVES OF THE DAS

1.2.1. The DAS sets out and justifies the design rationale for the proposals and is part of a comprehensive package of information submitted with the Outline Planning Application. It has been prepared in accordance with guidance and policy contained within the following documents:

- » Guidance on Information Requirements and Validation (CLG, March 2012)
- » Development Management Procedure Order (DMPO) (2015)
- » Streamlining the Planning Application Process: Consultation (CLG, 2013)
- » Planning Practice Guidance (2014)

DAS STRUCTURE

1.2.2. The DAS will be structured in accordance with CABI design guidance – ‘Design and Access Statements – how to write, read and use them’ (2006) which refers to an ‘assessment, involvement, evaluation-design process’. The document will contain the following chapters:

- » Outline Planning Application – presenting parameter plans that are to be ‘fixed’ as part of the planning application.
- » Assessment – assessing the site and wider context along with key design references within Coventry.
- » Involvement and Evaluation – summary of public and stakeholder involvement, along with evaluation of the scheme against NPPF ‘Social, Economic and Environmental’ criteria.
- » Design – illustrative strategy plans which help to further explain the proposals.

THE SITE

1.2.3. The site is located approximately 7 kilometres (km) to the west of Coventry City centre in the suburb of Tile Hill, which lies within the administrative boundary of Coventry City Council. It is approximately 11ha and comprises large scale irregularly shaped fields that serve as agricultural land, often bound by low mature hedgerows that are frequently re-enforced by mature trees. The site sits on gently sloping land with the high point in the southernmost corner (124.5 Above Ordnance Datum (AOD)), and a low point along the northern edge at an elevation of 108m AOD adjacent to the railway line. Westwood Farm (a Grade II Listed Building) and its associated buildings and access track are located within the central field of the site; this area is excluded from the site boundary.

1.2.4. The site is bounded to the east by the settlement boundary of Coventry, including the recent development at Penruddock Drive and by countryside that forms the ‘Meriden Gap’ to the south and west. The northern boundary of the site adjoins the railway line; Tile Hill Rail Station is within easy access of the site and provides sustainable connections to central Coventry, Birmingham and Birmingham International Airport.



Aerial Site Boundary plan



Site Boundary

1.3

PROPOSAL OVERVIEW



Our proposals demonstrate how the site can provide a new, attractive place to live that is shaped by high quality new residential development and green infrastructure. The masterplan will provide the following:





- » Up to 240 dwellings, delivered as a mix of house types and tenures, including 25% affordable housing.
- » Vehicular access points taken from Cromwell Lane, with an emergency/pedestrian/cycle link taken from Alan Higgs Way.
- » Provision of significant green space and woodland planting on the western edge of the site that responds to the setting of the Meriden Gap. This will provide for drainage, formal play, informal pedestrian linkages, ecological habitat creation and strategic landscape planting.
- » Retention of existing tree and hedgerow planting wherever possible, including the hedgerow and watercourse running east – west in the northern area of the site.
- » Provision of new pedestrian and cycle links that provide direct connections to key facilities, including Tile Hill station.

Description of Development

1.3.1. Outline planning application for the erection of up to 240 Class C3 residential dwellings and associated open space with all matters reserved, except access.



Concept Masterplan

	Potential Primary Vehicular Access Point		Proposed Garden Zones		Proposed Orchard Planting		Proposed Pedestrian/ Cycle link to Tile Hill Station
	Shared Pedestrian/ Cycle/ Emergency Link		Public Open Space		Proposed Area for Formal Play		Proposed Informal Pedestrian Route
	Potential Pedestrian Access Point		Existing Tree/ Hedgerow Planting		Indicative Attenuation Ponds/ Drainage		
	Proposed Residential Development		Proposed Tree/ Hedgerow Planting		Public Right of Way		



CHAPTER 2:

OUTLINE PLANNING APPLICATION PROPOSALS



2.1. SUMMARY AND STATUS OF THE PROPOSALS

The parameter plans and associated wording in this chapter are to be 'fixed' as part of the Outline Planning Permission. They provide a framework for future, more detailed designs and should be read in conjunction with all documents submitted as part of the Outline Planning Application package.

PARAMETER PLANS

2.1.1. The following parameter plans will be submitted:

- » Land Use
- » Access and Movement
- » Building Heights
- » Green Infrastructure – retained and removed planting

SUPPORTING DESIGN STRATEGIES

2.1.2. The parameter plans are supported by a set of design strategies that are presented in sections 7 and 8 of the DAS. These plans do not form part of the outline approval, they are illustrative and should be read in conjunction with the parameter plans. A number of them could be approved at the request of the Local Planning Authority.



Red line boundary plan





2.2. PARAMETER PLAN 1: LAND USE

The Land Use Parameter Plan defines the extent of the proposed land uses.

RESIDENTIAL

2.2.1. The proposals will provide 6.79 hectares (ha) of land for residential development which will accommodate up to 240 dwellings in a range of types and tenures.

PUBLIC OPEN SPACE

2.2.2. 4.51ha of public open space will be provided within the site and accommodate areas for informal recreation, formal play, proposed and retained structural planting and attenuation. Additional information will be provided on the Green Infrastructure parameter plan in section 2.5.

UTILITIES

2.2.3. It is intended that existing utilities routes for the underground electrical cables will be diverted, subject to ongoing discussions with WPD. The land uses shown on the parameter plan will include diversion routes as appropriate.



Land Use Parameter plan



Land Uses to include diversion routes for underground power cables



2.3. PARAMETER PLAN 2: ACCESS AND MOVEMENT

The Access and Movement Parameter plan is presented opposite and shows the proposed points of vehicular access, the primary movement route and pedestrian/cycle connections.

ACCESS POINTS

2.3.1. Primary vehicular access to the development will be taken at two points on Cromwell Lane. An emergency vehicle/pedestrian/cycle access point will be taken from Alan Higgs Way.

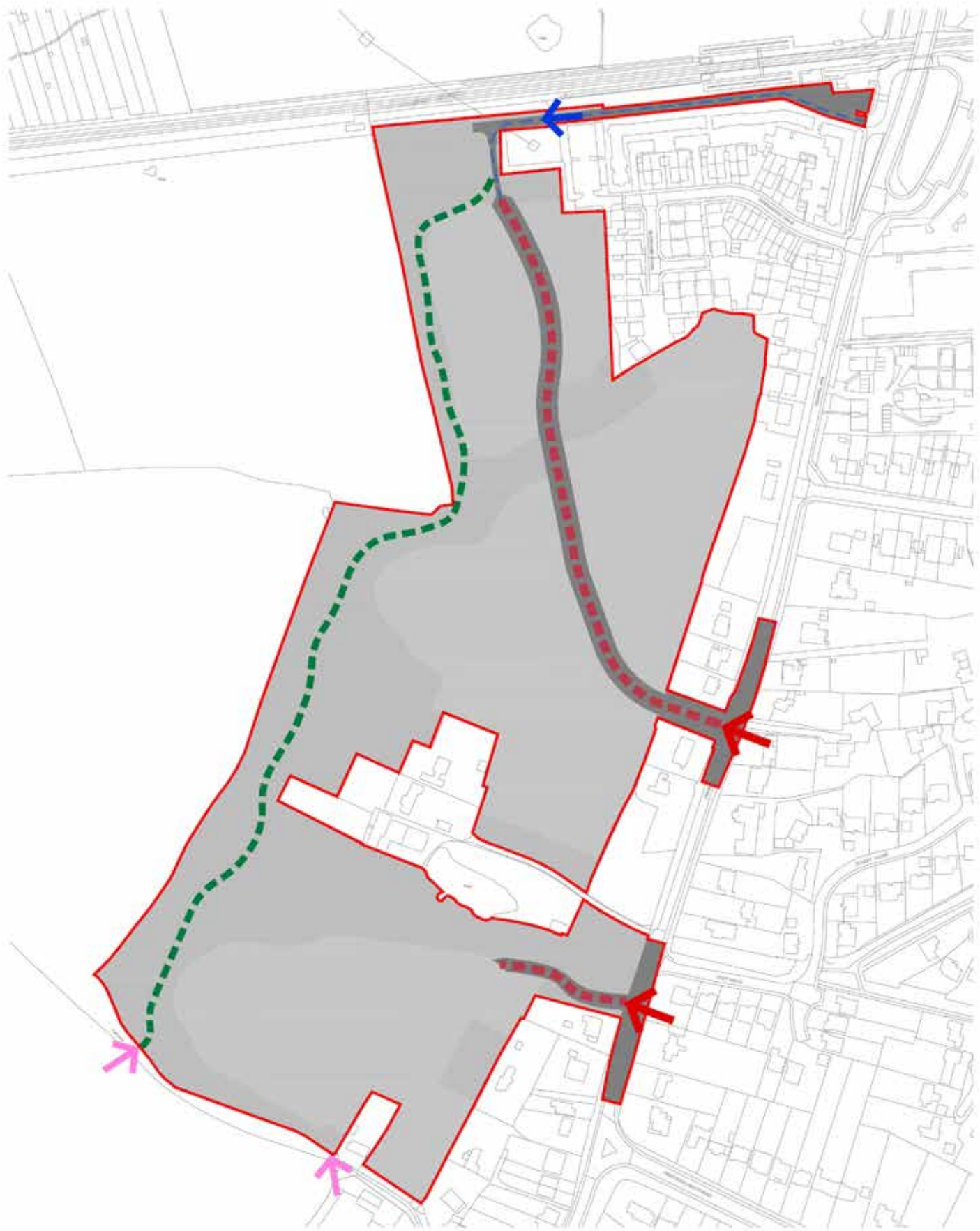
VEHICULAR MOVEMENT ROUTES

2.3.2. Primary movement routes are shown on the Access and Movement Parameter Plan. They aim to aid the creation of a legible development, with a clear hierarchy of streets and will sit within a corridor that may vary in horizontal alignment by 10 metres. The primary movement route will be informed by the following design principles;








- » Frontage overlooking the movement route
- » Two pavements where the route is adjoined on development on both sides
- » Properties fronting on to the movement route will have frontage access for vehicles associated with the dwellings and where appropriate, provide front gardens.

PEDESTRIAN AND CYCLE MOVEMENT

2.3.3. Pedestrian access to the development will be provided from the primary vehicular access points and two additional points of access located on the southern site boundary which link with the existing Public Right of Way. A formal pedestrian and cycle route will run north – south through the site and provide an accessible and direct link to Tile Hill Rail Station via open space and Alan Higgs Ways.



Access and Movement Parameter plan

	Site Boundary		Emergency / Pedestrian / Cycle Access Point		Potential emergency / Pedestrian / Cycle Link		Pedestrian and Cycle link (along the horizontal alignment +/- 3m)
	Primary Access Point		Primary vehicular route (along the horizontal alignment +/- 10m)		Proposed pedestrian access point		



2.4. PARAMETER PLAN 3: BUILDING HEIGHTS

The development proposes a variety of building heights to define character, aid legibility and the creation of a distinct sense of place.

2.4.1. Overall, the development will vary between 1 and 2.5 storeys according to location within the site. The majority of the development will be up to two storeys, reflecting existing built development adjoining the site and in the local area.

2.4.2. Dwellings of up to 2 storeys will be located within the north eastern site area, where dwellings back on to existing properties. This aims to respect the privacy and amenity of these existing dwellings, and considers the sloping topography of the site.

2.4.3. Increased storey heights (up to 2.5 storey dwellings) will be located along the primary movement route in the central and northern areas of the site. This will allow for the provision of key/ focal buildings to define the alignment of the primary movement route, east - west green corridor and open space adjoining the northern site boundary.



Building Heights Parameter plan



Site Boundary



Up to 2 Storeys
approximately 9m
ridge height



Up to 2.5 Storeys
approximately 12m
ridge height



2.5. PARAMETER PLAN 4: GREEN INFRASTRUCTURE

The development will provide multi-functional areas of public space that allow for the retention of existing tree and hedgerow planting.

2.5.1. The Green Infrastructure Parameter Plan shows tree and hedgerow planting to be retained and areas that will be removed. The majority of tree and hedgerow planting will be retained within the site, with areas of hedgerow removed to allow for vehicular access points and the primary movement route. Mitigation measures will be provided as appropriate.

2.5.2. The development will provide public open space along the western boundary of the site; this will include a potential area for woodland planting. Illustrative design strategies for green infrastructure and drainage are set out in section 7.



Green Infrastructure Parameter plan





CHAPTER 3:

ASSESSING THE CONTEXT: STRATEGIC



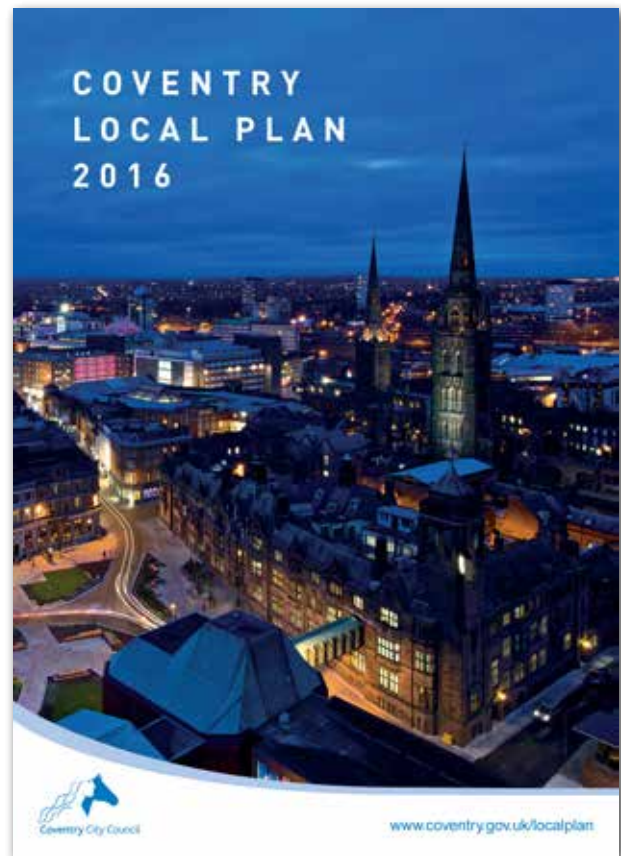
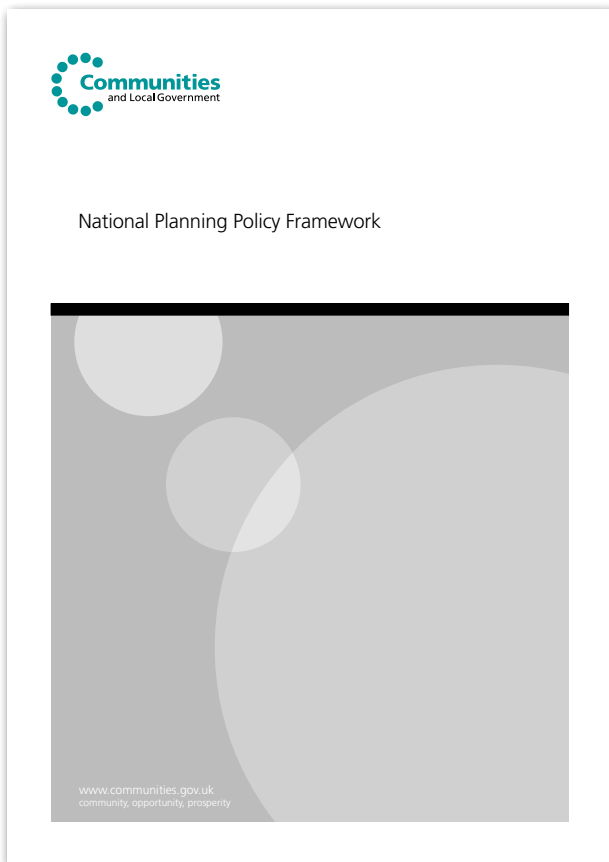
3.1. PLANNING CONTEXT

Coventry City Council has prepared a new Local Plan which sets out the city's development requirements up to 2031. The Local Plan has now been submitted for Examination in Public and the Inspector's Hearings will commence on 12th July 2016.

3.1.1. Whilst the total number of new homes required to meet Coventry's needs between 2011 and 2031 is currently 42,400, the city is able to accommodate 24,600 on sites within its administrative boundary. In helping to meet this requirement, the Local Plan proposes to allocate land at Cromwell Lane for 240 homes (Policy Reference H2:8). The Inspector of the Local Plan will consider the site during Hearing Session 6 of the EiP, which is to take place on 21st July 2016.

3.1.2. We have worked with the Council and key stakeholders to develop a vision for the Cromwell Lane site. A key element of this vision is the creation of an extensive woodland area along the site's western boundary; this is set out within Policy H2 of the Local Plan and will help to create a defensible boundary with the surrounding Green Belt and provide the opportunity to recreate the Arden Parklands landscape which historically featured within the local area.

3.1.3. The vision for the site provides the guiding principles upon which the draft masterplan is based. This is also informed by a detailed analysis of the constraints and opportunities afforded by the site, and indeed the wider policy requirements set out in the Local Plan (these are addressed in detail within the Planning Statement which supports this application). The application demonstrates that the site is deliverable to help meet the city's housing requirements and will be key to ensuring that the city can maintain a 5-year housing land supply.



Clockwise from top left: NPPF; Coventry Local Plan 2016; Vision Document submitted to assist with promotion of the site in 2014; Coventry Green Space Strategy 2008-2018



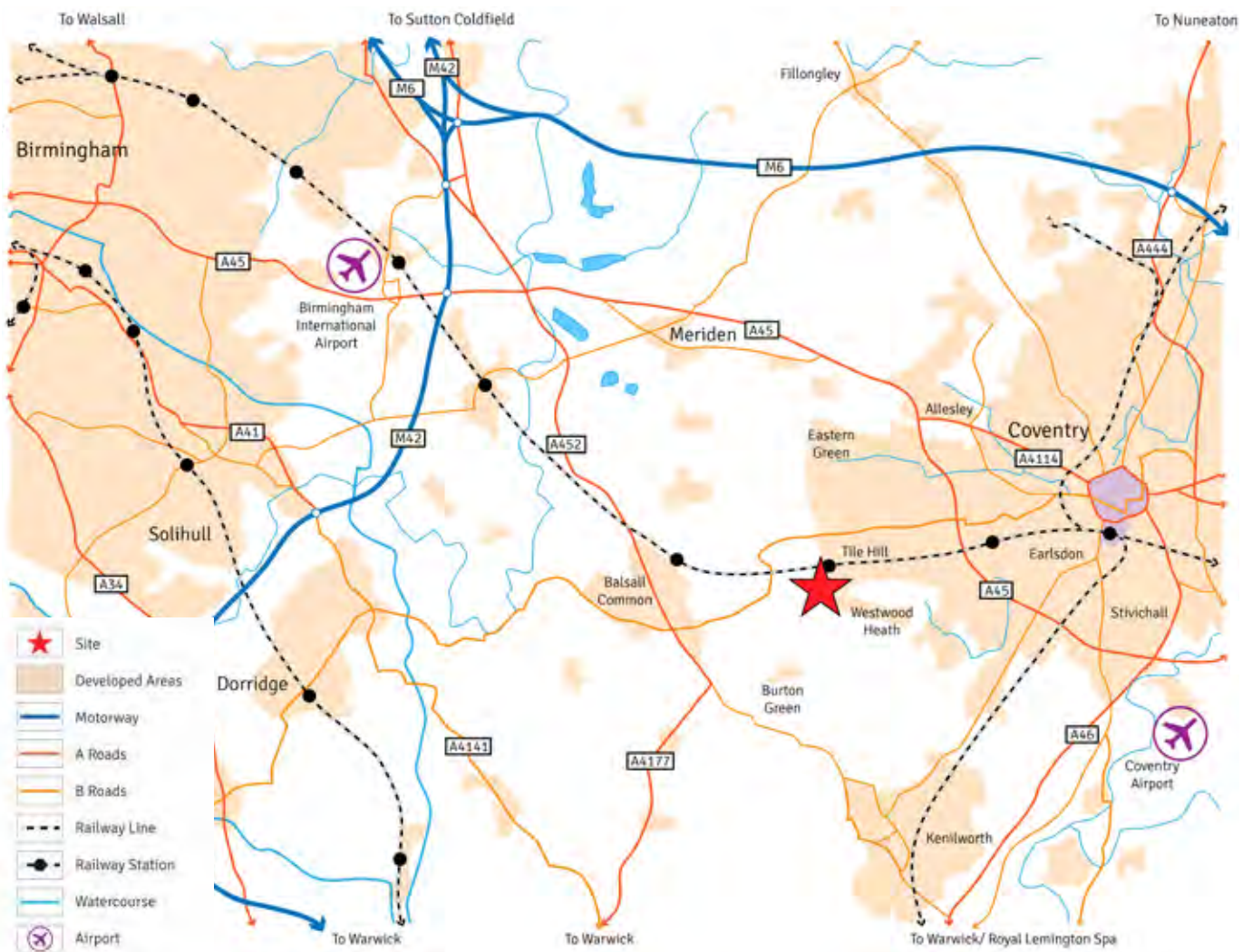
3.2. ACCESS AND MOVEMENT

The site offers excellent sustainable travel opportunities, for public transport users, cyclists and pedestrians.

