



Planning Committee

Time and Date

2.00 pm on Thursday, 25th June, 2020

Place

This meeting will be held remotely. The meeting can be viewed live by pasting this link into browser: <https://youtu.be/AkZUBDF6Tqk>

1. **Apologies for Absence**

2. **Declarations of Interest**

3. **Members Declarations of Contact on Planning Applications**

Members are reminded that contacts about any planning applications on this agenda must, unless reported to this meeting by the Head of Planning, be declared before the application is considered.

4. **Late Representations**

To be circulated at the meeting.

5. **Outstanding Issues**

There are no outstanding issues.

6. **Application FUL/2019/2671 - Land to North and South of A45** (Pages 3 - 44)

Report of the Head of Planning and Regulation

7. **Any other items of public business which the Chair decides to take as matters of urgency because of the special circumstances involved**

Additional document - Late Representations

Julie Newman, Director of Law and Governance, Council House Coventry

Wednesday, 17 June 2020

Note: The person to contact about the agenda and documents for this meeting is Carolyn Sinclair carolyn.sinclair@coventry.gov.uk

Membership: Councillors N Akhtar, P Akhtar, A Andrews, R Auluck (Deputy Chair),

R Bailey, L Harvard (Chair), L Kelly, G Lloyd, C Miks, D Skinner and S Walsh

By invitation Councillors T Khan

If you require a British Sign Language interpreter for this meeting
OR if you would like this information in another format or
language please contact us.

Carolyn Sinclair
carolyn.sinclair@coventry.gov.uk

Planning Committee Report	
Planning Ref:	FUL/2019/2671
Site:	Land to North and South of A45
Ward:	Bablake
Proposal:	Construction of grade separated junction with associated access roads, landscaping, drainage and engineering works
Case Officer:	Nigel Smith

SUMMARY

The development of the northern section of this grade separated junction in the Green Belt would constitute appropriate development as local transport infrastructure requiring a Green Belt location. This issue was discussed and considered in some detail at Local Plan site allocation stage.

Whilst it may be preferable to deal with the junction and wider development together, it is not considered essential to do so. The principle of development of the wider SUE has been established by its allocation in the Local Plan, and there is no risk that the junction would be built without any accompanying development.

The design of the junction is considered to be safe and the proposal would not have a significant adverse impact upon highway safety, residential amenity, ecology, flood risk or heritage assets.

BACKGROUND

The proposal comprises a new grade separated junction on the A45 which will provide a primary access road for the Eastern Green Sustainable Urban Extension (SUE) development (as allocated in the local plan (policy reference H2:2), as well as the first parts of the primary road network within the site. The application is submitted now in order to help facilitate an infrastructure led development that is supported by a grant from the National Housing Infrastructure Fund. This proposal will thereby enable the early delivery of the SUE.

This application does not seek approval for any built development. It seeks only operational development to deliver the A45 junction and other access and road infrastructure, as well as associated drainage works and landscaping.

KEY FACTS

Reason for report to committee:	Representations from 5 or more people, contrary to officer recommendation
Current use of site:	Agricultural
Proposed use of site:	Road junction

RECOMMENDATION

Planning committee are recommended to grant planning permission subject to conditions.

REASON FOR DECISION

- The proposal is acceptable in principle.

- The proposal will not adversely impact upon highway safety.
- The proposal will not adversely impact upon the amenity of neighbours; result in flooding; adversely affect heritage assets; or adversely affect ecology.
- The proposal makes provision for necessary developer contributions.
- The proposal accords with Policies: DS3, DS4, H2, GB1, GE3, GE4, DE1, HE2, AC1, AC2, AC4, AC5, EM4, EM5, EM7 and IM1 of the Coventry Local Plan 2016, together with the aims of the NPPF.

BACKGROUND

APPLICATION PROPOSAL

The proposal comprises a new grade separated junction on the A45 which will provide a primary access road for the Eastern Green SUE development, as well as the first parts of the primary road network within the site. The application is submitted now in order to support infrastructure led development and help facilitate a HIF grant for the proposed new junction works, thereby enabling the early delivery of the SUE.

This application does not seek approval for any built development. It seeks only operational development to deliver the A45 junction and other access and road infrastructure, as well as associated drainage works and landscaping.

The proposed highway works for the new junction and primary access road comprises:

- A45 Westbound: a slip road from the A45 leading to a roundabout with three exits, the first two provide access east and south into the site and the third connects back on to the westbound A45;
- A45 Eastbound: a slip road from the A45 leading to a roundabout with two exits, the first loops to the east and south and provides an access into the site via a bridge over the A45, the second connects back on to the eastbound A45. The eastbound loop also provides a pedestrian / cycle link to Brick Hill Lane which runs north of the A45;
- Primary access road: the proposed road will connect from the grade-separated junction over the Pickford Brook and begin to loop through the site with secondary access roads provided which head north and east.

The proposal includes landscaping proposals including extensive planting of trees and shrubs on embankments leading down from the proposed road junction. Sustainable drainage features in the form of attenuation ponds are also proposed to attenuate surface water flows to Greenfield rates.

SITE DESCRIPTION

The application site forms part of the Eastern Green SUE and comprises 22.10ha of land which extends in a south-easterly direction from the A45 towards the centre of the main SUE site. The application site boundaries have been drawn around the proposed new grade separated junction on the A45, around Brick Hill Lane and Pickford Green Lane, and the first parts of the primary access road and secondary road links.

The site is in agricultural use and includes groups of trees and hedgerows. Pickford Brook winds its way from the north west of the site through to the south east and electricity cables cross the site from south west to north east.

There are two existing public right of ways (PROWs) which run from north to south across the A45. The PROW to the west crosses the A45 at Pickford Green Lane whereas the PROW to the east crosses the A45 and runs through the centre of the Eastern Green SUE.

The majority of the site has been removed from the Green Belt through the allocation of the Eastern Green SUE in the adopted Local Plan. However, land north of the A45 remains in the Green Belt.

PLANNING HISTORY

There have been a number of historic planning applications on this site; the following are the most recent/relevant:

Application Number	Description of Development	Decision and Date
OUT/2018/3225	Residential led development of up to 2400 dwellings, Including 'extra-care' accommodation; new vehicular access from the A45 and via Pickford Green Lane, with other non-vehicular access points; 15ha of employment land (B1, B2 and B8); a District Centre of approximately 10,000 sq.m. retail space; a Local Centre of approx. 1000 sq.m. local convenience retail plus other community facilities; provision of a Primary School; open spaces, substantial landscaping, green infrastructure and sports provision; earthworks including the provision of new drainage features; and associated demolition and groundworks.	Pending

POLICY

National Policy Guidance

National Planning Policy Framework (NPPF). The NPPF sets out the Government's planning policies for England and how these are expected to be applied. It sets out the Government's requirements for the planning system only to the extent that is relevant, proportionate and necessary to do so. The NPPF increases the focus on achieving high quality design and states that it is "fundamental to what the planning and development process should achieve".

The National Planning Practice Guidance (NPPG) adds further context to the NPPF and it is intended that the two documents are read together.

Local Policy Guidance

The current local policy is provided within the Coventry Local Plan 2016, which was adopted by Coventry City Council on 6th December 2017. Relevant policy relating to this application is:

Policy DS3: Sustainable Development Policy

Policy DS4: (Part A) – General Masterplan Principles

Policy DS4: (Part D) – Eastern Green SUE specific masterplan principles

Policy H2: Housing Allocations

Policy GB1: Green Belt and Local Green Space

Policy GE3: Biodiversity, Geological, Landscape and Archaeological Conservation

Policy GE4: Tree Protection

Policy DE1: Ensuring High Quality Design

Policy HE2: Conservation and Heritage Assets

Policy AC1: Accessible Transport Network
Policy AC2: Road Network
Policy AC4: Walking and Cycling
Policy AC5: Buses and rapid transit
Policy EM4 Flood Risk Management
Policy EM5 Sustainable Drainage Systems (SuDS)
Policy EM7 Air Quality
Policy IM1 Developer Contributions for Infrastructure

Supplementary Planning Guidance/ Documents (SPG/ SPD):

SPD Delivering a More Sustainable City
SPD Coventry Connected

CONSULTATION

No Objections received from:

- National Grid
- British Telecom
- Historic England
- West Midlands Fire Service
- Coventry Airport
- Conservation (CCC)

No objections subject to conditions have been received from:

- Tree officer (CCC)
- Ecology (CCC)
- Archaeology (CCC)
- Drainage (CCC)
- Highways England
- Environmental Protection (CCC)
- Highways (CCC)

Objections have been received from:

- Allesley Parish Council

Immediate neighbours and local councillors have been notified; Site and press notices have been posted.

78 letters of objection have been received, raising the following material planning considerations:

- a) The slip road to Brick Hill Lane should be removed from the plans as Brick Hill Lane is very narrow and would not cope with the extra traffic. It would be dangerous for all road users.
- b) Brick Hill Lane access should be restricted to pedestrians / cyclists / horses
- c) It makes no sense to determine the access without the development it will serve. The junction may not cater for the required flows. The predicted flows look low. It should not be considered prematurely just because of a funding deadline. Why grant permission for a road to nowhere?
- d) Adverse impact upon noise / air quality / light pollution
- e) Adverse impact upon wildlife / loss of trees and hedgerows

- f) Inappropriate development in Green Belt / Meriden gap
- g) Loss of outlook for adjacent houses
- h) Disruption / pollution during construction
- i) No provision for bus stops for X1 service along A45
- j) Removal of footpath to south side of A45
- k) Increased flood risk from extra building in flood plain / inadequate FRA
- l) Alternative junction designs may be possible with less impact upon Green Belt. Option 3 appears to have been dismissed due to the applicant not controlling all of the land.
- m) Landscaping should be as mature as possible when planted to aid screening of the road
- n) The junction has not been designed with cycle safety in mind
- o) The junction would be unsafe / would not meet national standards. The queues on the slip road will extend on A45. Access to Landrover garage will be difficult. The distance between the westbound on slip and the B4104 to Meriden would be inadequate. The radius would be too tight on the bend before the eastbound on slip, which leads to an unnecessary roundabout. The on slips are too short.
- p) Impact on rights of way
- q) Impact on locally listed Blythe House
- r) Impact on archaeology
- s) Harm to character of area

Within the letters received the following non-material planning considerations in respect of this application were raised, these cannot be given due consideration in the planning process:

- t) Objections to principle of housing / development on wider SUE site
- u) Traffic impact of development on wider SUE site upon existing road network
- v) Impact of wider development of SUE upon services such as schools, GP's etc

Cllr Williams objects due to concerns regarding: impact on the outlook of houses next to the junction; the design of the junction; the inclusion of a spur road into Brick Hill Lane.

Cllr Birdi objects due to concerns regarding traffic on surrounding roads and noise for neighbouring residents.

