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Re: Outline Planning Application OUT/2022/0712

Location: Land between Bennetts Road and Fivefield Road, Coventry

Proposal: Outline application for the demolition of all existing buildings (save for Poddy Cottage) and the erection of up to 290 dwellings and creation of associated vehicular accesses to Bennetts Road and Fivefield Road, pedestrian/cycle accesses, diversion of public rights of way, highway improvements, parking, landscaping, drainage features, open space, and associated infrastructure, with all matters to be reserved except vehicular access points into the site.

General Comments

1. Woodland & Boundary Buffer
2. Trees & Hedgerows
3. Footpaths & Cycleways
4. Fivefield Road Vehicular Access
5. Air Quality Mitigations & Sustainability
6. Allotments
7. Mini Rounabouts

1. Woodland & Boundary Buffer

The size of the Ecological Buffer bordering with Bunsons Wood as portrayed in [Figure 5.7: Strategic Landscape Masterplan - Drawing No.207b](#) is insufficient to protect this ancient woodland.

[Government Guidance](#) 'Ancient woodland, ancient trees and veteran trees: advice for making planning decisions' states:

The size and type of buffer zone should vary depending on the:

- *scale and type of development and its effect on ancient woodland, ancient and veteran trees*
- *character of the surrounding area*

For example, larger buffer zones are more likely to be needed if the surrounding area is:

- *less densely wooded*
- *close to residential areas*
- *steeply sloped*

Some of the bullet points above sanction the requirement for a much larger buffer. As well as considering tree roots, it is just as important to consider the natural habitats which very much rely on a sufficient buffer for foraging where there is minimum footfall/trampling.

Regarding the Northern Buffer, it is mentioned that Great Crested Newts may be present in the pond in the northern boundary of Parcel C and there is suggestion to translocate them under license. It would be better to let nature be and leave this habitat undisturbed if possible.

2. Trees & Hedgerows

Retention of existing boundary and internal hedgerows as mentioned in the *Strategic Landscape Masterplan* is welcome. As part of the gapping up activity, it is suggested to compensate for the metres of established hedgerow lost due to access roads etc. with new hedgerows in locations that could complement footpaths. Hedgerows are critical to act as corridors for wildlife allowing them to travel safely across land, it is important for them to flow and be continuous as far as possible. Hedgerow removal must be restricted to absolute bare minimum.

The loss of 'two mature trees and three veteran English oaks within the site' as mentioned in the [Figure 5.7: Strategic Landscape Masterplan - Drawing No.207b](#) is not welcome. There is not much detail in the application about these trees. Whilst there is a local policy for tree replacement on a two for one basis, this will not compensate for trees that have been growing for many years, removing much more CO2 from the air, being aesthetically pleasing in the local landscape and very important for wildlife. Some of these trees could outlive the lifespan of the proposed development and therefore should be treated with the utmost respect.

3. Footpaths & Cycleways

Cycleways and footpaths have been incorporated into the proposal, which is welcome. It is a concern that there is pedestrian and cycle access to Fivefield Road (Note 13: [Illustrative Masterplan - Drawing No.C5041-003-10 Rev](#)), but that stretch of Fivefield Road has no footpaths or cycleways, so does not allow a safe network for users. Please ensure any footpaths and cycleways are designed whilst considering the surrounding areas, ensuring they link up seamlessly and safely to neighbouring footpaths and cycleways. This will provide strong pedestrian and cycleway networks.

4. Fivefield Road Vehicular Access

The 'proposed alignment to provide priority between development site access and Bellway site access' as per [Proposed Fivefield Road Site Access Junction - Drawing No.T21517 – 009](#) suggests there will be a higher level of traffic will flow between the developments than on Fivefield Road. What will stop this becoming a rat run?

The proposal for Fivefield Road to be stopped up in the future as part of the Bellway development is new news. Whilst it is part of another application, it will influence how traffic flows through this and the Bellway development. The proposal to stop up or to change road priority is not detailed in [RMM/2022/0633](#) (Bellway) either. Proposals about site boundaries need to be clear and consistent between different applications. What provision will there be to allow vehicles to turn around safely at each side of the stop? Might these dead ends attract antisocial behaviour?

5. Air Quality Mitigations & Sustainability

The [Air Quality Assessment](#) mentions the requirement for Air Quality Mitigations Type 1, 2 & 3. Some mitigations such as walking/cycling infrastructure are well detailed, but there is a lack of information on the provision of Electric Vehicle (EV) Charging. Please clarify plans for EV Charging.

According to [Coventry City Council](#), '47% of all UK CO2 emissions are linked to the construction and operation of buildings – both housing and commercial'. *Coventry Local Plan, Policy EM2: Building Standards* states ways in which carbon reduction targets can be met, such as renewable energy generation – photovoltaic solar energy and geothermal energy to name a couple. For the sake of protecting the world and tackling climate change, developers should be looking to exceed minimum requirements laid out in policy to reduce carbon footprint.

Coventry is renowned for its innovation and ingenuity. Should the loss of green space for housing be absolutely necessary and inevitable, the Keresley SUE should be the opportunity to champion new sustainable technologies, construction methods and ways of living that are affordable. The developments in Keresley start from blank canvases, so there is no excuse not to be ambitious in exploring affordable, sustainable solutions to minimise impact on the environment.

6. Allotments

It is a shame to have to lose active allotments in Keresley for access to the development. However, there is opportunity to compensate for this by reallocating space within the development for some new (and potentially more) plots in a convenient location to allow for the development. There has been an increase in popularity of allotments since the pandemic; food miles, cost of living, community development, physical and mental wellbeing to name a few reasons why. Across the country, waiting lists are long, so there is the opportunity here to support the local community with this initiative.

<https://www.bbc.co.uk/news/uk-england-somerset-61161477>

<https://www.bbc.co.uk/news/uk-england-cumbria-61242601>

7. Mini Roundabouts

Exploring junction revisions at Bennetts Road/Exhall Road and Bennetts Road/Penny Park Lane to improve traffic management are welcome, but there are concerns with the proposed solutions. Regarding Bennetts Road/Exhall Road junction, please confirm there will be no trees removed as part of the layout change. Regarding Bennetts Road/Penny Park Lane junction, the footpath is already very tight on the North East side of the junction. Will hedgerow removal be required and how will this be compensated? [FUL/2020/0748](#) makes no mention of any road layout change.

**Keresley Parish Council ask that application OUT/2022/0712 in its current form, be
REFUSED.**

Signed

Councillor Matthew Dille – Planning Committee Member

Councillor Nukey Proctor – Planning Committee Member

On behalf of Keresley Parish Council

