

Part B - Your Representations

Please note: this section will need to be completed for each representation you make on each separate policy.

4. To which part of the Local Plan or Sustainability Appraisal (SA) does this representation relate?

Local Plan or SA:

Local Plan

Paragraph Number:

Policy Number:

DS11

Policies Map Number:

8. Baginton, Bubbenhall and Coventry Airport

5. Do you consider the Local Plan is :

5.1 Legally Compliant?

Yes

No

5.2 Complies with the Duty to Co-operate?

Yes

No

5.3 Sound?

Yes

No

6. If you answered no to question 5.3, do you consider the Local Plan and/or SA unsound because it is not: (please tick that apply):

Positively Prepared:

Justified:

Effective:

Consistent with National Policy:

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Person ID:

Rep ID:

7. Please give details of why you consider the Local Plan is not legally compliant or is unsound or fails to comply with the duty co-operate. Please be as precise as possible. If you wish to support the legal compliance or soundness of the Local Plan or its compliance with the duty to cooperate, please also use this box to set out your comments.

Please see attached

Continue on a separate sheet if necessary

8. Please set out what modification(s) you consider necessary to make the Local Plan legally compliant or sound, having regard to the test you have identified at 7. above where this relates to soundness. (Please note that any non-compliance with the duty to co-operate is incapable of modification at examination). You will need to say why this modification will make the Local Plan legally compliant or sound. It will be helpful if you are able to put forward your suggested revised wording of any policy or text. Please be as precise as possible.

Continue on a separate sheet if necessary

Please note your representation should cover succinctly all the information, evidence and supporting information necessary to support/justify the representation and the suggested modification, as there will not normally be a subsequent opportunity to make further representations based on the original representation at publication stage. **After this stage, further submissions will be only at the request of the Inspector, based on the matters and issues he/she identifies for examination.**

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9. If your representation is seeking a modification, do you consider it necessary to participate at the oral part of the examination?

No, I do not wish to participate at the oral examination



Yes, I wish to participate at the oral examination



10. If you wish to participate at the oral part of the examination, please outline why you consider this to be necessary:

Continue on a separate sheet if necessary

Please note: This written representation carries the same weight and will be subject to the same scrutiny as oral representations. The Inspector will determine the most appropriate procedure to adopt to hear those who have indicated that they wish to participate at the oral part of the examination.

11. Declaration

I understand that all comments submitted will be considered in line with this consultation, and that my comments will be made publicly available and may be identifiable to my name/organisation.

Signed:



Date :

25/06/2014
~~25/06/2014~~

Copies of all the objections and supporting representations will be made available for others to see at the Council's offices at Riverside House and online via the Council's e-consultation system. Please note that all comments on the Local Plan are in the public domain and the Council cannot accept confidential objections. The information will be held on a database and used to assist with the preparation of the new Local Plan and with consideration of planning applications in accordance with the Data Protection Act 1998.

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Rep ID:

- Q7. Policy DS11 proposes the allocation of land at **Oaklea, Finham** for residential development. The Policies Map (number 8) shows the land excluded from the Green Belt to allow development to proceed. We find the proposed allocation, and the removal of the land from the Green Belt to facilitate that development, to be sound and appropriate.

Given the Council has identified a need to remove land from the Green Belt to help meet its housing needs through the Plan period, it is important that the Council remove those parcels of land which have the least impact on the wider landscape, and the openness of the Green Belt.

For the most part the edge of Warwick District runs along the built up boundary of Coventry. The exception to this is on the edge of Finham where the District boundary cuts through one of the residential suburbs of Coventry. It runs along Howes Lane leaving a small area of land between the A46 dual carriageway and the District boundary. This parcel of land contains allotments, a 1970's residential development (Roman Way) and Oak Lea.

Oak Lea is a substantial two storey house with agricultural style outbuildings set in a roughly triangular parcel of land extending to approximately 1.75 hectares. The eastern boundary is marked by a screen of mature trees beyond which the land rises steeply to an elevated section of the A46. The western highway boundary is formed by various hedges and trees. To the north is the residential development at Roman Way. The site is something of an anomaly. It fulfils only a very limited Green Belt purpose and can be developed without harm to the wider locality. The following considers the sites credentials.

- The site is sustainably located. It is approximately 3km from the centre of Coventry but is less than 250m from the local shopping centre on Brentwood Avenue. An area of public open space is a similar distance away, and there are many local footpaths of recreational value. The Finham Primary School is 700m as the crow flies and approximately 1km by road on Green Lane. Finham Park Secondary School is a little further away also on Green Lane. The closest community facilities are the allotments to the north, and The Old Mill Hotel and restaurant situated on the edge of Baginton some 800m away on the other side of the A46 but accessible via a road which runs under the dual carriageway. These services and facilities are all accessible on foot or by bicycle. A wide range of employment opportunities are available within and adjacent to Coventry. These and other services and facilities can be accessed by bus. There is a bus stop just to the north of the site on Howes Lane and a further stop at the shops on Brentwood Avenue. Both stops are on circular routes providing access into the City Centre.
- The site has an existing access onto Howes Lane, with reasonable visibility. Visibility could be improved at this point by lowering the height of existing hedges, or a new access point created to the south, with both options then meeting County Highway standards. There are no known highway capacity constraints on the surrounding road network.
- The site does not flood and any development would make appropriate provision to deal with the increase in surface water on-site.

- There are no known protected species within the site which would prevent development, although a full ecological survey would be undertaken prior to any development.
- The site has clearly defined boundaries, not least the A46 dual carriageway to the east, and is well screened from the wider area. Development will not have an adverse impact on the wider landscape.
- There is some impact from noise from the A46 but due to the height of the road, and coupled with a considerable thickness of boundary trees and hedgerows, noise impact is limited. A full noise survey would be commissioned prior to the submission of a planning application to ensure all dwellings have a sufficiently high level of amenity.
- The owner of the site has been promoting the land for development through planning consultants but has been approached many times by housebuilders wishing to purchase the land or take options on it. The level of interest has increased since the proposed allocation of the land. This confirms genuine market interest in the site, which can be developed within the first five years following adoption of the Plan.

Overall the site is sustainable and can be developed without harm to the wider Green Belt. We find that this proposed allocation, and the removal of the site from the Green Belt, is appropriate, having been fully justified through the Local Plan preparation process. It is effective in that the development will meet housing needs in a sustainable settlement, and is consistent with national policy.