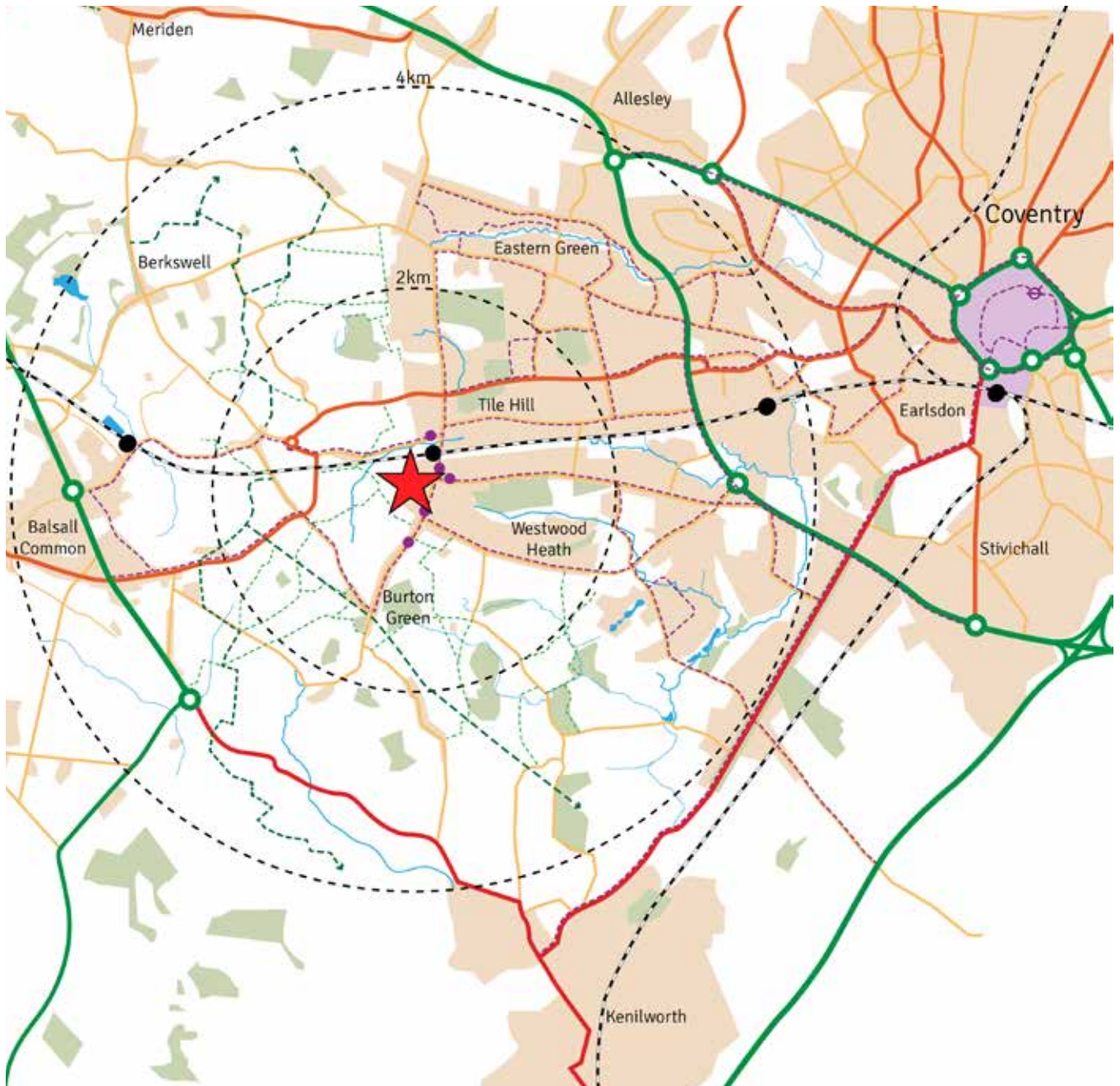
3.2.1. Coventry Cycle Route 12 directly serves the site, providing on and off-road routes to Coventry. National Cycle Route 523 is located approximately 1.5km to the south of the site at Burton Green, and this provides access to Balsall Common and Kenilworth via the traffic free Kenilworth Green Way.

3.2.2. Tile Hill train station is located immediately to the north east of the development, within a 400m walk distance. The station is on the West Coast Main Line, providing three trains per hour to Birmingham, Coventry and London Euston. Services operated by London Midland.

3.2.3. Bus stops immediately adjacent to the site on Cromwell Lane, Charter Avenue and Westwood Heath Road provide five buses per hour to Coventry City Centre, eight buses per hour to Canon Hill Shopping Park, eight buses per hour to Warwick University, one bus per hour to Balsall Common and one bus per hour to Solihull.



Wider Access and Movement plan



Local Access and Movement plan





3.3. LOCAL FACILITIES

The site is well positioned with local facilities within a reasonable walking distance. Table 3-1 provides a summary of the distance to and time taken to reach childcare, education, post office, convenience and medical amenities from the access of the proposed development, including:

- » Hedgerow Nursery, which is located on Cromwell Lane, 700m from the site, approximately an eight-minute walk;
- » The Plants Hill Crescent Primary School, 1200m from the site, approximately a 14-minute walk;
- » A Post Office, pharmacy, convenience store and chip shop on Station Avenue, 900m from the site, approximately an 11-minute walk;
- » The nearest GP surgery is located on Station Avenue, 700m from the site, approximately an eight-minute walk; and
- » The nearest dental clinic is located on Station Avenue, 900m from the site, approximately an 11-minute walk.

3.3.1. Other key facilities in proximity to the proposed development are The Xcel Leisure Centre, Westwood Health Sport and Conference Centre and Warwick University, all of which are within 3km of the site and are accessible via the no. 43 and 360 bus services.

Amenity Type	Location	Distance from site (km)	Walking Time (mins)	Cycle Time (mins)
Education/Childcare				
Hedgerow Nursery	Cromwell Lane	0.7	8	3
The Rainbow Children Nursery	Bradney Green	1.2	14	5
Leigh Church of England Primary School	Plants Hill Crescent	1.2	14	5
Our Lady of the Assumption Catholic Primary School	Hawthorn Lane	1.8	21	8
The Hill Wood School and Language College	Nutbrook Avenue	2.2	26	9
Harewood College	Tile Hill Lane	2.2	26	9
Post Offices and Convenience				
Tile Hill Post Office	Station Avenue	0.9	11	4
One Stop Convenience Store	Station Avenue	0.9	11	4
Nisa Convenience Store	Station Avenue	1	12	4
Canon Park Shopping Centre	Lynchgate Road	3.2	38	13
Medical Centres				
Tile Hill Surgery	Station Avenue	0.7	8	3
Modus Advanced Dental Clinic	Station Avenue	0.9	11	4
Woodside Medical Centre	Jardine Crescent	2.6	31	11
Tile Hill Dental Surgery	Jardine Crescent	2.6	31	11



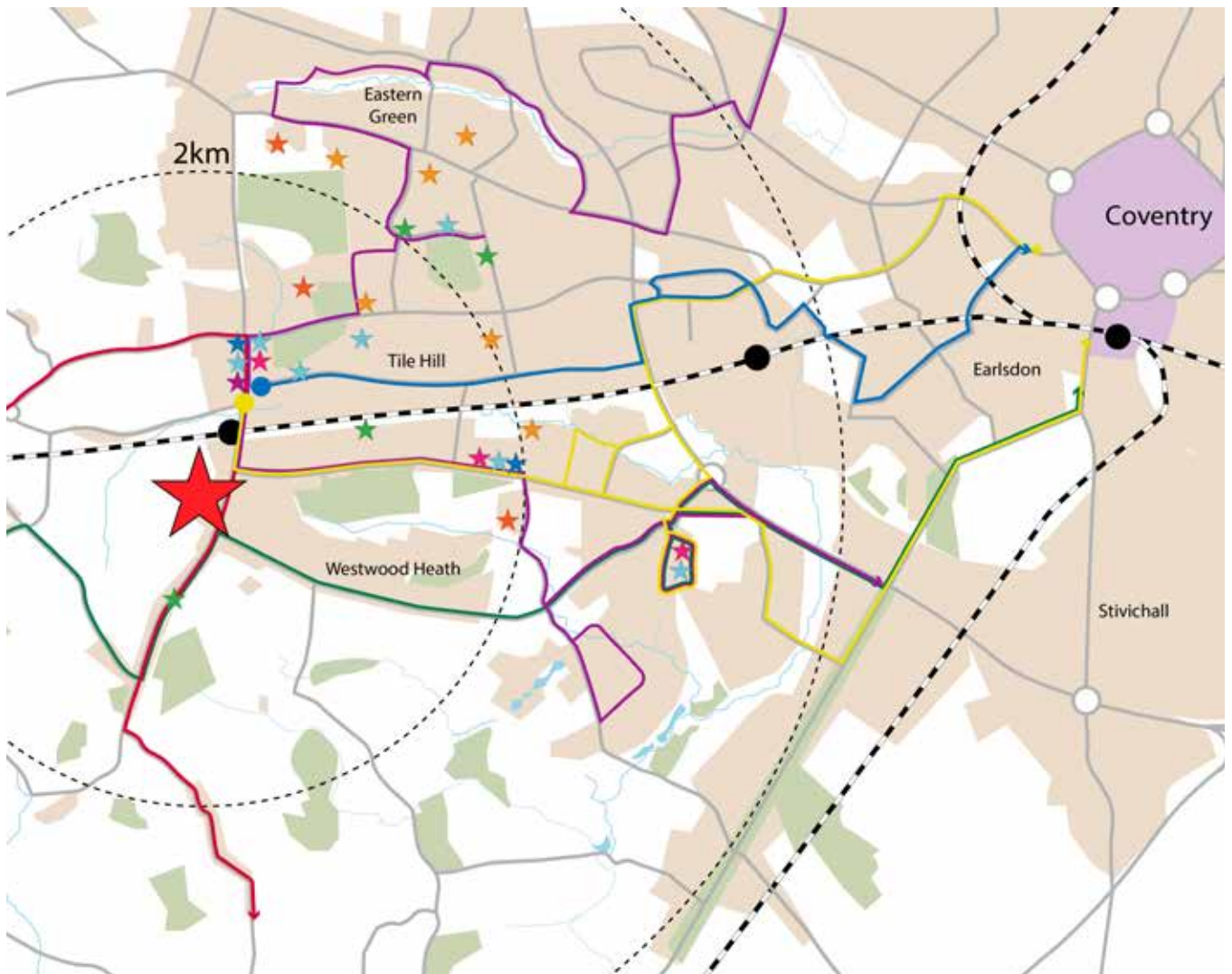
Local informal recreation facilities



Tile Hill local centre



Tile Hill Surgery



Local facilities plan





CHAPTER 4:

ASSESSING THE CONTEXT: LOCAL



4.1. HISTORIC CONTEXT

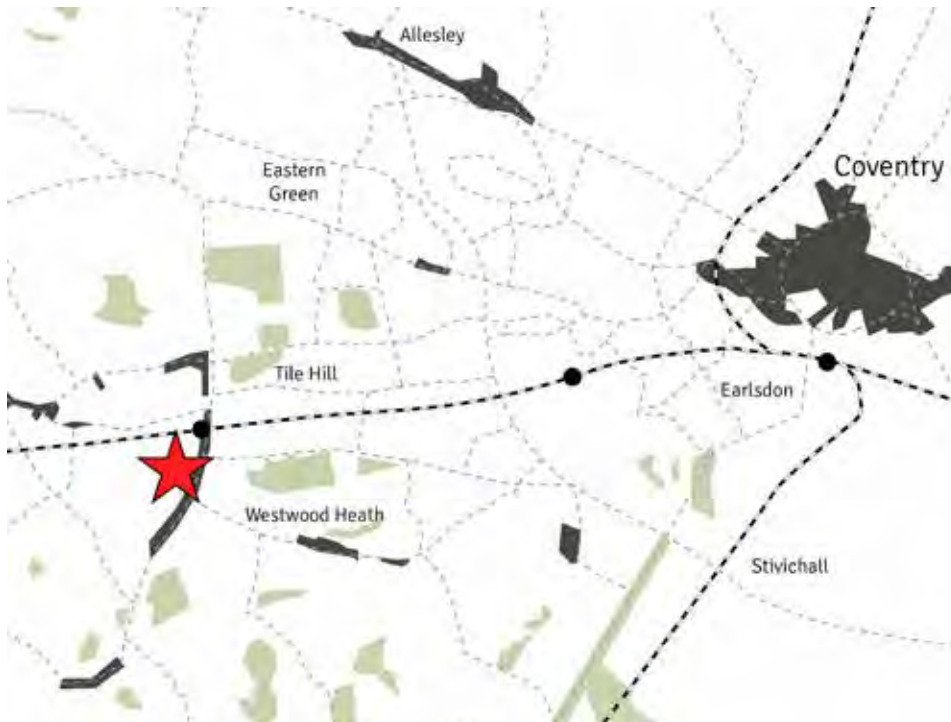
An analysis of the historic environment can provide important contextual cues for shaping the proposed development.

4.1.1. Tile Hill is a suburb approximately 7 km west of Coventry City centre, formed mostly of residential and light industrial usage, within the historic Forest of Arden area. Before the construction of the railway the early settlement of Tile Hill comprised several large farmhouse and estates around the historic Tile Hill Wood, Pig Wood, Limbrick Wood and Plants Hill Wood.

4.1.2. The first settlement at Coventry was focussed around the St Marys Benedictine monastery and the two churches of Holy Trinity and St Michaels in the historic city centre. In the first half of the 18th century the city's population doubled as the watch and clock making, and latterly ribbon and silk weaving became the city's main source of income.

4.1.3. The railway line is located to the north of the site. Opening in 1838, it connected Coventry to London and Birmingham, generating industry, population and economic growth in previously undeveloped areas. To accommodate the rapidly growing population of Coventry, during the 20th century, the developed urban area had spread outwards from the city centre, towards Tile Hill, and grown from individual villages and settlements.

1887



1921





4.1.4. Industrial estates developed in the early 20th century adjacent to the railway; growing from the city centre, in the east, towards Tile Hill in the west. Correspondingly between 1901 and 1945 Coventry's population grew by approximately 158,000. A programme of mass slum clearance in the city centre,

and the rapidly growing workforce further increased the demand for housing. The cities southern bypass was opened in the 1930's, enabling large expanses of previously inaccessible rural land to be developed. Large volumes of housing were constructed at Tile Hill in the 1930's, and development at Cromwell Lane is predominantly from this period.



1945





4.1.5. In World War II over 4,000 houses were destroyed by bombing. Post war redevelopment of large areas of the city following the Gibson Plan occurred, with subsequent expansion of the city to the north and west. Following rapid post war infill housing and industrial development between Tile Hill Lane and Charter Avenue, along the route of the railway line, Tile Hill became a suburb of the city. The

motor industry's boom in the 1950's and 1960's, brought increasing pressures on housing supply in areas close to the major factories in Canley, Eastern Green and Allesley, including the village of Tile Hill. The cities continued growth, increased car ownership and more disposable income bought a second wave of private housing development to Cromwell Lane in the 1960's and 1970's.

4.1.6. The site itself appears to have existed as agricultural land and the historic field boundaries to the west of the site form the metropolitan boundary of Coventry city. The site is bounded by a new high density development at Penruddock Drive and the Rugby – Stafford railway line to the North, and development along Cromwell Lane. The Westwood Heath residential and industrial areas lie to the south east of the site and provide low density housing.

1954



1977





A number of dwellings along Cromwell Lane, adjacent to the site are Grade II listed; Cromwell Cottage to the North East, Westwood Farmhouse in the centre of the site, and 142 Cromwell Lane to the south east of the site, were constructed between the 16th and 19th centuries. These listed buildings and historic field boundaries will be considered and inform the design proposals where appropriate.



2015





4.1.7. The following plans show how development at Cromwell Lane has progressed from the 19th century to present day:



1888

- » Development is limited to a few houses and associated farms set back from Cromwell Lane.
- » Tile Hill station has been recently opened, there is no development adjoining the railway line.
- » Westwood Farmhouse is the largest development in vicinity of the site, and significant woodland planting located to the south of the house.
- » The district boundary runs in close proximity to the west of Cromwell lane.
- » Two footpaths run east-west to the south of the site.



1937

- » Semi-detached houses located to the north of the railway line development.
- » Tile Hill village has grown southwards towards the railway line with development located dwellings around the station.
- » Development located on Cromwell Lane and Westwood Heath Road.
- » The metropolitan boundary has moved to align with the field boundaries along the western boundary of the site.
- » The two footpaths to the south of the site have been combined. The PROW north from Westwood Farmhouse remains in situ.



1966

- » Charter Avenue is built, along with associated infill development of semi-detached units between Park Wood Lane and Charter Avenue.
- » Additional dwellings located in the Westwood Farmhouse plot.
- » Tile Hill station has expanded and area north of the station developed.
- » Industrial units north east of station constructed.
- » Large warehouse plots developed between Westwood Farmhouse and the railway line.
- » Field boundaries remain the same as 1937.
- » Metropolitan boundary remains to the west along field boundaries.
- » The public right of way from Westwood Farmhouse is no longer identified.



1977

- » Large scale industrial units built between Charter Avenue and the railway line to the north.
- » Continued development of smaller infill housing along Cromwell Lane.
- » Woodland located to the west of the site.
- » Little other development to the west of Cromwell Lane.



2016

- » Penruddock Drive to north-east of the site is developed on the site of the former Midland Sport Centre.



4.2. LOCAL CHARACTER: THE APPROACH

The character and form of the proposed development should be responsive to its surroundings.

An analysis of existing local development, and its key character generators, will provide references to shape the design of the proposed development.

4.2.1. In order to achieve a design that responds to its setting and has a strong sense of place five character areas have been chosen for the study, within the Coventry Metropolitan City boundary. These character areas are located:

- » Area 1 – Penruddock Drive, Tile Hill
- » Area 2 – Chapel Fields
- » Area 3 – Middleborough Road, Nauls Mill
- » Area 4 – Stoke Green
- » Area 5– Cromwell Lane

4.2.2. The following 5 key design elements will be studied in each character area:

- » Urban form
- » Built/ plot form
- » Car parking
- » Open space
- » Details and materials

4.2.3. Together, the study of these elements will help to inform the illustrative masterplan proposals (presented later in this document) and provide a framework for more detailed future designs.



Character Area Location plan



Residential boundary treatments at Chapel Fields



4.3. AREA 1 – PENRUDDOCK DRIVE, TILE HILL

Penruddock Drive is a brownfield development, completed in approximately 2011, adjacent to the north eastern site boundary. Its character is defined by high density development and the use of red brick façade.

URBAN FORM

- » Predominately high density development.
- » Use of a linear development block.
- » The site utilises a single point of entrance for vehicles; there are no through routes. The main primary street provides access to 'cul-de-sacs' and parking courtyards, offering little permeability and opportunity for pedestrian routes through the site.
- » The main street is formed of a standard highway design with a main carriageway and footways on either side, this provides access to private drives at the south, used to define lower density areas of the site.
- » The meandering street form offers a series of glimpsed views along Penruddock Drive, terminated by dwellings, with a consistent character and materiality, this creates a suburban character.
- » The western end of Penruddock Drive provides a wide angle view over the site, including the railway line to the north, however there is no opportunity for pedestrian access through the site.

