

Part A - Personal Details

	1. Personal Details*	2. Agent's Details (if applicable)
	* If an agent is appointed, please complete only the Title, Name and Organisation boxes below but complete the full contact details of the agent in section 2.	
Title		
First Name		
Last Name		
Job Title (where relevant)		
Organisation (where relevant)	Crest Strategic Projects Limited	D2 Planning Limited
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Address Line 2		Church Road
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Email address		dsdunlop@d2planning.co.uk

3. Notification of subsequent stages of the Local Plan

Please specify whether you wish to be notified of any of the following:

The submission of the Modifications to the appointed Inspector

Yes No

Publication of the recommendations of any person appointed to carry out an independent examination of the Local Plan

Yes No

The adoption of the Local Plan.

Yes No

For Official Use Only

Person ID:

Rep ID:

Part B - Your Representations

Please note: this section will need to be completed for each representation you make

4. To which proposed Modification to the Submission Plan or the updated Sustainability Appraisal (SA) does this representation relate?

Modification or SA:

Modification

Mod. Number:

15

Paragraph Number

2.66 to 2.68

Mod. Policies Map
Number:

5. Do you consider the Local Plan is :

5.1 Legally Compliant?

Yes

No

5.2 Sound?

Yes

No

6. If you answered no to question 5.2, do you consider the Proposed Modification is unsound because it is not:

(Please tick)

Positively Prepared:

Justified:

Effective:

Consistent with National Policy:

7. Please give details of why you consider the Proposed Modifications to the Submission Warwick District Local Plan are not legally compliant or are unsound. Please be as precise as possible. If you wish to support the legal compliance or soundness of the Proposed Modifications, please also use this box to set out your comments.

See attached

Continue on a separate sheet if necessary

8. Please set out what change(s) you consider necessary to make the Proposed Modifications to the Submission Warwick District Local Plan legally compliant or sound, having regard to the test you have identified at Question 5 above where this relates to soundness. You will need to say why this change will make the Local Plan/Sustainability Appraisal 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.

See attached

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 changes, as there will not normally be a subsequent opportunity to make further representations. 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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Person ID:

Rep ID:

9. If your representation is seeking a change, 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:

15/04/2016

Copies of all the comments 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.

For Official Use Only

Person ID:

Rep ID:

Mod 15 – Paragraphs 2.66 to 2.68

These representations should be read in conjunction with our representations in respect of Mod 14 in relation to Policy DS15 Comprehensive Development of Strategic Sites.

With regards paragraph 2.66, whilst it is understood that a number of strategic sites are in multiple landownership, this is not the position with the Crest site at Lodge Farm, Westwood Heath Road. Accordingly there is only one landowner and one developer and this enables the site to come forward without any issues regarding ownership. Indeed, the submitted Vision Statement demonstrates how the land can be comprehensively developed with a potential early start on site (see trajectory).

Crest would work with the Planning Authority and all other interested parties to prepare and submit a planning application as soon as practicably possible following the completion of all of the relevant survey work which is already underway.

VISIONING DOCUMENT

PROPOSALS FOR A GARDEN VILLAGE AT WESTWOOD HEATH ROAD

CREST NICHOLSON

DECEMBER 2015




The aim of Crest Nicholson is to create a Garden Village at Westwood Heath Road inspired by the Garden City ideals of town and country in perfect combination



Document prepared by
Terence O'Rourke Ltd

Sketch view looking south west at the site along Westwood Heath Road
Cover image: sketch view of Tile Hill water tower, along western boundary of site

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- 01 Introduction
 - 02 The Vision
 - 03 Crest Nicholson & the Garden Village
 - 04 Planning context
 - 05 The site and constraints
 - 06 Landscape and biodiversity
 - 07 Transport
 - 08 Master plan and capacity
 - 09 Summary

01 INTRODUCTION

Tile Hill

Park
Wood

Lodge
Farm

Westwood
Heath

The site

Burton
Green

Black Waste
Wood

University of
Warwick

Bockendon
Grange





This document has been produced in support of Crest Nicholson's proposals for the creation of a Garden Village on land at Westwood Heath Road, south of Coventry.

The document consists of a baseline analysis of the existing site and planning context, and the initial ideas for the landscape and master planning principles that will guide the form of the new Garden Village.

The document explains how well located the site is for the proposals, and details how it could deliver a sustainable new community based upon clearly defined place-making principles.

The report is structured as follows:

Section 02 explains the nine Garden Village principles that Crest Nicholson has established to create a place of healthy lifestyle opportunities, characterful designs and legacy.

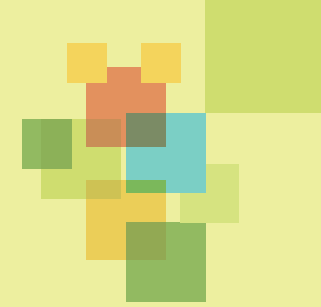
Sections 03-05 provide an analysis of the existing site and its context, detailing the characteristics of the site.

Sections 06-07 provide detailed analysis of the landscape and transport issues affecting the site.

Section 08 provides an initial indication of how the site could be developed, taking account of the opportunities and constraints identified, including an indication of the capacity of the site.

Section 09 provides a conclusion, which demonstrates that the site could be developed in a way that not only meets significant local housing need through quality new homes, but also will create an attractive, sustainable, healthy and community focused Garden Village.

Figure 1. Site location



02 THE VISION

A Garden Village at Westwood Heath Road

Distinct new community

- An attractive 21st Century Garden Village with placemaking at its heart
- High quality new homes with front and rear gardens
- Lower density family housing
- Generous streets and spaces
- Integrate well with Coventry

Healthy living

- Opportunities to walk and cycle to local facilities
- Community gardens and allotments
- Play spaces and sports provision

Landscape-led approach

- A landscape framework that responds to and enhances the existing setting
- A variety of public spaces, informal and formal, including parkland

Sensitive to context

- Respond sensitively to existing communities at Burton Green and Westwood Heath
- Enhancing facilities and amenities to local residents including Burton Green

Sustainable connections

- Take advantage of the site's proximity to the University of Warwick and the employment land around it (which makes the site a very sustainable location for development)
- Maximise sustainable transport links to Tile Hill station, which connects with Coventry, Royal Leamington Spa and Warwick, and increase bus frequency

Nature and biodiversity

- Creation of nature park to encourage wildlife and biodiversity





Community



Healthy living



High quality new homes



Landscape-led



Landscape-led



High quality new homes



Healthy living



Healthy living



Nature



Nature

Figure 2. Vision for a Garden Village at Westwood Heath Road

03 CREST NICHOLSON & THE GARDEN VILLAGE

The Garden City concept was the brainchild of 19th century reformer Ebenezer Howard, which was successfully realised in Letchworth Garden City, Welwyn Garden City and Hampstead Garden Suburb.

As Howard saw it, the Garden City should combine the very best of town and country living to create beautiful, well planned, healthy and vibrant communities (figure 3). In many ways, his ideas were the precursors of today's principles of sustainable development and have a more contemporary application as the Garden Village.

The original Garden Cities sought to address the social and environmental challenges of the late 19th and early 20th centuries.



Figure 3. Garden Village Three Magnets Diagram

Equally the 21st century Garden Village at Westwood Heath Road must respond to current challenges.

Crest Nicholson has been inspired by Howard's Garden City ideals, which have informed the 'Crest Nicholson Garden Village Framework' (see figure 4).

These nine guiding principles all combine to create a place with a range of healthy lifestyle opportunities, characterful designs and a legacy of which to be proud.

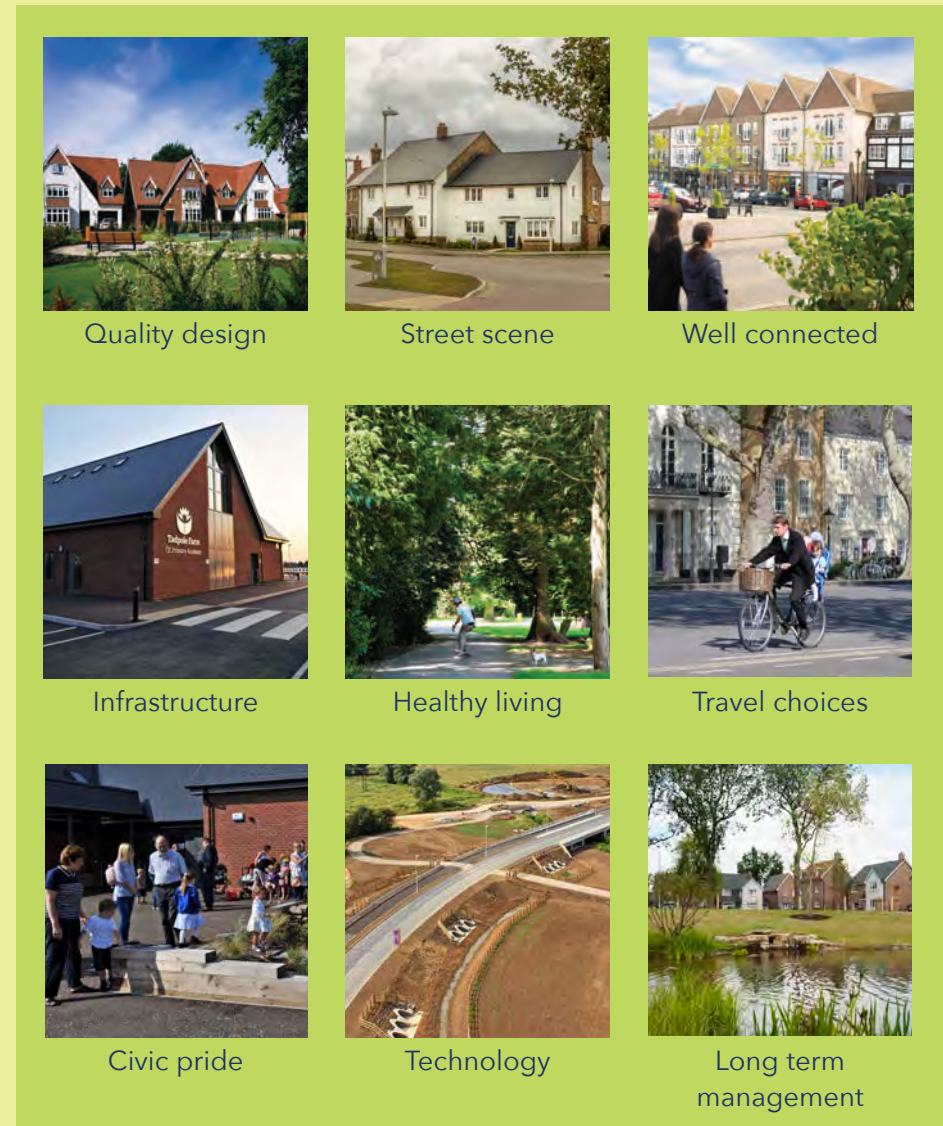
Crest Nicholson have a proven track record and have achieved considerable success with their framework, including Garden Villages at Tadpole Farm (Swindon) and Monksmoor Park (Daventry).



