

COVENTRY STADIUM BRANDON

Design and Access Statement
January 2018

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1

Vision

The proposals for Coventry Stadium will be *landscape led*, promoting a generosity of open space and ensuring the provision of a significant recreation asset to *benefit the new and existing community*. The provision of *a high quality development* that references positive elements of the local context will ensure the creation of a distinctive scheme and *an attractive place to live*.

1.1. Introduction

1.1.1 This Design and Access Statement (DAS) has been prepared by Barton Willmore on behalf of Brandon Estates Ltd. It has been written in conjunction with Framptons Town Planning, DTA Transport, Ecolocation, Heritage Collective, FPCR and Barton Willmore Masterplanning and Landscape. The documents supports an Outline Planning Application (OPA) for residential development at Coventry Stadium, Brandon.

Aims and Objectives of the DAS

1.1.2 The DAS sets out and justifies the design rationale for the proposals and is part of a comprehensive package of information submitted as part of the OPA. 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

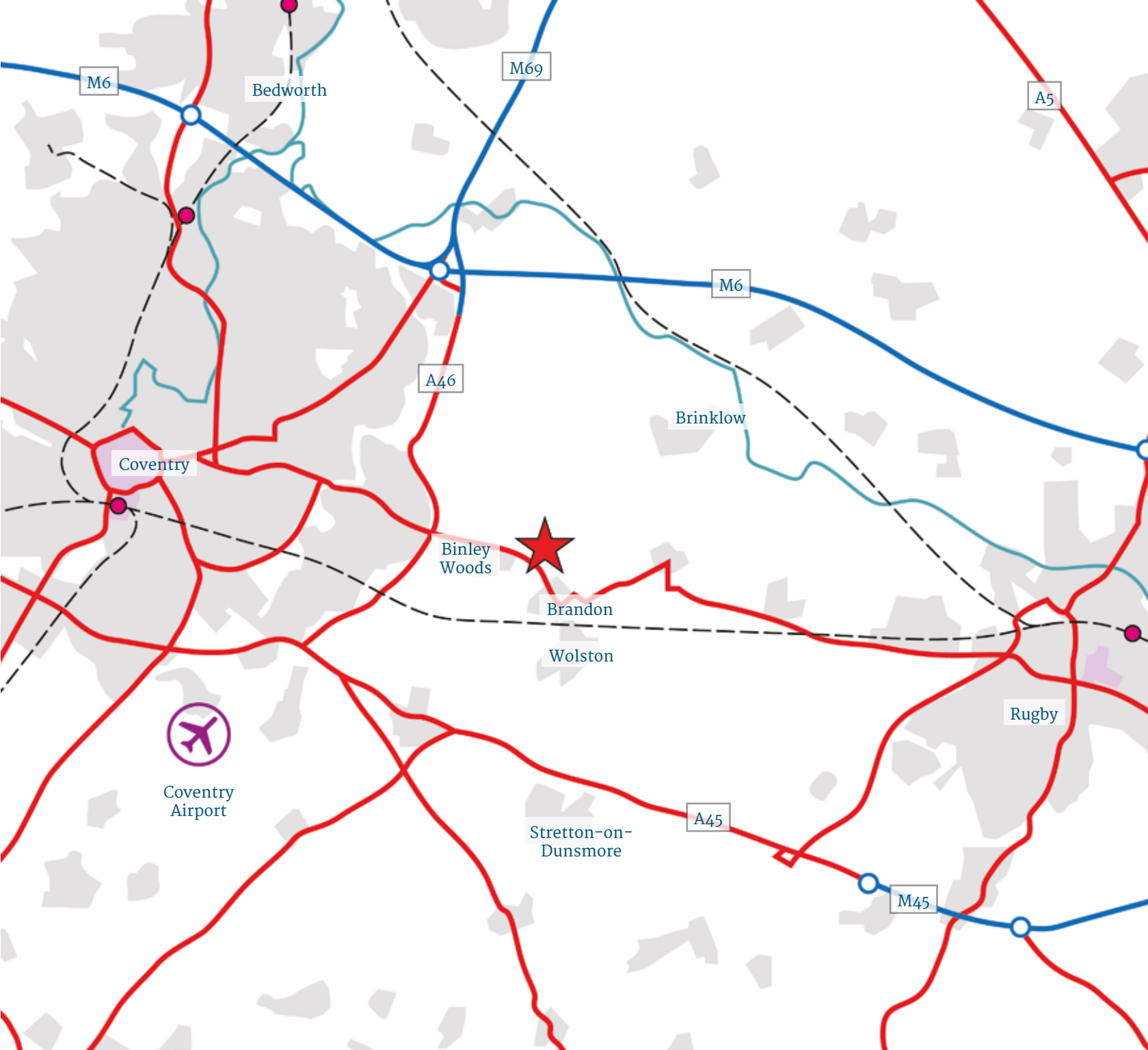
1.1.3 The DAS will be structured in accordance with CABE guidance – ‘Design and Access Statements – how to write, read and use them’ (2006), which refers to an ‘assessment, involvement, evaluation, design process’. Thus, the document will contain the following chapters:

- Assessment – assessing the site and wider context, along with key design references in Exhall.
- Evaluation – evaluation of key opportunities and constraints that will guide and shape the proposals.
- Design – Presentation of parameter plans that are to be ‘fixed’ as part of the planning application. These plans will be supported by illustrative strategy plans that will help to further explain the proposals.

1.1.4 Details of the community and stakeholder engagement process will be presented in the Statement of Community Involvement, which is included within the planning application submission package.

Proposal Overview

1.1.5 Development comprising up to 137 dwellings; access from the Rugby Road new open space and associated infrastructure. All matters reserved save for access.



Site Location Plan



1.2. Site Location

1.2.1 The site is located in Brandon which is approximately 8 kilometres (km) east of central Coventry and 35km south east of Birmingham. The site benefits from easy vehicular connections to both destinations via the A46. The site is located 10km west of Rugby which can be accessed via the A428.

1.2.2 The site is 10.86 hectares (Ha) in size and is broadly flat. Coventry Stadium (now disused) is located within the site, along with associated hardstanding used for car parking to serve the stadium. There are two existing points of vehicle access onto Rugby Road. The southern boundary of the site is bounded by Speedway Lane (serving existing residential properties located adjacent to the site) and the western boundary by Rugby Road (A428) and existing residential development that backs on to the site. The northern boundary is defined by woodland planting and a bridleway, and the eastern boundary by tree planting and a public footpath.



Site access point at the junction of Speedway Lane and the A428 Rugby Road, looking north into the site.



New Close
Wood

Binley
Woods

A428 Rugby Road

The Site

Coventry
Stadium

Speedway Lane

Site Aerial Plan

2

Assessing the Context

2.1. Planning Policy Context

2.1.1 Section 38(6) of the Planning and Compulsory Act 2004 (as amended) states that the determination of planning applications should be made in accordance with the development plan unless material considerations indicate otherwise. This section sets out the broad planning policy framework against which the proposals must be assessed.

2.1.2 This section sets out the relevant policies of the National Planning Policy Framework (the Framework) and the Development Plan which consists of the policies of the adopted Rugby Borough Core Strategy (2011), the 'Saved' policies from the Rugby Borough Local Plan 2006 and the emerging Rugby Borough Council Local Plan.

Policies of the Rugby Borough Council Core Strategy 2011

2.1.3 The Rugby Borough Council (RBC) Core Strategy was adopted in 2011 covers the period up until 2026. The Core Strategy provides the policy framework against which to assess this outline planning application.

2.1.4 The following policies from Core Strategy policies that are considered to be relevant to this application are listed below:

- CS1: Development Strategy
- CS10: Developer Contributions
- CS11: Transport and New Development
- CS12: Transport and New Development
- CS13: Local Services and Community Facilities
- CS14: Enhancing the Strategic Green Infrastructure Network
- CS15: Green Infrastructure Allocations
- CS16: Sustainable Design
- CS17: Sustainable Buildings
- CS19: Affordable Housing
- CS20: Local Housing Needs

2.1.5 The following saved policies from the Local Plan 2006 that are considered to be relevant to this application are listed below:

- Policy E6 (Biodiversity)
- Policy GP2 (Renewable Energy)
- Policy GP6 (Safeguarding development potential)



- Policy H11 (Open space provision in residential developments in the urban area)
- Policy ED2 (Major employment sites within the urban area)
- Policy ED4 (Major developed sites in the Green Belt)
- Policy LR1 (Open space standards)
- Policy LR3 (Quality and accessibility of open space)
- Policy LR4 (Safeguarding open space)
- Policy T5 (Parking Facilities)
- Policy T13 (Airport Flight Paths)

2.1.6 The Council adopted the Core Strategy for the plan period to 2026 in June 2011. The Core Strategy Proposals Map shows the site as being located within the West Midlands, Green Belt, within the Princethorpe Biodiversity Opportunity Area and adjacent to a strategic Green Infrastructure Area (New Close Wood).

2.1.7 The Core Strategy comprises the statutorily adopted Development Plan, which forms the starting point for determination of the merits of this proposal. Rugby town provides the focus for new employment and housing development, with limited development in the surrounding villages within existing village boundaries. The Core Strategy proposes strategic developments to the north and east of Rugby: urban extensions known as Gateway Rugby and Rugby Radio Station respectively.

2.1.8 The Core Strategy Policy CS1 sets out a settlement hierarchy: Rugby Town Centre; Rugby Urban Area; Main Rural Settlements such as Binley Woods; Local Need Settlement; Countryside and Green Belt. Although the site is in the Brandon and Bretford Parish it is adjacent to Binley Woods. There Binley Woods is described as a 'second tier' settlement suitable for development, with only Rugby and its urban area being considered higher in the hierarchy.

The Submission Rugby Borough Council Local Plan 2011–2031 (2017)

2.1.9 RBC has commenced preparation of a new Local Plan for the period to 2031. The purpose of the new Local Plan is to ensure that development meets the priorities of the Borough including:

- setting out policies for meeting future needs relating to areas such as housing, employment, community facilities, transport and other infrastructure needed to support development;
- strategic allocations of land to meet future needs;
- policies for protecting the environment; and
- identifying boundaries of strategic greenspace.

Other Material Policy Considerations and Central Government Guidance

2.1.10 In addition to the adopted and emerging Development Plan and other Council Planning policies set out above, the following national documents set out other material planning considerations relevant to the development proposed:

- The National Planning Policy Framework (March 2012) "The Framework"
- "Planning for Growth" Ministerial Statement (March 2011)
- White Paper 'Fixing Our Broken Market' 2017

2.1.11 Paragraph 7 of the Framework states “There are three dimensions to sustainable development: i) economic, ii) social and iii) environmental”. These dimensions give rise to the need for the planning system to perform a number of roles:

- an economic role – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;
- a social role – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community’s needs and support its health, social and cultural well-being; and
- An environmental role – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.

2.1.12 The proposed development of this site represents an opportunity for sustainable economic development and will bring with it investment, new jobs and housing. The proposed development is in accordance with the pro-growth agenda established through the Ministerial Statement and is directly supported by the policies in the Framework.

2.1.13 Paragraphs 11–14 of The Framework deal with the presumption in favour of sustainable development, which is described as a golden thread at the heart of the Framework running through both plan making and decision making.

2.1.14 Paragraph 14 of The Framework states that at its heart “is a presumption in favour of sustainable development...”. As part of an allocated site in the Submission Local Plan the decision-taking on this application should therefore be made in accordance with the approach set out at paragraph 14 of the Framework by:

- Approving development proposals that accord with the development plan without delay.

2.1.15 Paragraph 15 of the Framework states that all plans should be based upon, and reflect, the presumption in favour of sustainable development, with clear policies that will guide how the presumption will be applied locally.

2.1.16 In ‘Delivering Sustainable Development’ the Framework emphasises ‘Building a strong Competitive economy’. Paragraphs 18–20 of the Framework state:

“The Government is committed to securing economic growth in order to create jobs and prosperity, building on the country’s inherent strengths, and to meeting the twin challenges of global competition and of a low carbon future.”

“The Government is committed to ensuring that the planning system does everything it can to support sustainable economic growth. Planning should operate to encourage and not act as an impediment to sustainable growth. Therefore significant weight should be placed on the need to support economic growth through the planning system.”

“To help achieve economic growth, local planning authorities should plan proactively to meet the development needs of business and support an economy fit for the 21st century.”