Further consultation letters and site and press notices were posted following receipt of amended plans. Following this a further 34 objections have been received, with the following additional material planning considerations:

- w) Why not expand the A45 at the same time to cope with the traffic
- x) The foot / cycle path to Brick Hill Lane should be bollarded to prevent unauthorised vehicular access
- y) The cross sections should go up to the western boundary of the SUE to envisage impact upon the area / residents
- z) Landscaping details should be provided / should be denser and planted as mature
- aa) Lighting details should be provided
- bb) Why has exploration of light rail link through this junction not been considered
- cc) The capacity of the A45 has been assessed as an 'urban road', but the A45 is not urban at this point
- dd) HS2 traffic should be included in the traffic assessments
- ee) Impact upon badgers

- ff) The road should angle away from 1 Brickhill Lane and compensation should be payable to affected homeowners

Any further comments received will be reported within late representations.

APPRAISAL

The main issues in determining this application are principle of development, the impact upon the character of the area and heritage assets, the impact upon neighbouring amenity, highway considerations, flood risk, noise, contaminated land, air quality, ecology and contributions.

Principle of development

Green Belt

The portion of the site to the north of A45 remains within the Green Belt. As such it is necessary to consider whether the development of a grade separated junction in this location constitutes appropriate development or not.

Policy GB1 states that “Inappropriate development will not be permitted in the Coventry Green Belt unless very special circumstances exist. Development proposals, including those involving previously developed land and buildings, in the Green Belt will be assessed in relation to the relevant national planning policy”.

Paragraph 146 of the NPPF explains that some forms of development are not inappropriate in the Green Belt provided they preserve its openness and do not conflict with the purposes of including land within it. One of these is the provision of local transport infrastructure which can demonstrate a requirement for a Green Belt location.

Policy H2:2 of the Local Plan requires a new grade separated junction from the A45 to provide primary site access to the Eastern Green SUE. Furthermore, the commentary to Policy H2 states that, “Having regard to national policy alongside the essential requirements outlined in Policy H2, the Master planning principles outlined in policy DS4 and the proposed Green Belt boundaries in policy GB1 the following sites will require local transport infrastructure that clearly demonstrates a requirement for a Green Belt location...Eastern Green SUE – the new junction from the A45 will require land to the north of the A45 to ensure traffic flows on the road are not compromised”.

This issue was discussed and considered in some detail at Local Plan site allocation stage, hence the clear statement in the commentary to Policy H2. Furthermore, the junction has been designed in a way that will reduce its impact on the surrounding area, helping to preserve the openness of the wider Green Belt whilst not conflicting with the purposes of including land within it. For example, the scale and size of the junction has been carefully considered to help reduce its impact on the wider area, whilst a comprehensive landscaping scheme supports the proposals to help soften its appearance within the environment. In terms of the purpose of land being included in the Greenbelt in this location, this will also not be compromised by this proposal. The clear and defensible boundary to the Green Belt in this location is the A45. Notwithstanding, there is already existing development within the Green Belt to the north, including homes, agricultural premises and other highway junctions for the A45 and local roads. All largely benefit from supporting landscaping to help soften their impact on the surrounding area. This junction would be no different and would not constitute a need to review the Green

Belt boundaries or weaken the defensible nature of the existing boundary along the main A45.

Therefore it is concluded that the development of the northern section of this grade separated junction in the Green Belt would constitute appropriate development as local transport infrastructure requiring a Green Belt location.

Considering the junction on its own

Many objections have been received to the consideration of the junction as a standalone application, separate from consideration of the development within the SUE. Whilst it may be preferable to deal with both matters together, it is not considered essential to do so. The principle of development of the wider SUE has been established by its allocation in the Local Plan, and there is no risk that the junction would be built without any accompanying development at some point in the future, subject to appropriate development proposals agreed through the planning process (including matters of design and infrastructure etc).

Furthermore, and focusing specifically on the capacity of the proposed junction, granting permission for the junction does not mean that the existing application for the wider SUE must automatically be granted. Whilst the junction has to accommodate flows from the allocated site development (ie. 2250 houses plus other uses) any proposal for increased development over and above that allocated in the Local Plan would have to be assessed for its impact upon the road network, as part of that application.

Highway considerations

Policy AC1 'Accessible Transport Network' states that development proposals which are expected to generate additional trips on the transport network should: a) Integrate with existing transport networks including roads, public transport and walking and cycling routes to promote access by a choice of transport modes. b) Consider the transport and accessibility needs of everyone living, working or visiting the city. c) Support the delivery of new and improved high quality local transport networks which are closely integrated into the built form. d) Actively support the provision and integration of emerging and future intelligent mobility infrastructure.

The Highway Authority has fully reviewed and assessed all the necessary documentation and design drawings in relation to this application.

Operational Considerations

All the proposed junction elements have been correctly assessed using industry standard software - Junctions 9, using the baseline traffic flow output from the Coventry Area Strategic Model (CASM) model. The baseline traffic flow that has been utilised is deemed acceptable and robust in predicting the level of vehicles that will travel through the junction. This traffic flow data is robust as it does not take into consideration any modal shift to alternative modes of travel and is based on all modes being by a motorised form. The Junctions 9 models are all built correctly based upon the geometric designs and constraints.

In order to interpret the results of the capacity assessment, it should be understood that, for un-signalised roundabouts, generally a Ratio of Flow to Capacity (RFC) of below 0.85 indicates that a junction operates within capacity for the assessed flows. An RFC between 0.85 and 0.99 indicates that a junction is approaching theoretical capacity and queues and delay may start to occur. An RFC above 1.00 indicates that a junction has exceeded theoretical capacity. Above an RFC of 1.00 the model will show that queues and delay will increase exponentially and may not be representative of on-street performance.

In reviewing the capacity assessments presented to demonstrate that all the proposed junction elements operate within capacity for the assessed flows the outcomes are that all the proposed junction elements are shown to operate within RFC value equal to or below 0.85. There was only one junction element whereby the RFC equalled 0.85, which is the internal roundabout on ARM A in the PM Peak Period 17.00 to 18:00, see below on Figure 1:

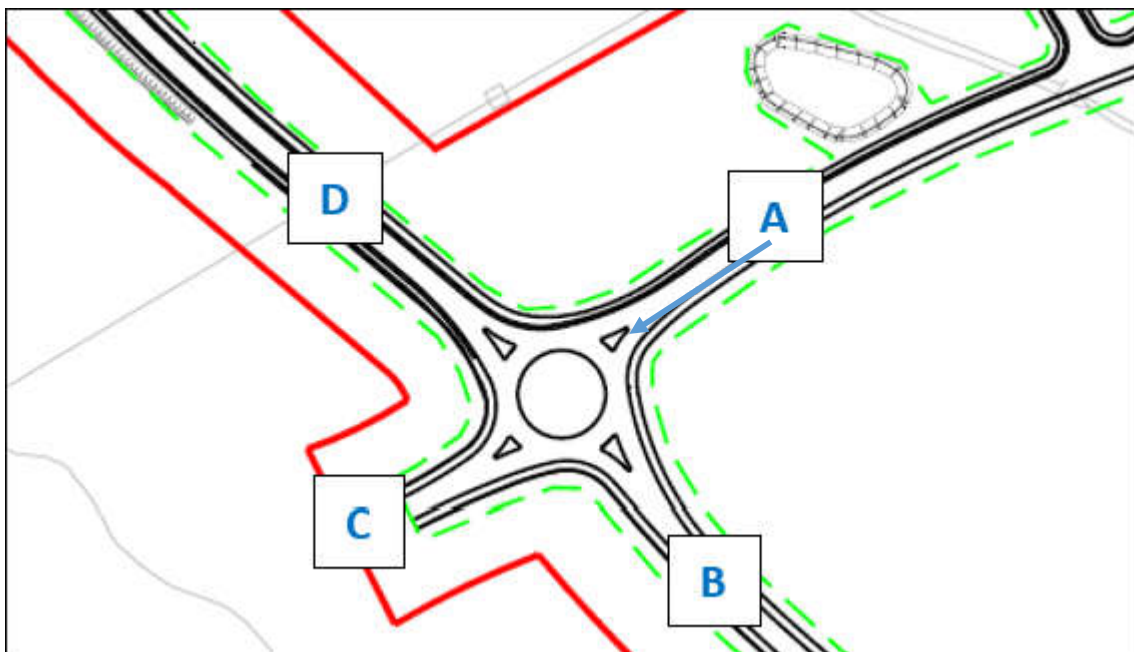


Figure 1

Notwithstanding this RFC value of 0.85, the resultant queue was only 6 passenger car unit (pcu) and does not raise any detrimental highway implications on the overall operation of the junction. This is because all of the other junction elements resulted with RFC values ranging from 0.02 to 0.49, which are way below the RFC value of 0.85 whereby capacity issues may be experienced.

On the basis of the above the Highway Authority is satisfied that the junction operation is acceptable and raises no reason for objection.

Design Considerations

As designed the junction will result in the construction of new grade separated junction with associated slip roads and roundabout junction elements. This reflects the principle identified within the Local Plan (policy DS4 and H2) and responds to the importance of maintaining traffic flow in the A45. To test the most appropriate form of the junction a

number of options were considered to ensure the most appropriate and sustainable solution was taken forward. This included looking at moving the location of the junction, the length and orientation of slip roads and impacts on trees and hedgerows etc.

It is the Highway Authority's consideration that the design parameters for this junction should be based upon an Urban Road classification. In formulating this position, the Highway Authority is recommending that under their powers as the Highway Authority for the A45, at this location, to review the existing speed limit of 60 mph with the intention of lowering it to 50mph. It is on this basis the design of the junction has been assessed with the understanding that the costs associated with the installation of the necessary infrastructure and all associated legal costs in implementing the changes to the traffic regulation order will be funded through the HIF.

In reviewing the design elements of the junction, it has been recognised by the design team that a number of departures from the (Design Manual for Roads and Bridges) DMRB standards are required. This is standard practice whereby site constraints cannot be overcome in order to meet with the full design requirements. A departures report has been produced and considered by the Highway Authority and as a consequence the following departures from standards have been accepted by the Highway Authority: -

Departure 1 – A45 Westbound diverge weaving distance between junctions.

The location of the new westbound diverge lane is such that it will fall below the minimum stated length measured to an existing merge lane from the Windmill Hotel and a private dwelling access.

This is a departure from the Design Manual for Roads and Bridges CD122 Section 4.

Departure 2 – A45 Westbound merge weaving distance between junctions

The location of the new westbound merge is such that it will fall below the minimum stated length measured to an existing diverge lane for Pickford Green Lane and the Guy Salmon Land Rover car dealership.

This is a departure from the Design Manual for Roads and Bridges CD122 Section 4.

Departure 3 – A45 Eastbound diverge weaving distance between junctions

The location of the new eastbound diverge is such that it will fall below the minimum stated length measured to an existing simply priority junction for Oak Lane.

This is a departure from the Design Manual for Roads and Bridges CD122 Section 4.

Each of these departures have been accepted by the Highway Authority based on the required speed limit reduction from 60mph to 50mph.