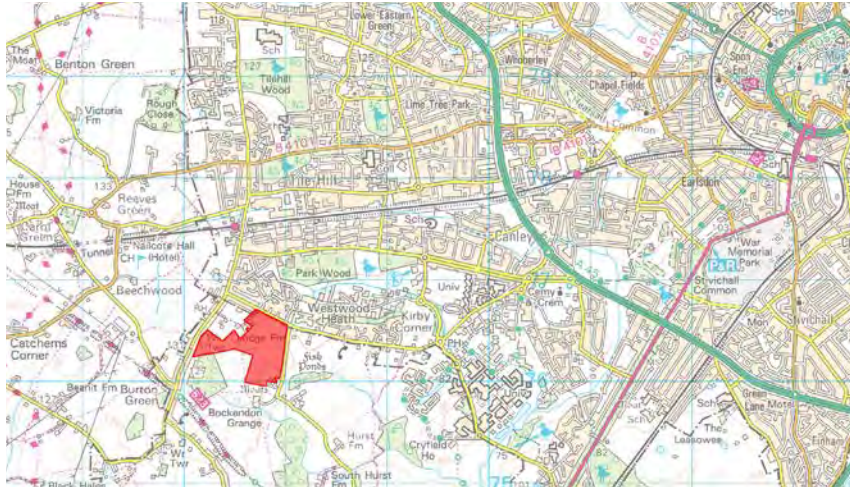
Garden Villages at Tadpole Farm and Monksmoor Park



Figure 4. Crest Nicholson Garden Village Framework
(©Crest Nicholson Plc 2014)



04 PLANNING CONTEXT



Site viewed from Westwood Heath Road, looking west

DEVELOPMENT PURPOSE & STRUCTURE

The purpose of this document is to articulate how land to the south of Westwood Heath Road represents an available, suitable and achievable location for growth which can deliver an attractive new community to the south of Coventry.

The site can deliver around 500 new homes, a new local centre with community facilities and two new parks including a playing pitch. The vision and design concept is set out in section 08 alongside the proposed development framework.

The evidence base that has informed the development framework is summarised over the following pages. Whilst technical studies are ongoing, sufficient understanding has been gained to support the conclusion that the proposals are both credible and deliverable.

The emerging local plan supports the allocation of the strategic location of the land considered for development.

PLANNING CONTEXT

The emerging Warwick District Local Plan now makes provision for 16,776 dwellings in the period 2011 to 2029. Part of that requirement is to help meet unmet housing needs in Coventry City and the planning authority acknowledges that they will have to allocate land for approximately 5,200 additional dwellings.

The planning authority accepts that there are insufficient sites within the existing urban area to meet this additional requirement. Accordingly it is looking at the potential of green belt site releases in the vicinity of Coventry as a way of providing areas of additional land that needs to be allocated.

A Joint Green Belt Review recently undertaken identified land to the south west of Coventry as having potential for release in principle subject to more detailed assessments being carried out.

This site was identified for further detailed consideration and this statement demonstrates how the allocation of this site can help meet part of the council's future housing need.

SUMMARY

In NPPF terms, the site is available, suitable and developable, and therefore should be considered as an appropriate allocation to meet future housing requirements.

The site offers a unique opportunity to provide a high quality residential development at a scale that is appropriate to its surroundings. It has no physical constraints and is able to accommodate development that reflects the prevailing settlement pattern, protects key views and introduces a range of landscape enhancements, which would greatly increase the ecological and community functions of the land.

The site represents a logical development opportunity that is contiguous with existing settlement boundaries, close to existing services and employment opportunities, and has the potential to be well served by public transport and the surrounding road networks. In particular, access to Tile Hill station, the University of Warwick campus and employment sites to the north strongly underpin the sustainability of the site.

This document seeks to set out how that sustainability is fully capitalized on; working with the grain of the existing landscape and taking account of site features and context. It proposes a development that would form a logical extension to the local community, is outward looking and forms a strong and logical edge to the city.



05 THE SITE & CONSTRAINTS

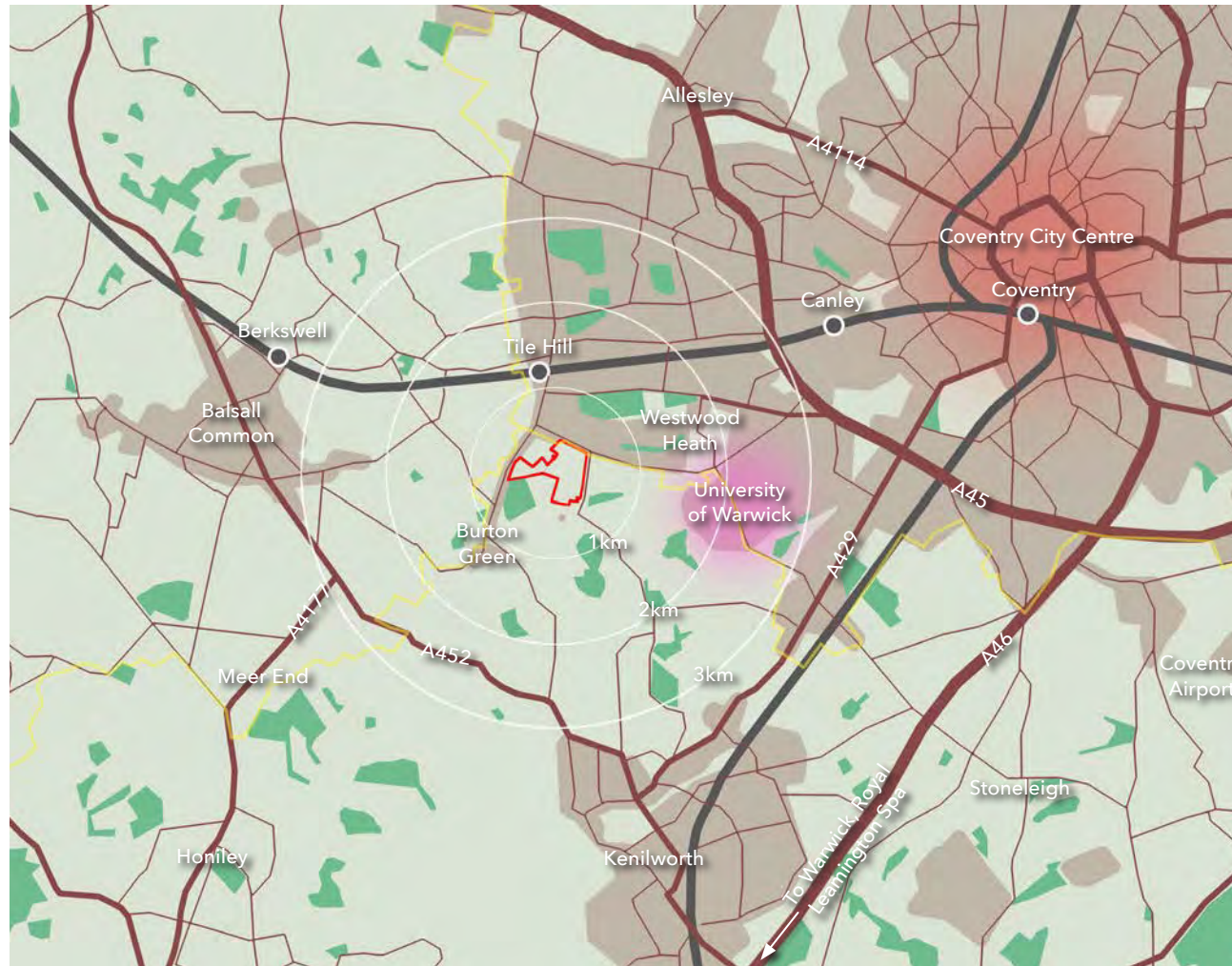


Figure 5. Wider context

WIDER CONTEXT

The site is approximately 5km from the centre of Coventry. It is served by excellent rail links into the city centre, from Tile Hill station which is approximately 1km from the site. Tile Hill station also offers a direct service to Birmingham and a service to London via Coventry.

The University of Warwick lies 2km to the east of the site, and large areas of employment land at Westwood Heath and Tile Hill are approximately 1km away.

The major road network consists of the A45 and A46, which connects to Warwick and Royal Leamington Spa.