2.1.17 Paragraph 17 then sets out twelve core planning principles that should underpin plan making and decision taking, which can be summarised as:

- Plan making should be a creative exercise;
- Planning should be driving and supporting sustainable economic development;
- High quality design is to be pursued;
- Considering local identities and distinctiveness of places;
- Supporting a low carbon future and making best use of existing resources and; encouraging use of renewable resources;
- Conserving and enhancing the environment;
- Encouraging effective use of brownfield land;
- Promoting mixed use developments;
- Considering heritage assets having regard to their significance;
- Actively promote sustainable forms of transport;
- Support local strategies to improve services and facilities;

2.1.18 Paragraph 21 states that planning policies should recognise and seek to address potential barriers to investment, including a poor environment or any lack of infrastructure, services or housing. *“In drawing up Local Plans, local authorities should:*

- *set out a clear economic vision and strategy for their area which positively and proactively encourages sustainable economic growth; set criteria, or identify strategic sites, for local and inward investment to match the strategy and to meet anticipated needs over the plan period;*

- *support existing business sectors, taking account of whether they are expanding or contracting and, where possible, identify and plan for new or emerging sectors likely to locate in their area. Policies should be flexible enough to accommodate needs not anticipated in the plan and to allow a rapid response to changes in economic circumstances;*
- *plan positively for the location, promotion and expansion of clusters or networks of knowledge driven, creative or high technology industries;*
- *identify priority areas for economic regeneration, infrastructure provision and environmental enhancement; and*
- *facilitate flexible working practices such as the integration of residential and commercial uses within the same unit.”*

2.1.19 Paragraph 49 of the Framework states that “Housing applications should be made in the presumption in favour of sustainable development”. Paragraph 49 makes it clear that relevant policies for the supply of housing should not be considered up to date if the Local Planning Authority cannot demonstrate a five year supply of deliverable housing sites.

2.1.20 Paragraph 186 states: *“Local planning authorities should approach decision making in a positive way to foster the delivery of sustainable development...”*

2.1.21 Paragraph 187 states: *“Local planning authorities should look for solutions rather than problems, and decision makers at every level should seek to approve applications for sustainable development where possible...”*

2.1.22 Paragraphs 196 and 197 reflect paragraph 12 regarding the status of the Framework as a material consideration and paragraph 14 in terms of the presumption in favour of sustainable development.

2.1.23 Paragraph 74 states “Existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:

- An assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or
- The loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
- The development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.”

2.1.24 Such an assessment as detailed in paragraph 74 requires using a ‘proportionate evidence base’ (Framework page 38), including considerations as to ‘ensuring viability and deliverability’. Paragraph 173 states ‘Pursuing sustainable development requires careful attention to viability and costs in plan-making and decision-taking. Plans should be deliverable. Therefore, the sites and the scale of development identified in the plan should not be subject to such a scale of obligations and policy burdens that their ability to be developed viably is threatened. To ensure viability, the costs of any requirements likely to be applied to development, such as requirements for affordable housing, standards, infrastructure contributions or other requirements should, when taking account of the normal cost of development and mitigation, provide competitive returns to a willing land owner and willing developer to enable the development to be deliverable.’

2.1.25 National Planning Policy for Green Belt is now set out in the Framework (March 2012). Paragraph 80 list the five purposes the Green Belt serves:

- “To check the unrestricted sprawl of large built-up areas;
- To prevent neighbouring towns merging into one another;
- To assist in safeguarding the countryside from encroachment;

- To preserve the setting and special character of historic towns and
- To assist in urban regeneration, by encouraging the recycling of derelict and other urban land.”

2.1.26 Paragraph 81 states once Green Belts have been defined, local planning authorities should plan positively to enhance the beneficial use of the Green Belt, such as to improve damaged and derelict land.

2.1.27 Paragraph 89 states that a local planning authority should regard the construction of new buildings as inappropriate in the Green Belt. A relevant exception in the context of this proposal includes (sixth bullet point):

‘Limited infilling or the partial or complete redevelopment of previously developed sites (brownfield land) whether redundant or in continuing use (excluding temporary buildings) which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development.’

Fixing Our Broken Housing Market

2.1.28 On 17 February 2017 the Government published its White Paper titled ‘Fixing Our Broken Housing Market’. The objective of this paper is to set out how the Government intends to boost housing supply. Step 1 in the list of the Government’s proposals is “making more land available for homes in the right places, by maximising the contribution from brownfield surplus and public land...” Paragraph 1.24 refers to “Bring brownfield land back to use”:

“1.24 We must make as much use as possible of previously-developed (‘brownfield’) land for homes – so that this resource is put to productive use, to support the regeneration of our cities, towns and villages, to support economic growth and to limit the pressure on the countryside. The Government is already pursuing a number of reforms to make this happen, as set out in the annex.

1.25 Going further, the presumption should be that brownfield land is suitable for housing unless there are clear and specific reasons to the contrary (such as high flood risk). To make this clear we will amend the National Planning Policy Framework to indicate that greater weight should be attached to the value of using suitable brownfield land within settlements for homes, following the broad support for this proposal in our consultation in December 2015.”

Planning for Growth

2.1.29 On the 31st March 2011 the Government published a Ministerial Statement entitled ‘Planning for Growth’. The objective of this guidance was to provide a clear steer to all parties engaging with the planning process that the Government is committed to proposals for further planning reform, to ensure that planning supports the sustainable development needed as the country emerges from recession.

Supplementary Planning Guidance/ Documents

2.1.30 Rugby Borough Council have produced a number of Supplementary Planning Documents to provide further guidance on their adopted planning policies. Those that are relevant to the formulation of the application proposals include:

2.1.31 Planning Obligations SPD (March 2012): The SPD notes that the planned level of growth as set out in the adopted Core Strategy will result in an increase in pressure on local infrastructure, services and facilities and will create a need for additional provision within the Borough. It goes on to acknowledge that planning obligations are an effective tool to ensure that the negative impacts of development on infrastructure and services can be adequately mitigated. Guidance is provided in respect of open space provision, indoor sports facilities, education, transport, and air quality (with only the latter two points relating to the employment site).

2.1.32 Sustainable Design and Construction Supplementary Planning Document (February 2012): The Sustainable Design and Construction SPD was adopted in 2012. The purpose of the document is to support the increasing requirement to create more sustainable development. It focuses on the design and construction of built development, considering resource efficiency, the impact of climate change and the creation of places where people can live, work and play. It supports and develops the policies set out in the adopted Rugby Borough Core Strategy, particularly Policies CS16: Sustainable Design and CS17: Sustainable Buildings, relating to the appearance and design of development and energy conservation respectively.

2.1.33 The guidance set out within these documents will be dealt with more specifically at the detailed design stage but have necessarily been consulted in the formulation of the indicative masterplan where the general themes have been taken account of in terms of general design and layout.

Neighbourhood Plan

2.1.34 Brandon and Bretford Parish was designated as a Neighbourhood Plan area on 12th May 2016. The Steering Group are currently in the process of writing the Neighbourhood Plan for the Parish, no draft has been produced, and therefore no weight is currently given to this.

Conclusion

2.1.35 The proposed development is precisely the form and type of development that Government policy is actively promoting as part of its ‘Planning for Growth’ agenda and the White Paper ‘Fixing Our Broken Housing Market’ 2017.



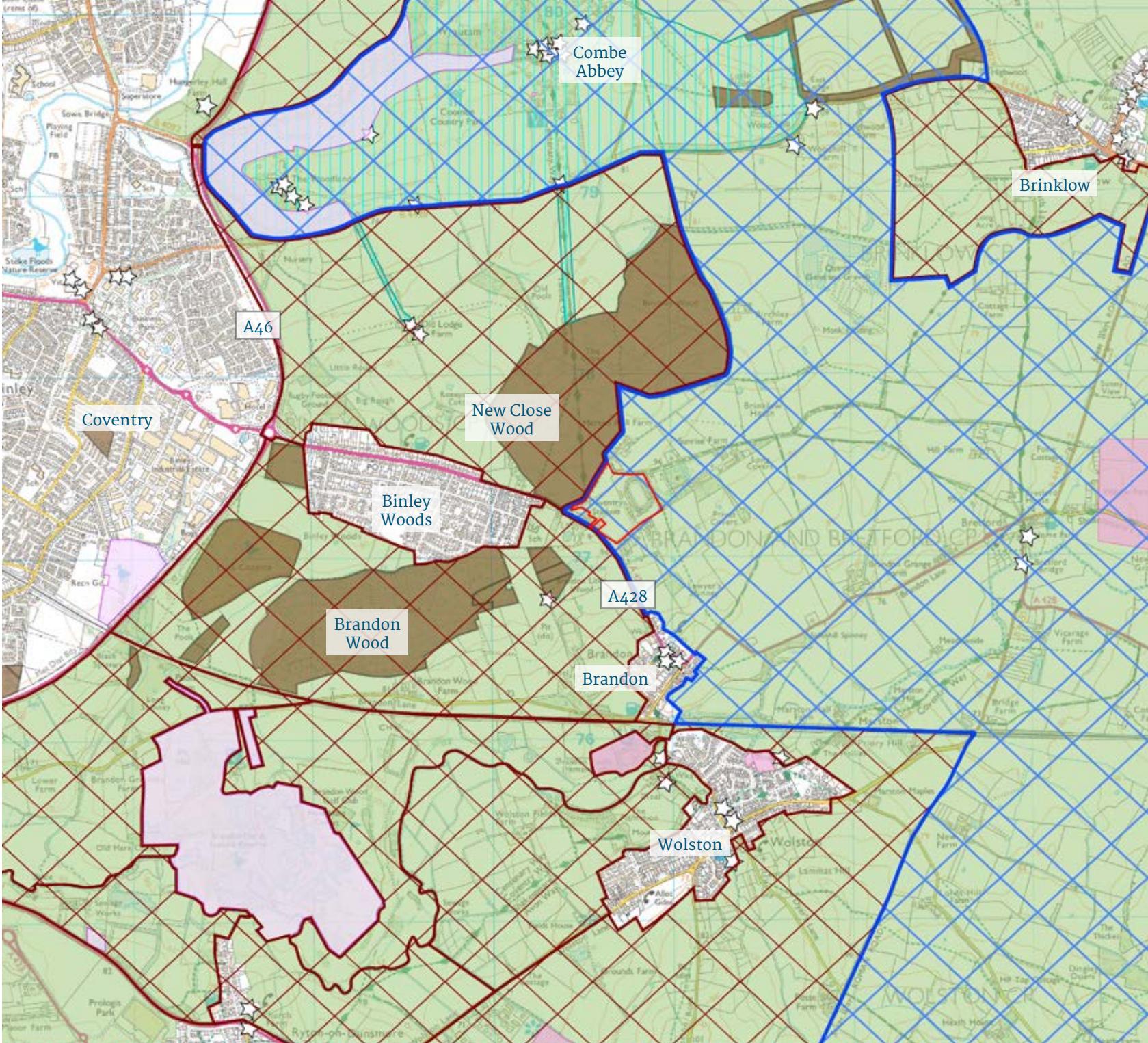
On site looking southeast across the site towards Coventry Stadium and Speedway Lane.



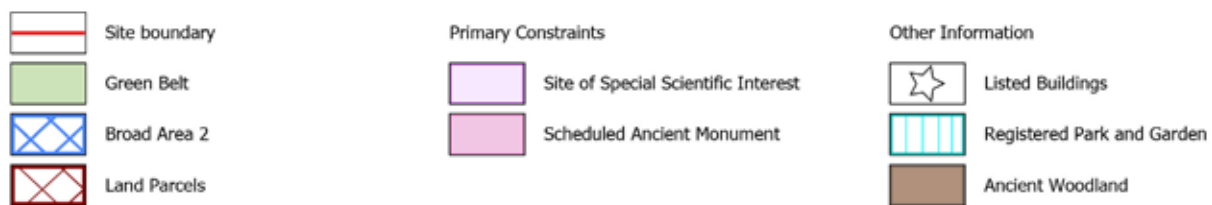
2.2. Landscape Commentary on the Green Belt

2.2.1 The site is identified within the local authority boundary of Rugby, the site is not covered by a land parcel but is contained within the boundary of Broad Area 2 and is adjacent to the eastern boundary of the BW1 Land Parcel.

2.2.2 The broad area as a whole has been assessed as making a considerable contribution to all five purposes of Green Belt, however the site occupies a very small percentage of the total broad area. In terms of creating a robust boundary to the new Green Belt the site is well contained in views from the wider landscape as a result of substantial belts of mature vegetation and areas of well-established woodland around its boundaries New Close/ Birchley Wood along the northern boundary and mature vegetation along the eastern, western and southern boundaries provide robust, defensible and permeant boundaries to the new Green Belt. The site is previously developed land, comprising areas of hard standing; the storage of industrial style metal cabins; and the existing built form of the various stadium buildings, severely limiting its openness and sensitivity. The proposed redevelopment of the site for residential use complies with purpose five of the National Green Belt policy to; 'To assist in urban regeneration by encouraging the recycling of derelict and other urban land.'