BUILT/ PLOT FORM

- » 3 to 4 storey apartments to the north of the site adjacent to the railway line provide a formal frontage, and mitigates the noise of the railway line.
- » 2 storey smaller terraced and semi-detached units line the main entrance route along Penruddock Drive, with larger detached dwellings to the southern lower density area.
- » Properties front onto Penruddock Drive, allowing natural surveillance and providing good levels of enclosure.
- » Dwellings on corner plots are occasionally dual aspect, however greater consideration to the articulation of exposed side elevations across the site should be considered, to create more active façades in key locations.
- » Facing Cromwell Lane key buildings are located either side of the site entrance. The enhancement of other key dwellings terminating views along Penruddock Drive would benefit the character of the area and reduce the repetitive nature of the street scene.

CAR PARKING

- » The apartments are serviced by 3 parking courtyards and a communal open air car park to the west. The location of the parking to the rear of the apartments restricts the use of the primary frontage to the railway line to pedestrian access only. Consideration should be given to the number of units served from courtyards, and the associated negative impacts on natural surveillance they can produce.
- » Houses predominantly utilise on plot parking; either with integral garages or single garages to the side with space in front.
- » No formal visitor parking is provided. This can cause parking on pavements and limited visibility along the street.



Penruddock Drive aerial view



OPEN SPACE

- » There is no formal provision of open space within the development. Open space is limited to private front/rear gardens and verges adjoining Cromwell Lane.
- » There is little tree planting along Penruddock Drive, due to the shallow property frontages.
- » Properties fronting Cromwell Lane have larger frontages, allowing for the retention of existing mature trees, softening the street scene and adding a more green character.
- » Low level formal planting to the main entrance and front strips to units creates a more urban feel to the street, seemingly out of place with the traditional character of Tile Hill.

DETAILS AND MATERIALS

- » Predominant use of red/ buff brick and render façades.
- » Arched brick heads to apartments and houses, brick sills to apartments and cast stone sills to houses.
- » The road has a predominantly traditional character and architectural details include dentil courses, brick corbelling, key-stones to window heads on principal façades, gable-fronted dormers and uPVC casement windows with simple horizontal bar details.
- » Bay windows to houses and dormer windows to the apartments provide projection from the continuous building lines and add rhythm to the street scene.
- » Uniform detailing across the site aids the formal character, however the limited materials palette could be considered and expanded to provide more articulation to the street scene and highlight key focal locations.
- » Frontages are shallow to terraced and semi-detached units and defined by low level planting.



3.5 storey formal frontage to the railway line



Mature planting to Cromwell Lane



The use of projecting architectural details adds rhythm to the street scene



4.4. AREA 2 – CHAPEL FIELDS

Chapel Fields is a Victorian terraced neighbourhood to the east of Coventry city centre. It has a formal character, defined by uniform building heights and consistent building style and detailing.

URBAN FORM

- » Medium to high density development.
- » Development blocks are structured by a regular grid street pattern with dwellings largely fronting the primary movement route.
- » The strong linear nature of the streets, regular building lines and depth of frontages provides long distance views along the length of the streets, north to the substantial green verge.

BUILT/ PLOT FORM

- » Largely terraced houses with regular plot depth and varying widths.
- » Corner plots are typically dual aspect with asymmetric gardens.
- » Building set backs are consistent (around 4-5m) providing a formal frontage and consistency to the street scene.
- » Long terraces form a continuous street scene with a strong coherent formal character along the length of the terrace.
- » Rear access is provided via ginnels, giving mid terrace unit's private rear access whilst avoiding long communal paths at the end of gardens.

CAR PARKING

- » Parking is provided on street, cars tend to dominate the street scene, which can detract from the character of the area.
- » Some dwellings have original integral storage sheds, now converted into garages.
- » Visitor parking is on street, there are no defined visitor bays.
- » Newer 1970 – 90's infill houses along Duke Street and Craven Street have garaging and parking to the rear, this is not typical of the area though and parking still occurs to the front of these properties.

Opposite: Chapel Fields aerial view





OPEN SPACE

- » Open space within the character area is limited to verges and space left over after planting.
- » Hearsall Common, to the west, is a large recreation ground within a short walk, providing woodland, open play space and sport pitches.
- » Planting in front gardens softens the built form and provides variety to the street scene.

DETAILS AND MATERIALS

- » Façades are a mixture of brick, painted brick, render and later pebbledash finishes.
- » Slate roofs, boxed eaves with exposed rafter ends, sash windows with cast stone sills and render cut segmental heads are the most common architectural details.
- » Front boundary treatments are small scale and include brick walls and planting.
- » The repetition of materials, building style and traditional detailing aids the formal character and creates a strong identity.



The strong linear building line provides long distance views along streets



Front boundary treatments are predominately low walls and railings



Rear access is provided via shared ginnels, with original keystone detailing



4.5. AREA 3 – MIDDLEBOROUGH ROAD, NAULS MILL

Middleborough Road is an example of late Victorian development of terraced houses and larger villas close to the city centre. It comprises a more formal character to the south west of the road, with consistent materials and detailing, transitioning to a more informal character at the north east end with a greater variety of building sizes and styles. Unsympathetic post war development has impacted on the character of the area.

URBAN FORM

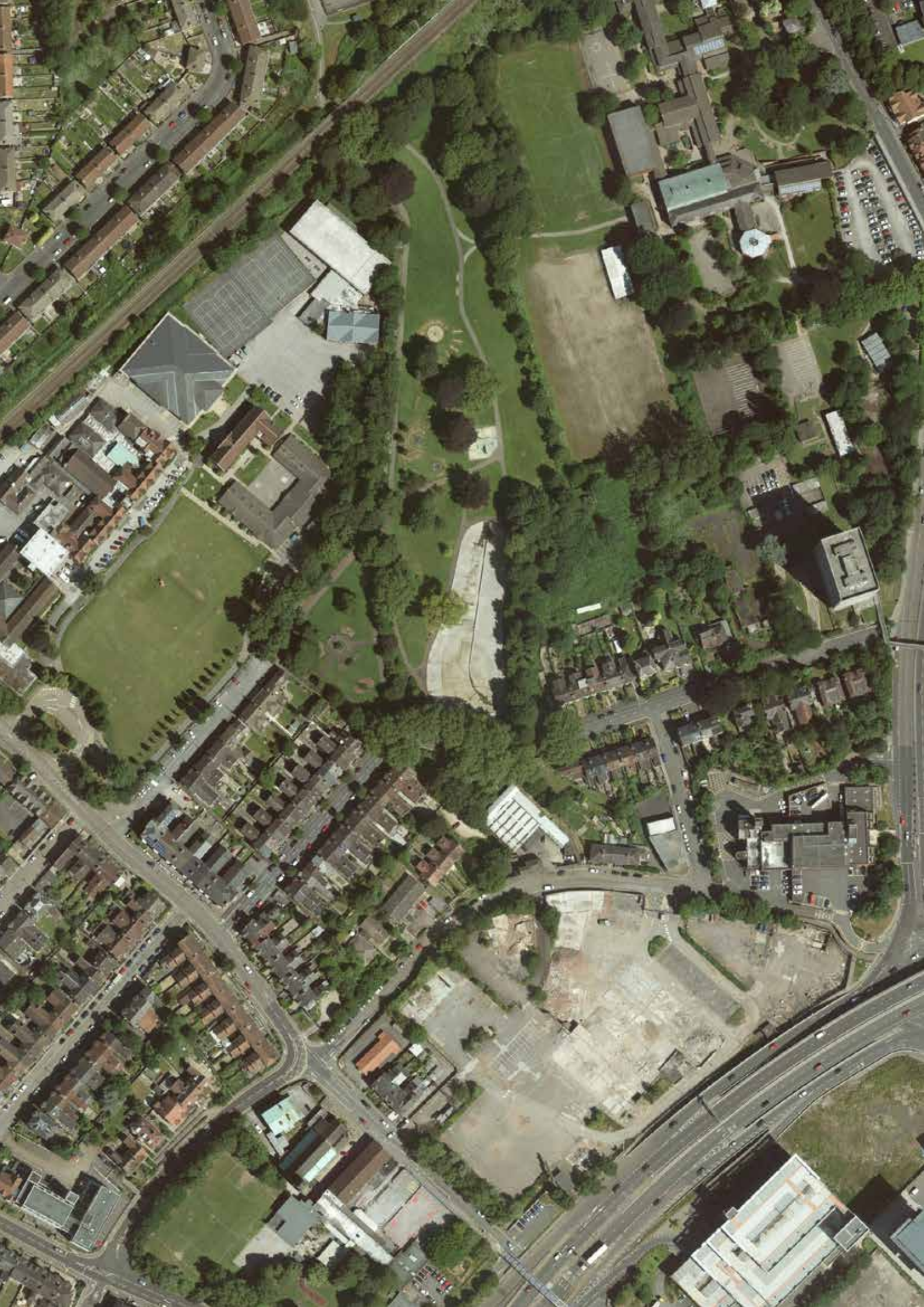
- » Medium density development.
- » Development along Middleborough Road is permeated by the substantial green infrastructure of Nauls Mill Park, aiding the character of the area.
- » The linear street form provides views terminated by tree planting towards Nauls Mill Park in the centre and newer high rise development to the north east.

BUILT/ PLOT FORM

- » A variety of plot sizes, and a mix of terraced to the west and semi-detached/ detached dwellings to the east.
- » Storey heights are predominantly 2 storey, increasing up to 3 at the western junction.
- » Terraced housing dictates the street scene with some elevated larger detached units to the eastern end of the road.
- » Rear access is provided via long access paths at the end of each terrace, making a circuitous route for those mid terrace.
- » All units face the road and provide natural surveillance of street activity. Dwellings do not front onto Nauls Mill Park, impacting negatively on natural surveillance of this large public space.
- » The shallower gradient to the north eastern section of road allows for deeper frontages (approximately 10m) compared to the south western end with shorter private frontages (around 3 - 4m).

CAR PARKING

- » Car parking is provided through a mix of on plot and on street parking.
- » No visitor parking is provided. This adds to the already vehicle dominated street scene.





OPEN SPACE

- » Nauls Mill Park provides a significant area of green space, with areas for recreation and formal/ informal play.
- » Mature tree planting along the length of the road and the use of wider wide streets conveys a generosity of space within the character area.
- » Large scale planting within front gardens provide a variety in scale of planting and species, and adds a more informal and green character.

DETAIL AND MATERIALS

- » Dwellings are typical of late Victorian construction style, generally comprising brick façades and gable and hipped roofs.
- » Common use of bay windows (either single or 2 storey) along the terraces enhances a sense of rhythm along the street and aids a formal character.
- » Sash windows, recessed deep front door porches and door and window surrounds with keystone detailing in contrasting stone add to the consistent palette of details.
- » Front boundaries are defined by low brick walls, some with railings.



Parking provided exclusively on-street can dominate the street scene



Higher density 3 storey dwellings at junction with Coundon Road



Locally equipped area of play is provided at Naul Mills Park



4.6. AREA 4 – STOKE GREEN

This character area is defined by the relationship between low density development, large detached dwellings and Stoke Green Park.

URBAN FORM

- » Low density development.
- » Large development blocks.
- » Organic network of connected streets; aids the informal character, however this can impeded legibility.
- » Long curving streets with views terminated by mature trees and planting, aiding a green character.

BUILT/ PLOT FORM

- » Large detached or semi-detached houses set within large plots.
- » Largest houses face onto Stoke Green Park and Binley Road.
- » Development is predominately 2 storey with occasional single storey bungalows. Some properties are 2.5 storeys with later roof conversions.
- » Whilst dwellings are not designed as specific focal buildings, the sites sloping topography makes some dwellings appear elevated; creating interest within the street scene.
- » A sense of enclosure is generated by hedges and mature planting rather than buildings, adding to the green character of the area.
- » Dwellings front both onto and away from South Avenue, providing some natural surveillance of the green space, along Binley Road to the south; however this is limited due to the large scale of vegetation and planting and large building set back distances.

CAR PARKING

- » Predominately on plot within the residential curtilage.
- » Provision of occasional on street parking; the street width, curving nature of the streets and frequent driveway access can cause restricted visibility.
- » On street undesignated parking aids traffic calming as it is not consistent to one side of the road.



Stoke Green aerial view



PUBLIC OPEN SPACE

- » Stoke Green in the centre of the character area provides public open space with an equipped children's play area and space for informal recreation.
- » A green character in the residential area is created by the private plated frontages and large hedge boundaries. Whilst aiding the informal character, the scale of vegetation impacts on natural surveillance of both private and public areas.

DETAIL AND MATERIALS

- » Dwellings have a mixture of brick and render façades, some with feature timber frame gables, proving contrast to the street scene and adding to the informal character
- » Roofs configurations are a combination of hipped and gabled, and vary from plain slates on older units, to concrete and clay pantiles on more recent dwellings
- » Architectural details include bay windows with sash or casement windows
- » Range of boundary treatments with fence and hedge boundaries. Most properties have gates to driveways



Large hedge boundaries aid green character, but also reduce natural surveillance of the street



Large frontages allow for parking on-plot in driveways and garages



Timber frame gables provide interest to the street scene



4.7. AREA 5 – CROMWELL LANE

Cromwell Lane is located immediately adjacent to the east of the site. Its informal character is defined by large front gardens, mature planting and variation of dwelling styles.

URBAN FORM

- » Low density development with use of larger block depths.
- » The development of Cromwell Lane is typical of ribbon, with single sided development blocks following the alignment of the street.
- » The linear development form and discontinuous footways to the western side of the road, without dedicated crossing points causes restricted pedestrian movement.
- » Cromwell Lane is gently curving, offering long views largely terminated by hedge and frontage vegetation to units further along the road. This makes it feel more suburban and lower density than surrounding roads.

BUILT/ PLOT FORM

- » Dwellings are either single or 2 storey, set within large plots.
- » The majority of houses are detached with some semi-detached units towards the southern end of Cromwell Lane.
- » Frontages are mostly large and range are between 4 – 20m, aiding the informal character.
- » Dwellings at corners tend to be dual aspect, providing surveillance to frontages on both sides.

CAR PARKING

- » Driveways to plots provide private off street parking for dwellings.
- » No visitor parking is provided, causing parking on verges and on street, and obstructing traffic flows and visibility along Cromwell Lane.





OPEN SPACE

- » There is no formal public open space provision along Cromwell Lane, however a public right of way runs west from Cromwell Lane to open fields and the Meriden Gap providing links to countryside.
- » Park Wood Recreation Area provides a large area of public open space. Its close proximity to dwellings ensures that it is well utilised.
- » Park Wood Meadows, north of the Park Wood Recreation Area, offers a naturalistic children's woodland play. The play area could be improved by better locating it towards the fringes of the Park Wood Meadows, to provide better natural surveillance from nearby dwellings.
- » Large frontages to Cromwell Lane comprise mature planting and verges to the eastern side of the road, aiding a green and suburban character.

DETAIL AND MATERIALS

- » The character area contains a large range of styles, as houses range in age considerably.
- » Dark red brick and render are the most common façade materials, with brick detailing to most plots, and traditional 1930's recessed brick arched porches, with casement windows and hipped roofs to later examples. The combination of detailing styles generates a more varied character.
- » Bay windows are generally used on 2 storey units, and occasional gable fronted dormers to single storey units.
- » Boundaries to Cromwell Lane are generally planted, and comprise hedges and mature tree planting.



Large frontages aid a green and suburban character



The gently curving street form provides long range views but also promotes higher vehicle speeds



Traditional 1930's details including recessed arched porches are prevalent along the street

4.8

INSPIRATIONAL QUALITIES



An analysis of each character area has been undertaken to help inform the masterplan and the later detailed designs for Cromwell Lane. A number of character generators have been developed as a result of this analysis; these are presented below:

URBAN AND BUILT FORM

- » The development should incorporate a range of densities and scales that are responsive to uses, street type, location within the site and the developments proximity to existing dwellings at Penruddock Drive and Cromwell Lane.
- » Development should consist primarily of 2 storey dwellings. Increased storey heights could be located in prominent locations and along key routes and to define prominent locations, and
 - » reduced storey heights in positions that are sensitive to the amenity space of existing dwellings and views. As demonstrated in Middleborough Road variations in density and scale can create a distinctive townscape.
 - » Considering the scale and enclosure of buildings to ensure a distinctive and attractive street scene, whilst respecting the privacy and amenity of existing dwellings.
 - » New buildings can be designed that sit harmoniously within the site.
- » The development proposals should consider plot sizes that are appropriate to the size of dwelling; this can be defined by the location, density and character.
- » The overlooking of streets and open spaces by building frontages is key to creating active street scenes. Setbacks within the development can be used to define a sense of enclosure, community and privacy, and also to aid the transition between private and public areas of the site.



STREETS AND CAR PARKING

- » The development should seek to deliver a connected network of streets and movement routes, with a legible hierarchy of routes to cater for pedestrian, cyclist and vehicular movement.
- » Straight streets will help to define key routes through the development, through the provision of long distance views.
- » Curving, smaller scale streets could shape more informal areas of the site. This is successfully demonstrated in Middleborough Road and Stoke Green.
- » Car parking should be considered, and designed into the street so as to not detract from the character of the street scene. Some area of parallel visitor parking, as seen at Stoke Green, could be provided on street to aid traffic calming and safe pedestrian/ cycle movement.
- » The use of private drives are successful in allowing development to front public open space within lower density areas of the site, whilst still allowing for frontage access.

PUBLIC OPEN SPACE

- » Accessible public open space will be provided on site, and should be integrated within the development. Stoke Green provides an example of how this could be successfully integrated with residential

development. The large scale public formal park at Middleborough Road provides an example of how an open space would benefit from more supervision and overlooking from surrounding buildings, to successfully integrate into the area.

- » The development should provide high quality public open space that is safe and accessible to residents, and cater to a range of ages and uses. The proposals could include areas for formal play, recreation, informal open space and natural greenspace planting, including woodland.
- » The development should respond positively to the existing topography and landscape features, such as hedgerows and tree planting where possible. The integration of established elements of the site will enhance the creation of a distinctive character. This is positively demonstrated at Stoke Green and Cromwell Lane with mature tree planting used to aid the green character.
- » Street planting and front gardens can be used to soften the appearance of development and encourage a locally distinctive street scene, as is successfully demonstrated at Cromwell Lane and Stoke Green. Planting within front gardens needs to be carefully considered to avoid levels of natural surveillance, and the requirement of on plot car parking being impacted upon.

ARCHITECTURAL STYLE, DETAILING AND MATERIALS

- » An architectural style should be developed which is based on simple detailing and materials used that are prevalent to the local area. This will provide a coherent design approach across the development proposals and help a distinct, site specific sense of place.
- » Consistency of detailing and materials, as seen at Chapel Fields, can provide a rich and characterful street scene with a strong sense of continuity.
- » The use of key buildings is beneficial in aiding wayfinding legibility and creating a sense of character. Use should be restricted to key vistas and locations within the site, and buildings could be defined by a change in materiality rather than storey height and massing.
- » Care should be taken to reflect the local vernacular where possible. Materials and detailing techniques, such as brick and render, and alongside bay windows (both single and double height), dormers, roof pitches and gables can be used to add interest to the street scene, as evidenced at Stoke Green, Chapel Fields and Middleborough Road.
- » Boundary treatments for dwellings could include planting, hedges, low walls or railings.



CHAPTER 5:

ASSESSING THE CONTEXT: THE SITE



5.1. FLOODING AND DRAINAGE

According to the Environment Agency's available resources the site lies wholly within Flood Zone 1, and as such, there is less than 0.1% chance of fluvial flooding.