- The site
- Road network
- Rail network
- Built development
- District boundary

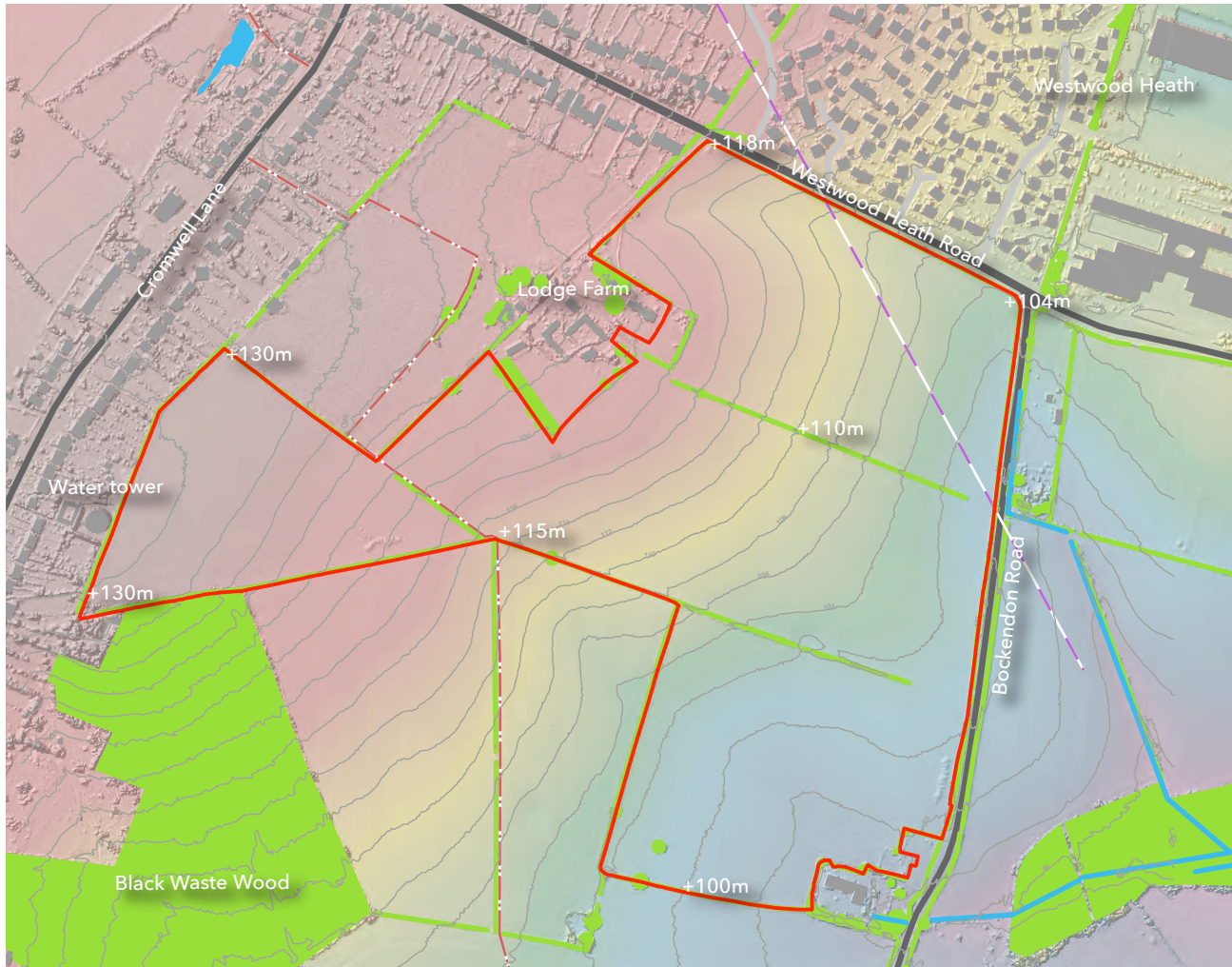


Figure 7. The site

THE SITE

The site is approximately 30 hectares (75 acres) and lies immediately south of Westwood Heath Road, and is bounded by Bockendon Road to the east. The rear gardens of residential properties along Cromwell Lane and Lodge Farm bound the western edge of the site, and the southern edge is defined by the edge of Black Waste Wood and existing mature hedgerows. Figure 7 shows the extent of the site boundary.

The site has panoramic views to the south, including the Kenilworth Greenway, and glimpsed views to the east of the University of Warwick and Kenilworth. Views to the north are of the residential properties along Westwood Heath Road and to the west Tile Hill water tower is visible from the majority of the site, acting as a local landmark.



TOPOGRAPHY & CONSTRAINTS

The site lays on the side of a small hill which plateaus towards Tile Hill Water, Lodge Farm and Cromwell Lane forming a shoulder of land which is visible from the majority of the site. The change in level across the site from east-to-west is approximately 30m. North-to-south the change in level is less significant.

An oil pipeline runs across the north east corner of the site, requiring a 6m easement. Existing hedgerows and trees form the other principal constraint on the site.

-  The site
-  Public right of way
-  Existing hedgerows/woods
-  2m contours
-  Oil pipeline (250mm)

Figure 8. Topography and constraints

KEY FEATURES

There are numerous other assets on site that would be positively incorporated into the Garden Village. These include:

- Mature hedgerows retained
- Mature trees retained
- Views of Tile Hill water tower
- Views of Lodge Farm
- Connections to the wider countryside
- Public right of way connection to Burton Green
- Distinctive topography
- Relatively few constraints
- Existing ditch/swale network running alongside mature hedgerows



Views to the south



Existing mature trees and hedgerows on site



Views to Tile Hill water tower



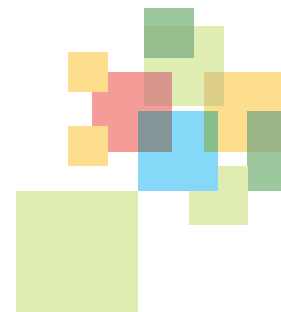
Views to Lodge Farm



Existing ditches running alongside mature hedgerows



Existing public footpath crossing the site



LOCAL CONTEXT

TILE HILL WATER TOWER

Located along Cromwell Lane, this water tower was built in 1932 and is approximately 24m high. It is made of reinforced concrete and iron and is a landmark, visible from the local and wider area. The tower is not listed but has recently been purchased and is being converted to single house.



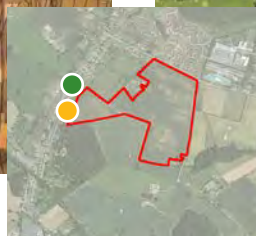
TILE HILL WATER TOWER ●

BURTON GREEN

Burton Green is a village to the west of the site with a population of around 700. It has a linear street form with large setbacks from the road, mature trees and large back gardens. Tile Hill railway station is on the northern edge of the village, and the middle of the village is bisected by the Kenilworth Greenway. There are no local shops but there is a public house called The Peeping Tom and a village hall. The proposed Garden Village will offer residents new areas of open space (including play and sports areas), improved pedestrian and transport links and potentially a new community facility.



BURTON GREEN ●



WESTWOOD HEATH ROAD ●



EXISTING HOUSING ALONG WESTWOOD HEATH ROAD

Fronting the northern edge of the site (Westwood Heath Road) is a residential development dating from the late 1990s to mid 2000s. The street form is long, irregular and curved, with multi-headed cul-de-sacs. The houses are set back from the road itself, with a mixture of hedging and fence frontages. There is a general lack of amenities and usable open space in this area but the proposed Garden Village will offer a range of formal and informal open spaces for local residents to use.



KENILWORTH GREENWAY ●



KENILWORTH GREENWAY AKA THE COVENTRY WAY

The Kenilworth Greenway is a permissive bridleway (access for pedestrians, cyclists and horse riders) that connects Berkswell to Kenilworth. It is approximately 4 miles in length. The original railway line was closed in the 1960s but is currently the intended route of the proposed HS2 train line. This will mean the closure of the Greenway, and will also affect a large number of homes in Burton Green and the village hall. The greenway is popular with dog walkers and runners, activities which could potentially be integrated into the proposed Garden Village.

WIDER CONTEXT

UNIVERSITY OF WARWICK

The university is located approximately 2km to the east of the site and has 23,000 students (13,000 are undergraduates). The campus has extensive sports facilities, including a swimming pool, gym, indoor rock climbing and two sports halls. In addition there is an indoor tennis centre, an athletics track, artificial pitches and over 60 acres of outdoor playing fields. The majority of the sports facilities are open to the general public. The proximity of the university to the site therefore offers a range of cross-benefits, including health and leisure, employment opportunities and places for students to live.



UNIVERSITY OF WARWICK ●

*Sketch based upon photo by Cmglee at English Wikipedia, Creative Commons licence

THE CITY OF COVENTRY

The centre of Coventry is approximately 5km from the site, and there are excellent rail links from Tile Hill to Coventry station. Coventry is 95 miles from London and 20 miles from Birmingham offering good wider links. There is currently un-met housing need in Coventry, and the local planning authority acknowledges that it will have to allocate land for approximately 5,200 new homes. The proposals at Westwood Heath Road would provide a high quality, discrete and deliverable addition to this unmet need in a very sustainable location.



CITY OF COVENTRY ●

*Sketch based upon photo by Kyrosho at English Wikipedia, Creative Commons licence



TECHNICAL AND ENVIRONMENTAL CONSIDERATIONS

EXISTING SERVICES

Records obtained from the National Grid show a low pressure gas main running along Westwood Heath Road, adjacent to the site boundary. There is also a second low pressure gas main on the northern side of Westwood Heath Road.

Western Power provides the electricity supply in the area and there is a high voltage main running along the southern side of Westwood Heath Road, and along the eastern side of Bockendon Road (with a substation opposite the junction of the two roads).

BT records show a below ground telecoms service running along the

northern side of Westwood Heath Road, with an overhead service running along the western side of Bockendon Road. There is also cable operated by Vodafone on the northern side of Westwood Heath Road.