Green Belt Plan

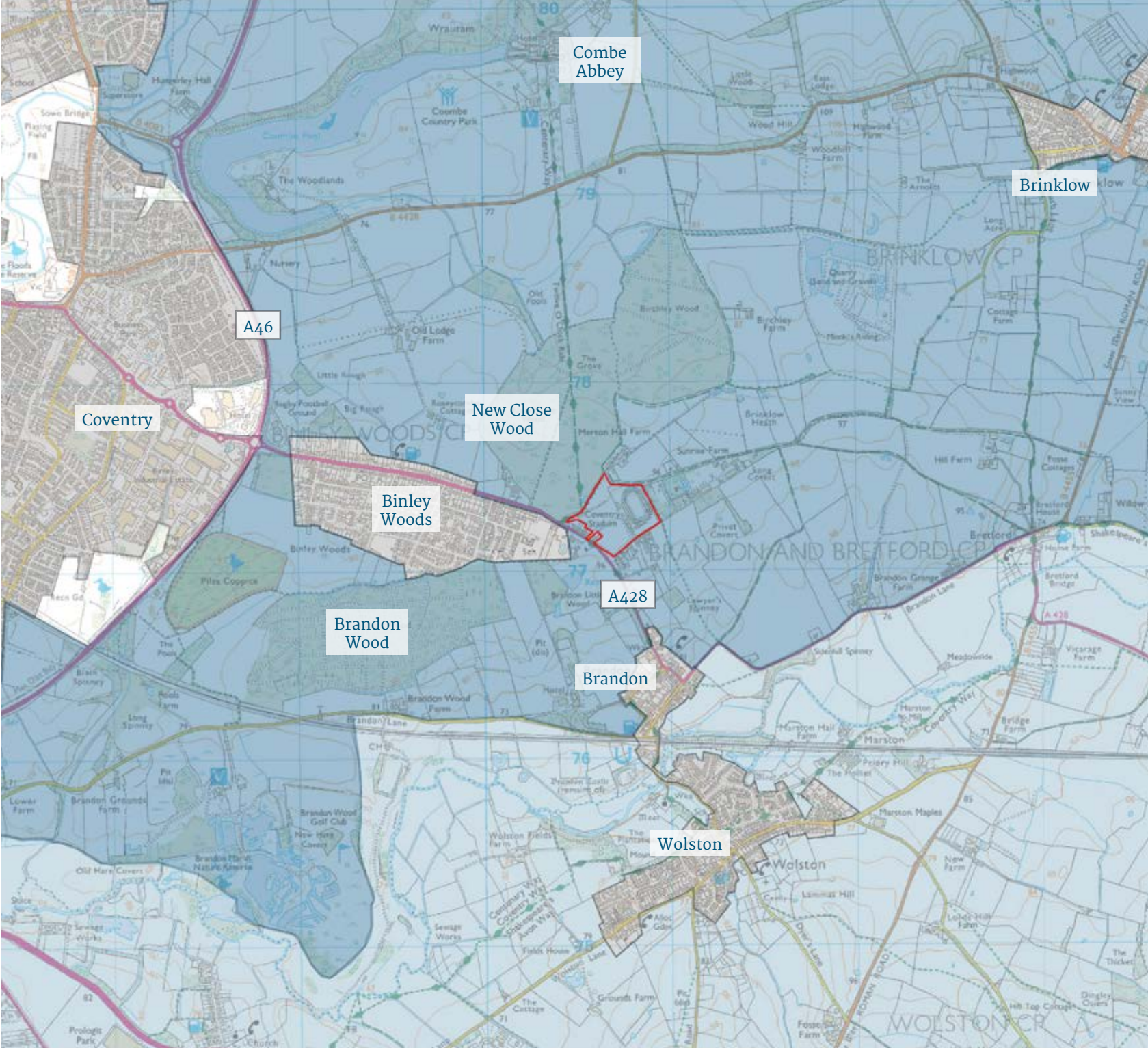


2.3. Landscape Character

2.3.1 At a National Level the site is located within National Character Area (NCA) 96: Dunsmore and Feldon. A large elongated NCA which stretches from Coventry/Rugby to the north down past Royal Leamington Spa and Stratford, stopping at the edge of the Cotswold AONB.

2.3.2 At a local level the Landscape Assessment of the Borough of Rugby identifies the site as located in the Dunsmore Parklands Landscape Character Type. A gently rolling estate landscape with a well wooded character, defined by woodland edges, parkland and belts of trees. Mature hedgerow and roadside trees reinforce this impression by creating a sequence of linked wooded spaces. Large blocks of woodland and smaller coverts help to create a sense of scale and enclosure in an otherwise intensively farmed landscape.

2.3.3 In terms of effects on landscape character, the proposed developments size and scale is significantly different to that of the current stadium and outbuildings which appear as large angular dominating structures within the site and have little connection to their surrounding landscape features.



Local Landscape Character Plan



Site boundary

Landscape Assessment of the Borough of Rugby (April 2006)



Dunsmore - Parkland



Dunsmore - Plateau Fringe



Urban

2.4. Access and Movement

Pedestrian and Cycle Access

2.4.1 Lit footways are located along both sides of the A428 Rugby Road and provide access to facilities located in Binley Woods to the west of the proposed development and Brandon to the south-east.

Public Transport

2.4.2 The closest bus stops to the site are located on Rugby Road, approximately 300m walking distance from the centre of the site. Two of these bus stops are located to the north-west of the proposed development and two bus stops to the south-east.

2.4.3 The bus stops are served by the no.86 bus operated by Stagecoach in Warwickshire. This service runs between Coventry and Rugby with a 30 minute frequency between Monday and Saturday, and a two hourly frequency on Saturday.

2.4.4 The closest railway station to the proposed development is Coventry Railway Station, which is located approximately 12km to the west of the site in Coventry City Centre. The no.86 bus service, which passes the site, stops within 1km walking distance of the station.

2.4.5 Connections to local and national destinations are provided from the station, including services to London Euston every 10 minutes, and Birmingham New Street every 10 to 20 minutes. Direct connections to Manchester Piccadilly, Bournemouth, Nuneaton and Glasgow are also available from this station.



Existing surrounding Public Right of Way network.



Access and Movement Plan

	Site		Railway		PROW: Footpath		Allotments
	1km Isochrones		A Road		PROW: Bridleway		River Avon
	Developed Areas		B/ Minor Road		PROW: Long Distance Footpath		Watercourse
	Employment/ Industrial Areas		Existing Bus Stop		Woodland		Waterbody
	Local Centre		Bus Route 86		Green Space		



Off site from A428 Rugby Road, looking north east towards existing site access.

COVENTRY
STADIUM C.
S.

INTERNATIONAL SPEEDWAY RACING

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BANGERS, MINI-STOCKS & V8 H

March-October - Saturdays from 6.0

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BRISCA F1 ST

April

Saturday at



2.5. Local Facilities

Education

2.5.1 The closest primary school to the proposed development is Binley Woods Primary School. The school is located approximately 600m from the centre of the site, which translates into walking and cycling times of about seven and two minutes respectively.

2.5.2 The proposed development falls within the catchment area of Ernesford Grange Community Academy in Coventry, which is located approximately 4.7km from the site. The majority of trips made to/ from the site to this facility would therefore most likely be made by car and public transport, with the no.86 stopping approximately 1km from the school.

Employment

2.5.3 With regards to employment, a review of 2011 Census data for the Middle Super Output Area (MSOA) of Rugby 004 within which the proposed development is located shows that approximately 37% of residents work in Coventry and 24% within the area of Rugby, of which around 9% are internalised within the MSOA. The no.86 bus service which routes to the centre of Coventry with a 30 minute frequency, calling at Binley Business Park and University Hospital Coventry, will therefore provide a viable alternative to car travel for some journeys to work.

Food Retail

2.5.4 In terms of food retail, the One-Stop Store is located approximately 0.8km to the west of the site in Binley Woods on Rugby Road and a local shopping centre is located around 1.3km to the south-west of the site off Woodlands Road. These distances correspond to walking and cycling times of 10-15 and 3-5 minutes respectively. Further food retail shopping opportunities can be found within Coventry.

Doctor's Surgery

2.5.5 In terms of access to health provision, the closest GP Surgery to the proposed development is located in Wolston, approximately 2.4km to the north-east of the site. This journey takes approximately 28 minutes to walk, or 8 minutes to cycle.

Summary

2.5.6 In summary, there are a number of local facilities within the vicinity of the site including a small supermarket, post office, dentist, village hall, public house and primary school. The supermarket, post office and community hall are all located on Rugby Road approximately 600m, 1.2km and 1,100m respectively. A recreational area is situated on Craven Avenue approximately 1.1km from the site. Binley Woods Primary School is also located nearby and within easy walking distance of the proposed development.



Local shops in Binley Woods



Equipped play area in Binley Woods



Wolston Library



Local Facilities Plan

 Site	 Existing Bus Route + Stops	 Post Office	 PROW: Long Distance Footpath
 Developed Areas	 Nursery	 Local Shop	 Canal
 A Road	 Primary School	 Pub	 Open Space
 B/ Minor Road	 Dentist	 PROW: Footpath	 Allotments
 Railway	 Pharmacy	 PROW: Bridleway	 Woodland

2.6. Historic Context

2.6.1 There has been a settlement at Brandon since the 12th century, when Brandon Castle, a mote and bailey fortress, was constructed. Throughout the 13th and 14th centuries the area prospered through the development of water-mills and fishing. The construction of the London-Birmingham railway in the late 1800's brought limited development to the area, focussed south of the site at the villages of Brandon and Wolston.

2.6.2 Larger scale development of the area began in the mid 1920's when the Coombe Abbey estates were sold and the construction of residential properties, mostly along Rugby Road, began. In World War II over 4,000 houses were destroyed in Coventry by bombing, leading to residents moving out of the city and the post-war development of Binley Woods. Although Brandon and Wolston was the only railway station between Coventry and Rugby it and closed in 1960. Rising car-ownership and the proximity of the A46 (Coventry's eastern by-pass) brought increasing pressures on housing supply in areas close to main routes into the city, bringing more development to Binley Woods and Speedway Lane.

2.6.3 Today the area is dominated by suburban settlement and remains an important commuter village to Coventry. Construction continues with recent infill development in Binley Woods and Brandon village, and new development to the eastern outskirts of Wolston.

2.6.4 The following plans show how development at Coventry Stadium, Brandon has evolved from the 19th century to the present day:



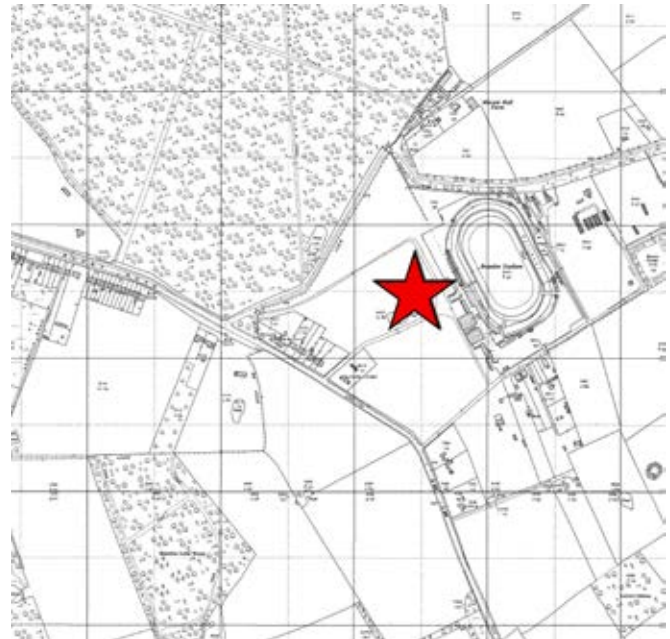
1886

- Development is limited, comprising a few farms set back from the main road, to the north of the site.
- The Parish boundary runs along the northern site boundary then broadly north-west to south-east through the site along a hedgerow.
- A track adjoins the southern site boundary.
- The area appears heavily wooded, with tree planting along field boundaries.



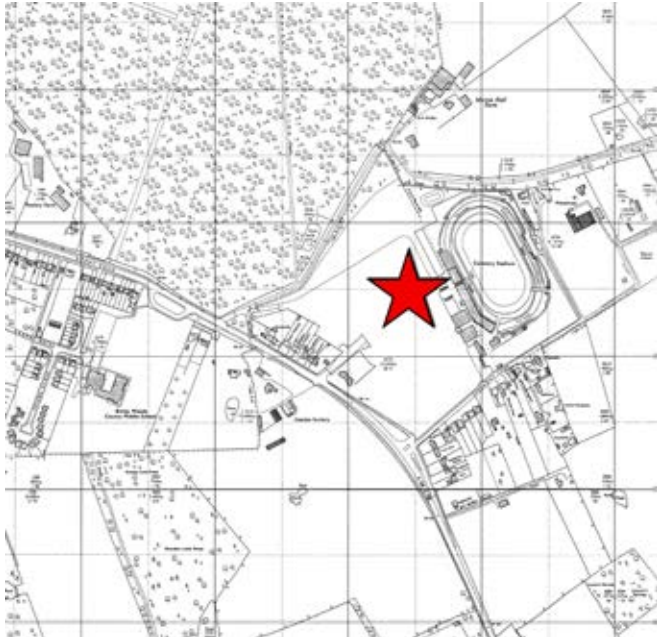
1925

- Small area of development and an area of orchard planting to the west of the site, along Rugby Road
- Further expansion of Mutton Hole Farm
- Tree planting along Gossett Lane



1959

- Ribbon development located along Rugby Road.
- Section of residential development located in Binley Woods and Lawyer's Spinney.
- Coventry Stadium and associated grandstands and terraces are constructed.
- Removal of field boundaries.
- Mutton Hole Farm is changed to Merton Hall Farm.
- Removal of rough grassland, with tree planting continuing along Gossett Lane.