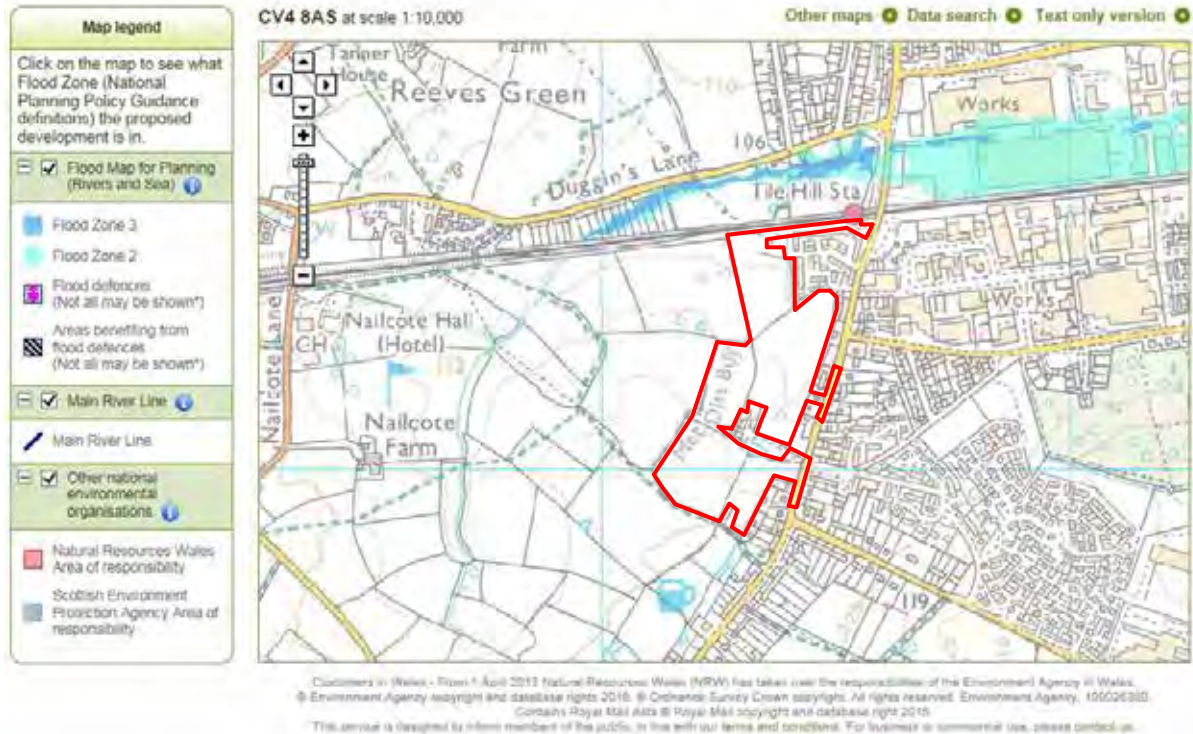
5.1.1. Therefore, the site is considered appropriate for development as per the planning practice guidance notes. Due to the size of the site exceeding 1 ha, a site specific Flood Risk Assessment (FRA) has been produced.

5.1.2. The main watercourse associated with this site is the River Sherbourne, a tributary of the River Sowe, located approximately 3.7 km to the north east of the site. Additionally, Finham Brook is located approximately 2 km to the south/south east of the site.

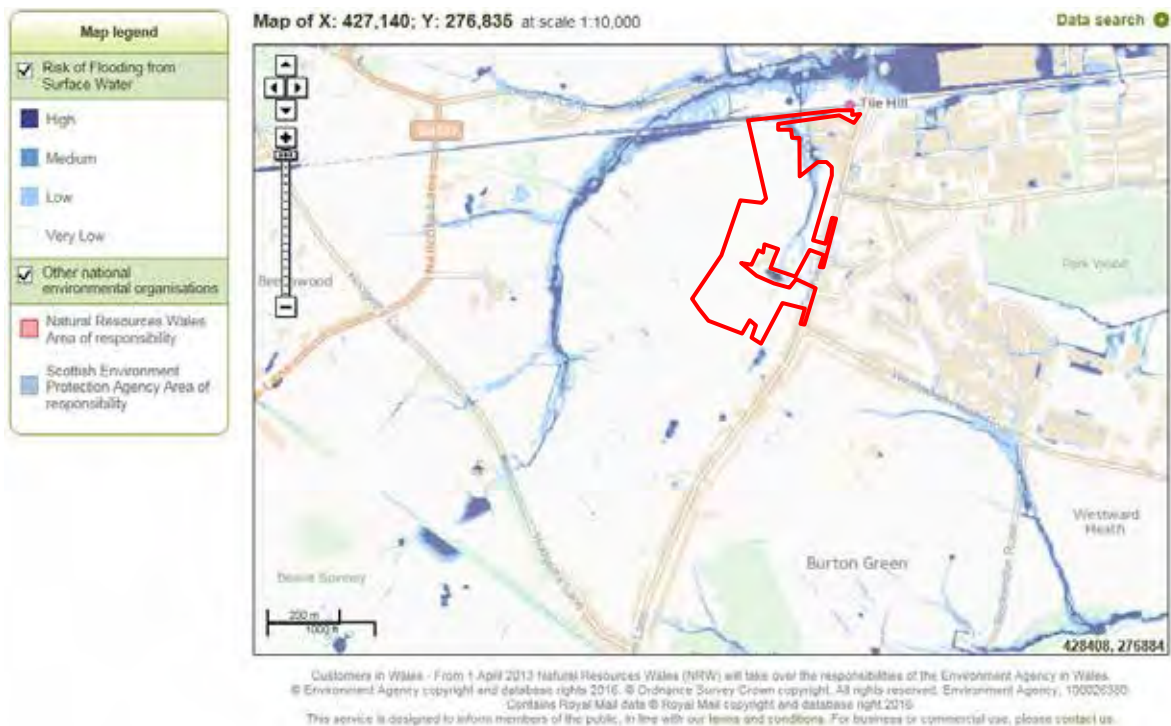
5.1.3. To the north of the site, there is a culverted unnamed ditch course that passes under the railway line and continues north and behind the houses on Duggins Lane towards Station Avenue,

5.1.4. Following a walkover survey two drainage ditches were located along the site boundary bordering Bouchier Close in the north east of the site, they are assumed to manage and convey surface water from the greenfield site. The first is on the western boundary of Bouchier Close and discharges to the culvert and open ditch adjacent to Pennrudock Drive before discharging under the railway line via the unnamed culverted ditch course. The second is on the southern side of Bouchier Close, there was no outfall identified and therefore acts to intercept and infiltrate surface water runoff.

5.1.5. There are also a number of water bodies assumed to be ponds located in close proximity of the site. The larger ones are located to the north in the field just beyond the railway line and south of the site. A third is located close to the centre of the site at Westwood Farm (located outside of the site boundary), this appears to be manmade and no other drainage features feed into it other than a land drainage pipe.



EA Flood Mapping



EA Risk of flooding from surface water plan



5.2. LANDSCAPE CONTEXT

A Landscape and Visual Appraisal has been carried out to accompany the proposed application. Key constraints and opportunities of the landscape of the Site have been identified through the recording and analysis of the landscape and visual baseline conditions.

5.2.1. The Landscape and Visual Appraisal process contributes to an approach that ensures that the design proposal is informed by the landscape and responds directly to the character of the Site and the surrounding area. The aim is to make a proposal that belongs to the setting and makes a successful fit in the landscape.

5.2.2. A summary of key landscape opportunities and constraints is listed below.

OPPORTUNITIES

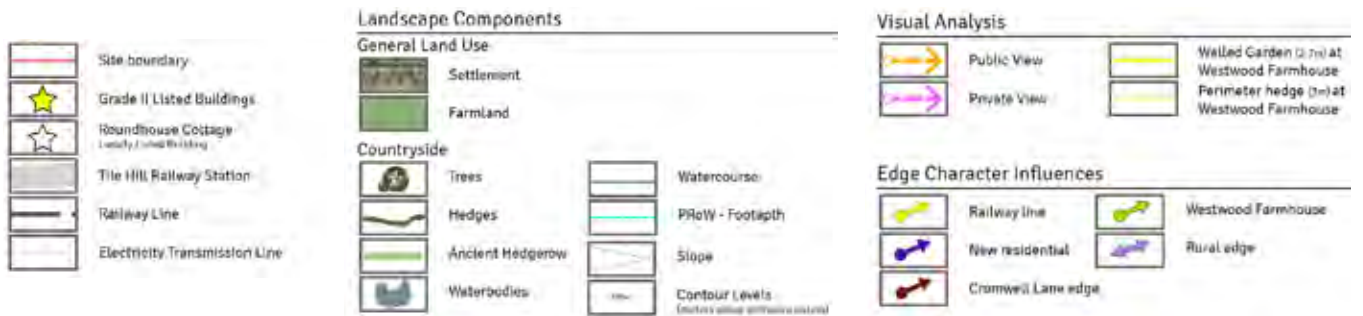
- » Strengthen PRow links making routes more accessible to the wider countryside to the north, south and west of the Site;
- » Enhance Green Infrastructure of the Site, joining up existing green assets such as hedgerows and mature trees;
- » Where possible incorporate landscape features identified on historic mapping which have been lost such as; the area of orchard which was located to the south of Westwood Farmhouse and the hedgerow with trees which formed the boundary for the local administrative authorities located along the western boundary of the Site;
- » Strengthen the boundaries of the Site with additional shrub and characteristic woodland planting, particularly along the western boundary to filter views;
- » Incorporate the key characteristics; such as parkland style trees such as Oak and the reinforcement and creation of native hedgerow, of the Arden Parklands LCT into the areas of public open space within the Site;
- » Opportunities to incorporate a substantial areas of Green Infrastructure along the eastern boundary to prevent settlement merging, encroachment on the Meriden gap and provide a clear but sympathetic boundary to the Green Belt;
- » Use the Sites relationship with its setting as an influence for the character of the development proposals; and
- » Enhance and define a unified character along the settlement edge.
- » Landscape features throughout the character type as a whole are considered fragmented, there are few landscape features within the Site;
- » Views looking east are industrial in nature which contrasts with the rural, wooded, gently undulating landscape to the west;
- » There are several Listed buildings around the Site; Grade II listed Westwood Farmhouse is located within the centre of the Site (not within its boundary), Cromwell Cottage (Grade II listed) adjacent to the eastern boundary towards the northern extent of the Site, and the 16/17th Century Cottage (Grade II listed) adjacent to the eastern boundary towards the southern extent of the Site boundary.
- » The eastern boundary of the Site has no physical boundary on the ground, therefore there is no level of existing screening or containment;
- » The large number of residential properties along Cromwell Lane directly adjacent to the eastern boundary of the Site which have potential views across the Site, and;
- » Existing Green Infrastructure is limited within the Site and should be retained and enhanced where possible.

CONSTRAINTS

- » The existing settlement pattern adjacent to the Site is linear in character, with properties generally built in single plots along the road and in few areas two properties deep;



Landscape and Visual Constraints and Opportunities





House at Westwood Farm

Housing along Duggins Lane

View from the private entrance track to Westwood Farm, looking north-east

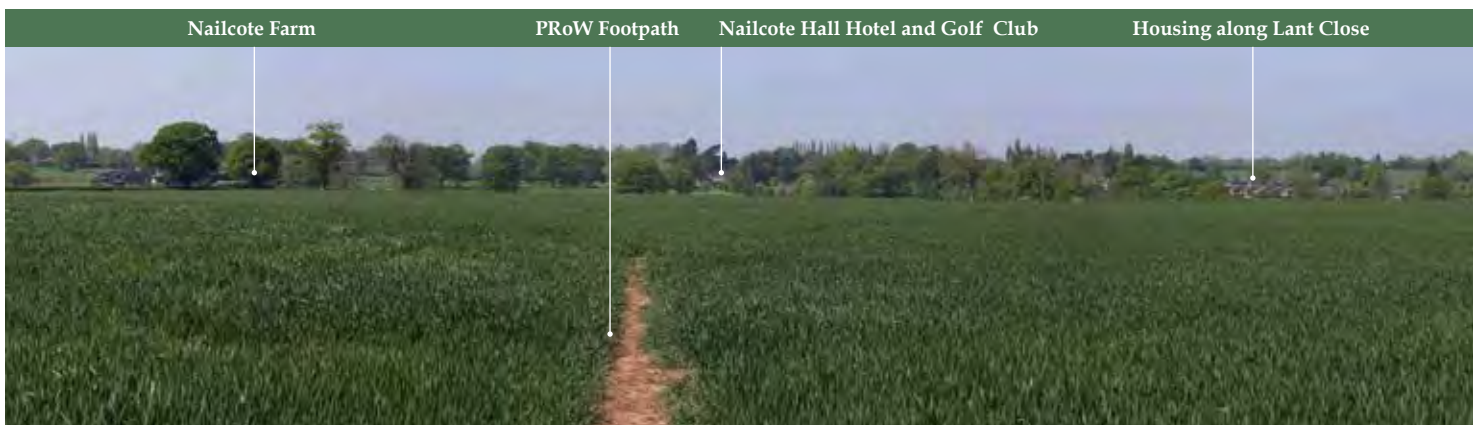


Housing along Bouchier Close

Housing along Cromwell Lane

Westwood Farmhouse

View from Penruddock Drive, looking south-east



Nailcote Farm

PRoW Footpath

Nailcote Hall Hotel and Golf Club

Housing along Lant Close

View from PRoW footpath, looking north-west



Birmingham to London mainline



Electricity Sub Station



Cedar Wood Farm

Housing along Duggins Lane

Housing along Nailcote Avenue

Westwood Farmhouse (GII Listed)





5.3. ECOLOGY

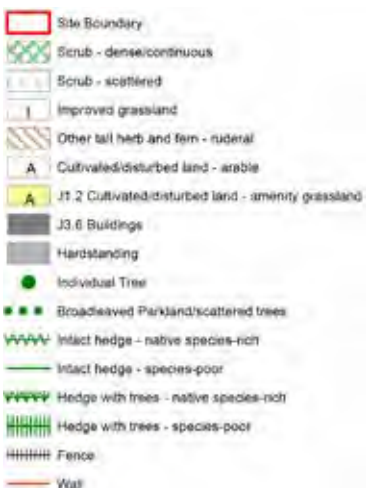
A Preliminary Ecological Assessment (PEA) was carried out May 2016 with subsequent identified surveys undertaken as detailed in the PEA.

5.3.1. There are no ponds on the site used by Great Crested Newt (GCN) but GCN have been found in ponds to the south of the site. Investigation into trees with bat potential showed the trees on site to have low to negligible potential. An appropriate masterplan has been developed from an ecological perspective to promote habitat connectivity to mitigate for any impacts upon protected species and includes for substantial biodiversity enhancement by

the provision of areas of semi-natural open space in place of low quality ecological habitat (arable land). It is, therefore, considered that the proposed development meets current local and national planning policy objectives with regards to biodiversity protection and enhancement. The site is therefore considered suitable for residential development from an ecological perspective providing that appropriate mitigation measures are implemented.



Ecology plan





5.4. HERITAGE

There are no statutory or non statutory designated heritage assets within the site boundary. However there are three Grade II listed buildings located within the vicinity of the proposed development: Westwood Farmhouse, Cromwell Cottage and 142 Cromwell Lane.

5.4.1. The potential impact of the proposed development on these properties was assessed as part of the planning application. The setting of Westwood Farmhouse does not contribute towards the significance of the building. However the proposals entail a stand-off from the farmhouse which would retain an appreciation of a rural backdrop to its rear when viewed from the front and the rear of the building, therefore the potential impact from these locations, would be minimal.

5.4.2. The contribution of setting towards Cromwell Cottage is restricted by the presence of modern residential development to its immediate north and south. The proposed incorporation of tree planting to the perimeter of the site at this location would screen views.

5.4.3. The setting of 142 Cromwell Lane is restricted by residential development to its east. The proposed scheme has incorporated a standoff to the rear of the building to restrict the encroachment

of built development to the immediate west of the building. Furthermore, the proposals incorporate proposed tree planting to the perimeter of the site at this location which would screen views.

5.4.4. Therefore the identified impacts are minimal as identified in the heritage report.





5.5. UTILITIES AND NOISE

UTILITIES

5.5.1. A Utilities Plan was prepared in order to show the location of existing utilities apparatus which needs to be considered in the development of the masterplan and detailed design. As the masterplan is developed into detailed design, further consultation with utilities and both intrusive and non-intrusive surveys will be required to verify the location and status of the utilities assets affected by the development.

5.5.2. An existing BPA Fuel Pipeline bisects the site from west to east where it continues outside the site boundary, the apparatus is confirmed live status by BPA. This must be considered against the proposed development to ensure the masterplan does not impact on the easement zone.

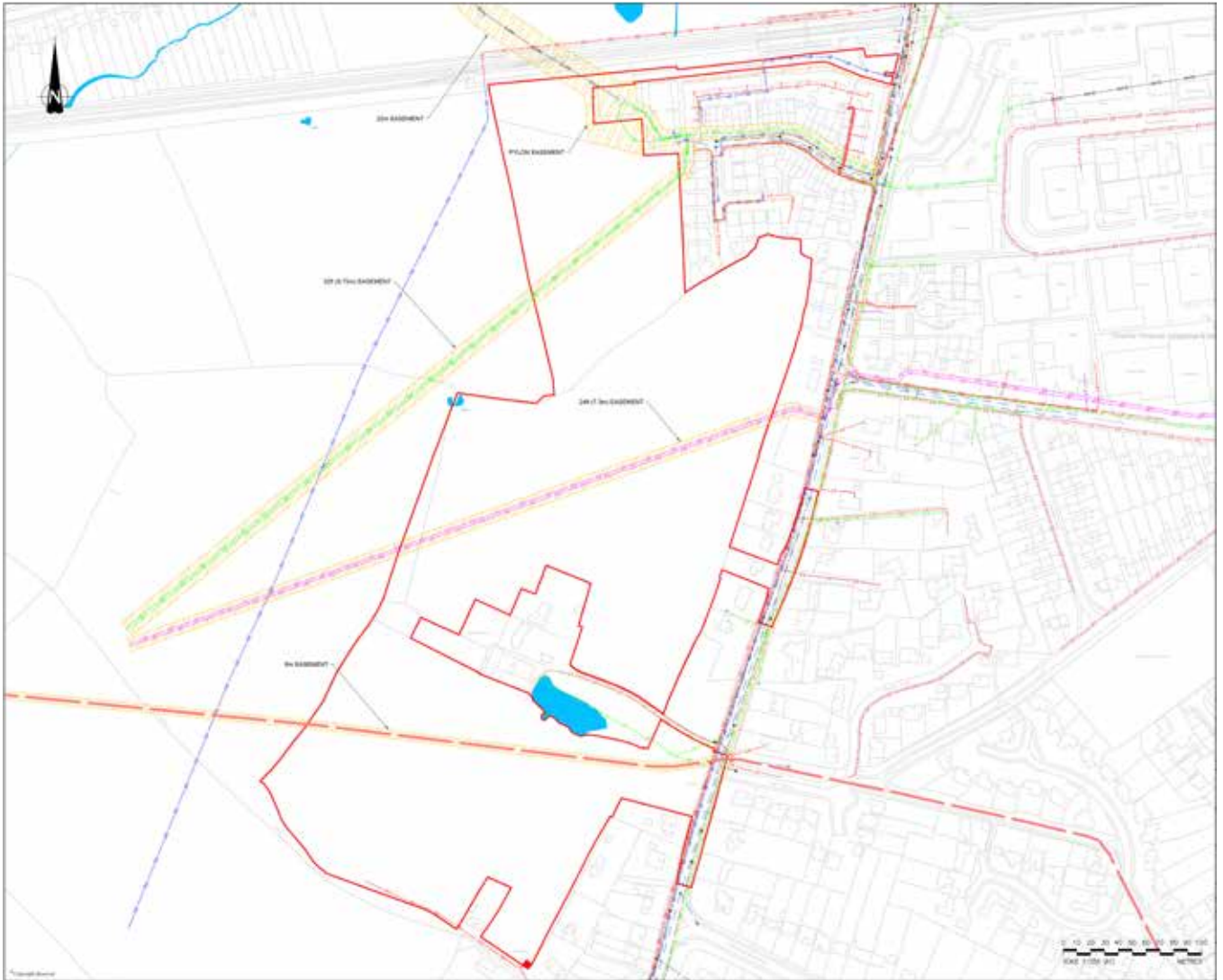
5.5.3. WPD extra high Voltage 132kV underground assets bisect the site, the apparatus enters from the west and exits at the east site boundary. The apparatus is confirmed to be live and consideration will be required within the easement zone for any intrusive works or permanent structures.

5.5.4. A proposed new entrance to the site is proposed from Cromwell Lane and there may be some alterations required to the existing services surrounding the site. Further detailed consultations will be undertaken to determine the extents of diversion and costs at detailed design stage.