As part of the design process and review an Independent Stage 1 Road Safety Audit (RSA) was undertaken and that raised a total of three potential road safety problems, which are summarised below:

Problem 1 - Length of Acceleration Lane (Merge Taper) – this related to the eastbound on slip, travelling towards Coventry City centre.

Problem 2 - Inter-visibility at Give Way – this related to proposed access link onto Brick Hill Lane

Problem 3 - Queuing onto A45 – this related to the roundabout directly off the westbound off slip, travelling towards Solihull/Birmingham.

Under RSA procedures the Designer responded to the problems raised by the RSA Audit Team. The Highway Authority, in its role as Project Sponsor under the RSA process, has reviewed the RSA and Designer's Response and is satisfied in the resulting actions outlined to mitigate against the three potential road safety problems. These being:-

Problem 1 – the reduction of the speed limit from 60mph to 50mph

Problem 2 – the design has been amended such that the access to Brick Kiln Lane is now only for cyclists and pedestrians.

Problem 3 – the modelling demonstrates that there will be no queueing on this element of the junction.

As part of the design it is proposed to prohibit vehicles from travelling onto the A45 from Brick Hill Lane and Pickford Green Lane which is accepted by the Highway Authority. The necessary legal procedures will need to be followed and completed before the junction is open to all traffic.

Walking/Cycling

Policy AC4 states that, "Development proposals should incorporate appropriate safe and convenient access to walking and cycling routes. Where these links do not exist, new and upgraded routes will be required and these must appropriately link into established networks to ensure that routes are continuous. The expected type of provision will depend on the scale, use and location of the site. For larger developments, financial contributions may be required to support improved pedestrian and /or cycling routes on the wider network".

The application as proposed does have impacts on existing Public Rights of Way (PRoW) and therefore mitigation is required. Any proposed diversions of public footpaths will need to be applied for under different legislation.

The design has been revised and amended to ensure that proposed walking and cycling access is acceptable to the Highway Authority. A route is proposed to link the existing PRoW's alongside Pickford Brook, as well as a safe and convenient pedestrian / cycle route across the A45 on the new bridge (which currently does not exist in this location). A pedestrian / cycle link is also proposed to Brick Hill Lane from the new junction, as is a route down to Pickford Green Lane. Conditions are recommended to secure full details and implementation.

Buses

Policy AC5 states that, "New major development proposals should have safe and convenient access to the existing bus network and comply with the TfWM access standards. In areas where this is not achieved, new development may be required to include the provision of appropriate bus infrastructure to enable

services to be fully integrated into the development site. The level of need and expected provision will be determined through Transport Assessments and Travel Plans”.

The proposal would result in an existing bus stop on the northern carriageway of the A45, adjacent to Brick Hill Lane, being moved. A condition is required to secure details of exactly where this piece of infrastructure will be relocated.

Flood Risk/Drainage

Policy EM4 states that all major developments must be assessed in respect of the level of flood risk from all sources. If development in areas at risk of flooding is the only option following the application of the sequential test, it will only be permitted where the criteria set out in Policy EM4 are met.

The proposed junction crosses a watercourse known as Pickford Brook on three occasions, two to the north of the A45 and once to the south. Land immediately to the side of the watercourse is identified as flood zone 3. Therefore, the impact of the junction upon flood risk is a material consideration.

Initially, the Environment Agency raised concerns with regard to the details submitted in support of the application as well as the proposed culverting of the watercourse under the proposed road. Following this, discussions have taken place and the culverts will be replaced by clear span bridges and compensation for loss of flood plain provided. Compensation means identifying alternative land within the application site which can be used as flood plain. Indicative details of both bridges and flood plain compensation have been provided and are acceptable to the Environment Agency, subject to conditions requiring final design detail.

Aside from flood risk, the development needs to ensure that it manages surface water to ensure that the flow rate from the site is no greater than the existing Greenfield site. A conceptual sustainable drainage strategy has been produced, including open air attenuation basins. The drainage team are now satisfied with the development, subject to a condition that full details are submitted and approved.

Impact on residential amenity

The proposal would have most impact upon 1 Brick Hill Lane, which is a detached dwelling situated to the north of the A45, immediately opposite the proposed junction as it rises up to cross the A45. The affected dwelling has its front elevation facing towards the embankment, which has its base 24m from windows in the front elevation of the dwelling. The top of the embankment would be circa 6.5m high at this point and 42m from the affected windows. Whilst the structure would undoubtedly adversely affect the view from this property, it would not result in significant harm to its outlook. It is important to distinguish between the two, as the view from a private property is not a material consideration for a planning application. In order for there to be a significant adverse impact upon outlook, a proposal would have to result in a property feeling ‘hemmed in’ such as when the side of a new dwelling is constructed immediately at the end of a rear garden of another. By way of comparison, such a relationship (side of one house to the rear of another) is permitted at a distance of 12m by the Council’s guidance. In this case, the landscaped bund, which would support the new road, would commence at a distance

of 24m from the front elevation of 1 Brick Hill Lane and would be over 40m away by the time it reached circa 6.5m in height. This relationship would be acceptable in terms of its impact upon the outlook from this property.

There was a concern that the new road would result in increased traffic noise to occupiers of 1 Brick Hill Lane in particular. Therefore a study has been carried out to establish how much extra noise, if any, would result from the development. The outcome is that there would be an increase of 2dB in noise level, which is below the level of discernible change. Therefore, Environmental Protection are satisfied that the increase in noise level would be acceptable.

Noise and some disturbance during construction is inevitable with a project of this size, therefore a condition is proposed for a construction method statement to deal with issues such as construction hours, parking of construction traffic and management of piles of dust / dirt etc.

Heritage character of the area and Heritage Assets

Local Plan Policy HE2 reflects NPPF policy and states that development proposals involving heritage assets in general and listed buildings in particular, should acknowledge the significance of the existing building and the area by means of their siting, massing, form, scale, materials and detail. The nearest above ground heritage asset is the locally listed Blythe House, which is positioned to the east of Pickford Green Lane, to the south west of the proposed junction. However, due to the distance between the junction and the building (around 80m at its closest point), it is accepted that the impact upon this asset would be low and the conservation officer raises no objection to the scheme.

In terms of archaeology, the archaeology officer has raised no objection to the scheme, subject to a condition to secure a programme of archaeological works. A survey in 2009, as part of the Coventry Historic Environment project, recorded ridge and furrow across the entire area of the Pickford House site. In addition, the HER records possible Roman ceramic building material and post medieval pottery near Pickford Grange Farm, and there is a possible moated site adjacent to the A45 close to where the junction is proposed. Whilst none of these specific locations fall within the red line of this application, they are in close proximity and suggest the land covered by this application could have some archaeological value. Therefore, a programme of trenching is required, details of which have been agreed between the relevant consultant and CCC archaeology.

Air quality

Policy EM7 states that major development schemes should promote a shift to the use of sustainable low emission transport to minimise the impact of vehicle emissions on air quality. However, as the proposal does not seek permission for any traffic generating uses (it is simply a junction leading to fields) it would not result in any increase in air pollution. The issue of air pollution arising due to increase trips on the network will be dealt with under the main outline application.

Ecology / Trees

Policy GE3 of the Local Plan states that Sites of Special Scientific Interest (SSSIs), Local Nature Reserves (LNRs), Ancient Woodlands, Local Wildlife and Geological Sites will be protected and enhanced.

Policy GE4 seeks to retain important landscape trees.

A total of four tree groups (two category A, one category B and one category C) were recorded along the southern side of A45, within the application site boundary. Three individual trees were recorded to the northern side of A45 within the site boundary (Category B Sycamore, Ash and Oak) as well as two Category C hedgerows. A single group of Category B Ash trees was also recorded to the south of A45 within the application site.

The three individual trees to the north of A45 plus most of the hedgerow would be removed to make way for the junction. As would most of three tree groups and a hedgerow to the south of the existing highway. Such removal is, unfortunately, unavoidable in this location due to the presence of extensive hedgerow and tree planting along this section of the A45. Such impacts were considered through the options testing for the junction, but some impact was deemed necessary in all cases.

To compensate for this loss, a detailed landscape planting scheme has been proposed, with native structural planting (trees) supplemented by native shrub planting, extra heavy standard street trees, bulbs and various seed mixes.

The tree officer concurs that the trees are required to be removed to make way for the junction, and considers that the proposed landscape planting scheme would furnish the area and entrance with an attractive mixture of native and decorative tree and shrub species. A landscape maintenance schedule will be required by condition, as well as detailed tree and hedgerow protection details.

Turning to ecological matters, the current site is largely agricultural and as identified above, has an extensive hedgerow and tree belt along the A45. No statutory wildlife sites will be affected by the scheme, but bats, great crested newts, badgers and other wildlife have all been recorded within or very close to the site. An ecological appraisal has been submitted with the application along with the proposed landscape strategy.

The scheme originally proposed three culverts for the Pickford Brook under the new road. That has been amended to clear span bridges, which is a positive development from an ecological perspective, as it allows the watercourse to continue on its gentle more naturalistic course, without being forced into a pipe. Ecology would also like to see routes for species to be able to travel under the road to the south of the A45 in order to link habitats. A condition is recommended to secure this, along with a Construction and Environmental Management Plan to protect species during construction and a Landscape and Ecological Management Plan to ensure any created habitat is looked after effectively.

Equality Implications

Section 149 of the Equality Act 2010 created the public sector equality duty. Section 149 states:-

- (1) A public authority must, in the exercise of its functions, have due regard to the need to:
 - a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;

- b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

Officers have taken this into account and given due regard to this statutory duty, and the matters specified in Section 149 of the Equality Act 2010 in the determination of this application.

There are no known equality implications arising directly from this development.

Conclusion

The proposed development is considered to be acceptable in principle and will not result in any significant impact upon neighbour amenity, highway safety, heritage assets, flood risk or ecology, subject to relevant conditions. The reason for Coventry City Council granting planning permission is because the development is in accordance with: Policies DS3, DS4, H2, GB1, GE3, GE4, DE1, HE2, AC1, AC2, AC4, AC5, EM4, EM5, EM7 and IM1 of the Coventry Local Plan 2016, together with the aims of the NPPF.