1977

- Further development of Merton Hall Farm.
- Infill residential development to Speedway Lane.
- Industrial units to east of site constructed.
- Construction of Binley Woods School and further residential development south of Rugby Road, including Oakdale Nursery.
- Density of development along Rugby Road increases, with infill development
- Grandstands and terraces to Coventry Stadium are extended.



2017

- Continued infill housing development located in Binley Woods.
- Parish boundary is moved to the north of Merton Hall Farm.
- Reservoir constructed to the south-west of the site.
- Public Rights of Way are shown to Speedway Lane (footpath), Gossett Lane (bridleway) and the Centenary Way long distance footpath.

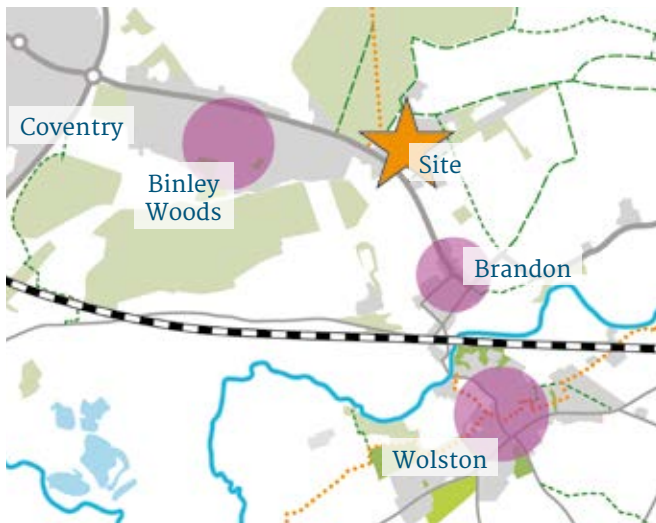


Existing dilapidated site entrance sign, along A428 (Rugby Road). Coventry Stadium was constructed in 1928

2.7. Character

2.7.1 The character and form of the proposed development should be responsive to the surrounding built environment. An analysis of the existing local area can provide key character generators and references to shape the proposed development. Together these character drivers can help to inform the illustrative masterplan (presented in Section 6) and provide a framework for more detailed design proposals.

2.7.2 The surrounding villages context is varied in character. This ranges from a more suburban and semi-formal character of large scale post-war development in Binley Woods, to more formal and urban character of development in the historic villages of Wolston and Brandon. Distinctive and positive character elements of Binley Woods, Brandon and Wolston are identified below:



Character Areas Plan

Urban form

- The majority of development is low to medium density, with detached and semi-detached dwellings commonplace.
- Binley Woods is structured by a gridded network of streets, parallel to Rugby Road, with use of perimeter block development.
- Long straight streets with verges and street tree planting emphasise a suburban character in Binley Woods.
- Residential development in Brandon and Wolston features a more organic and informal arrangement of development blocks, with ribbon development located along primary movement routes, adjoined by infill development blocks behind.
- Speedway Lane, adjacent to the sites southern boundary, is developed on the southern side, with low-density ribbon development facing the site.
- Development in the historic centres of Brandon and Wolston tends to comprise higher density development blocks with narrower streets and short terraces commonplace.
- The use frequent use of long streets and cul-de-sacs, with a lack of pedestrian and cycle connections impedes permeability and connections through development.



Organic development blocks in Brandon village



Perimeter block development in Binley Woods

Built/ plot form

- Generally large detached or semi-detached houses, set within large plots.
- The repetitive arrangement of plots in Binley Woods creates rhythm along the street scene and further emphasises a suburban character.
- In the central area of Brandon and Wolston short terraces aid a more formal and urban character, with the use of narrower plot widths and frontages.
- Plots tend to have deep frontages and follow a continuous building line.
- Dwellings are generally single storey or 2 storeys. The use of 2.5 storey dwellings is more common closer to the centre of Wolston and Brandon, or to define key spaces in areas of newer development.
- Development along Speedway Lane is a variety of single and 2-storey, low density development.
- Dwellings generally front onto streets, providing a continuous frontage, aiding natural surveillance and overlooking.

Open Space

- There is currently no formal Public Open Space provision in Brandon village.
- Areas of open space and recreations facilities are located in Binley Woods; Binley Woods Recreation Ground, and Wolston; Dyers Lane Recreation Ground, Bluemel Park and Wolston Leisure and Community Centre.
- There is a lack of Public Open Space integrated with development in the area.
- Combe Park Country Park is located 1.8 km north of the site (approximately a 25-minute walk) providing over 200 Hectares of recreation facilities.
- Allotments are provided at Binley Woods and Wolston, promoting healthy living and community cohesion. The use of mature street tree planting provides focal points for long range views along streets and softens the appearance of the built form.

Car parking

- Car parking is predominantly provided on plot within the curtilage, either to the front or side of dwellings.
- Properties in the central area of Brandon and Wolston have on street parking
- Visitor parking is not delineated however, the adequate street width allows for informal visitor parking on street. This appears to aid traffic calming, creating elements of deflection and thus reducing vehicle speeds.



New development in Wolston featuring brick facades with occasional use of render.



Brick detailing can be used to create a distinct character and identity.

Detail and Materials

- Dwellings are predominantly brick with the occasional use of render. Traditional properties tend to have a greater amount of brick or timber detailing, enhancing a distinct character and identity.
- The consistent use of materials and style of dwelling, with variations in architectural detailing, creates a more informal character in suburban areas.
- The use of regular plot widths, materials and evenly spaced openings to boundary treatments enhance a suburban character.
- Private frontages are generally deep and defined by low level walls, grass planting and/ hedges.

Key character generators
Low to medium density development
2-storey
Suburban character
Street tree planting in verges
Integration of accessible Public Open Space with development
Provision of formal play facilities close to dwellings



[Terraced dwellings in Wolston.](#)



Planted gardens and semi detached units aid a suburban character in Binley Woods.

3

Assessing the Site

3.1. Hydrology and Drainage

Fluvial Flooding

3.1.1 Based on the current Environment Agency indicative flood mapping, the application site is located within Flood Zone 1 and can therefore be considered to be at the lowest probability of fluvial flooding (<1%).

3.1.2 In accordance with Table 2: Flood Risk Vulnerability Classification, contained within the Planning Practice Guidance (PPG), residential usage (Class C3) is classified as 'more vulnerable' development. 'More vulnerable' development uses are appropriate for location within Flood Zone 1.

Groundwater

3.1.3 Groundwater flooding is highly variable and dependant on localised ground conditions. The Environment Agency's Areas Susceptible to Groundwater Flooding (AStGWF) mapping suggests that the site lies within an area with a 25 – 50% risk of groundwater flooding.

3.1.4 No specific information relating to groundwater levels on the site is available, however, we are not aware of any records or anecdotal evidence to suggest that the site is particularly susceptible to groundwater flooding.

3.1.5 The site is not located within an Environment Agency groundwater Source Protection Zone (SPZ).

Surface Water/Overland Flows

3.1.6 The Environment Agency surface water mapping suggests that the central part of the site is susceptible to surface water flooding. Initial on site investigations suggest that the flooding indicated is due to the lack of a surface water drainage system serving the existing large car parking area. Whilst the car park is largely unmade hardcore, and permeable by definition, it has become very well compacted over many years thus becoming impermeable, with no formal drainage arrangements being provided.

3.1.7 The existing scenario will clearly change in the post development scenario, with the proposed development being served by a fully engineered surface water drainage network in accordance with all current standards and requirements.

Existing Sewers

3.1.8 There are no public sewers within the site. We are not aware of any records or anecdotal evidence to suggest that the site has been subject to flooding resulting from deficiencies with the existing public or any private drainage networks.

3.1.9 The SFRA contains sewer flooding mapping based on records supplied by Severn Trent Water within the Borough on a postcode basis from their DG5 register. The mapping suggests that the site lies within an area that has experienced only 1 – 5 incidents.

Reservoirs, Canals & Other Artificial Sources

3.1.10 No potential artificial sources of flooding have been identified within the vicinity of the site.

3.2. Ecology and Biodiversity

3.2.1 An Extended Phase 1 Habitat Survey was conducted in the summer of 2014 and was updated in May 2017. The development of the hardstanding areas would likely have a low ecological impact.

3.2.2 Reptile surveys were undertaken July–September 2014 and found a single juvenile grass snake. During the re-visit to the site in May 2017, the habitats present on site had changed and were no longer suitable for reptiles. Nevertheless, suitable mitigation measures including sensitive working practices and replacement of appropriate foraging, basking and shelter habitat would ensure that, post-development, the site could be enhanced for this species.

3.2.3 Summer bat activity surveys took place at the site between July and September 2014 and revealed a small maternity roost of common pipistrelle and an occasional day roost for a single common pipistrelle. Hibernation

surveys of the buildings were undertaken January–March 2016 and revealed the presence of two small hibernation roosts of brown long-eared bats using two discrete areas in the grandstand. Both bat species are common and widespread in the county, although all bats are protected and the loss of these roosts will require a bat mitigation licence to be in place to facilitate the works.

3.2.4 The loss of any bat roosts in buildings will be mitigated for with sensitive timing of works. Appropriate compensation will include the erection of a bat hibernacula within the retained wooded area at the north of the site together with replacement roosting opportunities via integrated bat boxes or the addition of timber cladding to dwellings or garages in the new development.

3.2.5 The proposed development is unlikely to impact significantly on wildlife, whilst the sensitive design and landscaping of the site presents opportunities for a good amount of biodiversity gain and an overall improvement in green infrastructure.



On site looking north towards New Close Wood and Birchley Wood.

3.3. Noise

3.3.1 A noise assessment has been undertaken to identify key noise sources in the vicinity of the site which may have the potential to impact upon the proposed sensitive residential development.

3.3.2 Potentially impacting upon the site is road traffic originating from the A428 Rugby Road. The section of development most susceptible to noise impact is the south west section of the development south of Coombe Cottage, due to exposure to Rugby Road. However, the majority of plots are already offered protection due to the current stand-off distance and shielding from existing dwellings.

3.3.3 In order to quantify such impact, a road traffic noise survey has been undertaken in accordance with the guidelines stated in the Calculation of Road Traffic Noise (CRTN) document.

3.3.4 Noise modelling software was utilised to determine the baseline noise levels across the site, informed by the road traffic noise survey. These levels range between <40dB and up to 68dB in the worst affected areas of the site.

3.3.5 Regarding internal levels, higher specification glazing and alternative ventilation may be required for certain dwellings, but this will be determined by the eventual layout.

3.3.6 The Noise Constraints Assessment has determined that there should be no adverse impact on receptors as a result of existing noise sources, provided Good Acoustic Design is adopted.



Looking northwest along the A428 Rugby Road adjacent to existing site access.

3.4. Sustainability

3.4.1 The proposed development at Coventry Stadium, Brandon is considered to be in a sustainable location with access to key local services and amenities including Binley Woods Primary School and local convenience stores via sustainable transport measures.

3.4.2 The Sustainability Appraisal which accompanies the application reviews the sustainability of the proposed development against both national and local policy, as well as the Council's latest Sustainability Objectives.

3.4.3 The Appraisal sets out the key sustainability measures incorporated into the development which demonstrate the economic, social and environmental benefits of the development in line with national policy and local policy and sustainability objectives.

3.4.4 This includes detailing the measures to be incorporated in the design of new homes to ensure sustainable resource use, setting out a strategy to reduce carbon emissions through a fabric first approach to design and construction, as well as minimising water use through the specification of efficient fittings.

3.4.5 The detailed design of the development and new homes will consider further measures to adapt to and mitigate the impacts of climate change such as the orientation and design of homes to take advantage of passive solar gains and the potential for the use of low carbon renewable energy.

3.4.6 In this context it is considered the development at Coventry Stadium will deliver resource efficient, low carbon homes in a sustainable location, responding positively to the Council's local sustainability policies and latest sustainability appraisal objectives.



Looking southwest along Speedway Lane adjacent to the southern site boundary.

3.5. Arboriculture

3.5.1 An Arboricultural Assessment has been carried out by FPCR Environment and Design Ltd in accordance with guidance contained within British Standard 5837:2012 'Trees in Relation to Design, Demolition and Construction – Recommendations'. The guidelines set out a structured assessment methodology to assist in determining which trees would be deemed either as being suitable or unsuitable for retention along with recommendations for considering the relationship between existing trees and how those trees may integrate into designs for development.

3.5.2 In summary, the report concludes:

- Land which was previously occupied by Coventry Stadium and contains disused stadium with associated buildings, hard standing and infrastructure. Rugby Road (A428) is situated to the south and Speedway Lane to the east.
- Tree cover was restricted to the boundaries of the site. Species present were predominately native and of early mature and mature proportions.
- A mixture of native species was found with English Oak being dominant throughout the site.

3.5.3 Tree cover to the north was the most established with mature woodland and individual English oak trees. Mature oak trees to the south east also provided key landscape features. General condition of trees was considered to be fair and therefore recorded as moderate arboricultural quality.

3.5.4 Across the site a total of sixty eight individual trees, twenty five groups of trees and a woodland were surveyed as part of the Arboricultural Assessment of which eight were considered to be high in quality and category A, nineteen areas were recorded as moderate quality and category B and the remaining sixty six trees or groups of trees low in quality and retention category C.