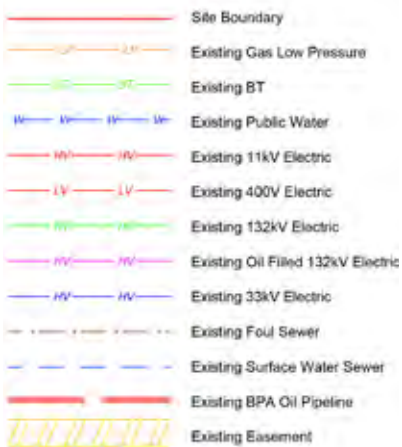
NOISE

5.5.5. The impact of existing noise and vibration sources and their potential impact on the proposed development was assessed as part of the planning application. The dominant noise source, which will potentially affect the residents of the proposed residential development, is road traffic on Cromwell Lane and rail noise on the Birmingham to Coventry line. Noise from the Charter Avenue Industrial Estate was also considered in the assessment following consultation with the local authority, however following the site visit, mitigation would be provided in order to meet WHO guideline levels for areas located nearest to, and with a direct line of sight to the railway line.

5.5.6. The assessment resulted in a number of mitigation measures in order to meet guideline noise levels to include fencing, thermal glazing and acoustic ventilation particularly in relation to properties located with a direct line of sight of the railway line and Cromwell Lane. These mitigation measures should be considered during the detailed design stages.



Existing utilities plan





5.6. SUMMARY OF CONSTRAINTS & OPPORTUNITIES

A number of technical and environmental studies have been undertaken to identify important site features that will inform the design proposals. A summary of our findings are set out below:

HYDROLOGY & DRAINAGE

5.6.1. The site is in flood zone 1 and as such, there is less than 0.1% chance of fluvial flooding. The site is suitable for development due to the minimal level of flood risk identified.

5.6.2. Surface water will be able to drain into Sustainable Drainage features that can be either ponds (permanently wet) or basins (which only retain water when it rains). This will mitigate the risk from surface water flooding and provide water quality improvements.

5.6.3. The principal surface water outfall will be at the north of the site to the end of a culverted watercourse in Alan Higgs Way.

5.6.4. The proposed foul sewerage system will discharge to the existing foul sewer at a location along Cromwell Lane to be approved by Severn Trent Water.

UTILITIES

5.6.5. A full utilities search has been conducted to identify any existing services across the site. Easements will be accommodated within the masterplan as appropriate.

5.6.6. The capacity requirements and new service connections associated with the proposed site will be calculated and are subject to formal approval from the appropriate service provider.

NOISE

5.6.7. A noise and vibration assessment is being undertaken to determine the existing noise and vibration levels across the site. This will identify whether measures will be required to reduce any noise impact for residents.

MOVEMENT & ACCESS

5.6.8. Potential for vehicular access to be taken from Cromwell Lane.

5.6.9. Potential for emergency/pedestrian/cycle only access to be taken from Alan Higgs Way.

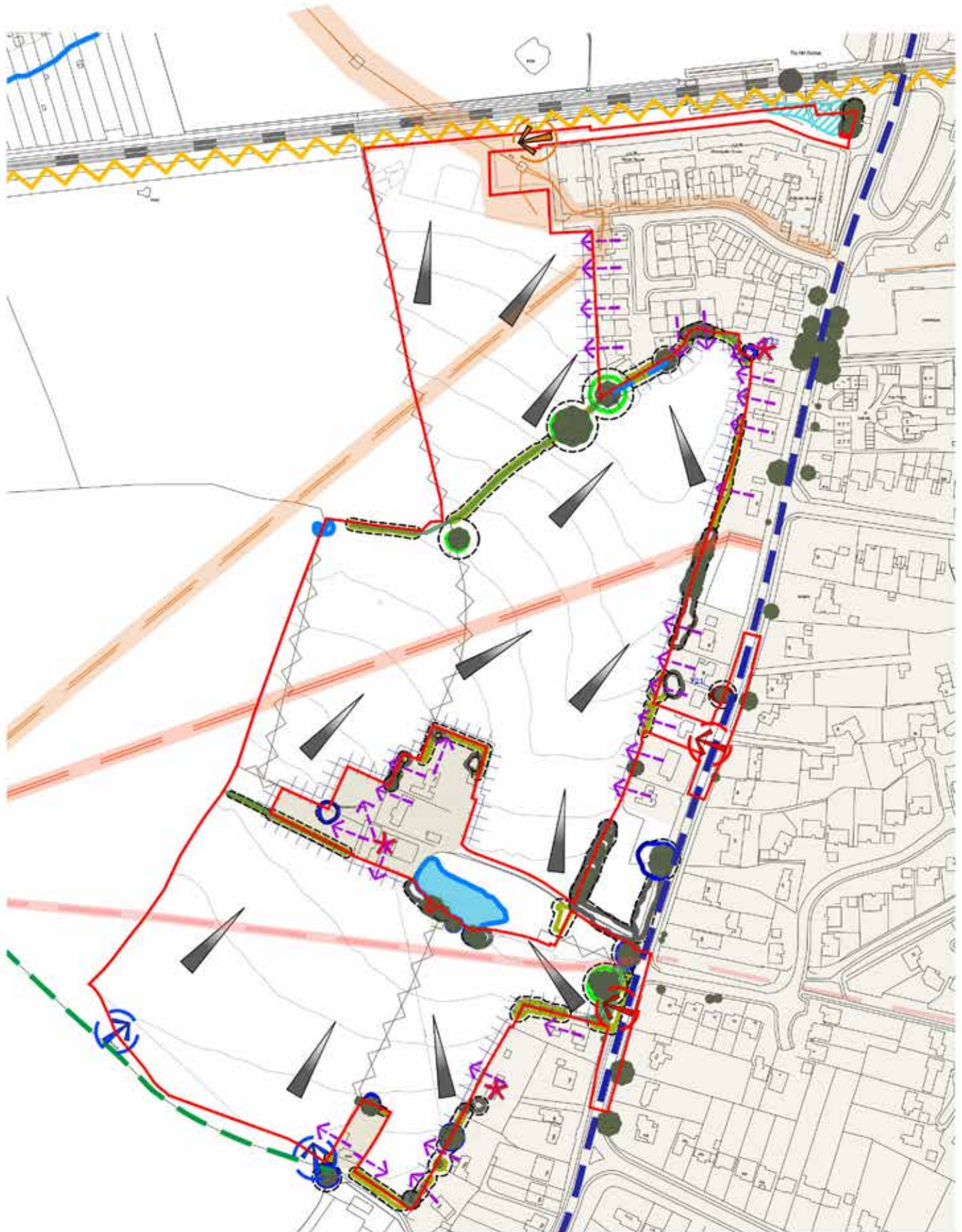
5.6.10. Potential to provide new pedestrian and cycle routes along key desire lines, including between the public right of way south of the site and Tile Hill station.



Cromwell Lane



Existing Public Right of Way along southern boundary



Constraints and Opportunities plan

Site Boundary	Cromwell Lane	Existing Built Development	Grade II Listed Building	Historic Field Boundaries
Proposed Vehicular Access	Railway Line + Tile Hill Station	Gradient/ Slope	Existing Hedgerow	Existing Residential Boundary
Proposed Pedestrian Access	Public Right of Way	Contours	Existing Trees	
Proposed Emergency / Pedestrian / Cycle Access	Ditch/ Watercourse	132KV Electric Cable + Easement	Short Range Views Into Site	
	Existing Water Feature/ Pond	132KV Oil Filled Cable + Easement	Noise Offset Required from Railway Line	



ECOLOGY

5.6.11. There are a number of trees with potential to support roosting bats. Where possible existing trees and hedges will be retained for connectivity.

5.6.12. Great crested newts have been identified in the ponds to the south of the site.

5.6.13. Appropriate measures to protect badgers, great crested newts and bats will be accommodated within the development.

LANDSCAPE

5.6.14. The site is located within a much wider area which is typically referred to as an 'Ancient Arden Parklands' landscape. However, the features typically found within this landscape, such as woodland edges and belts of trees, are largely absent from this site. The proposal seeks to reinstate these features within large areas of open space that will complement the development, protect the Green Belt boundary, and improve biodiversity.

5.6.15. Existing green assets such as mature trees and hedgerows will be retained wherever possible and help to integrate the development within the surrounding area.

5.6.16. The boundaries of the site will be strengthened with additional native shrub and woodland planting, particularly along the western boundary to filter views.

5.6.17. Substantial areas of green space, to include the planting of new woodland, will be created along the southern and western boundaries to prevent encroachment into the Green Belt area known as the 'Meriden Gap'.

HISTORIC ENVIRONMENT

5.6.18. There are no statutory or non-statutory designated heritage assets within the site boundary.

5.6.19. Westwood Farm, adjacent to the site boundary, is Grade II listed. The setting of the listed building will be sensitively considered to ensure that the developed parts of the site fully respect this asset.

5.6.20. The settings of the Grade II listed Cromwell Cottage and 142 Cromwell Lane will also be considered.

5.6.21. There is currently no evidence relating to the presence of archaeological remains which would preclude development. Further site surveys are being undertaken.



View of Westwood Farm from southern site boundary



View of north eastern site boundary



6.1. SUMMARY OF COMMUNITY & STAKEHOLDER INVOLVEMENT

An extensive pre-application programme for the application proposal has been undertaken. The over-arching conclusions regarding this process are:

- » A comprehensive consultation was undertaken to engage the local community and local interest groups.
- » A variety of targeted communication techniques were used to contact as many potential consultees as possible (leaflets sent out, press notice, specific consultation website).
- » Over 200 people visited the public exhibition, held in June 2016.
- » 109 consultation responses were received via written submission at the exhibition, and subsequently via email and letter.
- » A range of views on the proposals were received from groups and individuals, ranging from objection to residents raising specific concerns and some supportive comments.
- » All consultation responses were considered and reviewed in detail by Bilfinger GVA following the consultation period.
- » A number of positive comments on the proposals were made and have been considered as the proposals have progressed to a planning application. This has informed the indicative design and layout of the proposed development, thus ensuring that any impacts are minimised and can be mitigated.



Public exhibition banners



Public exhibition event





6.2. EVALUATION

Further to presenting findings of our comprehensive site assessment and an overview of prevalent topics raised during the public consultation process an evaluation of the scheme is set out below, against NPPF 'Economic, Social and Environmental' criteria.

ECONOMIC

6.2.1. 'Contributing to building a strong, responsive and competitive economy'*

Assessment

6.2.2. A comprehensive assessment of economic benefits generated by the scheme is set out in the Planning Statement.

Involvement

6.2.3. Discussions have been undertaken with the LPA and local community regarding financial contributions that will be made when the proposed development comes forward. These discussions will be on-going.

Concept and Principles

6.2.4. The proposed development will deliver a number of economic benefits, which would not otherwise be delivered. In summary, these would be:

- » c. 236 FTE direct construction jobs;
- » c. 281 indirect or induced jobs during the construction phase;
- » Gross uplift in annual income of £6.32m, with £4.13m per annum being available to support local shops and services;
- » Council Tax revenue of £430,608 per year; and
- » New Homes Bonus contribution of up to £2.71m.

6.2.5. The above demonstrates how the proposed development would fulfil the economic role set out in paragraph 7 of the NPPF, in terms of its contribution towards sustainable development. This should attract substantial weight in accordance with Government policy as set out in paragraphs 18 - 21 of the NPPF.

SOCIAL

6.2.6. 'Supporting strong, vibrant and healthy communities'*

Assessment

6.2.7. Assessments have been undertaken to establish the provision of facilities on site with regard to open space, pedestrian/cycle linkages and affordable housing. Best practice design guidance has also been consulted to ensure the creation of a safe place that encourages community cohesion.

Involvement

6.2.8. Continued discussions with the Local Planning Authority will be undertaken to agree affordable/shared ownership housing provision and mix and open space provision, along with any necessary off-site contributions. These themes were also raised at the public exhibition.



ENVIRONMENTAL

Concept and Principles

6.2.9. The development will provide appropriate levels of affordable housing and open space. Best practice design principles are embedded at the heart of the proposals to ensure that a network of spaces and places are created that are overlooked, safe and promote social interaction. New and attractive areas of accessible open space for informal recreation and play will also encourage physical activity and well-being. Opportunities for existing sustainable transport linkages will be maximised, with new pedestrian and cycle routes linking with Tile Hill Station (via Alan Higgs Way), the existing PRoW and Cromwell Lane.

6.2.10. 'Contributing to protecting and enhancing our natural, built and historic environment'*

Assessment

6.2.11. A comprehensive site assessment of environmental and technical disciplines (as set out in sections 2 – 4 of the DAS) has ensured that the proposals are responsive to important site assets wherever possible; their retention is beneficial to ensuring a site specific and distinct sense of place. Assessments have included consideration of the listed buildings within/surrounding the site and the amenity/privacy of existing dwellings that adjoin the eastern site boundary.

Involvement

6.2.12. Assessments undertaken have been discussed, as appropriate, with the local community, stakeholders and the Local Planning Authority. Discussions at the public exhibition focussed on vehicular access points, traffic generated as a result of the proposed development and the relationship between new housing and properties along Cromwell Lane/Bourchier Close.

Concept and Principles

6.2.13. The concept masterplan has been informed by detailed survey and technical inputs and mitigation measures provided as necessary. As a result of the public consultation development blocks backing on to existing properties have been increased in size and proposed storey heights reduced where possible to respond to the concerns detailed above. An additional vehicular access point on Cromwell Lane and continued highways design work will help to address public concerns regarding vehicular transport, with continued discussions with highways as necessary.

**Quotes taken from the NPPF (Department for Communities and Local Government, 2012).*



6.3. DESIGN EVOLUTION

The masterplan has evolved in accordance with continued technical input and survey and dialogue with the local community, Local Planning Authority and additional stakeholders.

The following pages summarise the evolution of the scheme.

JUNE 2014

6.3.1. An emerging concept proposal for the scheme was presented in the Spatial Vision document prepared in June 2014 to assist with the promotion of the site. The illustrative masterplan was informed by the following design principles:

- » Proposed vehicular access points taken from Alan Higgs Way, Penruddock Drive and Cromwell Lane.
- » Establishment of significant green corridor and woodland planting adjoining the western site boundary to respect the setting of the Meriden gap and consider views from the west and south.
- » Retention and enhancement of existing tree and hedgerow planting.
- » Consideration of design response to existing properties backing on to the site with regard to the positioning of dwellings (fronting/backing on) and storey heights.
- » Provision of new pedestrian routes that link with the existing PRow running adjacent to the southern site boundary.
- » General decrease in densities north – south throughout the development, responding to higher densities within the Penruddock Drive development and the more suburban and green character in the southern area of the site.



Illustrative Masterplan June 2014

JUNE 2016

6.3.2. The masterplan was updated in accordance with continued technical surveys and inputs. It was presented at the public exhibition held on the 9th June 2016.

6.3.3. The following updates were made to the masterplan:

- » Access serving the northern and central areas of the scheme taken from Alan Higgs Way.
- » Access serving the southern site area taken from Cromwell Lane.
- » Retention and refinement of the western green corridor to ensure a considered and informed design response to the setting of Westwood Farm, the Meriden Gap and the interface between open space and the proposed residential edge of development. The masterplan



also proposes a softer and varied residential edge fronting on to the western green corridor.

- » Amendments to the proposed development block structure, aiding the creation of a more formal character and structure within the central/northern site area, and a more informal, suburban character in the south.
- » Establishment of 'focal square' space within the central area of the site, aiding legibility and creation of an attractive, high quality scheme with a distinct sense of place.
- » Provision of potential areas for attenuation that also provide opportunities for biodiversity enhancement.
- » Provision of central area for formal play and potential orchard area to promote healthy and happy living.
- » Provision of formal pedestrian and cycle route within the western green corridor, providing a safe and direct linkage to Tile Hill Station.
- » Enlargement of the east – west green corridor in the northern area of the site to ensure retention of all trees adjoining the hedgerow.
- » Increased development block depths provided where proposed development adjoins properties on Bouchier Close and Cromwell Cottage, respecting the amenity and privacy of these existing properties.
- » Re-configuration of development in the central area of the site to provide an enhanced 'entrance square' area.
- » Additional woodland planting located on the western edge of the site to further screen development from views to the south and west.

6.3.4. The final version of the concept masterplan is presented in section 6.4. Further updates have been made to the plan presented in June 2016 as a result of feedback from the public exhibition that include:

- » Revised vehicular access arrangements, with additional vehicular access point taken from Cromwell Lane and access from Alan Higgs Way designated as emergency/pedestrian/cycle only.



Illustrative Masterplan June 2016

6.4

DESIGN PRINCIPLES AND CONCEPT



The Design Principles and Concept Plan presented in this section show how the vision for Cromwell Lane could be realised to ensure the creation of a distinctive and attractive development that caters to a range of ages and lifestyles. The plans have been informed by the following design principles:

HIGH QUALITY AND DISTINCTIVE DEVELOPMENT

- » Best practice design principles will guide the structure and form of the development. Development blocks will be located to ensure frontage over streets and open spaces wherever possible, maximising opportunities for integration with open space. Access to development blocks will be provided via a legible network of streets with a clear hierarchy.
- » Development will accommodate focal spaces and buildings; the entrance square will function as a key focal and arrival space for the scheme.
- » The relationship between existing and proposed development is a key element of the masterplan. Development will seek to back on to existing properties wherever possible, ensuring that the privacy and amenity of these dwellings are respected.
- » Place-making and character will be inspired by local context analysis presented in section 4, encouraging the creation of a distinct sense of place and identity for the proposals.



Design Principles plan





SAFE AND DIRECT LINKAGES

- » Primary vehicular access will be taken from two points on Cromwell Lane.
- » Emergency/pedestrian/emergency only access will be taken from Alan Higgs Way.
- » A number of pedestrian and cycle routes will be provided in the site that reflect key desire lines to Tile Hill rail station, Cromwell Lane and the existing PRoW that is adjacent to the southern site boundary. A north – south pedestrian/cycle link will be integrated with open space and provide an easy and direct route to the rail station.
- » The close proximity of the site to the rail station and bus stops on Cromwell Lane ensures that sustainable transport linkages to surrounding destinations are easy.
- » The design principles plan identifies primary movement routes which will be defined by street tree planting and provide connections to the secondary/tertiary network of streets.

INVITING SPACES & PLACES

- » Green infrastructure is a key organising element of the masterplan, aiming to ensure a site specific identity is created. Development has been shaped by the existing network of trees and hedgerows to respect the setting of Meriden Gap and Westwood Farm, and to cater for biodiversity enhancement.
- » A significant new area of open space will adjoin the western boundary of the site in response to the setting of the Meriden Gap. It will provide a high quality and attractive area to accommodate a range of uses, including new areas of woodland planting which will define the edge of the site.
- » The area of open space in the western area of the site will be linked to additional small scale spaces via green corridors, creating a network of new spaces and places that vary in function and character.
- » Happy and healthy living will be encouraged through the provision of a central formal play facility, recreation routes and a potential orchard area.



Concept Masterplan

	Potential Primary Vehicular Access Point		Proposed Garden Zones		Proposed Orchard Planting		Proposed Pedestrian/ Cycle link to Tile Hill Station
	Shared Pedestrian/ Cycle/ Emergency Link		Public Open Space		Proposed Area for Formal Play		Proposed Informal Pedestrian Route
	Potential Pedestrian Access Point		Existing Tree/ Hedgerow Planting		Indicative Attenuation Ponds/ Drainage		
	Proposed Residential Development		Proposed Tree/ Hedgerow Planting		Public Right of Way		



CHAPTER 7:

ILLUSTRATING THE QUALITY OF DESIGN: SUPPORTING STRATEGIES



7.1. SUSTAINABILITY AND ENERGY

An energy statement was undertaken as part of the planning application which assessed the various renewable and low carbon technologies for use at the proposed Cromwell Lane development.

7.1.1. Coventry City Council state that “in all major developments, a minimum of 10% of the developments energy requirements should be provided through on-site generation of renewable energy”. The most suitable option for Cromwell Lane was found to be solar PV. Solar PV on 75 houses that are southerly orientated at a 40 degree roof pitch would generate enough energy to meet the 10% energy generation requirement. The cost per tonne of CO₂ saved would be substantially better than any other practical technology considered in the report.

7.1.2. The Sustainability Statement has shown the development accords with National Planning Policy and local objectives including those outlined in Coventry City Council's 2009 SPD, ‘Delivering a More Sustainable City’. Following this evaluation, strategies to address any remaining discrepancies have been proposed and once the mitigation has been adopted the proposed development will meet the sustainability criteria set down by Coventry City Council.