CONDITIONS:/REASON

1. The development hereby permitted shall begin not later than 3 years from the date of this decision.

Reason: *To conform with Section 91 of the Town and Country Planning Act 1990 (as amended)*

2. The development hereby permitted shall be carried out in accordance with the following approved plans: 10290 PB 01 J - HIF planning boundary; 6285 L 100 A - location plan; 6285 L 101D; 6285 L 102D; 6285 L 103D; 6285 L 104D; 6285 L 105D; 6285 L 106D; 6285 L 107D; 6285 L 108D; 6285 L 109D - landscape strategy plans; 10290 CS 01 A - cross sections; 10290 HL 40 G - general arrangement sheet 1; 10290 HL 41 G - general arrangement sheet 2; 10290 PK 100 C - surface finish sheet 1; 10290 PK 101 C - surface finish sheet 2; 10290 HL 45 - westbound visibility check

Reason: *For the avoidance of doubt and in the interests of proper planning*

3. No development (including any demolition or preparatory works) shall take place unless and until a written scheme of archaeological investigation, which shall include a detailed programme of archaeological works, has been submitted to and approved in writing by the Local Planning Authority. The development shall only proceed in full accordance with these approved details

Reason: *The submission of these details prior to the commencement of development is fundamental to mitigate the effect of the works associated with the development upon any heritage assets and to ensure that information regarding these heritage assets is preserved by record for this and future generations in accordance with Policy HE2 of the Coventry Local Plan 2016*

4. Before any development commences on site (including any demolition, site clearance or other preparatory works) the following shall be submitted to and approved in writing by the Local Planning Authority:
- a) a Dimensioned Tree and Hedgerow Protection Plan (to include protection measures during and after construction and any construction exclusion zones) (in accordance with 5.5/ Table B.1), site monitoring (6.3) of British Standard BS5837:2012 - Trees in relation to design demolition and construction - Recommendations. The plan shall include an active site monitoring sheet for the sign offs of tree pen construction and take-down, prior to site activity taking place, and again following physical build phase; and
 - b) Specialist survey methodology (SSM) veteran tree survey and management plan, levels 1-6.
 - c) A landscape maintenance schedule to confirm water maintenance visits and duration, plus the phase at which the final removal of tree stakes and tree ties will take place.
- The approved mitigation and / or protection measures shall be put into place prior to the commencement of any works and shall remain in place during all construction work. The measures contained within the approved management plan and maintenance schedule will be implemented in accordance with the approved details.

Reason: *To protect those trees which are of significant amenity value to the Conservation Area and which would provide an enhanced standard of appearance to the development in accordance with Policy GE3, GE4 and HE2 of the Coventry Local Plan 2016.*

5. The existing hedges indicated on the approved plans to be retained shall not be cut down, grubbed out or otherwise removed or topped or lopped so that the height of the hedge(s) falls below 2m at any point. Any hedge(s) removed without consent or dying, or being severely damaged or diseased or becomes; in the opinion of the Local Planning Authority; seriously damaged or defective, shall be replaced within the next planting season with hedging, tree(s) and/or shrub(s) of such size and species details of which must be submitted to and approved by the Local Planning Authority. All hedging, tree(s) and shrub(s) shall be planted in accordance with British Standard BS 8545:2014 Trees: from nursery to independence in the landscape - Recommendations and BS4428 - Code of Practice for General Landscape Operations (excluding hard surfaces).

Reason: *To protect those landscape features which are of significant amenity value to the area and which would provide an enhanced standard of appearance to the development in accordance with Policies GE3, GE4 and HE2 of the Coventry Local Plan 2016.*

6. The trees and shrubs indicated on the approved landscape strategy drawings shall be planted within the first planting season following first use of the road. Any tree(s) or shrub(s) removed, dying, or becoming; in the opinion of the Local Planning Authority; seriously damaged, defective or diseased within five years from the substantial completion of the scheme shall be replaced within the next planting season by tree(s) or shrub(s) of similar size and species to those originally required to be planted. All hedging, tree(s) and shrub(s) shall be planted in

accordance with British Standard BS 8545:2014 Trees: from nursery to independence in the landscape - Recommendations and BS4428 - Code of Practice for General Landscape Operations.

Reason: *To ensure a satisfactory standard of appearance of the development in the interests of the visual amenities of the area in accordance with Policies GE1 and DE1 of the Coventry Local Plan 2016.*

7. Within one month of vehicular use of the grade separated junction commencing, the footpaths and cyclepaths indicated on drawing numbers 40G and 41G shall be completed, in accordance with the details approved under condition 18 of this consent, and open for use by the general public.
8. Notwithstanding the submitted details, prior to the occupation of the development hereby permitted the following drainage details shall be submitted to and approved in writing by the Local Planning Authority:
 - a) A scheme for the provision of surface water drainage, fully incorporating open air suds with particular emphasis on attenuation techniques. surface water attenuation shall be located outside the flood plain;
 - b) development discharge rates to be managed to Qbar greenfield rates minus 20%;
 - c) provisions must be made for the drainage of the site to ensure there are no temporary increases in flood risk, on or off site, during the construction phase;
 - d) evidence to show the management of overland flow routes in the event of exceedance or blockage of the drainage system;
 - e) provisions must be made for the drainage of the site to ensure there is no discharge of surface water to the existing Public Highway;
 - f) where new or redevelopment site levels result in the severance, diversion or the reception of natural or engineered drainage flow, the developer shall maintain existing flow routes (where there are no flood risk or safety implications) or intercept these flows and discharge these by a method approved by the Local Planning Authority;
 - g) where an attenuation structure is located adjacent to Public Highway boundary, the applicant should demonstrate the structural adequacy of the attenuation structure to safeguard Public Highway;
 - h) the drainage strategy should not result in top water levels of attenuation structures being above the natural ground level and must achieve a 300mm freeboard, in relation to this existing ground level, at the 1 in 100 year plus climate change event; and
 - i) A detailed strategy for the long-term maintenance of the suds and other surface water drainage systems on site.The drainage details shall be installed in full accordance with the approved documentation prior to occupation of the development and thereafter shall be maintained and shall not be removed or altered in any way.

Reason: *To ensure that adequate drainage facilities are available for the satisfactory and proper development of the site in accordance with policies EM1, EM4 and EM5 of the Coventry Local Plan 2016 and Coventry City Council's adopted Supplementary*

Planning Document for 'Delivering a More Sustainable City'

9. In the event that contamination or unusual ground conditions are encountered during the development it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken, and where remediation is necessary, a remediation scheme must be prepared for submission to and approval in writing of the Local Planning Authority. Following completion of the measures identified within the approved remediation scheme, a verification report must be prepared for submission to and approval of the Local Planning Authority.

Reason: *To safeguard health, safety and the environment in accordance with Policy EM6 of the Coventry Local Plan 2016 and the aims and objectives of the NPPF.*

10. No development (including any demolition or preparatory works) shall commence unless and until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The CEMP shall include the following:
- (a) a risk assessment of potentially damaging construction activities;
 - (b) identification of biodiversity protection zones (e.g. buffers to trees and hedges or to protected wildlife habitat);
 - (c) practical measures (both physical measures and sensitive working practices, such as protective fencing, exclusion barriers and warning signs) to avoid or reduce impacts during construction (particularly in relation to works within canopy and root protection areas for hedgerows or protected trees);
 - (d) the location and timing of sensitive works to avoid harm to biodiversity features (in relation to breeding birds in particular);
 - (e) the times during construction when specialist ecologists need to be present on site to oversee works (as required);
 - (f) responsible persons and lines of communication; and
 - (g) the role and responsibilities on site of an Ecological Clerk of Works (ECoW) or similarly competent person (as necessary).
- The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details.

Reason: *In order to safeguard protected and/or priority species from undue disturbance and impacts, noting that initial preparatory works could have unacceptable impacts; and in order to secure an overall biodiversity gain in accordance with Policy GE3 of the Coventry Local Plan 2016.*

11. Prior to the first use of the highway hereby permitted a Landscape and Ecological Management Plan (LEMP) shall be submitted to and approved in writing by the Local Planning Authority. The content of the LEMP shall include the following:
- a) Description and evaluation of features to be managed;
 - b) Ecological trends and constraints on site that might influence management;
 - c) Aims and objectives of management, including mitigation and enhancement for species identified on site;
 - d) Appropriate management option for achieving aims and objectives;
 - e) Prescriptions for management actions;
 - f) Preparation of a work schedule (including an annual work plan capable of being

rolled forward over a ten-year period);

g) Details of the body or organisation responsible for implementation of the plan, along with funding mechanism(s) for that body or organisation;

h) Ongoing monitoring and remedial measures, including where monitoring shows that conservation aims and objectives of the LEMP are not being met.

The LEMP plan shall be implemented in strict accordance with the approved details within three months of the first occupation of the development and thereafter shall not be withdrawn or amended in any way.

Reason: *In order to safeguard and enhance habitat on or adjacent to the site in order to secure an overall biodiversity gain in accordance with Policy GE3 of the Coventry Local Plan 2016*

12. Prior to commencement of development to the south of the A45, details of road crossing points for species, including great crested newts, shall be submitted to and approved in writing by the local planning authority. The details shall include the timing of works. The works shall be implemented in accordance with the approved details.

Reason: *In order to safeguard and enhance habitat on or adjacent to the site in order to secure an overall biodiversity gain in accordance with Policy GE3 of the Coventry Local Plan 2016*

13. No development shall take place unless and until a Construction Management Plan (CMP) has been submitted to and approved in writing by the Local Planning Authority. The CMP shall include details of:

- hours of work;
- hours of deliveries to the site;
- the parking of vehicles of site operatives and visitors during the demolition/construction phase;
- construction traffic routes and the delivery access point;
- the loading and unloading of plant and materials;
- anticipated size and frequency of vehicles moving to/from the site;
- the storage of plant and materials used in constructing the development;
- the erection and maintenance of a security hoarding including decorative displays and facilities for public viewing where appropriate;
- wheel washing facilities and other measures to ensure that any vehicle, plant or equipment leaving the application site does not carry mud or deposit other materials onto the public highway;
- measures to control the emission of dust and dirt during demolition and construction;
- measures to control the presence of asbestos;
- measures to minimise noise disturbance to neighbouring properties during demolition and construction;
- details of any piling together with details of how any associated vibration will be monitored and controlled; and
- a scheme for recycling / disposing of waste resulting from demolition and construction works.

Thereafter, the approved details within the CMP shall be strictly adhered to

throughout the construction period and shall not be amended in any way.

Reason: *The agreement of a Construction Management Plan prior to the commencement of development is fundamental to ensure a satisfactory level of environmental protection; to minimise disturbance to local residents and in the interests of highway safety during the construction process in accordance with Policies [EM7], AC1 and AC2 of the Coventry Local Plan 2016.*

14. Prior to commencement of the watercourse crossings, plans shall be submitted to, and approved in writing by the Local Planning Authority for the watercourse crossings. These designs must show the bridges are clear spanning from bank top to bank top and have soffit levels at least 600mm above the 1 in 100 year plus climate change flood level. Bridge crossings shall be constructed in accordance with the plans submitted to and approved in writing by the Local Planning Authority.