3.5.5 To facilitate the proposed development no significant tree loss will be required for the built development.

3.6. Archaeology






3.6.1 A desk-based assessment of the site has been undertaken. This uses information recorded in the Warwickshire Historic Environment Record and also draws on historic maps of the area. The information is used to predict archaeological potential within the site. As a result, the site has been shown to have a moderate potential for later prehistoric, medieval and post-medieval remains of an agricultural nature. In addition, there is a high potential for remains associated with the redevelopment of the site in the late 1920s and a slightly elevated potential for unstratified artefacts of early prehistoric, Roman and Saxon date. Our assessment suggests a low potential for remains of other periods to survive on the site.

3.6.2 The existing impacts on any surviving archaeological deposits and features will derive from tree root turbation and from the subsequent removal of the trees. In addition, the land use in the post medieval period, principally ploughing and drainage are likely to have truncated the archaeology further. It is probable that the building of the stadium and associated landscaping for the car park will also have affected the survival of any archaeology that may have been present on the site.

3.6.3 On the basis of the available evidence it has been agreed that additional, site-based data-gathering take place. This will help to determine the archaeological potential further. Importantly, it will tell us the amount of truncation already experienced at the site and the key depth/s at which remains may be found. This information must be gathered via trial trenching as non-intrusive techniques (such as Geophysical Survey) will not be effective here. The extent and precise location of these trenches are currently being agreed with the Warwickshire Archaeological Officer. The evaluation will take place in late 2017.



Archeological Events Plan

-  Application Site
 Study Area
 Ridge and Furrow
 Events
 NMP

3.7. Landscape and Landform

3.7.1 There is a very slight change in landform across the site. From the high point along the north eastern boundary at 97m Above Ordnance Datum (AOD) the landform slopes gently into a shallow depression at 95m AOD towards the back of properties situated along the A428 Rugby Road. When on site this change in level is barely discernible.

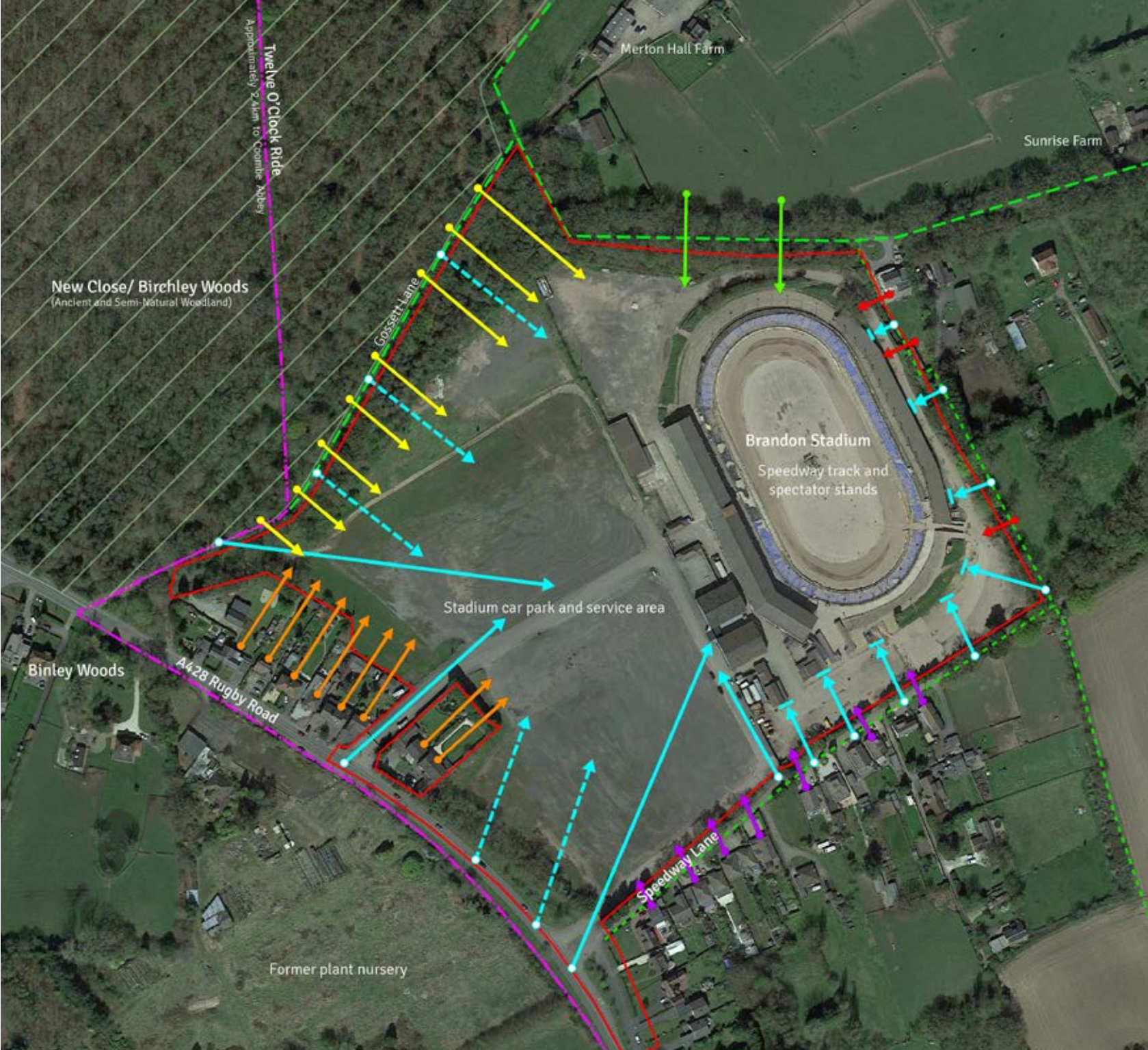
3.7.2 Much of the area within the site is covered with hard standing which has previously been used as car parking and as service yards is being colonised with poor quality grassland and shrubs. The principle landscape features of the site are; the mature woodland along the north western boundary of the site, the semi-mature hedgerow which contains shrubs reinforced by hedgerow trees along the north-eastern boundary and the semi mature and mature deciduous and evergreen tree species with an understorey of hedgerow shrubs along the south eastern boundary of the. In its current state, the site appears structurally isolated and has a prevailing feeling of containment formed by the vegetation and landform.

3.7.3 Prominent features which can be observed from within the site consist of the backs of residential properties along the A428 Rugby Road and the residential properties along Speedway Lane. Despite the fact that the site is well contained visually, there is a noticeable audible connection from frequent passing traffic on the A428 Rugby Road, which is particularly noticeable in the western and southern extents of the site.

3.7.4 Unattractive fencing and access barriers are also a detracting feature on the periphery of the site which particularly visible from the A428 Rugby Road. The location of the site on low lying generally flat land, in combination with a limited surrounding topographical variation and extensive woodland cover and mature vegetation in the wider landscape, results in views of the site from publically accessible areas being extremely limited. Views of the site are predominantly restricted to a limited number of near distance views from short lengths of local roads including Speedway Lane adjacent to the southern boundary of the site and the A428 Rugby Road to the west of the site; and from a limited number of residential properties along Speedway Lane and A428 Rugby Road. Views from PRowS and residential properties are valued at a local level.

3.7.5 Where the site is visible, it appears unattractive and degraded, particularly in near distance views from the south and west. Long distance views of the site from the surrounding landscape are prevented as a result of a combination of intervening topographical variation; and vegetation, including tree belts and woodland blocks.

3.7.6 The presence of the dilapidated buildings on site degrade and exert an unattractive character over the site as a whole. The proposed built form will be introduced to the site in a layout which allows for the incorporation of new tree and shrub planting both within the Woodland Park and throughout the streets to soften the built form. There is the added opportunity of the varied use of building materials to provide visual interest and to reinforce the local character of the area.



Landscape Analysis Plan



4

Evaluation of the Site

4.1. Opportunities and Constraints

4.1.1 The findings of site and context analysis have been evaluated to identify the key opportunities and constraints relevant to the development of the site. A summary of these findings is set out below.

Land Use

- Opportunity to provide a new green infrastructure network, with accessible amenity open space that is integrated with development.
- The development proposals will consider existing properties that adjoin the site boundary, and ensure the amenity and privacy of these properties is respected.
- Locating residential development within the site will provide a significant opportunity create a safe, active and attractive place that can provide new recreational facilities for the new and existing community.
- Opportunity to consider treatment of existing site access points.

Access and Movement

- Vehicular access will be taken from a new access point on the A428, Rugby Road.
- Existing pedestrian access points will be retained.
- There is the potential for the existing PROW network to be enhanced through the creation of informal pedestrian routes through the site.

Hydrology and Drainage

- The site is located within EA Flood Zone 1.
- Development will not be located on land affected by flooding.
- The development will use Sustainable Urban Drainage Systems (SUDS) to accommodate and manage surface water drainage.

Arboriculture

- Existing trees and hedgerow planting will be retained and enhanced wherever possible.
- Opportunity to reinforce and enhance the screening function of existing tree and hedgerow boundaries.
- Existing trees will need to be removed to facilitate site access from A428 Rugby Road.
- Opportunity to improve and increase tree cover in the local area without the loss of any arboriculturally significant trees.

Noise

- The key noise source impacting upon the site are road traffic vehicles associated with Rugby Road (A428)
- Proposed dwellings will be set at least 20m back from Rugby Road (A428) to mitigate against noise levels
- Dwellings closest to the road will be orientated, where possible, in such a way that associated gardens are protected by the building envelope



Opportunities and Constraints Plan

	Site boundary		Existing Coventry Stadium and associated hardstanding		Opportunity for new open space to adjoin existing woodland		Category U tree
	West Midlands Green Belt		Setting consideration: noise		Existing tree/hedgerow planting		Existing PROW: footpath
	Potential vehicular access point		Setting consideration: amenity of existing properties		Category A tree + RPA		Existing PROW: bridleway
	Existing vehicular access point		Low point: potential area for attenuation		Category B tree + RPA		Existing PROW: Twelve O'Clock Ride
	Potential pedestrian access point		Ancient woodland		Category C tree + RPA		

Ecology

- The majority of the site currently consists of areas of hardstanding and dilapidated buildings, with patches of grassland.
- The site is bound by tree planting to the east and south, existing residential properties to the west along Rugby Road, and an area of woodland to the north.
- Potential habitat enhancements could include wild flower meadows, ponds, hedgerow improvements, and improved tree planting for foraging and bat boxes.
- Tree and hedgerow planting should be maintained and enhanced wherever possible
- Opportunity to utilise SUDS to enhance amenity and biodiversity.

Heritage and Archaeology

- The site is not located within the vicinity of World Heritage Sites, Scheduled Monuments, Registered Battlefields, Registered Parks & Gardens or Conservation Areas.

Landscape And Visual

- Promote a new Green Infrastructure in line with landscape strategy for the Dunsmore Parklands LCT linking, enhancing and protecting mature existing green assets such as hedgerows and trees.
- Opportunities should be taken to enhance existing tree belts and areas of mature woodland to ensure a level of enclosure is retained.
- The active management and strengthening of the hedgerow framework, trees and woodlands, including replacement and new planting, to help to reinforce both local character and habitat value and connectivity.
- Strengthening the boundaries of the site with new tree and shrub planting should be implemented where needed to filter views, soften the appearance of the proposed development and provide a sense of scale and enclosure.
- The incorporation of marginal shrub planting around the areas of attenuation to increase biodiversity.
- To enhance and define a unified character along the settlement edge.



Looking west across the site towards rear of properties on A428 Rugby Road.

5

Design Parameters

5.1. Summary and Status of the Proposals

5.1.1 The parameter plan provides a framework for more detailed designs and illustrative proposals, as presented in Chapter 6 of this DAS. The following elements form part of this application.

Parameter Plans

5.1.2 The parameter plans are fixed and for which planning permission is sought. They will provide information for:

- Land Use and Access
- Building Heights (Scale)

Supporting Design Strategies

5.1.3 The parameter plans will be supported by a series of accompanying illustrative plans presented in Chapter 6 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.



On site looking southwest along the rear of properties on the A428 (Rugby Road) where access is to be retained

5.2. Land Use and Access

5.2.1 The land use parameter plan presented here defines the extent of the proposed land uses.

Residential

5.2.2 The proposals provide 4.07Ha residential development and will deliver 137 dwellings in a range of types and tenures.

Public Open Space

5.2.3 6.24Ha of public open space will be provided to include informal and formal open space, existing and proposed structural planting and formal play. Sustainable Urban Drainage Systems (SUDs) will be located within areas of public open space.

Access

5.2.4 Vehicular access to the proposed development will be taken from Rugby Road (A428).



Land Use Parameter Plan



Site boundary



Residential (inc. incidental green space, access roads, drainage and infrastructure)



Infrastructure



Public Open Space

(to inc. drainage, existing & proposed structural planting, access roads, pedestrian and cycle routes and associated informal and formal play / recreation facilities)



Vehicular Access Point

5.3. Scale

5.3.1 The building heights illustrated on the scale parameter plan have been established in response to a combination of factors, including site and local context assessment, proposed densities and best practice urban design principles.