7.2. ACCESS AND MOVEMENT

A new traffic free route for pedestrians and cyclists will be provided along the western boundary of the site (within public open space) connecting to a public right of way on Alan Higgs Way, which connects to Tile Hill Railway Station.

7.2.1. Vehicular access will be taken from Cromwell Lane. Two points of access will be formed via new priority junctions: the northern access, which will be 140m to the south of Charter Avenue having a 7.3m wide carriageway with 2m footways on both sides; and, the southern access, which is 175m south of the northern access, having a 5.5m wide carriageway with 2m footways on both sides.

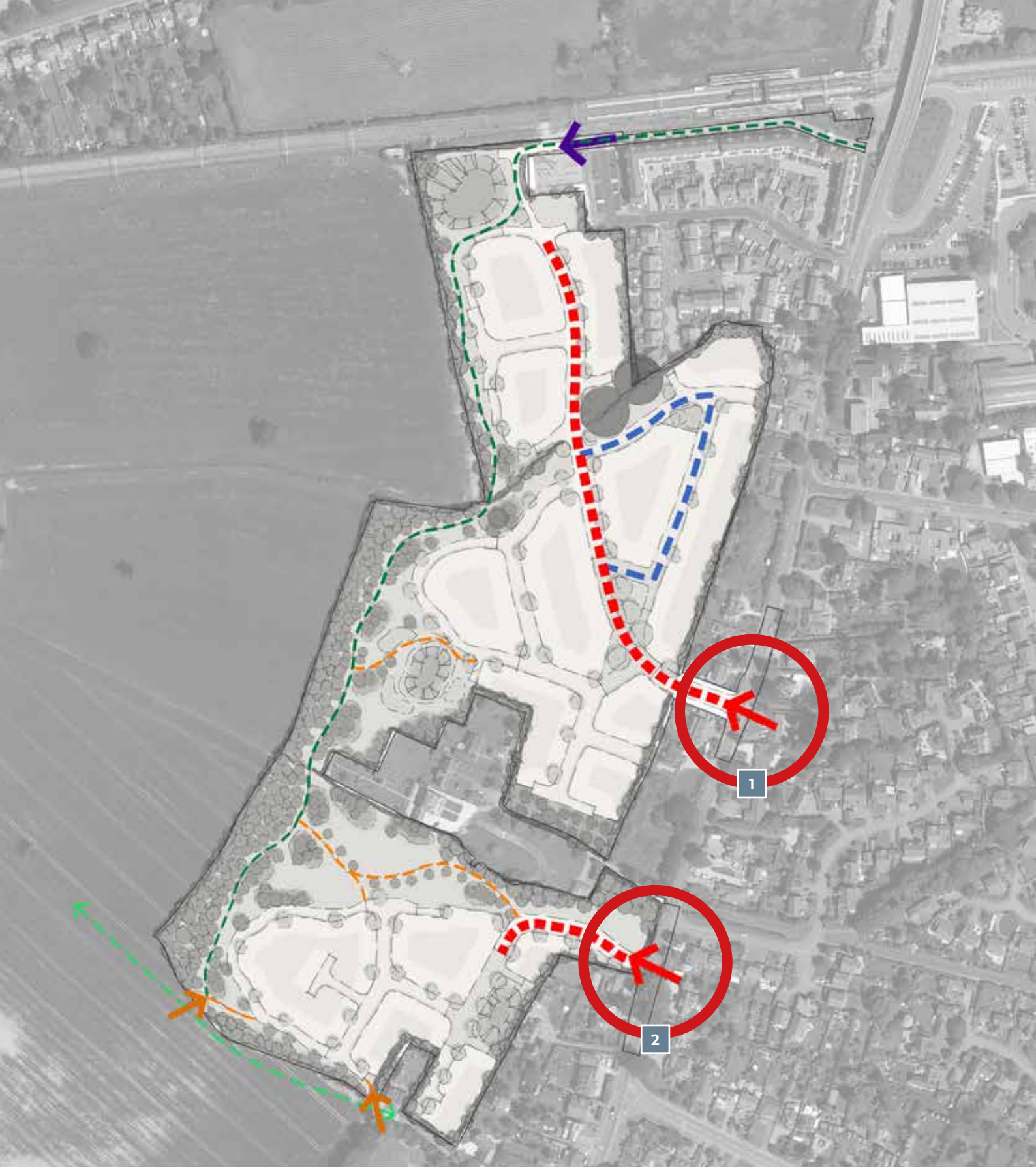
7.2.2. Pedestrian refuges are proposed on Cromwell Lane in the vicinity of the access points facilitating pedestrian movement and acting as a measure to reduce vehicle speeds.



Cromwell Lane junction design north



Cromwell Lane junction design south



Access and Movement Strategy plan





7.3. STREET HIERARCHY AND CAR PARKING

A distinctive hierarchy of streets types, presented here, is proposed for the development. Based on the principles of Manual for Streets, the internal movement network will be structured to provide legible, permeable and well connected streets, which are designed to promote movement via sustainable transport modes.

7.3.1. Each street typology will have a different character and function within the development. The following streets types are proposed within the masterplan:

- » Avenue
- » Street
- » Community Street
- » Green Lane/ Private drive

7.3.2. The principle functions of each street typology are set out below:

Place

7.3.3. This principle defines the character and role of the street and the elements that make it distinctive. The sense of place will be informed by a number of elements, including the degree of enclosure, street trees, surface material and function.

Movement

7.3.4. This principle explains the movement function of the street, the priority of different modes of travel, and movement volumes and flows. A key objective of the movement strategy is to prioritise pedestrian and cycle movement, wherever possible.

Access

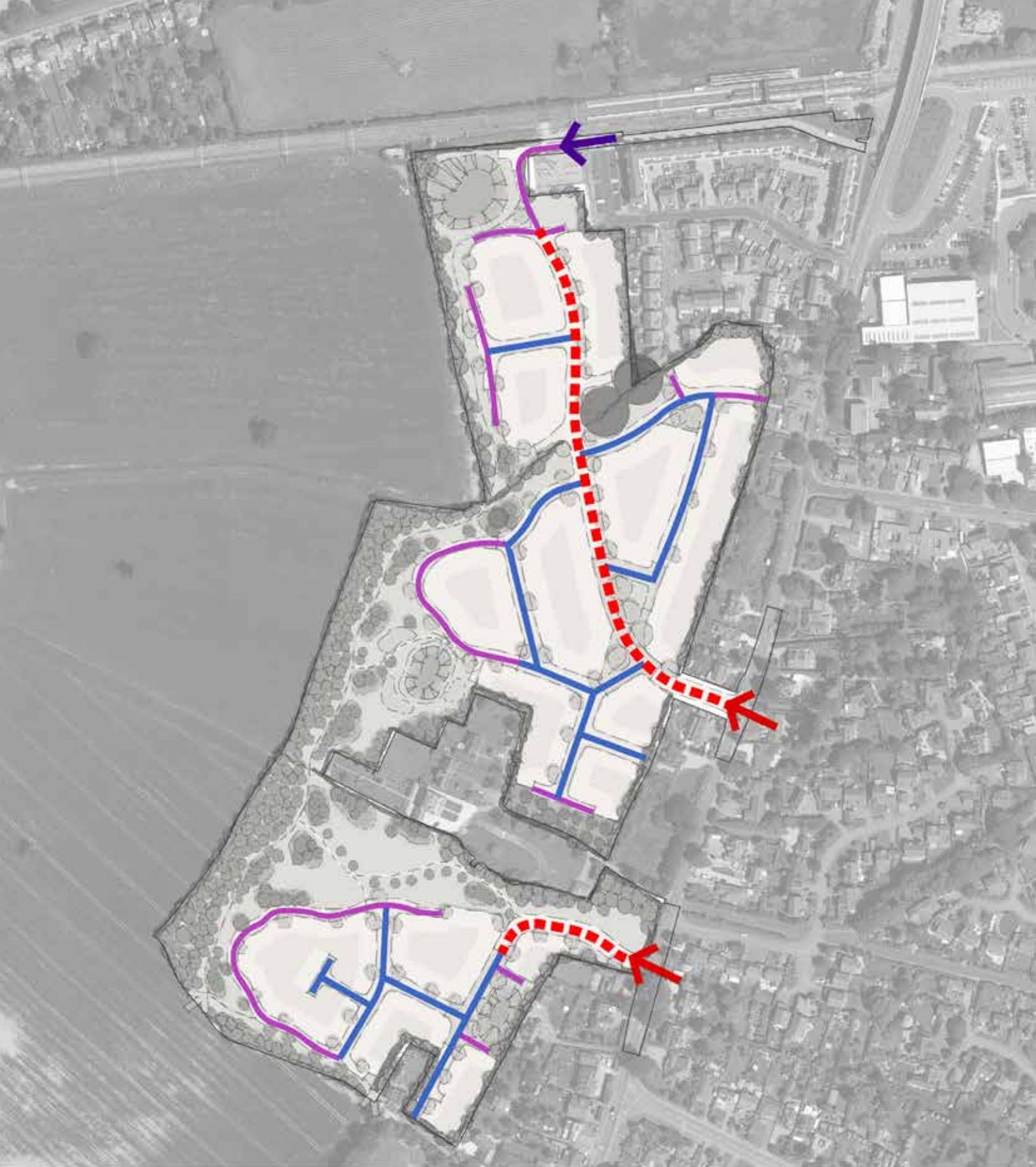
7.3.5. This principle will describe how users will access buildings from the street. The objective is to provide building frontages that are easily and directly accessible on foot, with parking close to main entrances, where possible.

Parking

7.3.6. This principle explains how parking for both visitors and residents will be accommodated within the street scene, and its accessibility from buildings.

Utilities

7.3.7. This principle explains the typical location of utilities and services within the street type.



Street Hierarchy plan





AVENUE

Place

7.3.8. The avenue will function as the primary route through the development. It will have a formal and green character, defined by tree planting at regular intervals, and verges to one side of the street. It will be largely overlooked by a continuous building frontage, helping to aid the creation of a formal character, and a sense of enclosure.



Movement

7.3.9. The avenue will accommodate the highest flows of vehicular movement through the site, and will include formal pedestrian and cycle routes along its length.

Access

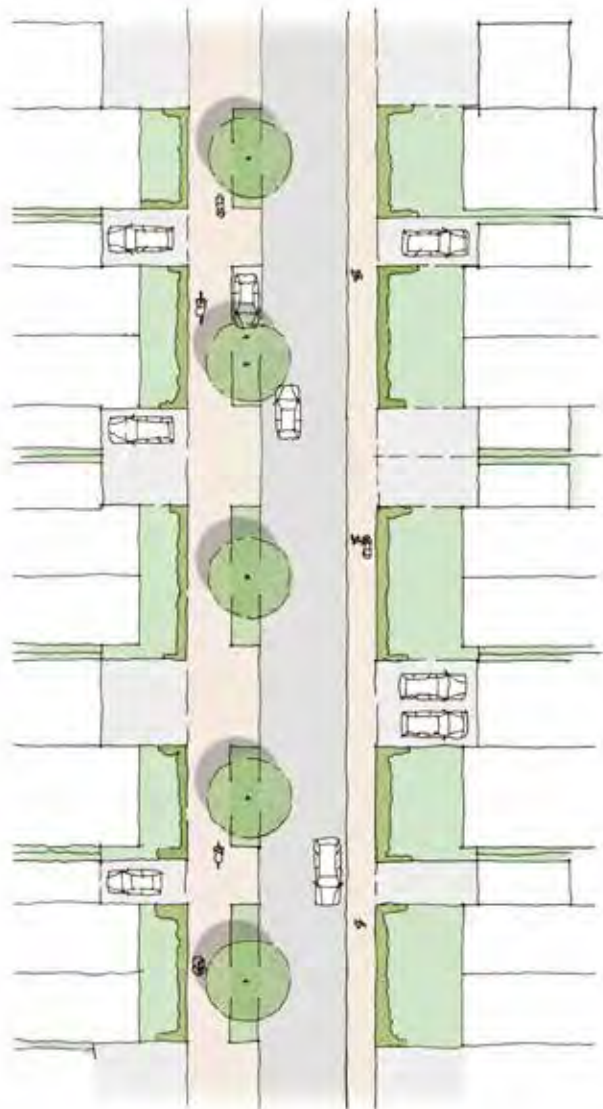
7.3.10. Direct frontage access will be provided from the avenue for vehicles. It will consist of a 6m carriageway, with 2m footway and 3m foot/ cycleway to the opposite side. This will provide direct pedestrian access to dwellings fronting the avenue.

Parking

7.3.11. Residential parking will be provided on-plot. Visitor parking will be accommodated at intervals along the avenue, in accordance with Council policy.

Utilities

7.3.12. Servicing will be accommodated beneath the highway and footways and located to avoid conflict with tree planting.





STREET

Place

7.3.13. Streets will have a less formal character than the avenue, and provide connections between the avenue and Green Lanes/ Private Drives. They will have a more suburban and informal character, with planting and tree planting within frontages, where appropriate.



Movement

7.3.14. Streets are designed to encourage lower vehicle speeds, with 2m pedestrian footways to both sides of a 6m carriageway. The road will maintain a sufficient width to accommodate the safe movement of cyclists.

Access

7.3.15. Direct access will be provided to the front of plots.

Parking

7.3.16. Parking will be provided on plot. The width of the street will allow for visitor parking as necessary.

Utilities

7.3.17. Services and utilities will be accommodated beneath both the highway and footway.

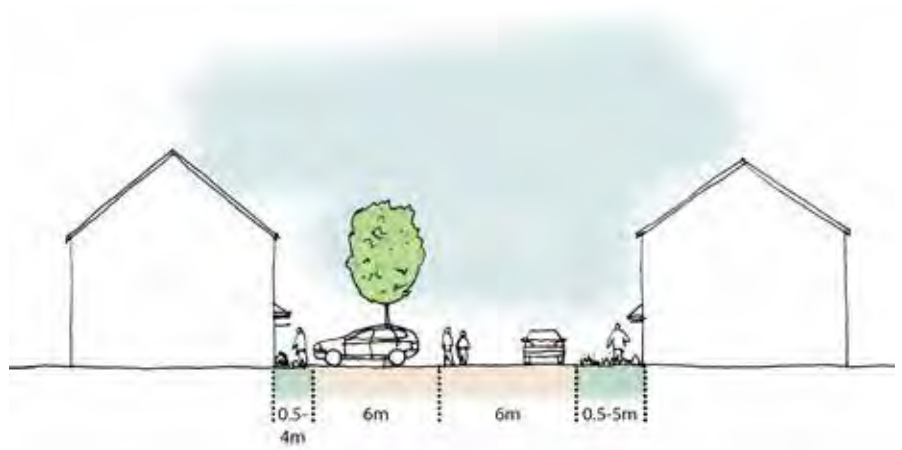




COMMUNITY STREET

Place

7.3.18. Community streets are intended to be important community spaces within the development, designed as places for people to walk, cycle and interact with their neighbours. The use of a shared surface design intends to assist very low vehicle speeds, through deflecting vehicle movement and the encouraged 'ownership' of the space by pedestrians.



Movement

7.3.19. By accommodating low traffic flows the shared surface design of the community street allows for a safe interaction between transport modes. Pedestrians and cyclists will have priority, encouraged by the use of a consistent surface treatment.

Access

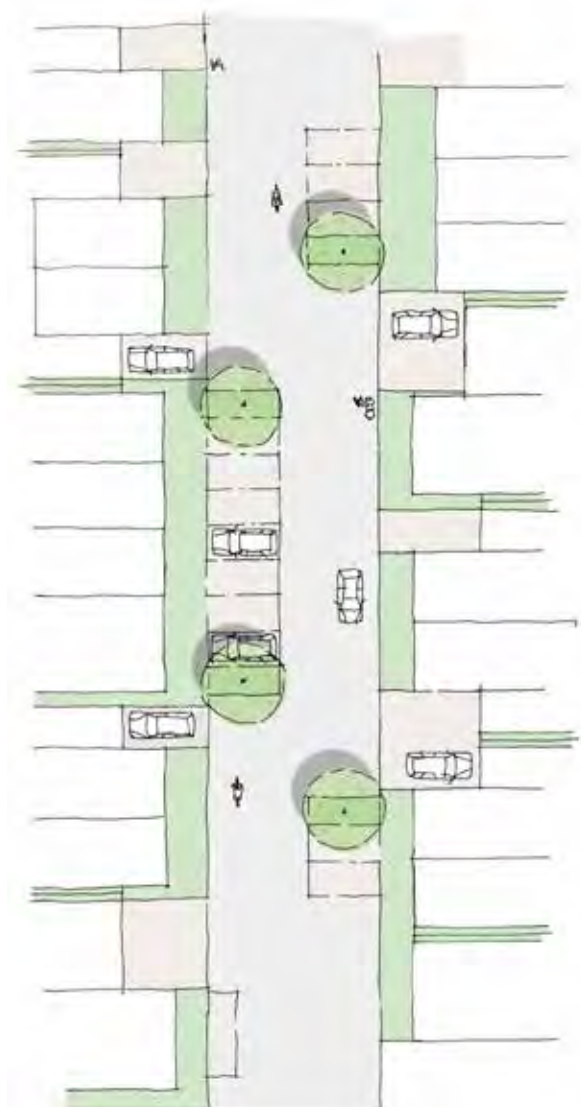
7.3.20. Community streets will provide direct access to dwellings.

Parking

7.3.21. Parking for residents and visitors is designed into the street, through provision of both on plot and on street parking, and will not impede movement by pedestrians and cyclists. Tree planting will be integrated within the design of the street to aid the creation of an attractive street scene.

Utilities

7.3.22. Services will be accommodated within the main carriageway, avoiding conflicts with tree planting. Drainage is to pipe and gully.

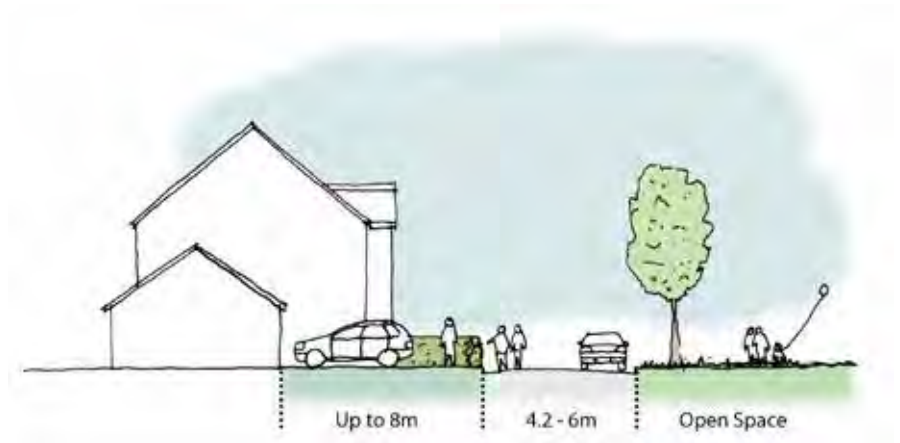




GREEN LANE/ PRIVATE DRIVE

Place

7.3.23. Green Lanes and Private Drives are designed as informal routes. Often located alongside open space; they aid the creation of an attractive green edge to the development, and provide access to dwellings that front onto open space. Low levels of traffic allow the shared use of the street by pedestrians, cyclists and vehicles.



Movement

7.3.24. Green Lanes and Private Drives will have low traffic levels and primarily provide access to properties fronting onto open space. Pedestrian/ cycle movement will be prioritised.

Access

7.3.25. Direct access to the front of properties will be provided.

Parking

7.3.26. Residential car parking will be provided on-plot. Visitor parking will be provided within the carriageway where necessary; this can also be used to aid traffic calming, and encourage low vehicle speeds.

Utilities

7.3.27. A 0.5m service strip will be included within the carriageway.





CAR PARKING

7.3.28. This section details a set of principles that could be used to ensure that car parking is appropriately and attractively accommodated within the street-scene.

7.3.29. The overall objective is to create streets which are attractive and functional places for pedestrians, cyclists and personal transport in an environment where car parking is accommodated conveniently on plot or on street near to the front door.

Car Parking Principles

7.3.30. The following principles shall be applied wherever possible;

- » The quantum and location of resident and visitor car parking shall be discussed with the LPA.

- » Residents parking should be provided on-plot or on-street in a location that is convenient and overlooked.