There is a multi-product pipeline that cuts across the north eastern corner of the site, the pipeline is owned and operated by The British Pipeline Agency Ltd and will require a 6m easement.

GEO-ENVIRONMENTAL

A desk top study has determined that the site is predominantly underlain by weak mudstone which, subject to further intrusive ground investigation should be suitable to support shallow foundations for low rise residential development. It has been ascertained that the area is not at risk from coal mine workings.



Service corridor along Westwood Heath Road



Substation on Westwood Heath Road

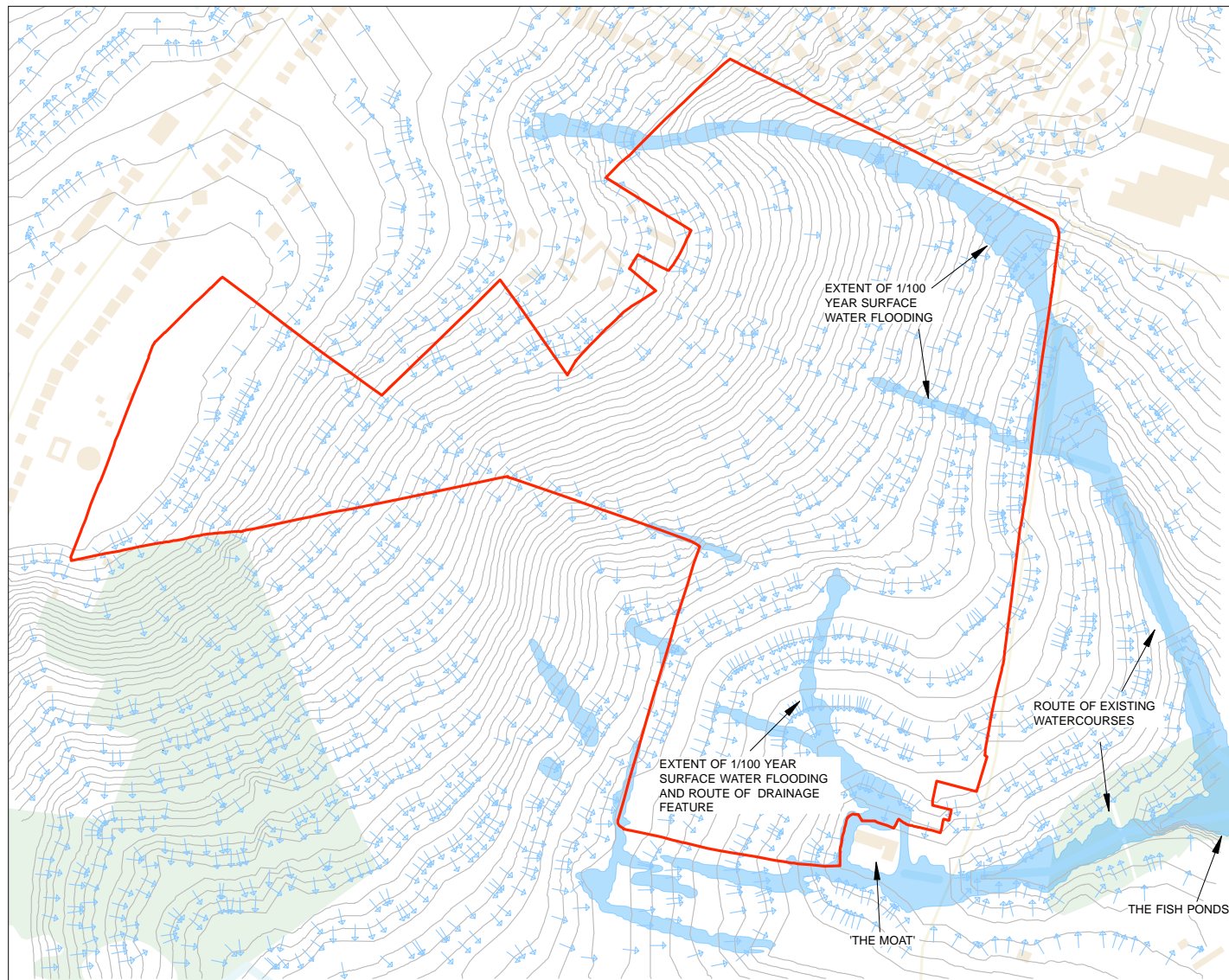


Figure 9. Surface water flood risk

(plan by Reuby & Stagg)

CONTAMINATION RISK

A review of historical mapping and desk top environmental data has not identified any previous activities that could be a potential source of contamination on the site, it is evident that the site has remained farmland since the earliest available mapping (1886), but further intrusive investigation will be required in order to verify this and check for unknown sources, such as made ground etc.

The desk top study has also not identified any significant sources of contamination risk in the immediate locale, and no recorded landfill sites within a 1.0km radius.

FLOOD RISK

The site falls within Flood Zone 1, low risk, according the latest Environment Agency data, and is therefore suitable for residential development, however, there may be localised areas on the land that are subject to periodic surface water flooding due to the impermeable nature of the underlying soils (figure 9).

SURFACE WATER DRAINAGE

A surface water drainage strategy has been proposed that promotes the widespread use of SuDS to ensure that runoff from any new development does not exceed the existing green field rates, open swales and basins are proposed that will contain and control runoff whilst providing the appropriate level of treatment to ensure downstream water quality is not compromised.



SuDS feature



View along Bockendon Road

WATER & FOUL WATER DRAINAGE

Severn Trent Water provide the potable water supply in the area with a service along the northern side of Westwood Heath Road and a water main running along the western side of Bockendon Road.

There is a foul water service along Westwood Heath Road and a foul sewer running along the rear of properties on the northern part of Cromwell Lane.

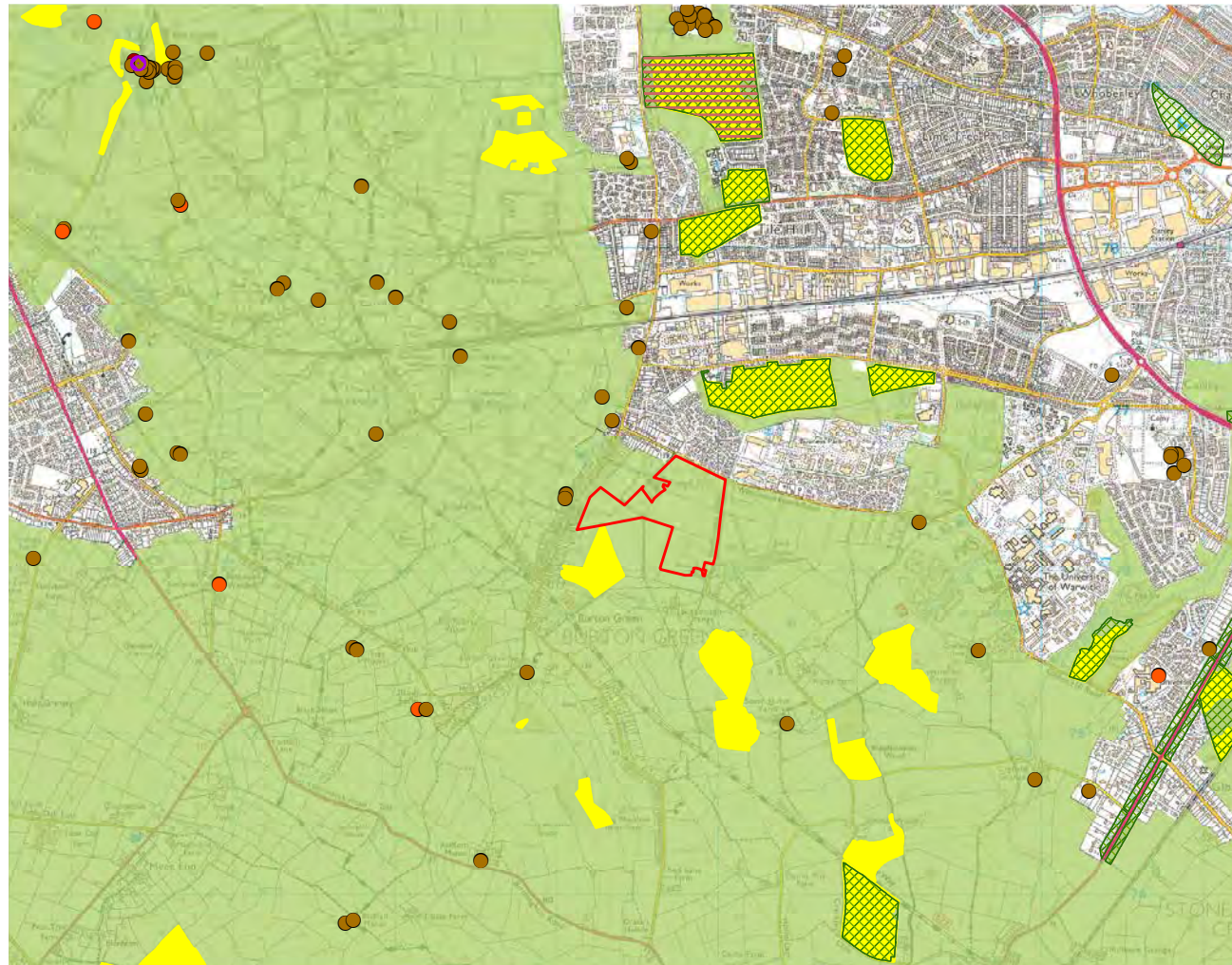
SUMMARY

The site has no previous usage that would give rise to significant contamination, and it is not in an area of flood risk.

There are substantial water mains immediately adjacent to the site and, subject to a network assessment, may have sufficient capacity to serve the new development. The site is also in an area benefitting from mains foul sewerage, therefore subject to a network assessment it may be possible to discharge foul sewerage from the new development into the existing system.