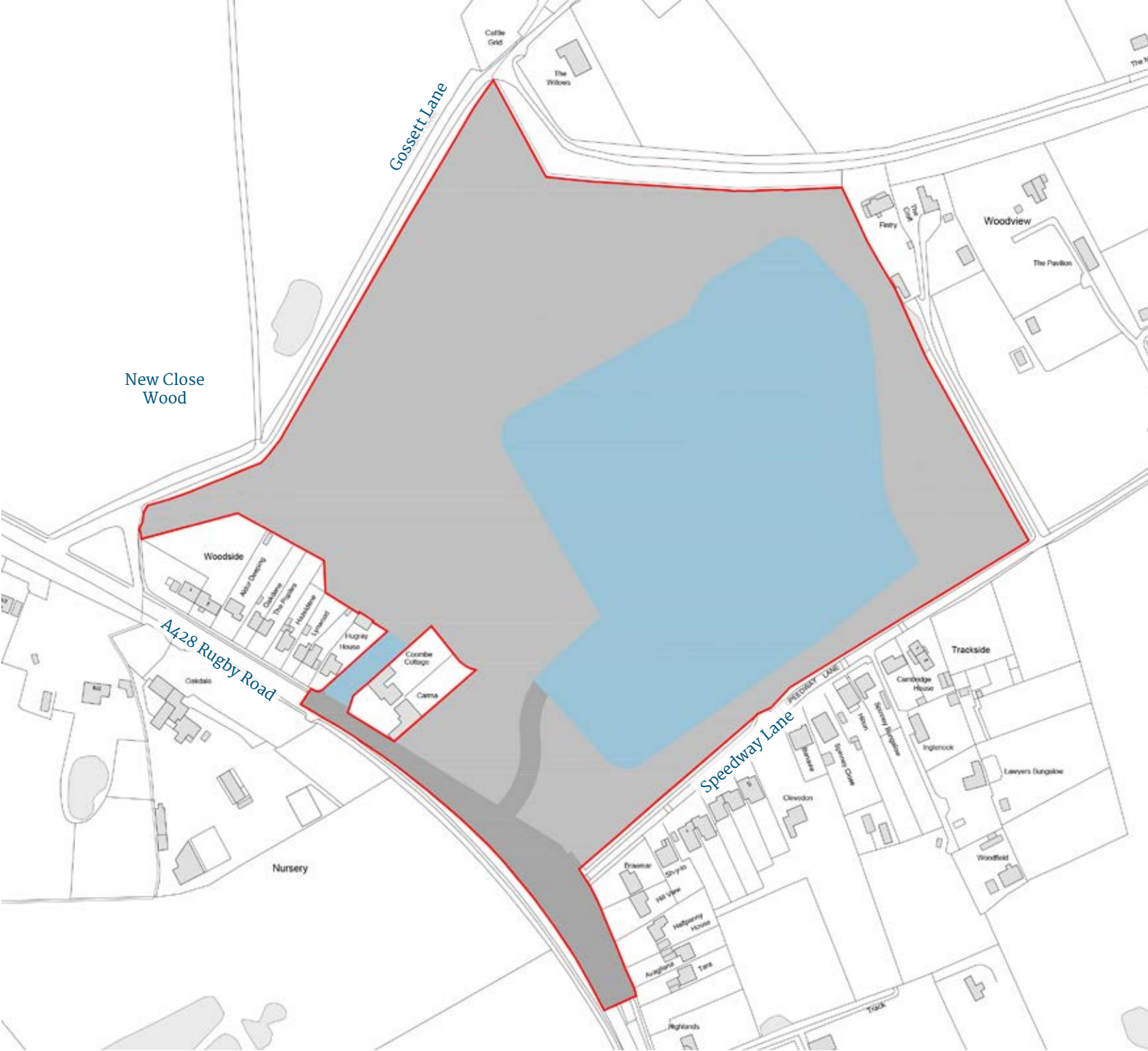
5.3.2 The heights shown are maximum building heights; it is intended that variation will occur within these maximum building heights.

5.3.3 Storey heights will be up to 2 Storeys. Variations in building scale throughout the development will aid legibility and the creation of a distinct identity for the proposals.

5.3.4 Building heights of up to 2 storeys will be located where it would be appropriate to define the following elements of the masterplan:

- The route of Main Street
- The entrance to the site,
- A landmark/focal building
- The northern development edge

5.3.5 The use of consistent storey heights in these locations will help to aid a more formal character, way-finding and a sense of enclosure.



Scale Parameter Plan



Site boundary



Up to 2 storeys (approximately 10m ridge height)

6

Design Principles

6.1. Illustrative Masterplan

6.1.1 The illustrative masterplan, presented opposite, has been informed by the site and local context analysis presented in earlier sections of this document, along with the following key design principles:

- Vehicular access taken from Rugby Road (A428).
- Existing pedestrian/cycle access points to the site will be retained and linked with new informal routes within the site. This will provide a new network of footpaths that offer safe and attractive connections. A circular 'loop' will be created, promoting walking and healthy lifestyles.
- The arrangement of dwellings, plots and streets will be based on best practice urban design principles. Dwellings will front on to streets and open space wherever possible, ensuring the provision of a safe and active development that benefits from good levels of natural surveillance.
- A set back (minimum 20m) will be provided between new development and existing properties adjacent to the southern and western boundaries of the site, ensuring the setting and amenity of these dwellings is respected and mitigating against house levels.
- The location of development ensures a sympathetic fit with a generous and multifunctional green infrastructure that will include areas for formal play, attenuation, recreation, informal walks and existing/new tree planting. Further information on the proposed landscape section is provided later in this chapter.
- The provision of an additional residential unit to front on to Rugby Road (in the place of an existing vehicular access to the stadium) will enhance the setting of the existing residential street scene and aid the creation of a continuous frontage. The new dwelling will be of an appropriate scale and size. Its architectural style and plot form will take cues from the existing residential properties.
- A 3m wide access track will ensure that access to the existing and proposed dwellings fronting Rugby Road will be maintained.
- There is potential for areas of single storey development to be located along the south-eastern and north-eastern development boundaries, responding to the existing built form located on Speedway Lane and Gossett Lane.



Illustrative Masterplan

 Site boundary	 Indicative location of proposed new dwelling on Rugby Road	 Proposed area for attenuation	 Existing PROW- Footpath
 Primary vehicular access point	 Retained access to new dwelling and existing properties on Rugby Road (front and rear access as appropriate)	 Foul pump station	 Existing PROW- Bridleway
 Pedestrian access point	 Public Open space	 Area for formal play	 Existing PROW- Twelve O'Clock Ride
 Residential development	 Existing tree/ hedgerow planting	 Informal pedestrian footpath	
 Potential location for single storey development	 New trees/ hedgerow planting	 Mown path	

6.2. Access and Movement Strategy

6.2.1 The overall Access and Movement Strategy for the proposed redevelopment is based on the principle of reducing the quantum of single occupancy car use associated with the site by maximising the potential for pedestrian and cycle movements, and the use of existing public transport services.

Vehicle Access

6.2.2 It is proposed that vehicle access to the site will be via a new access onto the A428 Rugby Road, with the existing accesses stopped up. This will take the form of a simple priority T-junction and the access road will have a width of 5.5m with 2m footways provided along both sides of the carriageway.

6.2.3 The proposed site layout will accommodate servicing vehicles to access the development, turn around and egress the site in forward gear.

Pedestrian and Cycle Access

6.2.4 Foot/ cycle access to the proposed redevelopment would be achieved through the proposed vehicle access on to Rugby Road, as well as pedestrian-only accesses to the west, north and east of the site. These connections will provide a good level of connectivity to the local area and nearby facilities.

6.2.5 The site will be designed to facilitate foot and cycle movements along desire lines through the development, linking to the external access points.

Public Transport

6.2.6 As part of the development scheme, it is proposed that the bus stops located to the south-east of the site will be upgraded to provide bus shelters, hard standing and seating. A contribution towards these works would be secured through a Section 106 agreement.

Sustainable Welcome Pack

6.2.7 Each household will be provided with a Sustainable Welcome Pack including information on walking, cycling, public transport and road safety. This will be funded by the Developer and secured through the Section 106 Agreement.



Proposed site access

6.3. Street Hierarchy and Car Parking

6.3.1 A distinctive hierarchy of street types is proposed within the development. The categories of streets will each have a different character and role within the scheme, the function of each is out set on the street hierarchy plan, presented opposite. The following street types will be located within the masterplan:

- Main Street
- Community Street
- Green Lane/Private Drive

Car Parking

6.2.8 The following principles will be applied wherever possible:

- The quantum and location of resident and visitor car parking shall be discussed with the Council.
- Residents parking should be provided in a location that is convenient and overlooked.
- Visitor parking will be provided at the appropriate ration in accessible locations.
- Parking shall be designed to be as unobtrusive as possible by providing screening, such as planting or hedges, as appropriate.
- Rear parking courtyards should only be used for flats and, in appropriate circumstances for houses. They should be small and overlooked.
- Appropriate levels of disabled parking spaces will be provided in key locations.

Cycle Parking

- 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.

Main Street

Place

6.3.2 The main street will function as the primary route through the development. It will have a more formal and green character, defined by tree planting located within verges. A variation of the main street is proposed, where the verge is removed and tree planting could be located in the front garden of residential properties.

Movement

6.3.3 Main street will accommodate the highest flows of traffic through the site; it will include a formal footway on both sides of the street.

Access

6.3.4 Direct frontage access to dwellings will be provided.

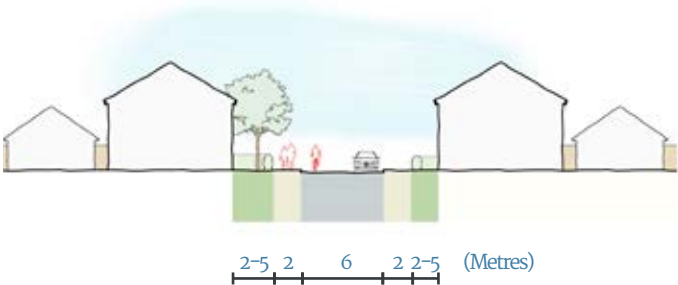
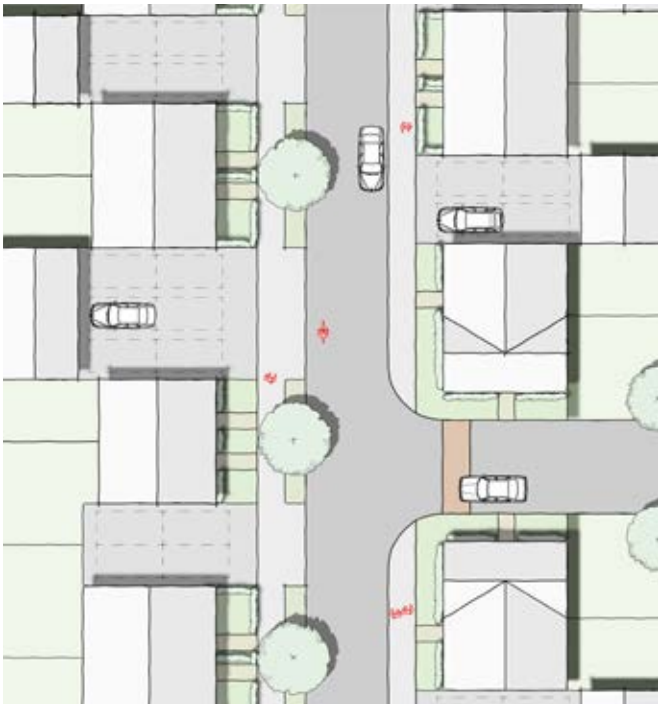
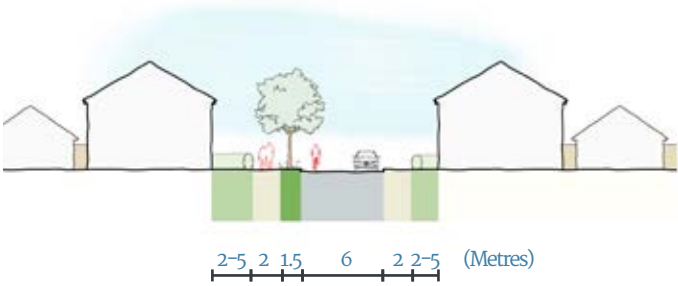
Parking

6.3.5 Residential parking will be provided on plot. Visitor parking will be provided as appropriate, and in accordance with Council policy.

Utilities

6.3.6 Servicing will be accommodated beneath the highway and footway. It will be located to avoid conflict with proposed tree planting.

Main Street	
2-5m	Private Frontage
2m	Footway
1.5m	Verge
6m	Carriageway
2m	Footway
2-5m	Private Frontage



Main Street Variation

Community Street

Place

6.3.7 Community streets aim to form important community spaces within the development, designed as places for people to walk, cycle and interact with their neighbours.