- » Visitor parking will be provided at the appropriate ratio in accessible locations, usually on street.

- » Parking shall be designed to be as unobtrusive as possible by providing screening such as planting or hedges where appropriate.

- » Rear parking courts should only be used for flats and, in appropriate circumstances, for houses; where used they should be small and overlooked.

- » Appropriate levels of disabled parking spaces will be provided in key locations.

7.3.31. The car parking arrangements presented in this section are considered

appropriate for allocated parking. They seek to provide an appropriate amount of parking in accessible and convenient locations which are overlooked by dwellings.

Cycle Parking Principles

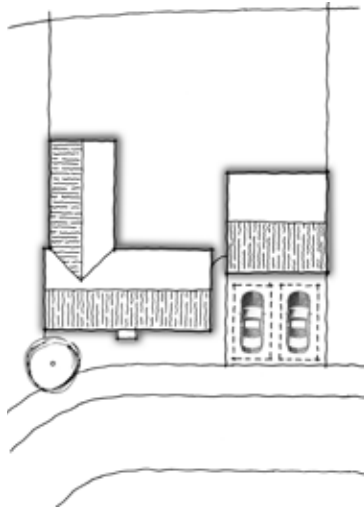
7.3.32. The following principles shall be applied wherever possible;

- » Cycle parking should be good quality and placed in prominent locations to help increase sustainable travel choices.
- » Cycle parking spaces for individual dwellings should be provided within the curtilage of the residential dwelling.
- » For flats cycle parking should be provided as a secure communal facility.



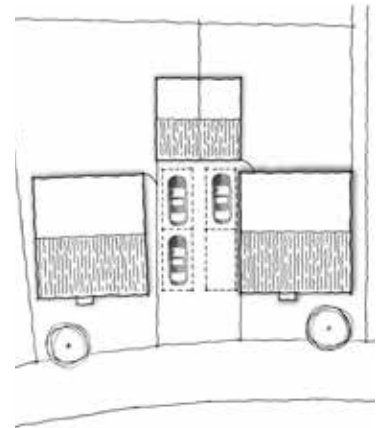
**On plot detached dwelling
Option 1**

- » 2 on-plot parking spaces with hard surface area as well as double garage
- » Spaces overlooked by windows on front and side of property
- » Front garden softens visual impact



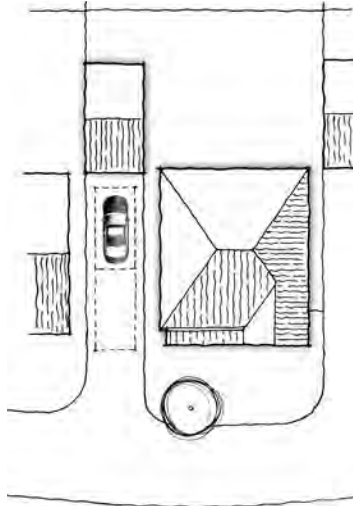
**On plot detached dwelling
Option 2**

- » 2 on-plot parking spaces with hard surface area as well as single garage
- » Spaces overlooked by windows on side of property
- » Front garden softens visual impact
- » No visual impact, all cars are hidden on the side of properties



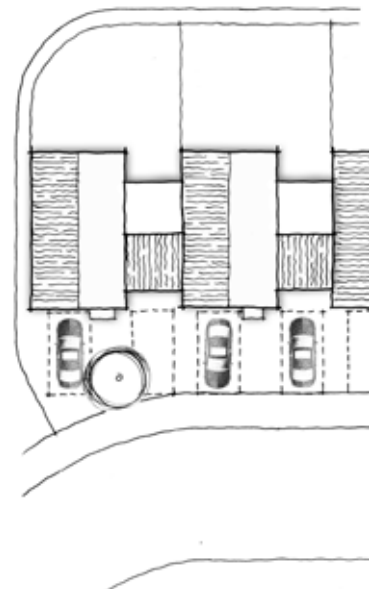
**On plot detached dwelling
Option 3**

- » 2 on-plot parking spaces with hard surface area as well as single garage
- » Spaces overlooked by windows on side of property
- » Front garden softens visual impact
- » No visual impact, all cars are hidden on the side of properties



**On plot linked detached
dwelling Option 4**

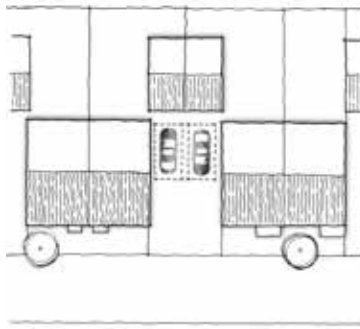
- » 2 on-plot parking spaces with hard surface area as well as single garage
- » Spaces overlooked by windows on front of property
- » Street tree planting softens visual impact





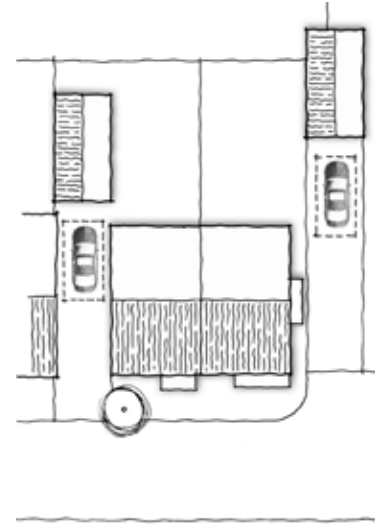
On plot to the side of semi-detached dwelling Option 5

- » 1 on-plot parking space with hard surface area as well as single garage
- » Spaces overlooked by windows on side of property
- » Front garden softens visual impact
- » No visual impact, all cars are hidden on the side of properties



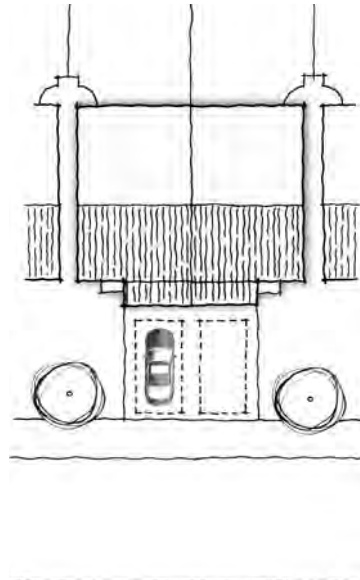
On plot to the side of semi-detached dwelling Option 6

- » 1 on-plot parking space with hard surface area as well as single garage
- » Spaces overlooked by windows on side of property
- » Front garden softens visual impact
- » No visual impact, all cars are hidden on the side of properties



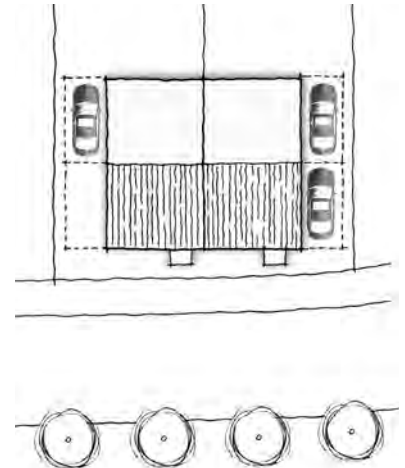
On plot to the front of semi detached dwelling Option 7

- » 1 on-plot parking space with hard surface area as well as single integral garage
- » Spaces overlooked by windows on front of property
- » Street tree planting softens visual impact



On plot to the side of semi-detached dwelling Option 8

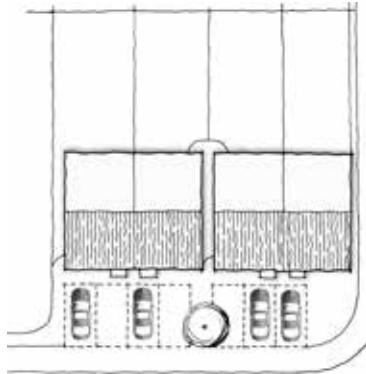
- » 2 on-plot parking spaces with hard surface area
- » Spaces overlooked by windows on side of property
- » Front garden softens visual impact
- » No visual impact, all cars are hidden on the side of properties





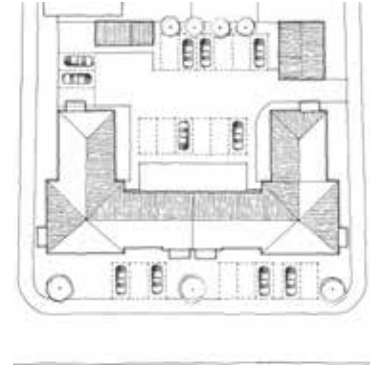
**On plot to the front of semi-detached dwelling
Option 9**

- » 2 on-plot parking spaces with hard surface area
- » Spaces overlooked by windows on front of property
- » Street tree planting softens visual impact



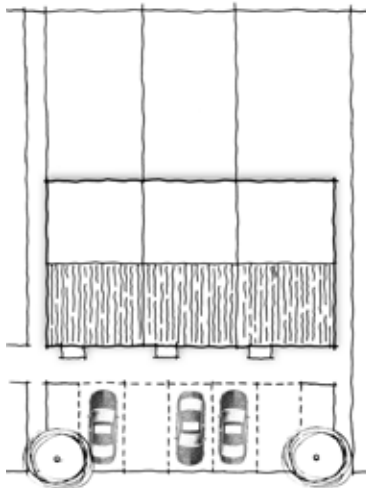
**On plot to the front and rear of apartments
Option 11**

- » 1 on-plot parking space with hard surface area and single garage
- » Spaces overlooked by windows on front and rear of property
- » Tree planting softens visual impact



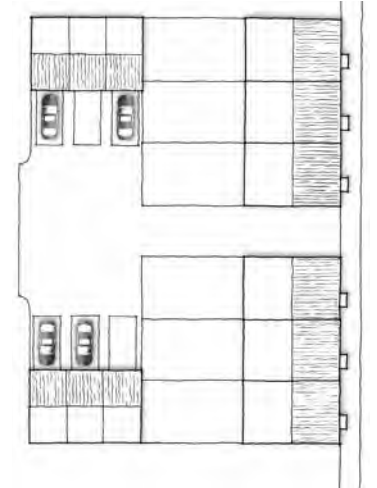
**On plot to the front of terraced dwelling
Option 10**

- » Up to 2 on-plot parking spaces with hard surface area
- » Spaces overlooked by windows on front of property
- » Street tree planting and planted raised beds soften visual impact



Parking Courtyard Option 12

- » Use of this scenario should be restricted wherever possible
- » Up to 2 on-plot parking spaces per dwellings
- » Minimal visual impact, car parking is screened by dwellings
- » Layout of courtyards to vary according to location





7.4. LANDSCAPE AND GREEN INFRASTRUCTURE

The landscape strategy for the site is inspired by existing landscape features and the aspiration to create a new network of spaces and places.

THE OBJECTIVE

7.4.1. The landscape Strategy for the new development has the clear objective to realise to the full all the advantages already present in the landscape of the Site and its immediate setting. The object is to craft a new landscape that forms a strong, local and highly successful response to the place. This over-arching objective sets out a clear requirement for landscape strategies that will deliver the opportunities for a memorable and enduring scheme. These strategies will make the most of the latent potential that is present in the landform; the view points and vistas; the connectivity with the countryside; and the links with the land and the history of the place.

SCALE IN THE LANDSCAPE

7.4.2. The objective for the landscape of the public open space in the development: the Woodland edge, the Parkland, the Suds features and Community Orchard, is to make a direct and successful relationship with the existing landscape.

7.4.3. One of the important threads within the Landscape Strategy is the creation of a new woodland edge and open space that defines a new edge to the Green Belt and enhances the Coventry City district boundary along the western edge of the development.

7.4.4. The proposals reinstate the historic field hedgerows and the creation of woodland planting that will filter long distance views from existing public rights of ways and create a unified character along the settlement edge. A series of woodland glades and informal paths within the woodland planting provide quiet areas and routes for relaxation and contemplation. A safe surfaced and lit shared pedestrian and cycle route within the open space provides access to Tile Hill Station connecting into the existing public right of way enhancing accessibility to the wider countryside and local community and facilities.

7.4.5. The landscape design will create public spaces that are formed to encourage the enjoyment of being outdoors but not far from home and yet in an environment that has the nature of the place as its main character driver.

LANDSCAPE IDENTITY AND CHARACTER

7.4.6. The LVA work records the potential change in the landscape character across the Site from the 'Arden Parklands' Landscape Character Type. Landscape strategies will look to respect and strengthen the character defining traits identified in the landscape character studies. Consequently the open space throughout the scheme include qualities and characteristics of the Arden Parkland LCT and will be designed as a response to the tree cover and of hedgerow pattern of the surrounding landscape.

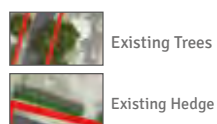


Illustrative Landscape Masterplan

BOUNDARIES

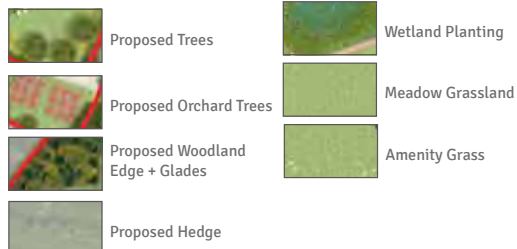


EXISTING ELEMENTS



PROPOSED ELEMENTS

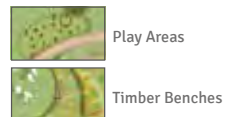
Planting



Waterbodies



Playspaces



Surfacing and Paving





7.4.7. A number of key landscape principles that have informed the masterplan are set out below:

- 1 New native woodland planting established at western edge of development.
- 2 Reinstatement of former hedgerow field boundaries.
- 3 Westwood Farmhouse listed building: proposed area of public open parkland space within development. ★
- 4 Proposed Community Orchard Garden referencing the historic orchard land use onsite.
- 5 Proposed Sustainable Urban Drainage Pond with natural planting/ biodiversity enhancement.
- 6 New path providing access to Tile Hill Station.
- 7 Proposed Parkland Area with oak and pine trees typical of the of the Arden Parklands Landscape Character type with natural grassland and habitat creation.
- 8 Existing historic hedgerow boundary with retained mature oak trees.
- 9 Cromwell Cottage listed building: new planting within development. ★
- 10 Proposed new native planting to gap up and reinforce existing eastern boundary.
- 11 Proposed Avenue of trees along Westwood Farmhouse drive.
- 12 142 Cromwell Road listed building: new planting and open space within the development. ★
- 13 Proposed connections to existing public right of ways enhancing accessibility to the wider countryside.



Landscape Principles



Key Landscape Areas Plan

KEY AREAS IN THE PUBLIC DOMAIN

- | | | |
|------------------------|----------------------------|-------------------|
| 1 Woodland Edge | 4 Community Orchard | 7 Northern Access |
| 2 Parkland | 5 Southern Access | 8 Northern Pond |
| 3 Central Suds Feature | 6 Suds - 142 Cromwell Road | |



1. WOODLAND EDGE

7.4.8. This proposed woodland edge has a number of important functions – defining a new boundary, filtering views, providing a safe pedestrian cycle route to the station, contributing to the habitats within the green infrastructure network and creating glade gardens for contemplation.

- » **New native woodland planting** will be established at the western edge of development filtering long distance views from existing public rights of way and creating a unified character along the settlement edge
- » **Historic hedgerow field boundaries will be reinstated** enhancing and defining the metropolitan boundary of Coventry City district. Hedgerows to include native hedgerow species and hedgerow oaks and pines as a typical feature of the Arden Parklands Landscape Character Type
- » **A surfaced shared pedestrian and cycle route providing access to Tile Hill Station.** Consisting of a 3m wide surfaced path with low level lighting providing a safe and pleasant link to the station as an alternative to cycling along Cromwell Lane. The path will connect into the existing public right of way enhancing accessibility to the wider countryside and the local community and facilities
- » **A series of Woodland Glades and informal paths** within the woodland edge provide quiet areas and routes for relaxation and contemplation
- » Timber seating with a rural parkland character provide stopping and resting points along the route.



Woodland Edge concept plan



Woodland Edge concept plan inset



Illustrative images





2. PARKLAND

7.4.9. The proposed Parkland area is designed as an open space with oak and pine trees typical of the of the Arden Parklands Landscape Character type with natural grassland and habitat creation.

- » Open grassland area provide for informal play and community social events
- » Wildflower meadow and parkland trees provide a backdrop to Westwood Farmhouse listed building
- » Surfaced shared pedestrian and cycle route connecting from the southern access on Cromwell Lane to the onsite western edge route
- » Development fronting onto the parkland area provides a safe and overlooked public space with native hedgerows and meadow grassland providing a defensible boundary to residential properties.



Parkland oak and pine trees characteristic of the wider Arden landscape



Parkland concept plan



Illustrative images



3. CENTRAL SUDS FEATURE

7.4.10. A sculpted retention pond with natural planting providing a central feature within the public open space providing storm water storage, circular walks, natural play elements and wildlife habitat creation..

- » A series of natural play features located on a circular walk around the pond provide enjoyment for all ages
- » Timber benches allow parents to supervise their children from nearby or to enjoy the view over the pond
- » Natural planting and pond bank profiling provide areas for wildlife habitat creation and ecological benefits.



Central Suds feature concept plan



Natural play elements located around the central pond



Retention pond with educational opportunities



4. COMMUNITY ORCHARD

7.4.11. The Community Orchard is designed as a productive garden fronting onto Westward Farmhouse drive and references the historic land-use on-site.

- » The Orchard maintains a green edge to existing views along Westward Farmhouse drive and separation from the proposed development edge. Native hedge planting and an avenue of trees reinforce the existing avenue planting along Westward Farmhouse drive
- » Several different types of fruit tree planting including apple, plum and pear provide variation for community use
- » Designed in grids of trees with mown grass paths for circulation with a central feature tree with circular bench providing a meeting point and a terminus view from within the development.



Community Orchard concept plan



Illustrative images



5. SOUTHERN ACCESS

7.4.12. The southern access provides an attractive arrival space to the southern area.

- » A break in the hedgerow and removal of two mature trees allows vehicle and pedestrian site access and creates an entrance area fronting Cromwell Lane
- » A 3m cyclepath on the southern side crossing to the north over the new road and the pipeline links to the on-site cycle path within the development that connects to Tile Hill station
- » Enhanced paving material in the road near the junction with entrance piers including the development name and a formal clipped low hedge frame the entrance space
- » Amenity lawn with grass paths edged by long meadow grass with benches and a central feature tree provide a soft edge to the Westwood Farmhouse drive listed building
- » Avenue tree planting and hedge planting reinforce and define the existing Westwood Farmhouse drive.



Southern access concept plan



Illustrative images



6. SUDS - 142 CROMWELL LANE SETTING

7.4.13. The Suds pond located to the rear of 142 Cromwell Lane creates a focal point of the listed building within the development.

- » Proposed tree planting frames and filters views to and from 142 Cromwell Road listed building
- » Proposed planting to strengthen the boundaries of existing abutting properties
- » Native planting providing areas for wildlife habitat creation and deterring public access to existing boundaries.



Suds - 142 Cromwell Lane setting concept plan



Illustrative images



7. NORTHERN ACCESS

7.4.14. The Northern access provides the main vehicular access point into the site.

- » Avenue tree planting on both sides of the new road with a proposed clipped formal low hedge and planting, enhanced paving material in the road near the junction and entrance piers including the development name frame the entrance space
- » Pedestrian paths on either side of the new road link into the development with crossing points across Cromwell Lane linking into the existing footpaths.



Northern access concept plan



Illustrative images





8. NORTHERN POND

7.4.15. This area has been designed to provide Suds attenuation, pedestrian and cycle links and an emergency access route and whilst responding to and enhancing the existing ecology.

- » An attenuation pond at low point of the site providing a buffer from Rugby – Stafford railway line with timber benches overlooking the pond
- » Existing badger sett and planting retained in north-west corner
- » Shared pedestrian and cycle route and emergency access route along Alan Higgs Way linking Tile Hill station to the development
- » Low level native planting to screen power cables termination point.



Northern Pond concept plan



Illustrative images



7.5. DRAINAGE

Surface water will be able to drain into Sustainable Drainage features that can be either ponds (permanently wet) or basins (which only retain water when it rains). This will mitigate the risk from surface water flooding and provide water quality improvements.