From this preliminary engineering assessment it can be concluded that the land at Westwood Heath Road does not present any significant engineering constraints that would render it unsuitable for residential development.

06 LANDSCAPE & BIODIVERSITY



LANDSCAPE DESIGNATIONS

Figure 10 shows the relevant landscape designations associated with the site and surrounding area. The site is undesignated with the exception of green belt. If the site was to be allocated, the green belt designation would fall away. Black Waste Wood to the south of the site is ancient woodland.

- Historic designations (Historic England)
 - Listed buildings
 - Grade I
 - Grade II*
 - Grade II
 - SAM (Scheduled Ancient Monument)
- Ecological designations (Natural England)
 - ▬ SSSI (Site of Special Scientific Interest)
 - Green Belt
 - Ancient woodland
- Local designations
 - LNR (Local Nature Reserve)

Figure 10. Landscape designations

(plan by DJA)

EXISTING LANDSCAPE CHARACTER AND STRUCTURE

The site lies on the southern edge of Coventry within National Character Area 97 Arden. The landscape of this area is gently rolling with small fragmented semi-natural and ancient woodlands. Mature oaks set in hedgerows, distinctive field boundaries, historic parklands and narrow river corridors are key features, all on the doorstep of a heavily urbanised area. At a smaller scale the area is part of the Arden Parklands landscape character area and defined as an enclosed gently rolling landscape defined by woodland edges, parkland and belts of trees. Characteristic features include belts of mature trees, ancient woodlands

The site itself is typical of this description and can be subdivided into four areas (see figure 12 on pages 22 and 23):

Area 1. The plateau on the centre west of the site (beside the water tower and Lodge Farm) is a relatively flat area bounded to the west by Barton Green, to the south by Black Waste Wood and to the east and north by mature hedges. The eastern part of this area forms a shoulder of falling land that drops toward Bockendon Road. This shoulder is of visual significance in longer distance views from the east.

Area 2. The edges along Westwood Heath Road and the northern parts of Bockendon Road are associated with the recent development to the north and feel part of the urban area. They are bounded by mature hedges.

Area 3. The central eastern part of the site is gently sloping agricultural land, bounded by mature hedgerows. This area is visually well contained.

Area 4. The south east corner to the north of Bockendon Grange has a rural character and is more associated with the open landscape to the south than with Burton Green or Westwood Heath Road. This area is therefore excluded from proposed development.

Figure 11 shows the pattern of the existing landscape structure, defined by hedges and wooded areas. There is one public right of way running through the site linking southwards to the Kenilworth Greenway (Coventry Way).

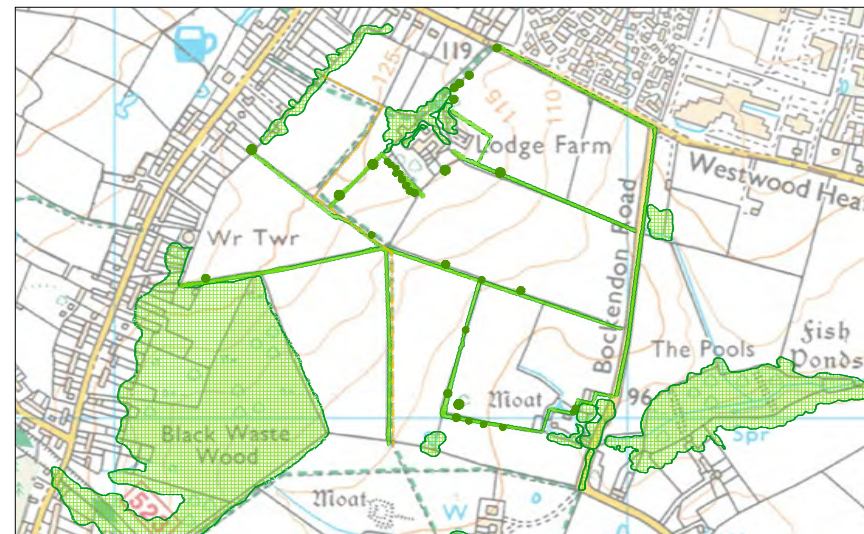


Figure 11. Existing landscape structure

(plan by DJA)



Area 1. The plateau on the centre west of the site



Area 2. The edges along Westwood Heath Road



Area 3. The central eastern part of the site



Area 4. South east corner to the north of Bockendon Grange

Figure 12. Photographs illustrating existing landscape character

ECOLOGY

The site largely comprises agricultural land under intensive arable cultivation.

Hedgerows, trees, rough grassland, ditches, scattered scrub and tall ruderal vegetation are all habitats present, in addition to offsite woodland and ponds.

The site itself is not subject to any statutory or non-statutory nature conservation designations. However, the non-statutory designation Black Waste Wood, designated as an Ecosite and Local Wildlife Site (LWS), is located adjacent to the south west of the site. Black Waste Wood Ecosite and LWS is classified as ancient semi-natural woodland and a UK Priority Habitat. It is therefore considered to be of high ecological value at the local level.

The majority of the existing habitats within the site are largely unconstrained in terms of ecology, with the majority of the site being dominated by arable land, which is considered to be of no particular elevated ecological value.

PROPOSALS

A 15m undeveloped buffer zone will be provided adjacent to Black Waste Wood LWS and ancient woodland. It will be left permanently to allow it to grow into semi-natural habitat and could be planted with dense shrubs to discourage public disturbance to the woodland.

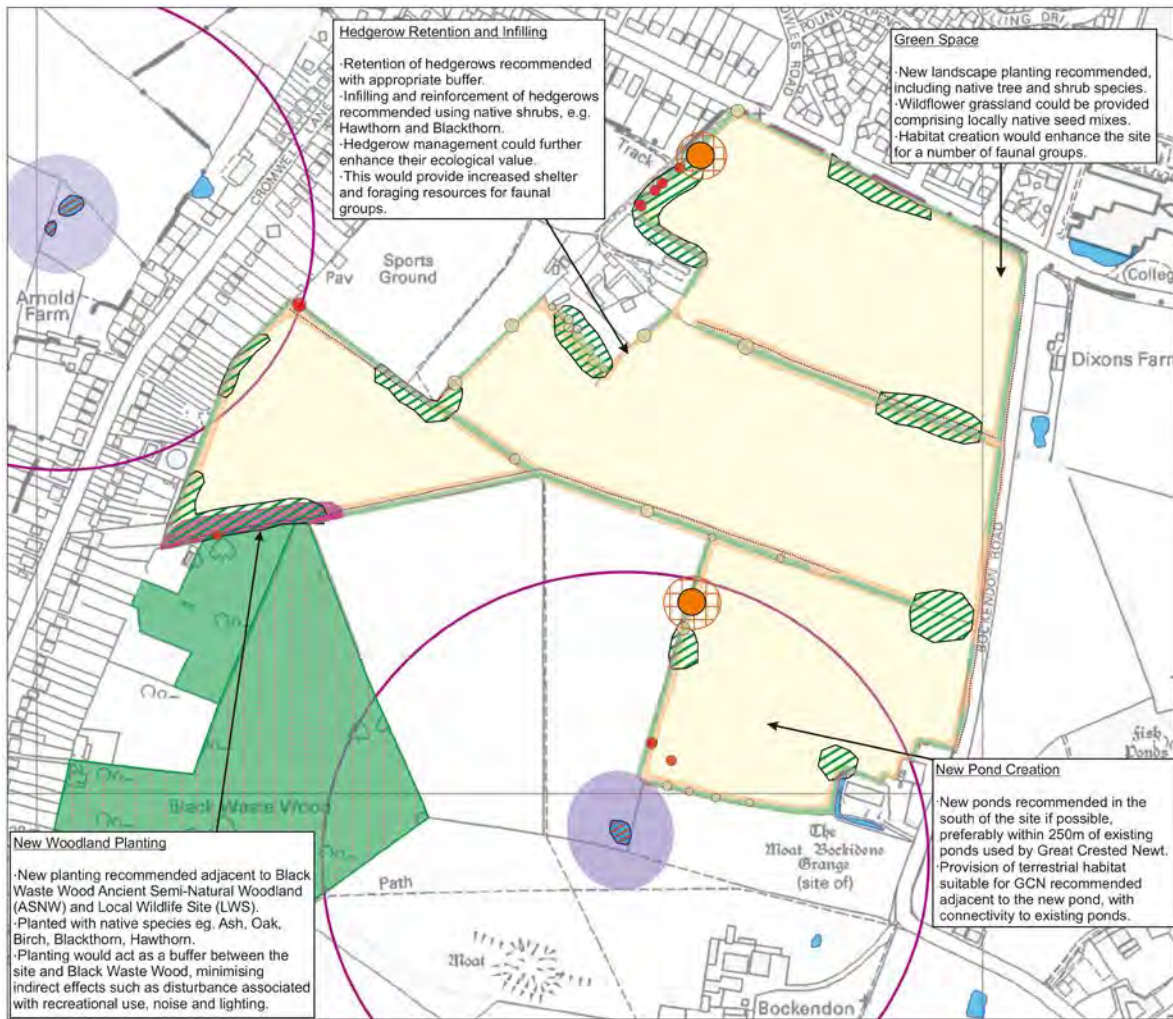
Enhanced green space will be provided in the southern part of the site to provide scope for creation of further habitats, which will contribute toward ensuring an overall net gain for biodiversity and meeting the broad objectives of the NPPF.

New ponds, and associated suitable terrestrial habitat, would be created in the south of the site where the land is relatively flat.

The ecological value and biodiversity of hedgerows within the site would be enhanced through infilling gaps in the hedgerows with native shrubs.

SUMMARY

There are no ecological constraints which would prevent development, the site is deliverable and the opportunity exists to provide a net gain in biodiversity in terms of the NPPF.