Movement

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

Access

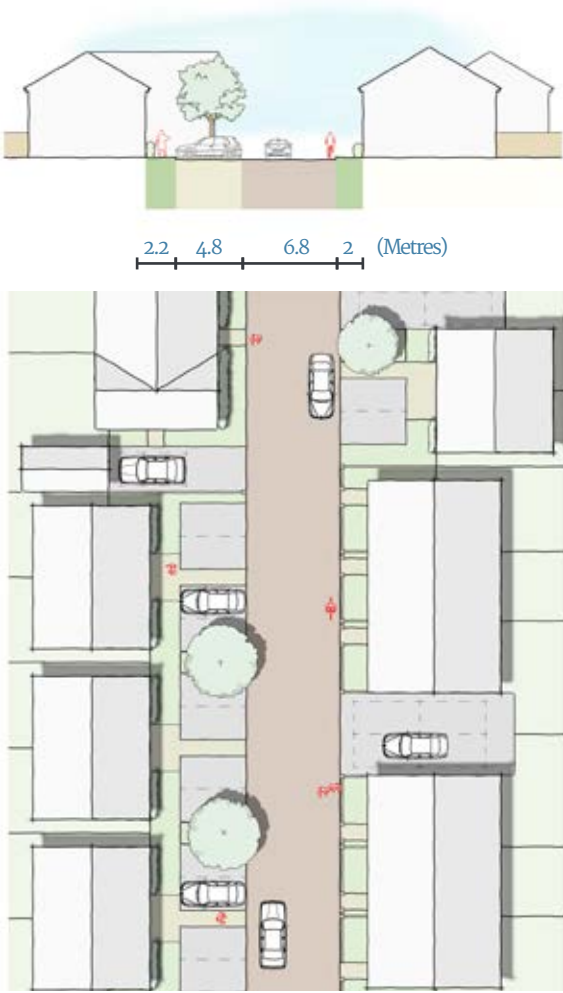
6.3.9 Direct frontage access to dwellings will be provided.

Parking

6.3.10 Parking for residents and visitors is designed into the street, through provision of both on plot and on street parking, and will not impede pedestrian and cyclist movement. Tree planting will be integrated within the design of the street to aid the creation of an attractive streetscene.

Utilities

6.3.11 Servicing will be accommodated beneath the highway and footway.



Community Street	
2.2m	Private Frontage
4.8m	Parking
6.8m	Shared Surface Carriageway
2m	Private Frontage

Green Lane/ Private Drive

Place

6.3.12 These street types will be designed and function 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 on to open space. Low levels of traffic allow the shared use of the street by pedestrians, cyclists and vehicles.

Movement

6.3.13 Green lanes and private drives will have low traffic levels and primarily provide access to properties fronting onto open space. Pedestrian and cycle movements will be prioritised.

Access

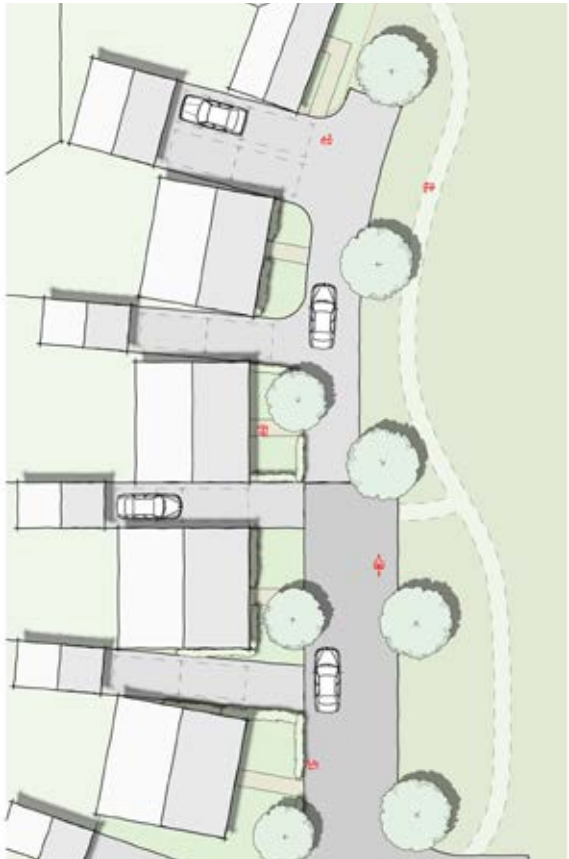
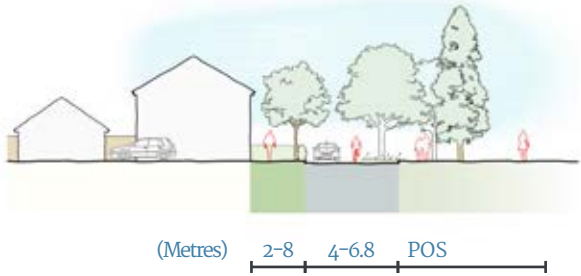
6.3.14 Private drives will provide direct access to dwellings.

Parking

6.3.15 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

6.3.16 A 0.5m strip for services and drainage will be provided.



Main Street	
2-8m	Private Frontage
4-6.8m	Carriageway
N/A	Public Open Space

6.4. Landscape Strategy

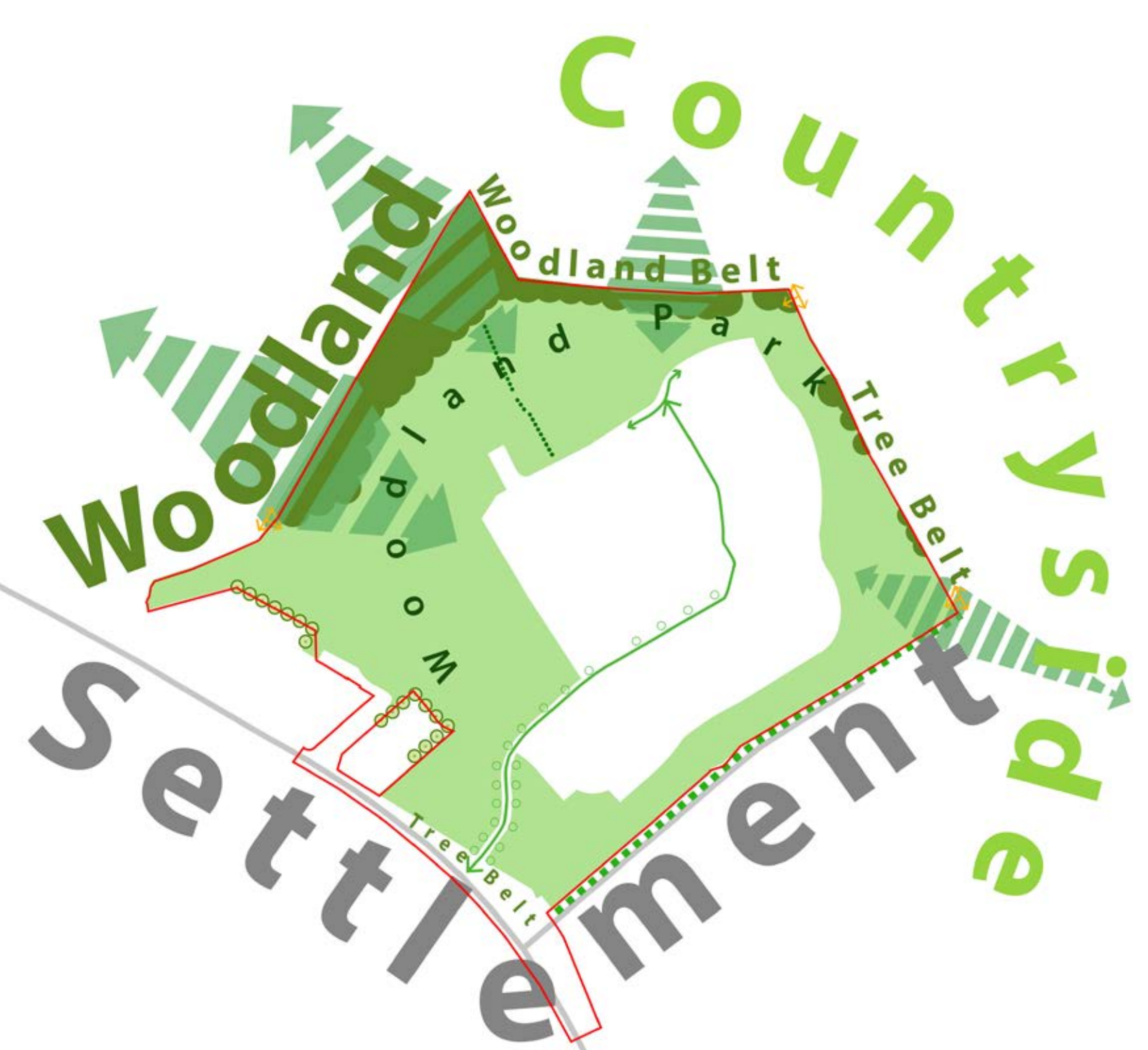
6.4.1 The proposed residential re-development will be set in amongst a landscape of lawns, wildflower grassland and parkland trees and extensive areas of new woodland planting. The intension is to surround the residential use with a publically accessible Woodland Park. This strategy is a response to the setting of the site and to the nature and character of the spaces along the boundaries.

6.4.2 The scheme for new Woodland Park in these areas will have a naturalistic planting pattern of new broadleaved woodland with woodland floor wildflower grassland in the clearings and glades.

6.4.3 The approach and vehicular access will not be the former northern most access between the houses on the A428 Rugby Road. The large southern, existing access will be used and will form, with the new scheme for landscaping and streetscape design, an attractive and entrance. This existing access already benefits from an existing junction and from considerable tree cover along the boundary. The trees here are covered by a Tree Preservation Order (TPO) and further detailed design work will establish a sympathetic and appropriate scheme that retains the trees and makes a positive contribution to the Rugby Road streetscape.

6.4.4 The existing hedge line along the northwest front of the stadium will be retained for much of it length and it will contribute to the structure and framework of the new public park. New hedges of a similar native composition are proposed around the majority of the drives, lanes and streets that run at the edge of the houses and homes. This public realm boundary treatment is relevant to the place and will form an effective physical barrier as well as a visual filter that will be attractive and have a biodiversity value.





Landscape Concept Plan



6.4.5 Play provision is anticipated to be an important component of the new public park. A formal play space is shown on the proposals and will, like much of the detail of the development be refined and enhanced as the proposals progress. The opportunity for a circular exercise trail is clear. So too is a play strategy that promotes a ‘natural play’ reference to: woodland and the enjoyment of the more natural aspects of wildlife as well as the seasonal changes through the year.



6.4.6 The landscape strategy for the public park is not separate to the residential scheme. The connectivity between the houses and homes with the public paths through Birchley Woods and out to the countryside to the south and east will be made through the Woodland Park. It is a unified and holistic proposal that ensures the whole scheme has a strong sense of place and a responsibility to its setting through a sympathetic and informed design strategy.





Landscape Strategy Plan

 Site boundary	 Proposed hedges	 Proposed informal path - worn/mown grass	 Proposed play area
 Existing woodland planting	 Proposed wetland planting	 Proposed highway paving	 Proposed trim trail
 Existing hedgerow planting	 Proposed meadow grassland planting	 Proposed pedestrian paving	
 Proposed woodland planting	 Proposed amenity Grass - lawn	 Proposed attenuation ponds & basins	
 Proposed tree planting	 Proposed cycle/footpath - bitmac & crushed stone surface dressing	 Proposed watercourses	

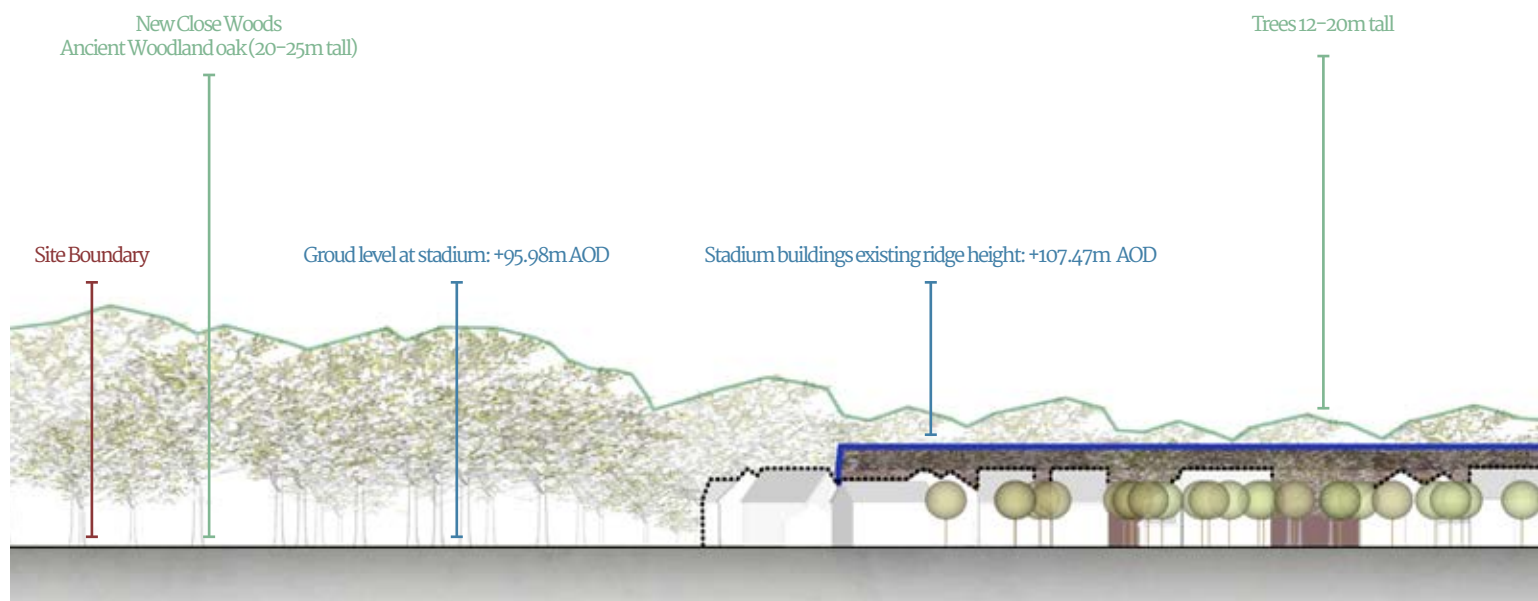
6.4.7 The evolution of the development proposal has been informed by the knowledge of the Green Belt designation across the site albeit previously developed land within the Green Belt. (The tangible and physical matters of the landscape baseline and the components that combine to form landscape character, as well as the extent of visibility and the nature of the visual baseline have formed the main body of the evidence base that through analysis, have shaped the development proposal).