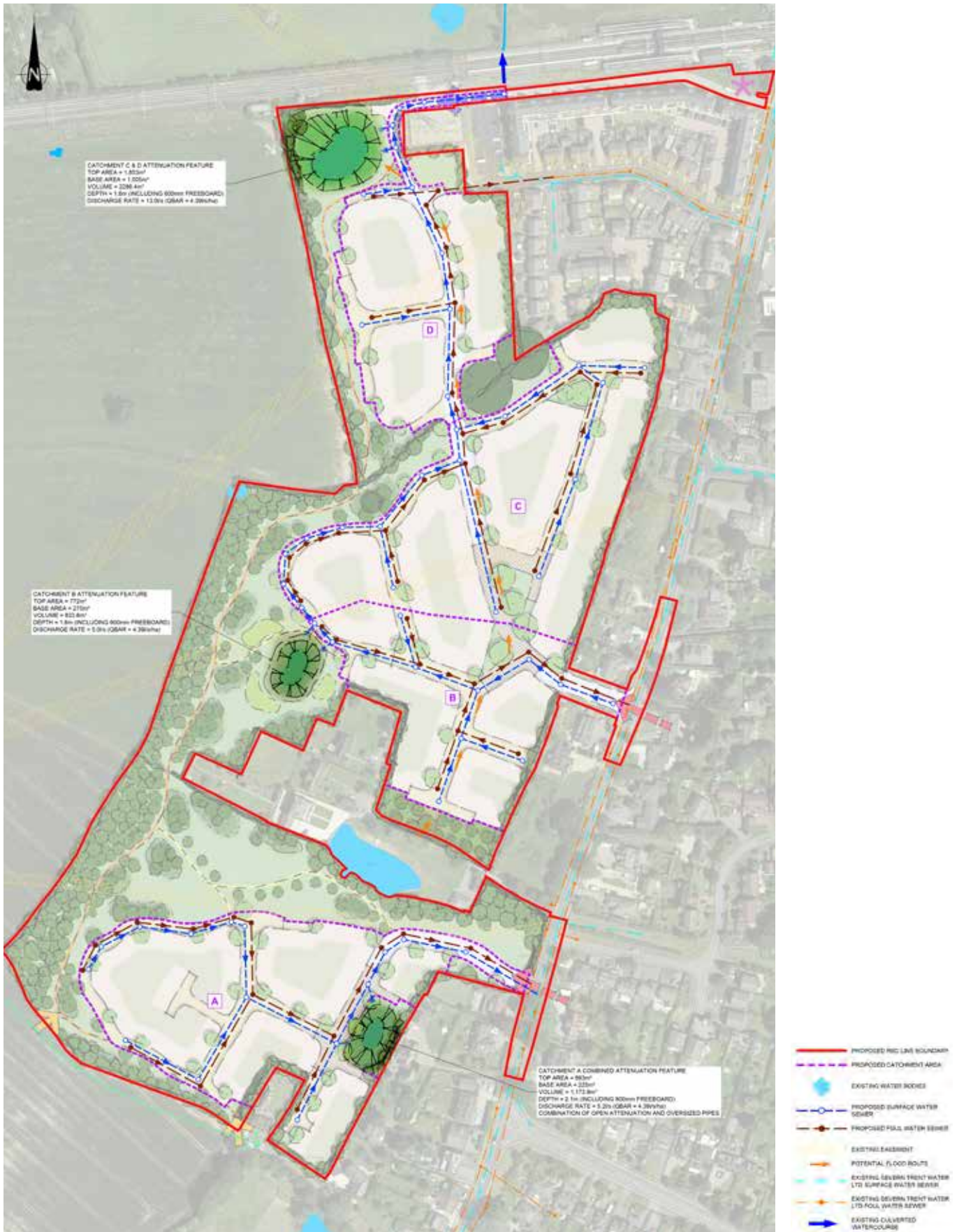
7.5.1. The attenuation basins proposed for the surface water management have the potential to provide amenity and aesthetic value as well as improving water quality.

7.5.2. The surface water proposal includes 4 catchments and 2 discharge locations which outfall to an existing surface water sewer and a culverted watercourse to the north of the site. Prior to discharge the surface water runoff is to be stored onsite in 3 attenuation features.

7.5.3. The foul water from the development is proposed to discharge to the existing foul water sewer as confirmed through liaison with Severn Trent Water via the developer enquiry process.



Topographical Survey



Indicative Drainage Layout



CHAPTER 8:

ILLUSTRATING THE QUALITY OF DESIGN: DEVELOPMENT FORM



8.1. APPROACH TO CHARACTER

LEGIBILITY FRAMEWORK

8.1.1. Undertaking a legibility framework exercise helps to establish key character generators for the development, which are illustrated on the plan presented opposite. The plan provides advice at a strategic level of importance; it is not exhaustive and at a detailed level smaller areas are likely to be identified that require additional design consultation.

Key Buildings and Frontage

8.1.2. Key buildings and areas of important building frontage will be identified where there is a prominent elevation or corner that fronts on to a focal space or the primary movement route. They could be defined by the use of an increased storey height or variation in architectural detail.

Primary Movement Route

8.1.3. The primary movement route will form a key character generator for the development. It could be defined through the use of increased storey heights, higher densities and a more repetitive use of architectural details and materials to aid the creation of a formal character.

Focal Spaces

8.1.4. Two focal spaces are located within the development. The first is the entrance square, providing a high quality and attractive space that will be fronted on to by a number of key buildings and area of important building frontage. It will have a more formal character.

8.1.5. The focal green space is located centrally within the scheme; it will be a place to interact, play and relax that is easily accessible to the new and existing community. It will be shaped by areas of new woodland planting and landscaped attenuation areas, encouraging a distinctive identity.

Green and Woodland Edge

8.1.6. Both green and woodland edges respond to the setting of the Meriden gap and existing green capital located within the site. Woodland edges have a more informal and suburban character and will be defined by the general use of detached dwellings with more varied building line. The use of with larger front gardens and planted residential boundary treatments also aims to emphasise this character generator.










8.1.7. Green edges will benefit from a continuous building frontage and consistent building line, aiding a more formal character. This could be softened by the use of planting within front gardens.

Views

8.1.8. The legibility framework plan identifies more prominent views along building important frontage (often terminated by a key building) and across green space. Public realm, landscaping and architectural/massing design will be considered within these views.



Legibility Framework plan

	Key buildings		Key Focal Space		Woodland edge
	Important building frontage		Focal Green space		View along important building frontage
	Primary Movement Route		Green edge		Views to green space



CHARACTER AREAS

8.1.9. The identification of character areas is beneficial in terms of place-making and inspiring a distinctive scheme that has a site specific and unique identity. Therefore, two character areas are proposed within the masterplan:

- » Tile Hill Walk
- » Cromwell Park

8.1.10. The location of the character areas has been predominantly driven by location and the change in landscape character that occurs to the north and south of Westwood Farm. Therefore, Tile Hill walk is envisaged to have a more formal character, with higher density development that responds to Penruddock Drive. Cromwell Park will be lower density, with the use of larger detached dwellings that form an important woodland/green edge to the north-south green corridor that adjoins the western boundary of the site. Both character areas also respond to important site features, scale and positive character cues identified within the existing built form of Coventry (as identified in section 4).



DENSITY

8.1.11. Consideration has been given to the proposed densities across the site; they respond to the strategy for building heights and proposed land uses. A variety of densities are proposed across the development to ensure the delivery of a varied character and a distinctive place.

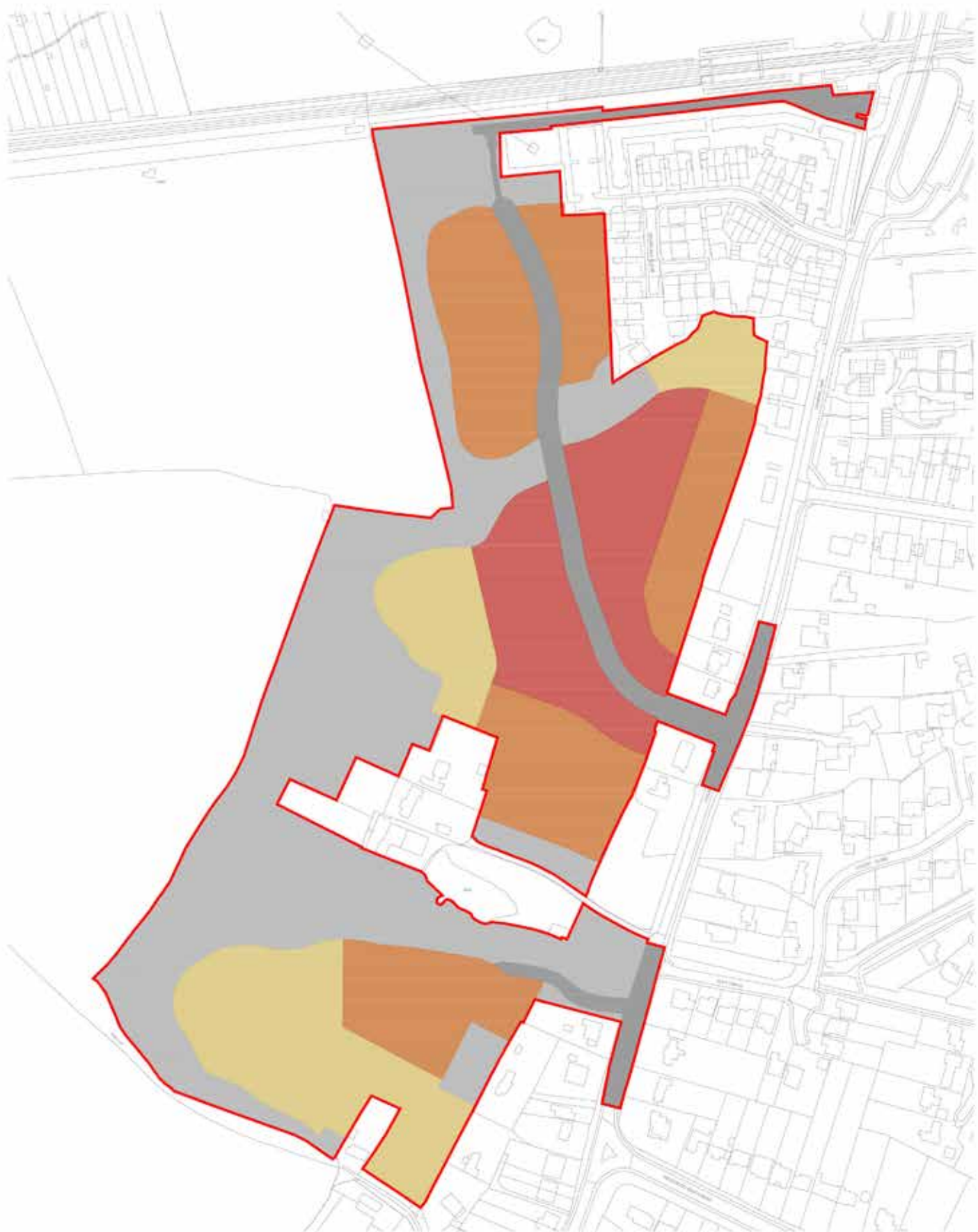
8.1.12. Densities will generally range from 30 - 40dph and tend to decrease towards the southern site boundary. Lower densities are located along the western edge of the site, aiding the creation of a more informal, woodland edge character that responds to the setting of the Meriden

gap. The lower density limits proposed (up to 30 dph) aim to ensure that development can still provide sufficient levels of enclosure and frontage to large scale open space.

8.1.13. Higher densities (up to 50dph) will be located within the central and northern areas of the site, in accordance with the primary movement route, aiding legibility and way-finding. This will also aim to aid a more formal character and frontage over green corridors and area of open space adjoining the northern site boundary.



Character Areas plan



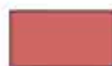
Density plan



Up to 30 dph



Up to 40 dph



Up to 50 dph



8.2. TILE HILL WALK

Tile Hill Walk will be defined by a formal character and more consistent use of architectural materials and details, reflecting elements of the urban/built form in Penruddock Drive and Chapel fields.

- » Formal character, with increased densities (circa 37dph and above) fronting on to the primary movement route and entrance square. This will generally comprise terraced and semi-detached dwellings that are located within smaller plots. Detached dwellings set within larger plots will be used to define the woodland edge along the western edge of the character area.
- » Green edges will be more formal in character than woodland edges, fronted on to by semi-detached and terraced dwellings to create a continuous building frontage.
- » The general use of straight or gently curving streets creates long distance views along the street to key buildings and spaces.
- » Generally two storey dwellings with key buildings up to 2.5 storeys, aiding legibility and place-making.
- » Decreased storey heights and larger back gardens will be located at appropriate locations where dwellings back on to existing properties.
- » Materials will generally comprise a mix of brick and render facades.
- » Use of simple and traditional building forms, with some use of some projecting elements such as bay windows, gables, chimneys and porches. The use of a restricted palette of uniform architectural details will re-inforce a more formal character and aid a sense of rhythm and repetition along the street scene.
- » Development will be permeated by smaller scale open spaces that are more formal in character. The entrance square is a key focal area for Tile Hill Walk, providing an attractive place for social interaction.
- » Boundary treatments will largely comprise low brick walls with planting or railings.



Tile Hill Walk Illustrative Visual





8.3. CROMWELL PARK

Cromwell Park will have a more informal identity; the arrangement of dwellings will ensure a generosity of space, taking character cues from Cromwell Lane and Stoke Green.

- » A green and suburban character is shaped by the use of lower densities (25 – 32dph) and larger development blocks that are defined by a network of shorter, curving streets.
- » Development is structured to ensure plentiful views to planting and open space, further reinforcing a green character.
- » Use of predominantly detached dwellings set within larger plots. Larger detached dwellings are located along the western residential edge of the character area, ensuring a sensitive transition between open space and built form.
- » Dwellings will be two storeys, ensuring that views to the site from the south and west are respected.
- » Façade materials will generally be brick; a greater variation in architectural details (that could include bay windows, gables, chimneys and porches) will help to aid an informal and traditional character.
- » Cromwell Park (adjoining the northern boundary of the character area) is a key space for the character area; dwellings will front on to this space to ensure a sense of enclosure and good levels of natural surveillance.
- » Boundary treatments will comprise hedgerows and tree planting where appropriate.



Cromwell Park Illustrative Visual





8.4. KEY STUDY AREAS

This section aims to provide more detailed, illustrative design proposals for key areas of the scheme to show how the place-making and character principles set out in section 8.1 can be realised.

STUDY AREA ONE: NORTH EASTERN SITE BOUNDARY

8.4.1. The treatment of this area was discussed at the public exhibition where residents expressed their concern with regard to the privacy and amenity of their dwellings. Therefore, development in this area will be shaped by the following design principles:

- » Dwellings largely backing on to the site boundary, restricting public access/ open views to the rear gardens of existing properties.
- » Consideration of the orientation of dwellings to preserve views and sight lines from existing dwellings where possible.
- » Use of larger rear gardens.
- » Consideration of planting and landscaping within rear gardens.
- » Use of 1-2 storey dwellings where appropriate.

STUDY AREA TWO: ENTRANCE SQUARE

8.4.2. As discussed in section 8.1, the entrance square is a key focal space for the development and is integral to promoting a high quality, distinctive development. This area will be shaped by the following design principles:

- » Consideration of dwelling types to create a continuous building frontage.
- » Use of higher density development and increased storey heights (in accordance with key buildings identified on the Legibility Framework Plan).



Study area 1 illustrative vignette



Study area 2 illustrative vignette



STUDY AREA THREE: WOODLAND EDGE

- » Buildings to front on to the entrance square, ensuring that it is active and overlooked.
 - » Considered treatment of public realm and landscaping to ensure prioritisation of pedestrian and cycle movement and low vehicular speeds.
 - » Use of corner units where appropriate.
- 8.4.3. The woodland edge is key to ensuring a sensitive transition between countryside, woodland planting, open space and residential development is achieved. This area will be shaped by the following design principles:
- » Lower density development, with the use of detached dwellings set within larger plots, as appropriate.
 - » A more varied and informal character that can be achieved by variations in house type, building line, materials and architectural details.
 - » Residential front boundary treatments to include planting, softening the appearance of built development.
 - » Use of shared surface private drives/ green lanes.
 - » Largely 2 storey development.



Study area 3 illustrative vignette



CHAPTER 9:

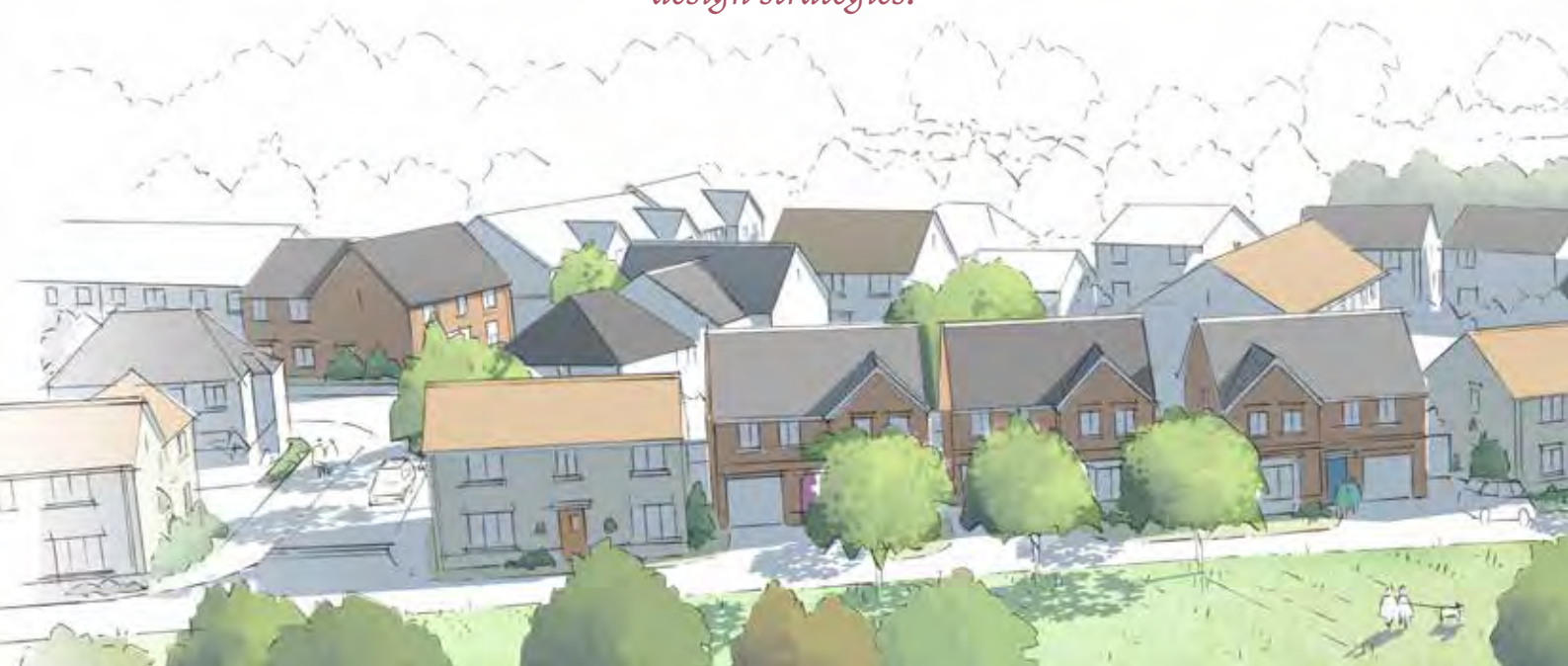
SUMMARY

9.1

SUMMARY



This Design and Access Statement has set out a clear explanation of the proposals, including comprehensive site assessment undertaken, consultation with the local community and key stakeholders and presentation of design concept and accompanying illustrative design strategies.





In summary, the proposals will deliver five key benefits:



A high quality development that aspires to provide an attractive, enjoyable and safe place to live with a distinctive identity



A well placed location for connections to key local, national and international destinations that include Birmingham, Coventry and Birmingham International Airport



New sustainable transport linkages, including direct off-road pedestrian and cycle linkages to Tile Hill Station



A connected and multifunctional green infrastructure that is accessible to the new and existing community, encouraging social interaction and community pride



A significant green woodland corridor that adjoins the western edge of the site, ensuring that the setting of the Meriden Gap is respected