- The site
- Areas recommended for retention
 - Hedgerow
 - Tree with moderate bat roosting potential
 - Active badger sett with indicative 20m buffer
 - Main areas of bat activity
- Off-site features recommended for buffering and habitat creation
 - Off-site woodland of high ecological value
 - Off-site ancient woodland and local wildlife site
 - 15m buffer around off-site woodland
 - Pond with GCN present
 - 50m buffer around GCN pond
 - 250m GCN dispersal zone



Figure 13. Ecological constraints and opportunities (plan by Aspect Ecology)

07 TRANSPORT

INTRODUCTION

The site is located some 5km to the south west of Coventry city centre, close to Warwick University, and existing residential and strategic employment areas of Westwood Business Park and Tile Hill Industrial Area. The site sits in WDC, but is on the boundary of CCC controlled roads. Westwood Heath Road on the northern boundary of the site is within CCC and Bockendon Road (on the eastern boundary) is within WDC, with WCC acting as highway authority.

The site is very well located in relation to access to the strategic road network and also to gain access to good quality local radial routes.

SUSTAINABLE TRANSPORT

The site is well located in relation to existing and future pedestrian and cyclist network, including an existing public right of way (PRoW) route through the south-western part of the site. This links to the wider PRoW network and to facilities on Cromwell Lane and Burton Green.

To the north of Westwood Heath Road the existing residential streets provide good quality connections to local amenities, local employment areas, and existing public transport corridors linking the area to Coventry city centre.

The delivery of a Garden Village will encourage future pedestrian and cyclist movements that can connect efficiently with off-site infrastructure. New pedestrian links and crossing facilities from the site onto Westwood Heath Road will further strengthen pedestrian connectivity in this location.

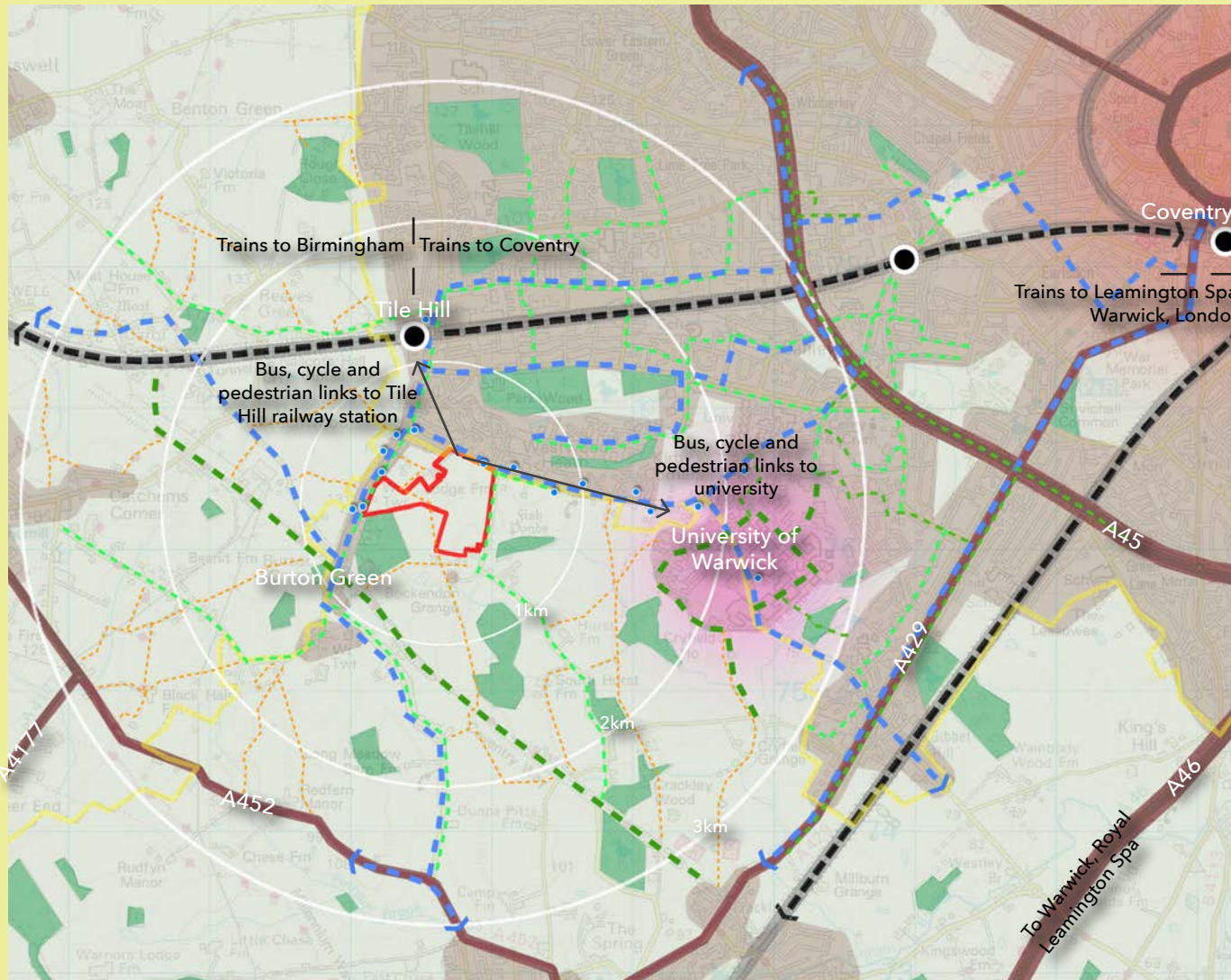


Tile Hill railway station

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EXISTING RAIL ROUTES

The site is exceptionally well located to access Tile Hill station. This rail halt is located some 1.1km from the northern boundary of the site, less than a 14 minute walk or circa 6 minute cycle from the site. The station is served by local stopping trains and provides frequent links to Birmingham, Coventry and London, as well as services to Warwick and Royal Leamington Spa (via Coventry). Existing rail services are illustrated in figure 14.



Route	First train, daytime	Last train, evening
Northampton Coventry Birmingham Int Birmingham New St Wolverhampton Stafford	05:55 2 trains/hr	23:37 2 trains/hr
Stafford Wolverhampton Birmingham New St Birmingham Int Coventry Northampton	06:22 2 trains/hr	23:08 2 trains/hr

Existing rail service frequency/routes from Tile Hill

Coventry	6 minutes
Birmingham New Street	22 minutes
Royal Leamington Spa	23 minutes
Northampton	41 minutes
Warwick	48 minutes
Wolverhampton	50 minutes
London Euston	80 minutes

Existing rail journey times from Tile Hill

- The site
- Road network
- Rail network
- Train station
- District boundary
- Bus stop
- Bus route
- PROW
- Cycle route
- Advisory cycle route
- Connect 2 cycle

Figure 14. Existing transport routes



Existing bus services along Westwood Heath Road

EXISTING BUS ROUTES

Westwood Heath Road, Cromwell Lane, Charter Avenue and Westwood Way are existing bus route corridors. Existing bus stops are located adjacent to the site frontage on Westwood Heath Road

Existing bus routes provide good coverage of major trip destinations and local retail destinations in excess of desirable walking catchments (e.g.. Canon Park). There are, however, opportunities to improve existing services to and from Westwood Heath Road, as part of a 500 residential unit development.

PUBLIC TRANSPORT SUMMARY

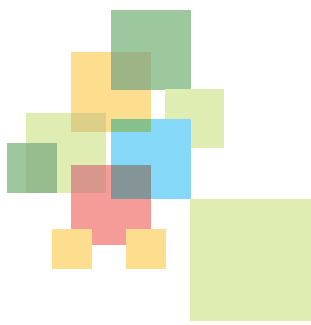
This review demonstrates that the site is well located in relation to existing bus corridors and frequent train services to Coventry and Birmingham. With a development scale of circa 500 residential units opportunities will exist to increase the bus service frequency to the site, as well as enhancing pedestrian access to Tile Hill rail station.

The existing public transport facilities provide good coverage of areas outside an acceptable walking distances, as well as to areas shown in ONS Journey to Work data to be major trip attractors from the local area.

DEVELOPMENT IMPACT

The site can comfortably accommodate 500 residential units, and is also considered to be well located to gain access to the strategic road network (the A45 and A46) to the east,

The site benefits from two active frontages onto the adjacent highway network. The main vehicular access to the site would be from Westwood Heath Road, with the option of either a new roundabout junction or ghosted right turn priority junction providing access from this route. Access options are shown in section 08.



SUMMARY

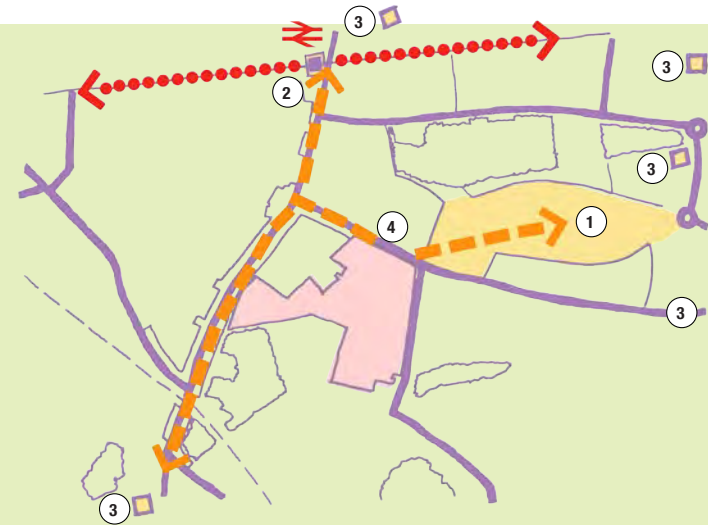
The site is exceptionally well located to encourage sustainable travel to and from the site. The site also has good access to key employment destinations strengthened by:

- Tile Hill railway station is located less than a 14 minute walk or 6 minute cycle from the site - rail services to Coventry take between 5 and 7 minutes, with journeys to Birmingham International and New Street taking less than 10 and 26 minutes respectively.
- The opportunity to deliver new and improved local footpath and crossing facilities onto Westwood Heath Road and Bockendon Road, to provide improved access by these sustainable modes
- The proximity of the site to the University of Warwick and several employment locations creating excellent opportunities to maximise walking and cycling trips to these key destinations
- The ability of the local highway network to accommodate 500 homes supported by local junction improvements at the Westwood Heath Road/ Cromwell Lane junction.
- The opportunity to increase the frequency of local bus services to local destinations, including Coventry and Warwick.
- A well-established cycling network around the University of Warwick can be enhanced.
- The site's ability to deliver two accesses onto the adjacent highway network, which in turn improves access to the strategic road network to the east.