Reason: *To reduce the risk of flooding to the proposed development and future occupants by ensuring flood flows are not obstructed in an extreme event.*

15. A scheme for floodplain compensation must be submitted to, and approved in writing by, the local planning authority for any ground raising within the 1 in 100 year plus climate change extent. Floodplain compensation must be provided on a “level for level” and “volume for volume” basis within the boundary of the application site. The compensation area must be hydraulically connected to the watercourse which the site floods from and adhere to the following design principles:
 1. The equal (or larger) volume must apply at all levels between the lowest point on the site and the 1 in 100 year plus climate change flood level. This must be calculated by comparing volumes taken by the development and the volume offered by the compensatory storage for a number of horizontal slices starting from the 1 in 100 year plus climate change critical flood level down to the existing ground level.
 2. The thickness of a slice must be 0.2 metres.
 3. Compensatory storage must be provided equal to or exceeding the development for each of these slices.
 4. Details of the floodplain compensation scheme including plans and calculations must be provided as part of a site specific flood risk assessment. The calculations must include the upper and lower levels over which the compensation works will apply, the slice thickness to be used and the location of the works.
 5. Floodplain compensation scheme information should be detailed in a table and on drawings. The 200mm slices shall be shown on a detailed plans and cross section drawing/s, of existing and proposed ground levels (please ensure drawing scales are appropriate to show the slices on all drawings).
Prior to the commencement of any level raising within the flood plain, flood

compensation works must be completed in accordance with the designs submitted to and approved in writing by the Local Planning Authority. The measures detailed above shall be retained and maintained thereafter throughout the lifetime of the development.

Reason: *To ensure there is no net loss in floodplain storage capacity within the site and to ensure there is no increase in flood risk to third parties*

16. Prior to use of the junction hereby approved, the existing bus stop / layby on the northern carriageway of the A45 shall be relocated in accordance with details to be submitted and approved in writing by the local planning authority.

Reason: *To ensure access to public transport in accordance with Policy AC5 of the Coventry Local Plan 2016.*

17. Prior to commencement of development, full engineering drawings of the: (i) carriageway; (ii) footpaths; and (iii) cycleways shall be submitted to and approved in writing by the local planning authority. The works shall be carried out in accordance with the approved details.

Reason: *To ensure a satisfactory standard of development and to ensure highway safety, in accordance with Policies AC2 and AC4 of the Coventry Local Plan 2016.*

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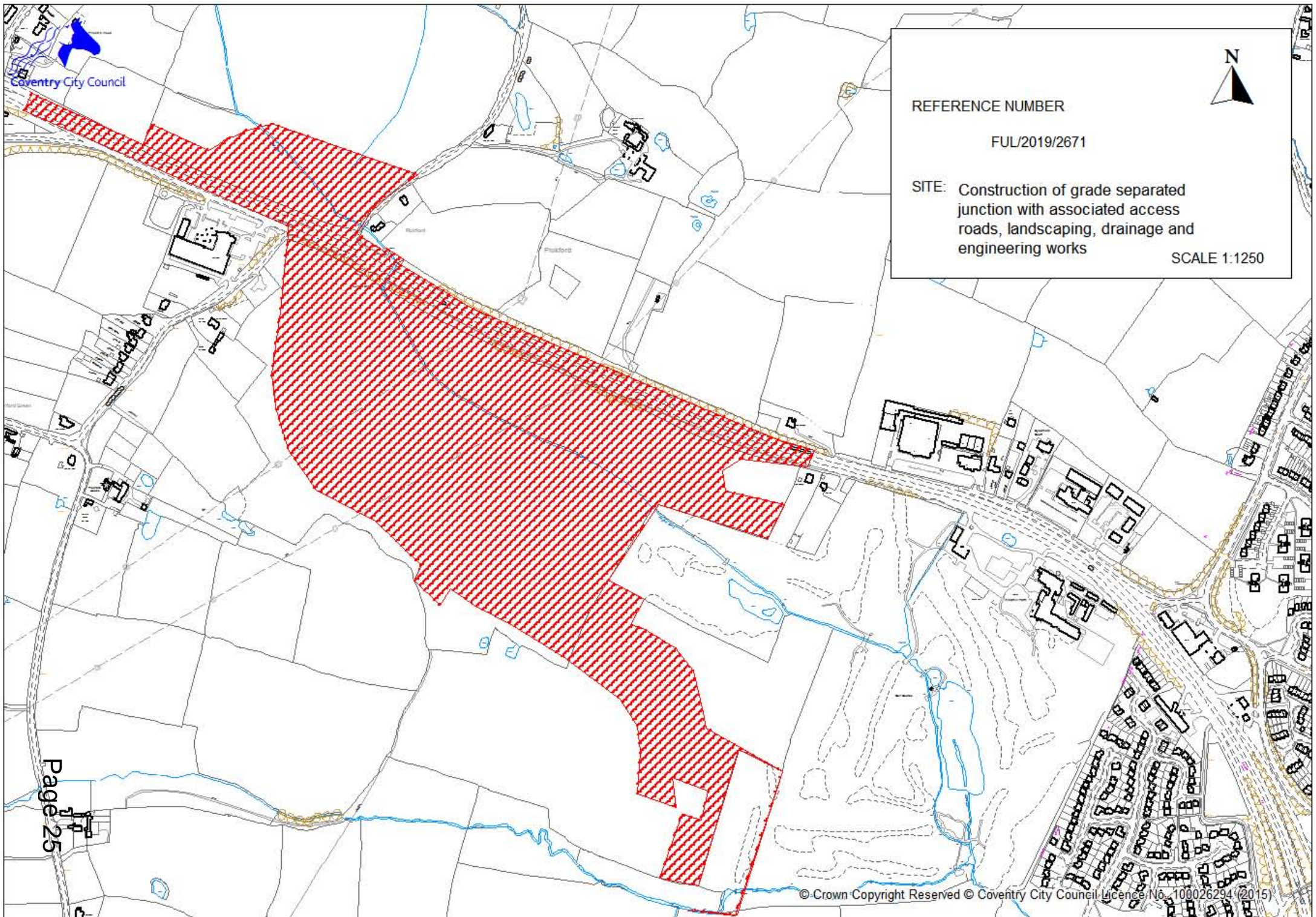


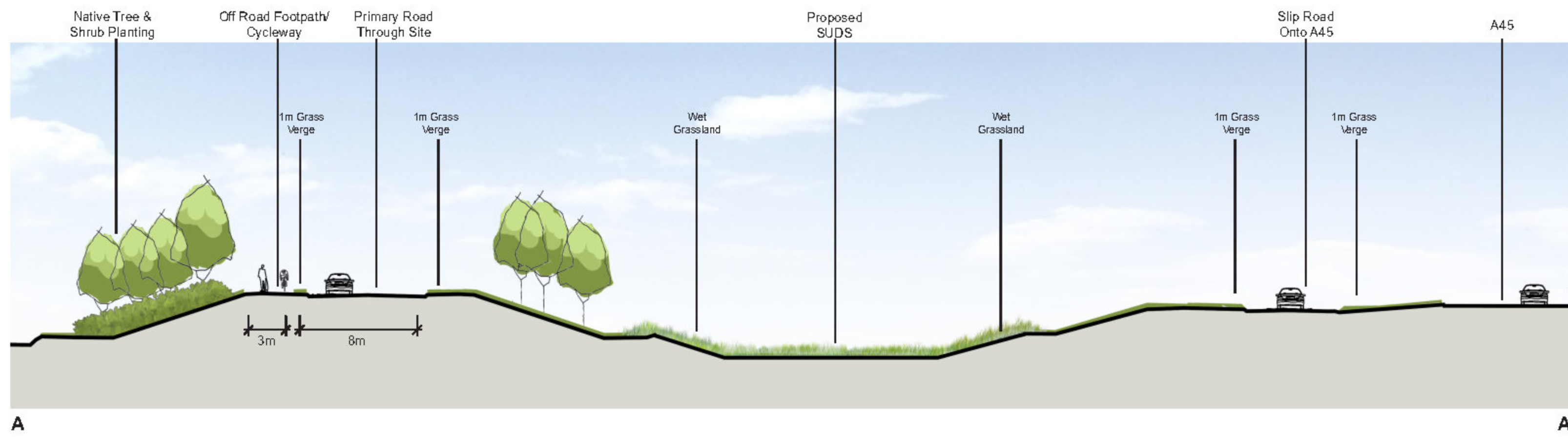
REFERENCE NUMBER

FUL/2019/2671

SITE: Construction of grade separated junction with associated access roads, landscaping, drainage and engineering works