6.4.8 As stated, the site at the eastern edge of Binley Woods, is covered by the West Midlands Green Belt policy. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open. The WMJGBS does give a scoring for the performance of the large Broad Areas, as it does for the much more carefully studied Land Parcels. The description describes the role as checking the sprawl of Coventry from the west and Coventry from the east. The site is developed – it contains

and comprises the Coventry Stadium and its car park and access roads. The site cannot perform any role in checking the sprawl of the developed area as it is already developed or brownfield land.

6.4.9 Land in the Green Belt does not have to be attractive. Green Belt is not a recognition of landscape value nor of natural beauty. When Green Belt boundaries are reviewed within the Local Plan process Government national policy, as set out in the NPPF, requires local planning authorities to define new boundaries clearly, using features that are readily recognisable and likely to be permanent.

6.4.10 This is particularly relevant to the site. Even though the promotional strategy is not to suggest the re-defining the Green Belt boundary there is relevance to how the existing physical features around the site boundaries make the site so well defined and discrete. This has a bearing on the nature of its contribution the wider Green



Comparative Height Elevation

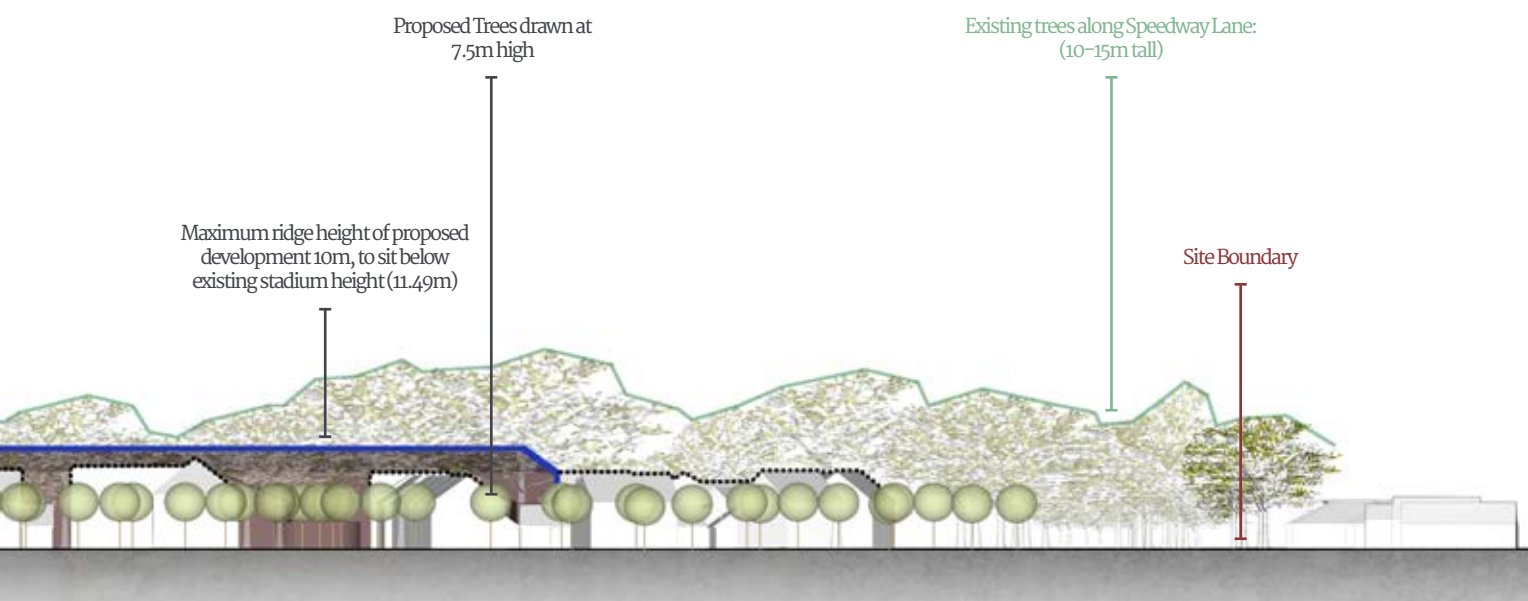
Belt land. It sits in a highly sustainable location at the settlement edge and every one of its boundaries is well defined by components that are substantial, clear and easily recognisable, and permanent.

6.4.11 The site limits are made by the following existing physical features that are well established:

- North west: New Close Birchley Woods – established and extensive broadleaf woodland
- North and north east: tree belt
- South east: Speedway Lane – tree lines and residential properties
- South: A428 Rugby Road – tree lines; residential properties.

6.4.12 A common feature of all the site boundaries is the strong visual containment from public viewpoints. Views into the site from the Public Rights of Way around the boundaries are obscured by the houses along the Rugby Road and the extensive tree and hedgerow cover along and near the boundaries prevents clear sight lines with views being filtered and obstructed by dense vegetation. The tree cover and extensive vegetation and the pattern of residential properties are features that are readily recognisable and likely to be permanent.

6.4.13 This physical and visual containment has been tested through ZTV modelling and through extensive fieldwork. The stadium buildings are not easy to see from viewpoints in the setting. As this study had found this is a consequence of the nature of the landform that fails to elevate either the site, stadium or car park, or the enclosing components that block lines of sight: the tree cover of the woodlands as well as the existing buildings.



6.4.14 The role that the site makes to the openness of the wider Green Belt is limited: it is previously developed land; it is not elevated nor made prominent by landform; and although the stadium buildings are quite tall (approximately 12m above the stadium floor level) they are made visually discrete in the wider setting by the enclosing and taller tree and woodland cover.

6.4.15 The contribution that the site makes to the five purposes that the Green belt serves is also questionable. It is not 'open' land. The former stadium and the numerous ancillary buildings; the car park with its expansive hardstanding; signs and barriers; lights are development. There is no planting or green space within the former stadium. It has a barren and damaged quality that is not attractive. The countryside has been encroached on by the speedway land use.

6.4.16 Government sets further policy in terms of construction of new buildings in the Green Belt that recognises the exceptions to Green Belt policy that are presented by previously developed land: land such as the site. The issue that is central to the re-development concerns how the proposal will not have a greater impact on the openness of the Green Belt than the existing development.

6.4.17 The carefully considered residential re-development of the 'Brown Field' site land would not have a greater impact on the openness of the Green Belt than the existing development. The height of residential development will be less than the stadium that currently exists. Gardens and tree planting with hedges around the road sides will ensure a verdant character: homes will be set in woodland. The containment of the site at all its boundaries guarantees recognisable and durable permanent limits. Properties will be set well back from the boundaries. Trees are a key character driving component in the immediate existing setting and the new scheme will deliver trees through the former car park area that is currently a barren place. The scheme will be set within trees and parkland, and has the luxury of space for a large new public park because so much of the site is to be left open. It will form a distinctive and attractive addition to the landscape without harm to the countryside or the Green Belt.



Looking north across the Site towards New Close Wood

6.5. Character Areas and Placemaking

6.5.1 The proposed development will have a predominantly suburban character, reflecting the surrounding built form along Speedway Lane, Rugby Road and Binley Woods. The character of the development will take positive local character cues from the surrounding built environment (as identified in Section 2.7).

6.5.2 A number of over-arching design principles will be used to shape the character and identity of the proposals. They are set out below:

- The use of a perimeter block development form will allow dwellings to front both streets and areas of open space, aiding a suburban character.
- Development will predominantly be 2-storey with semi-detached and detached dwellings common, reflecting the existing built form of Binley Woods and Wolston.
- Parking will predominantly be provided on plot within the curtilage, to the front or side of dwellings.
- The use of continuous set-backs, consistency in building line and boundary openings to the street, will create rhythm and repetition within the street scene, aiding a more formal character, where appropriate character.
- Consideration should be given to the location of key buildings and frontages, where dwellings front focal spaces (including the entrance space) and Main Street. This could be defined by a variation in architectural detailing and/or materials.
- The Main Street will form a key character generator for the development. It could be defined through the use of higher densities and a more repetitive use of architectural details and materials.
- More prominent views, across areas of public open space and along key frontages, will be terminated by the use of key buildings. The design of the public realm, landscaping, massing and architectural detailing should be considered within these views.
- The use of gables and bay windows could be used to help define corners, and provide an increased sense of enclosure where development fronts open space or the primary movement route, aiding legibility.
- Dwellings will be predominantly brick, with render façades used to provide contrast within the street scene.
- Green edges will respond to the landscaped setting of the development, providing a transition between the proposed development, woodland park and public open space within the site. The green edges will have a more informal and suburban character, defined by use of detached dwellings and a more varied building line.
- Additional character principles are also provided for two key character generators within the development; Main Street and Green Edges.

Main Street

6.5.3 Development along the primary movement route will be defined by a more formal character, reflecting elements of the urban and built form in the centre of Brandon and Wolston. Development located on the main street will be defined by the following key characteristics:

- The use of straight or gently curving streets will create long distance views along the street to key buildings and spaces.
- Development will be higher density, with the general use of short terraces and semi-detached units, in smaller plots.
- Development will follow a continuous building line, with dwellings fronting the street.
- Development overlooking the formal amenity public open space, to the north of Main Street facing the site entrance, will form a key façade, aiding legibility and place-making.
- A consistency in architectural treatment and detailing and the use of a restricted materials palette could be used to emphasise a more formal character, and aid a sense of rhythm and repetition along the street scene.
- Private frontages will be of a more consistent depth. Boundary treatments could be defined by low walls and railings.



Illustrative Green Edge Street Scene

Green Edges

6.5.4 Development edges will have a more informal identity, emphasising a considered transition between public open space and the built form, taking character cues from Binley Woods.

- Development will be structured to allow views from dwellings to areas of planting and open space. This will encourage active overlooking and natural surveillance.
- Use of lower densities, responding to green edge location within the site.
- Dwellings will predominantly be two storeys, ensuring that views to the site from surrounding dwellings are considered.
- The use of larger and predominantly detached dwellings set within larger plots.
- Buildings could have larger setbacks from the street, with deeper planted frontages, with a more varied building line.
- Materials will comprise a mix of brick and render façades, with variation in the architectural detailing (that could include bay windows, gables, chimneys and porches).
- Boundary treatments will comprise hedgerows, with tree planting in front gardens where appropriate.





Illustrative view of new open space and formal play area.



7

Summary

This Design and Access Statement has set out a clear explanation of the proposals, for Coventry Stadium, Brandon, with the inclusion of a comprehensive site assessment, design parameters and accompanying design principles.

The parameters and principles, together with the supporting information illustrate how the vision set out at the start of the document can be delivered. The design process has included;

- The establishment of a vision for the site.
- A comprehensive assessment of the site and its context, identifying important site features and positive context features, which are influential in shaping the character of Brandon and other immediate settlements.
- Production of a concept plan which seeks to deliver the vision, respond to the assessment work and respond to feedback from the local community and Local Planning Authority.
- Development of clear principles and parameters, which establish a framework for the proposals and detailed designs, going forwards.

Overall, the key benefits of development at Coventry Stadium, Brandon are:

- A *landscape led* approach to development has enabled the creation of a responsive and considered masterplan, that is shaped by existing green capital and the aspirations to provide new high quality open space and places. The provision of a significant parkland edge ensures that the setting of New Close Wood and Coombe Abbey are respected, and restores the historic parkland landscape character.
- The scheme proposes a significant amount of accessible public open space (approximately 6.14 Ha) providing opportunities for recreation and formal play, which will *benefit both the new and existing community*.
- Provision of a *high-quality development*, that creates a cohesive and vibrant place to live.
- An *attractive a place to live* will be developed through the creation of a site-specific identity, that references positive elements of the surrounding built form, and provides appropriate development densities that are responsive to the setting and location of the site.