08 MASTER PLAN & CAPACITY

COMPLEMENTING AND UTILISING EXISTING FACILITIES

1. The proposals are in close proximity to large areas of employment in Westwood Heath and Tile Hill
2. The master plan should provide easy access to Tile Hill railway station (with links to Coventry, Birmingham and London) via improved pedestrian access along and across Westwood Heath Road
3. Connections to local primary and secondary schools and links to the University of Warwick eastwards along Westwood Heath Road
4. Enhanced public transport route along Westwood Heath Road, including links to Coventry



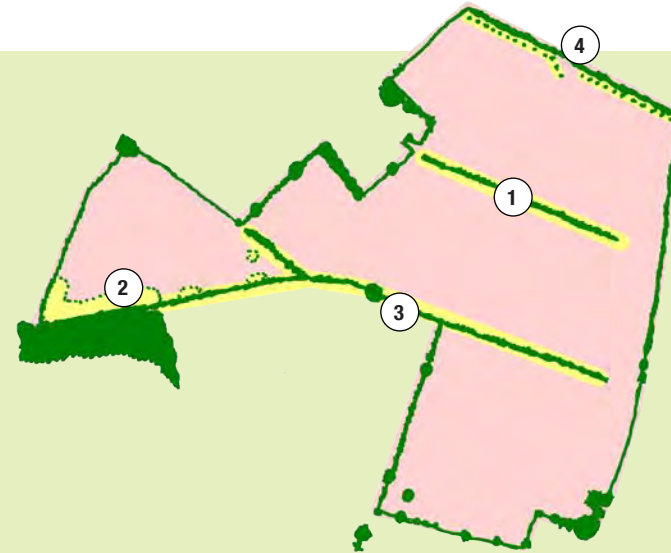
MAKING THE CONNECTIONS AND INTEGRATING

1. The proposed road network should provide clear street hierarchy accommodating public transport
2. The existing public right of way across the site should be incorporated into the master plan as part of a comprehensive pedestrian movement framework
3. To improve connections to Tile Hill (including the railway station), employment land and local schools, the frontage along Westwood Heath Road should be improved to include footpaths and pedestrian crossing points



BUILDING ON LANDSCAPE FRAMEWORK

1. The master plan should retain and strengthen existing mature trees and hedgerows, creating an attractive setting for the new Garden Village
2. The existing ancient woodland of Black Waste Wood should be protected with a buffer zone of proposed new woodland planting. This should blend into the site helping to create a central parkland area
3. Protect and utilise existing mature trees as waymarkers
4. The frontage along Westwood Heath Road should feature formal avenue plating, creating an attractive gateway entrance to the Garden Village.



RESPECTING VISUAL SENSITIVITIES

1. The master plan should retain the central area of the site for parkland due to its visibility along plateau
2. The proposals should protect the rural character of south eastern part of site, with limited or no built development
3. The Garden Village should create a softer edge along the southern part of the built development
4. The master plan should incorporate vistas to landmark buildings, such as the Tile Hill water tower, but should also retain a sense of informality in keeping with a Garden Village



Figure 15. Design structure

RATIONALE

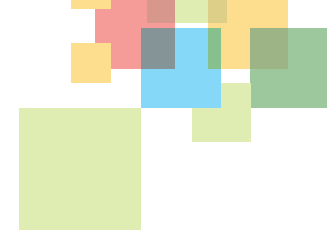
The rationale for the master plan structure builds upon the landscape framework and visual sensitivities of the site.

Development is concentrated in the centre and north of the site due to the semi-urban character along Westwood Heath Road and to protect the landscape sensitivity of the area to the south. This denser urban section is bordered to the south by existing mature hedgerows, which mark the lowering of density south and westwards towards Burton Green. These areas are punctuated by the central parkland which runs across the plateau and is the most visible part of the site.

The nature park, sports pitch and allotments are located in the south-eastern corner, respecting the landscape sensitivity of this part of the site.



Figure 16. Rationale



KEY SPACES

Formal tree planting along Westwood Heath Road will frame the primary access to the Garden Village.

The primary street gently curves towards the central parkland area, which will include a village hall. There are two play spaces, located to maximise pedestrian access across the Garden Village.

Each parcel of development features a focal square which could feature a pocket park.

The nature park will include meandering walks through wildflower meadows and tree planting, with nature ponds to stimulate biodiversity.

The remaining informal open space will create opportunities for walks, running, dog-walking, and trim trail equipment.



Figure 17. Key spaces

MOVEMENT STRATEGY

The existing public right of way across the site could potentially be improved to Cromwell Lane. The remaining pedestrian routes generally follow the existing hedgerow form. Pedestrian crossing points along Westwood Heath Road will aid connectivity to Tile Hill railway station, Warwick University, and local employment areas.

The vehicular network consists of a primary street via junction with Westwood Heath Road, which gently curves towards the central parkland and a secondary access off Bockendon Road. Other streets will be tertiary in nature, in keeping with a Garden Village.









- | | | | |
|---|-----------------------------------|---|---|
|  | Primary street (with grass verge) |  | Play space |
|  | Secondary street |  | Open space |
|  | Tertiary street |  | Woodland planting |
|  | Pedestrian/cycle movement |  | Potential links to existing sports ground |



Figure 18. Movement strategy

LANDSCAPE FRAMEWORK

The Garden Village vision includes generous open spaces, wide tree-lined streets and gardens. It is proposed to retain and enhance the existing landscape structure through additional planting and reinforcement / recreation of hedgerows. A formal avenue is proposed along Westwood Heath Road to help create an entrance into the site and enhance the existing road frontage. A network of green spaces is proposed throughout the site, following existing hedgelines and PRow. An area of parkland is proposed on the plateau/shoulder south of Lodge Farm, with pitches and allotments to the south.



Figure 19. Landscape framework



Figure 20. Transport opportunities

TRANSPORT PROPOSALS

In addition to a new vehicular access onto Westwood Heath Road there is the opportunity to provide a secondary access onto Bockendon Road, as shown in figures 20 and 21.

Delivery of a secondary access to the east will also incorporate the widening of the carriageway to 6.7m, with a 2m footway on the western (site side) of the carriageway.

An assessment of the traffic impact of a 500 unit residential development confirms that the proposed access strategy can satisfactorily accommodate the predicted 224 and 272 two-way vehicle movements in the AM and PM peaks respectively

It is acknowledged that the Westwood Heath Road/Cromwell Lane is forecast to reach operational capacity in the future year (2028) baseline modelling scenario. Opportunities to improve this junction exist within the adopted highway boundary, and the development could make an appropriate financial contribution towards this as part of an overall access strategy.

- Capacity improvement
- - - Existing cycle route
- - - Road safety / pedestrian enhancement
- - - Public right of way
- - - Speed amelioration
- - - Existing footpath
- ▶ Vehicular access opportunities

SUSTAINABLE TRAVEL

The proximity of the site to Tile Hill rail station, the university and local employment locations creates excellent opportunities to maximise walking and cycling journeys.

The proposals will improve local footpath and crossing facilities onto Westwood Heath Road, benefiting links to Tile Hill rail station and the university.

The existing public right of way that crosses the site could also be improved along its connection to Cromwell Lane (Burton Green).

Existing cycling routes can be enhanced with connections into the strategic network.

There is also the potential to increase the frequency of local bus services to destinations including Coventry and Warwick.

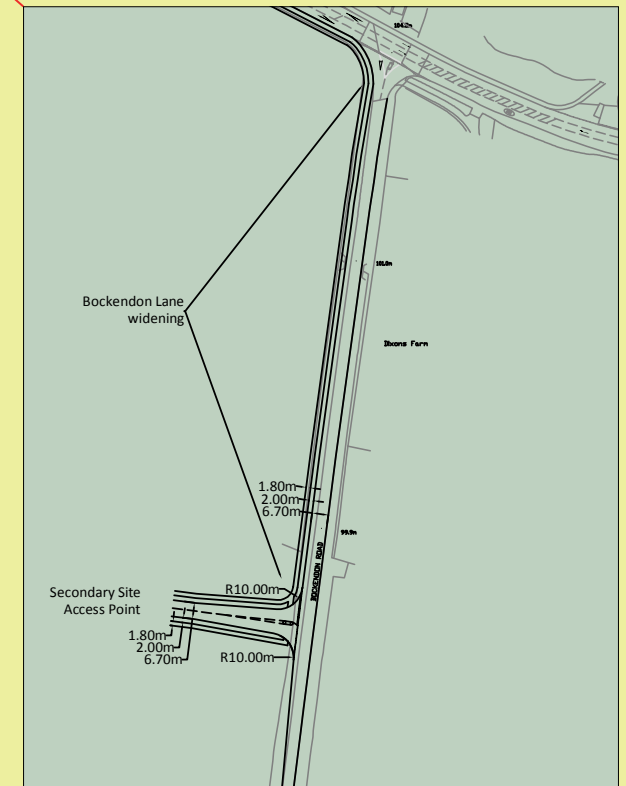
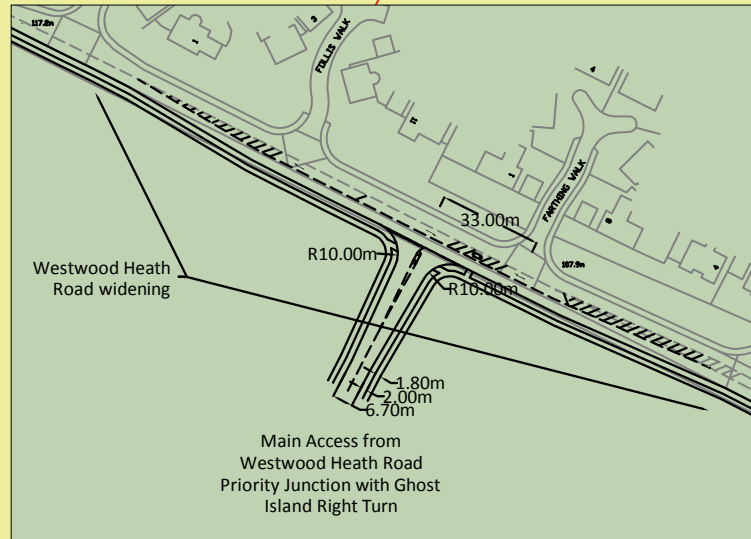