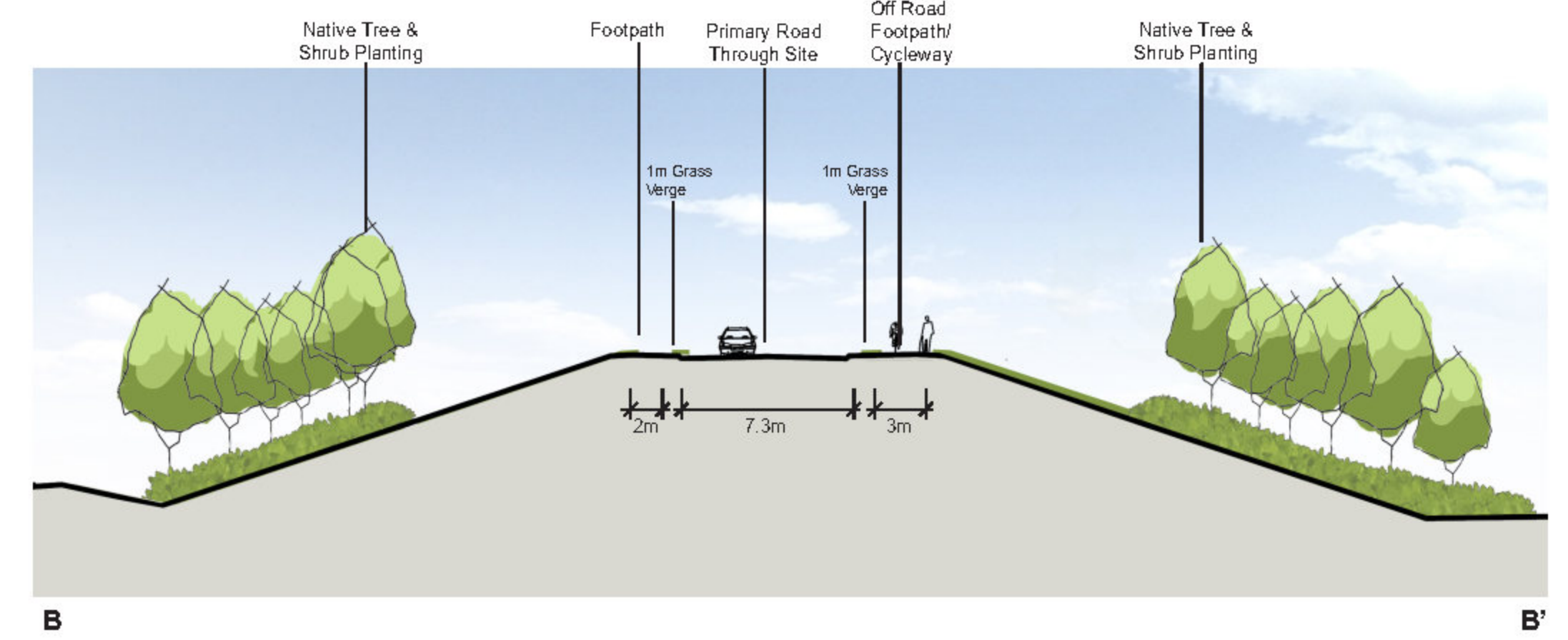
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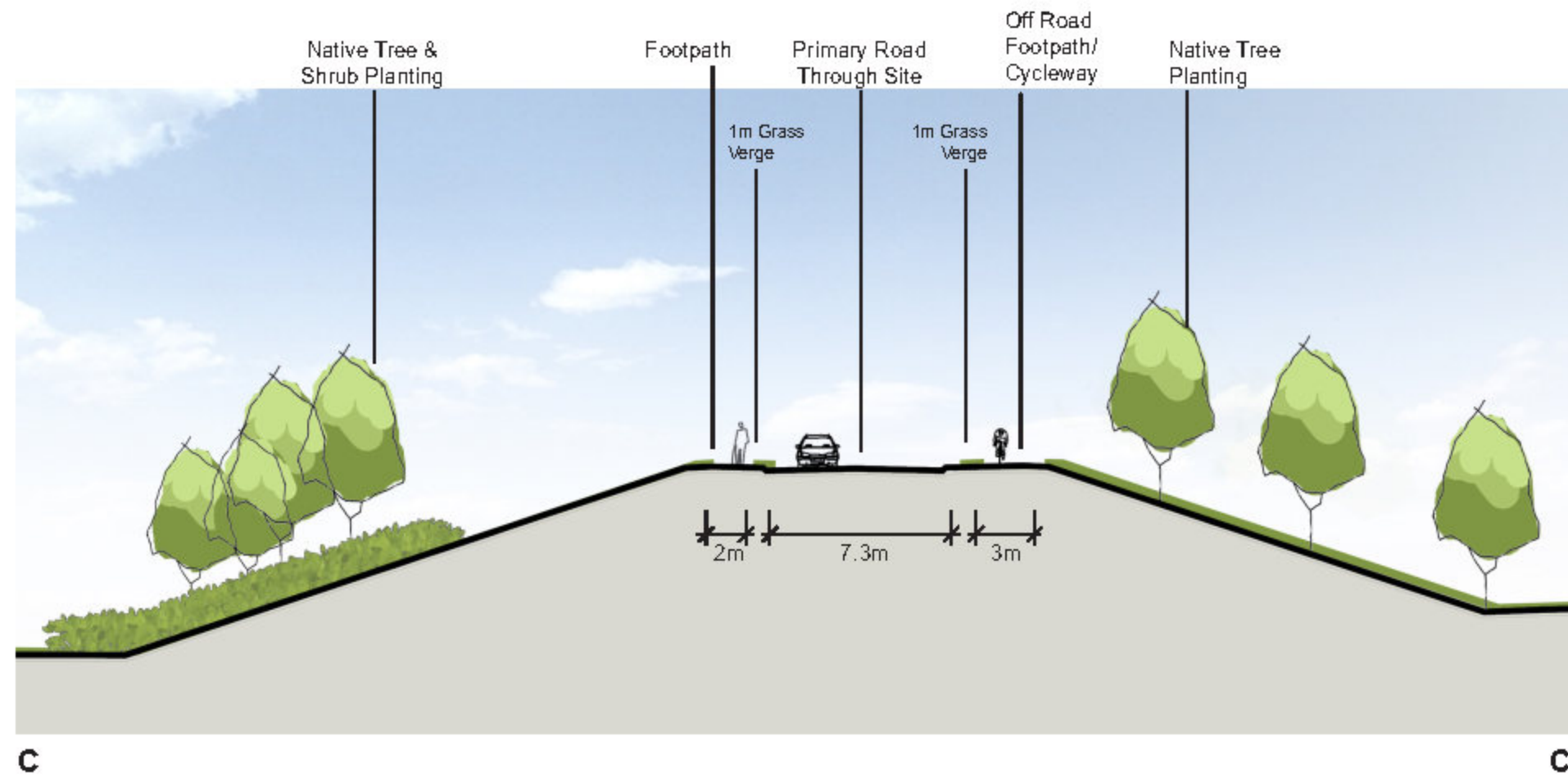
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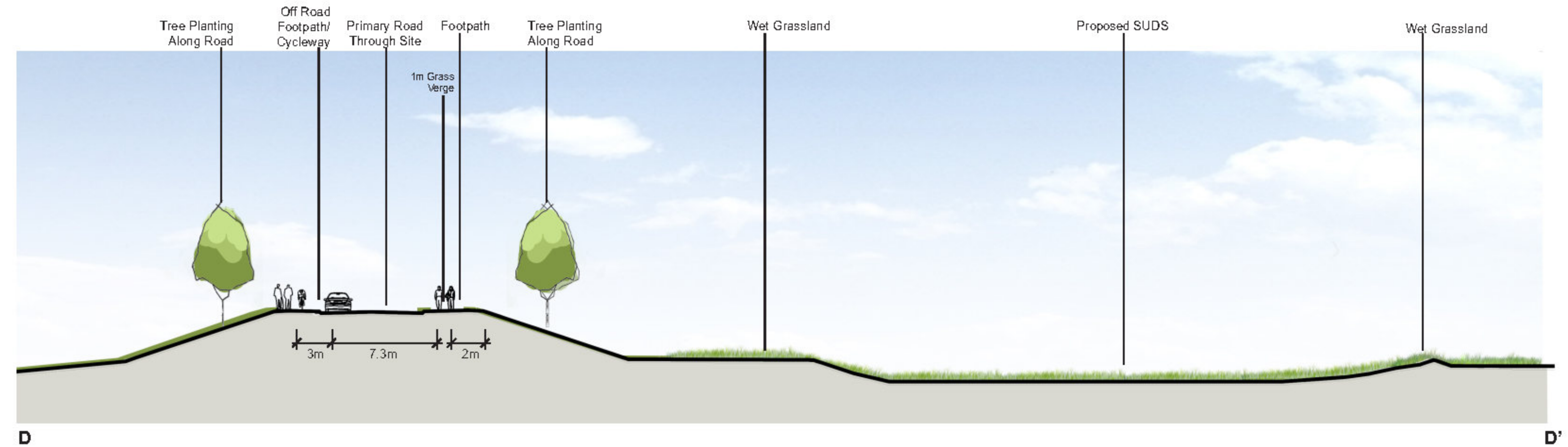
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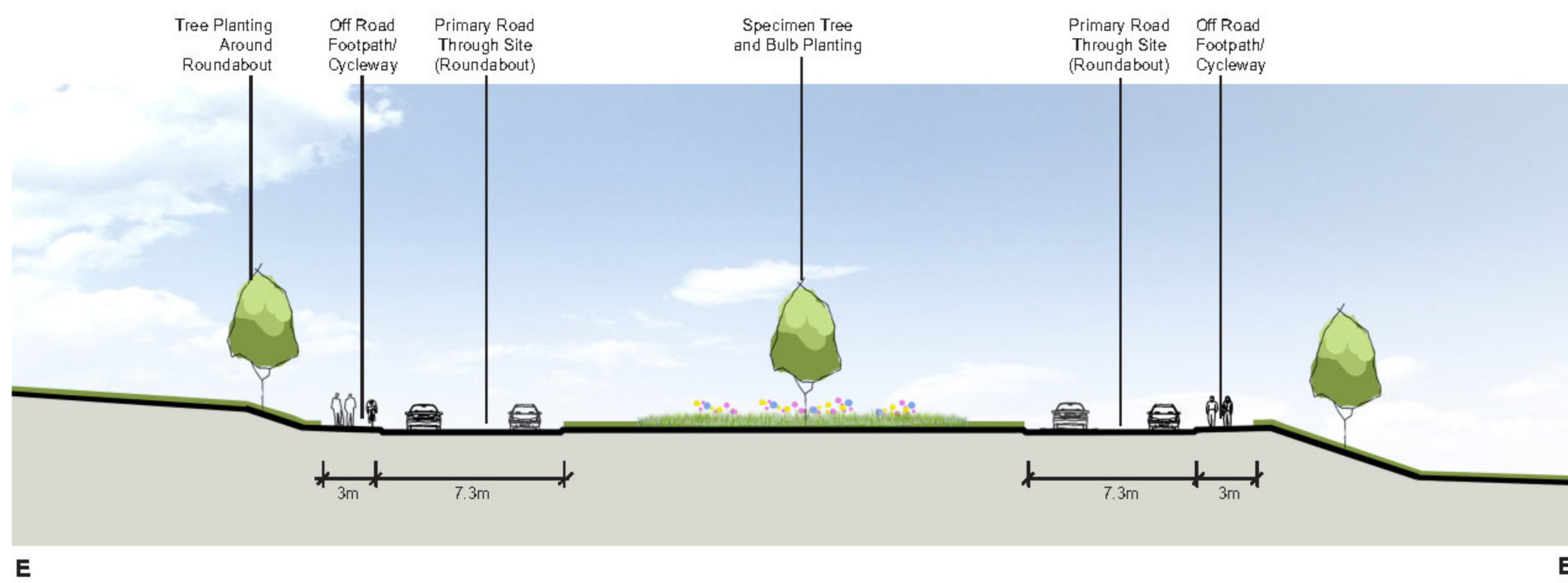
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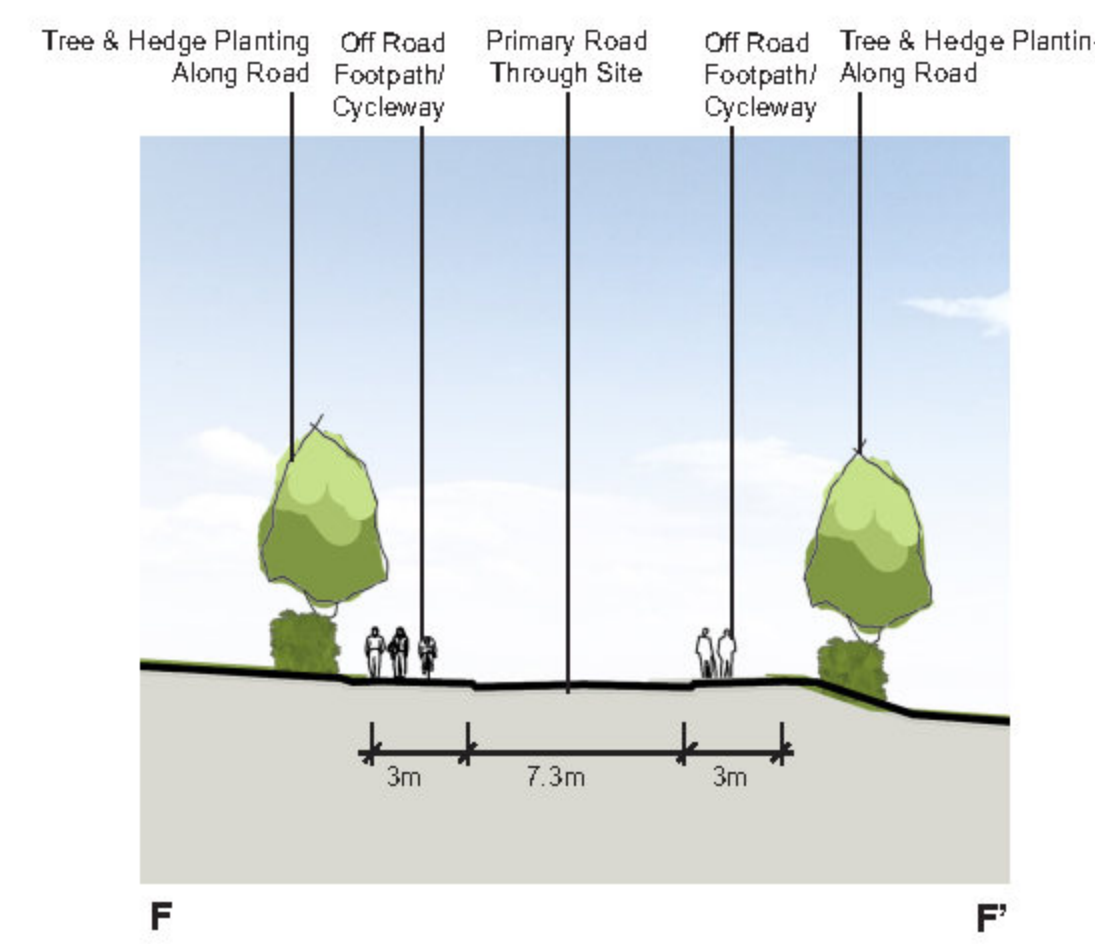
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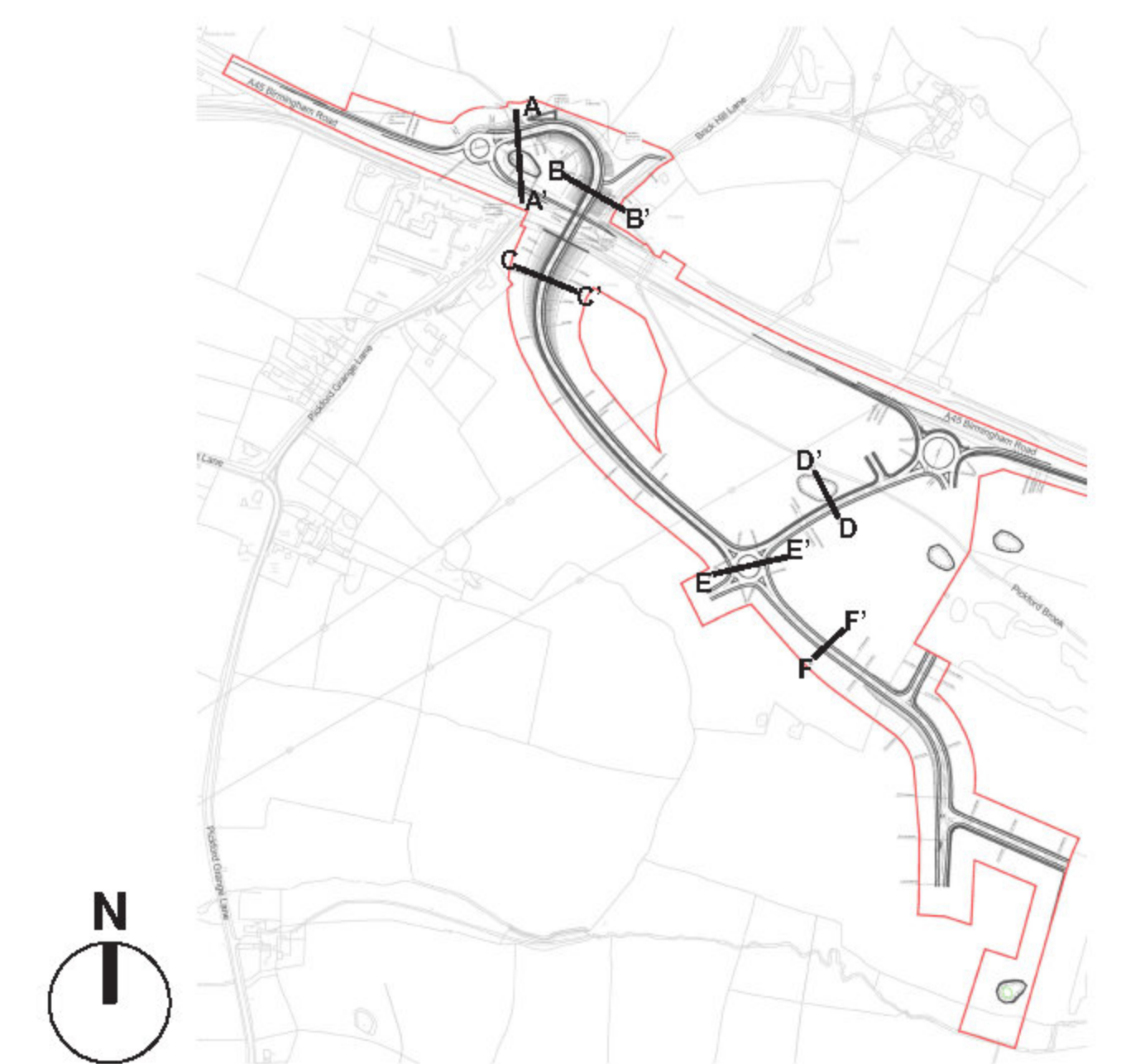
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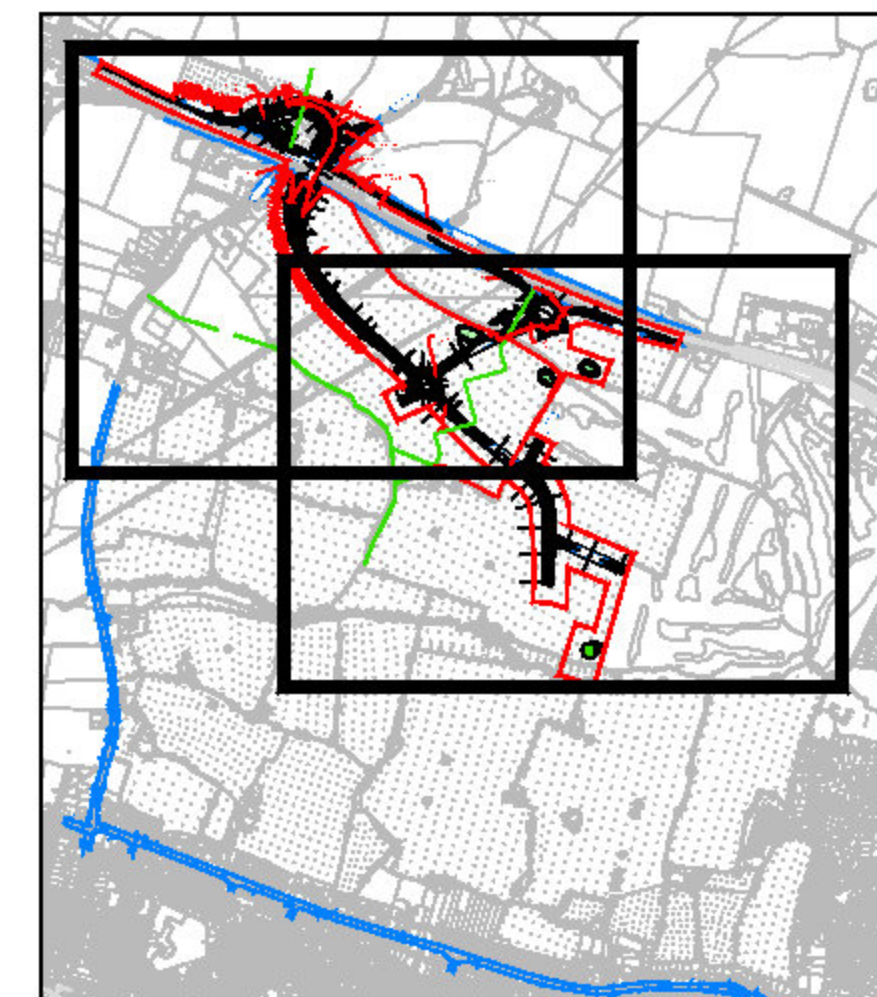