Figure 21. Potential new vehicular access off Westwood Heath Road (left) and Bockendon Road (right)

(Access plans © Reuby & Staggs)



Avenue tree planting along
Westwood Heath Road



Tree-lined primary street



Central parkland

Play space

Village hall

Vistas of water tower



New woodland planting

A Garden Village at Westwood Heath Road



Pedestrian crossings on Westwood Heath Road

Primary access off Westwood Heath Road

Attenuation network of swales and ponds

Secondary access off Bockendon Road

Pocket park

Existing mature trees and hedgerows retained

Allotments

Sports pitch

Biodiversity rich nature park

Figure 22. Illustrative master plan

LAND USE/CAPACITY

The proposals envisage 500 new homes (based upon 35 dwellings per hectare), with generous provision of informal and formal open space in a Garden Village setting.

- Site area 30.6ha
- PRow
- Residential 14.18ha @ 35dph = 500 units
- Amenity open space (informal) 4.49ha
- Parks & gardens open space (formal) 2.67ha
- Nature open space 5.37ha
- Allotments 0.5ha
- Sports provision (pitch) 0.74ha
- Children/youth play 0.36ha
- 400m walking radius from play space
- Infrastructure 1.62ha
- ✳ Village hall
- Draft area for attenuation 0.64ha
- Indicative swales



Figure 23. Land use

POTENTIAL INCREASED CAPACITY

Although not part of the delivery structure at the moment, there is the potential to extend the site boundary on its western edge, on land that currently is overgrown grassland/poorly maintained sports ground.

In discussions with officers, Crest has looked at the potential benefits that this land could bring to the site and local area. This includes an additional 5.5 hectares of site area which could deliver around 125 additional new homes, in combination with a strong landscape framework that responds to and enhances the existing site.

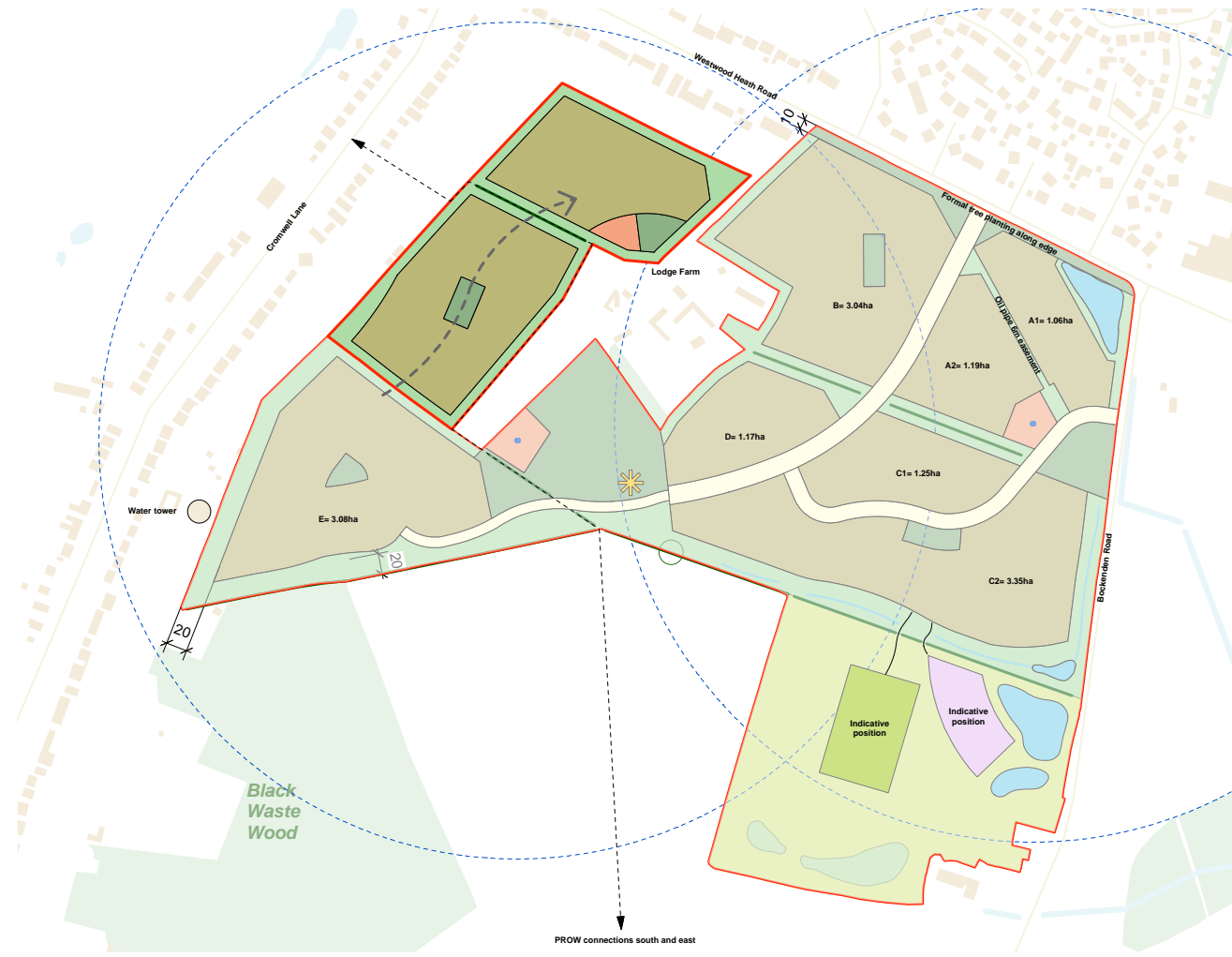


Figure 24. Potential increased capacity

09 SUMMARY

In the context of the unmet need in Coventry for new homes this document provides technical analysis and sets out a preliminary design approach for the site at Westwood Heath Road - a 30-hectare area of land located to the south west of Coventry.

The site is controlled by Crest Nicholson and is currently mainly agricultural land that is available and suitable for development.

The planning context for assessing the development is based upon the emerging Warwick District Local Plan, which makes provision for nearly 17,000 new dwellings in the period 2011 to 2029. Part of that requirement is to meet unmet housing needs in Coventry city, and the planning authority acknowledges that it will have to allocate land for approximately 5,200 new homes.

The planning authority accepts that there are insufficient sites within the existing urban area to meet this requirement, and is therefore looking at the potential of green belt site releases in the vicinity of Coventry.

A Joint Green Belt Review recently undertaken identified land to the south west of Coventry as having potential for release, and the site at Westwood Heath Road was identified for further assessment and consideration.

Key benefits associated with the site include:

- The site has the potential to deliver around 500 new homes at a density of 35dph, including a suitable mix of housing types and a proportion of affordable housing units. This would make a sizable contribution to the unmet housing need through the delivery of a sustainable Garden Village.

- The design approach has the potential to provide a high quality, attractive 21st century Garden Village, appropriate to the character of the local area and responding to the existing landscape structure.
- The proposals will enhance the existing sustainable transport connections, including links to and from Tile Hill railway station and potentially increase the bus route frequency.
- Existing residents of Burton Green and Westwood Heath will benefit from increased and enhanced areas of open space, sports / play areas and improved pedestrian links / transport connections.
- There is potential to include a village hall which would in effect be a "community hub" for the local area.
- The site is bounded by existing mature hedgerows and road network and therefore has well defined existing boundaries. The site represents a logical development beside existing settlements in spatial terms and a new defensible green belt boundary could be established around it.
- The preliminary development layout for the site includes generous areas for landscaping to provide amenity value, in keeping with the principles of a Garden Village.

The site at Westwood Heath Road is therefore considered to be a suitable, available and deliverable site for future residential development.



Crest
NICHOLSON



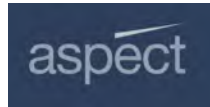
VISIONING DOCUMENT

PROPOSALS FOR A GARDEN VILLAGE AT WESTWOOD HEATH ROAD



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Land at Westwood Heath Road, Burton Green

Delivery Trajectory

Draft Allocation	29 th January 2016
Outline/hybrid application submitted	Early 2017
Outline/hybrid application granted	End 2017
25 Dwellings	End 2018
100 Dwellings	End 2019
150 Dwellings	End 2020
150 Dwellings	End 2021
75 Dwellings	End 2022

NB You will note that figure 24 of the Vision identifies the potential for additional land to be included. This land is outside the land controlled by Crest but the Masterplan made provision for its inclusion. This could accommodate an additional 5.5 hectares i.e. 125 dwellings. Essentially this additional development would take one additional year at most to complete.