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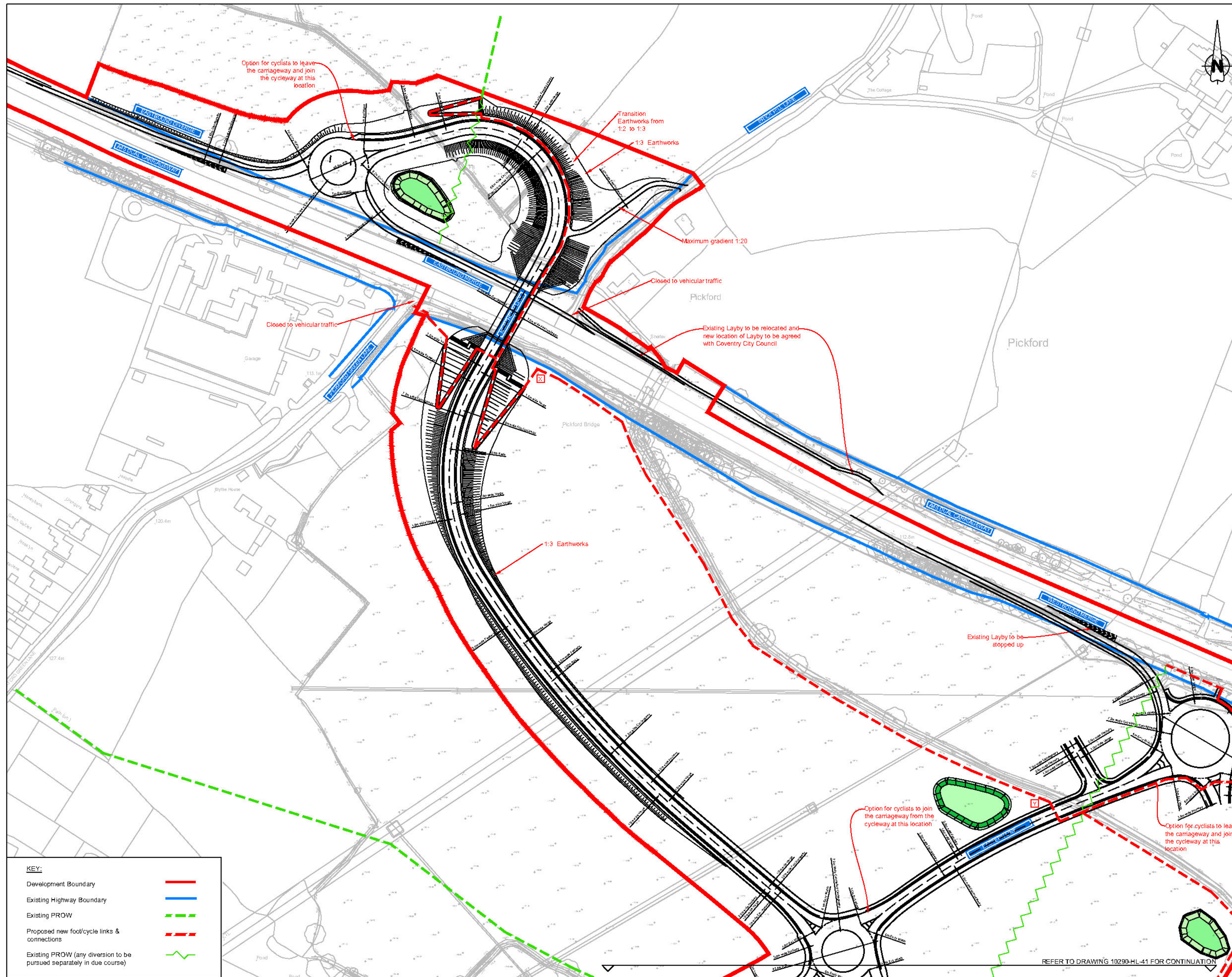
Construction Design and Management (CDM)
Key Residual Risks
 Contractors entering the site should gain permission from the relevant land owners and/or principle contractor working on site at the time of entry. Contractors shall be responsible for carrying out their own risk assessments and for liaising with the relevant services companies and authorities. Listed below are Site Specific key risks associated with the project.

- 1) Overhead and underground services
- 2) Street Lighting Cables
- 3) Working adjacent to water courses and flood plain
- 4) Soil ground conditions
- 5) Working adjacent to live highways and railway line
- 6) Uncharted services
- 7) Existing buildings with potential asbestos hazards

- NOTES:**
1. Do not scale from this drawing.
 2. This drawing has been based on survey data provided by a third party. Brookbanks Consulting Ltd cannot be held responsible for the accuracy of this information.
 3. The junctions, roundabouts and links have been designed in accordance with the following DMRB standards:
 - TA 23/81: Junctions and Accesses - Determination of Size of Roundabouts and Major/Minor Junctions
 - TD 9/93: Highway Link Design
 - TD 16/07: Geometric Design of Roundabouts
 - TD 22/06: Layout of Grade Separated Junctions
 - Manual for Streets.
 5. All highway layout and footway strategy information is subject to change following completion of the detailed design.



General Overview
(Not to Scale)



UNTIL TECHNICAL APPROVAL HAS BEEN OBTAINED FROM THE RELEVANT LOCAL AUTHORITIES, IT SHOULD BE UNDERSTOOD THAT ALL DRAWINGS ARE ISSUED AS PRELIMINARY AND NOT FOR CONSTRUCTION. SHOULD THE CONTRACTOR COMMENCE SITE WORK PRIOR TO APPROVAL BEING GIVEN, IT IS ENTIRELY AT HIS OWN RISK.

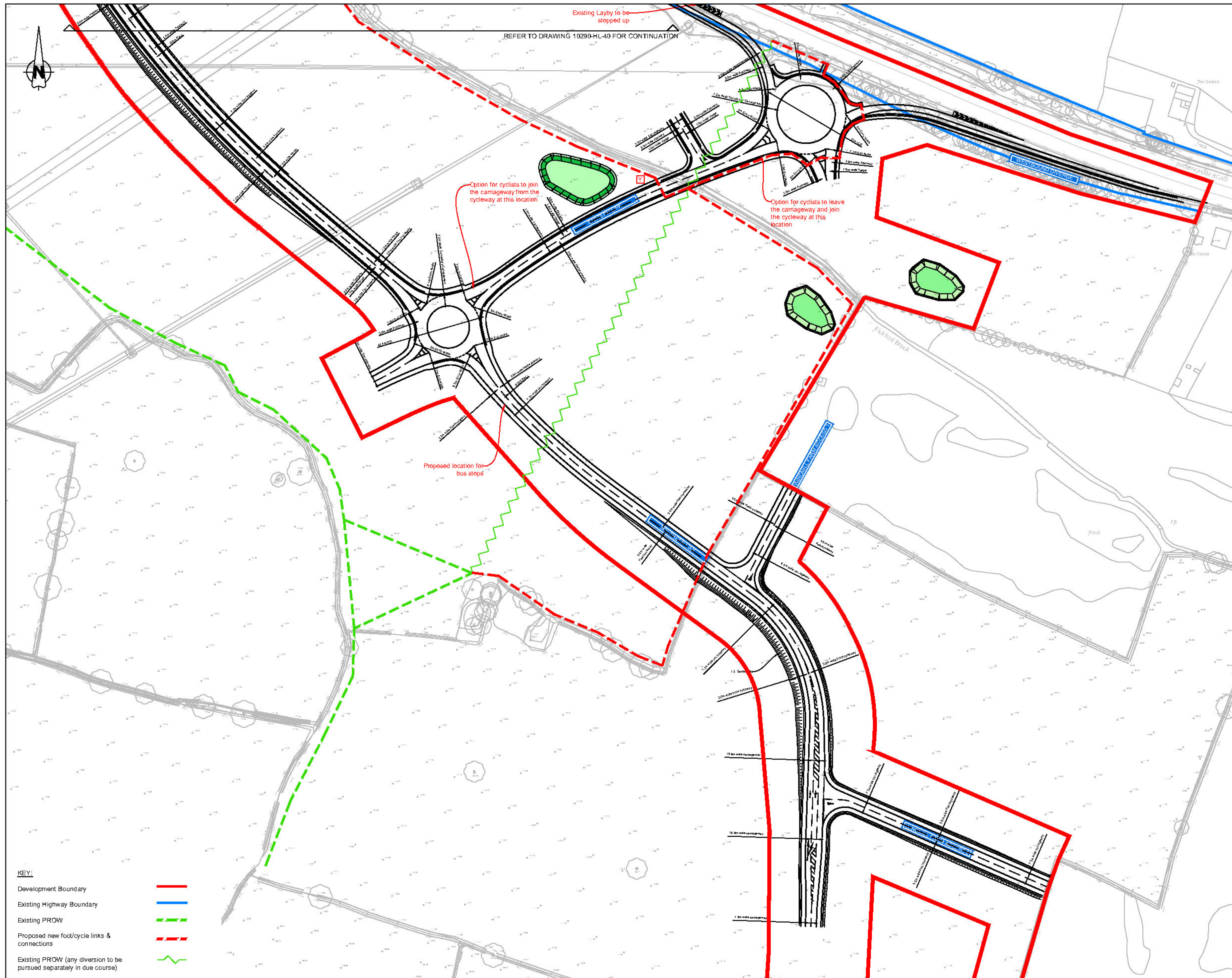
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Hallam Land Management

Land North of Eastern Green
 Coventry
 A45 Pickford Green Interchange
 General Arrangement Sheet 1

Status		Status Date	
For Comment		December	2017
Drawn	Checked	Date	
MDM	LW		05.01.2017
Scale	Number	Rev	
1:1250	10290-HL-40	G	

0 25 50 75 100 125 METRES



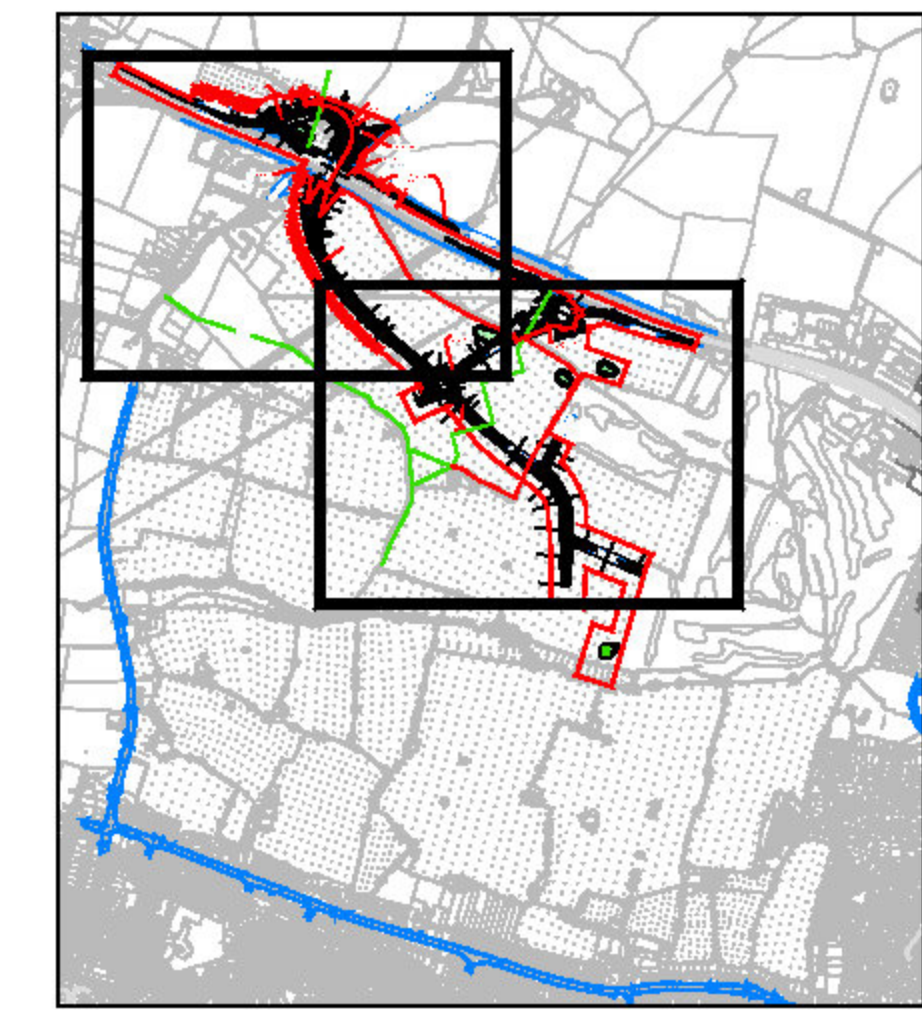
KEY:

Development Boundary	
Existing Highway Boundary	
Existing PROW	
Proposed new foot/cycle links & connections	
Existing PROW (any diversion to be pursued separately in due course)	

Construction Design and Management (CDM)
Key Residual Risks
 Contractors entering the site should gain permission from the relevant land owners and/or principle contractor working on site at the time of entry. Contractors shall be responsible for carrying out their own risk assessments and for liaising with the relevant services companies and authorities. Listed below are Site Specific key risks associated with the project.

- 1) Overhead and underground services
- 2) Street Lighting Cables
- 3) Working adjacent to water courses and flood plain
- 4) Soft ground conditions
- 5) Working adjacent to live highways and railway line
- 6) Uncharted services
- 7) Existing buildings with potential asbestos hazards

- NOTES:**
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 - TA 23/81: Junctions and Accesses - Determination of Size of Roundabouts and Major-Minor Junctions
 - TD 9/93: Highway Link Design
 - TD 18/07: Geometric Design of Roundabouts
 - TD 22/06: Layout of Grade Separated Junctions
 - Manual for Streets.
 5. The markings have been designed in accordance with the Traffic Signs Manual Chapter 5.



General Overview (Not to Scale)

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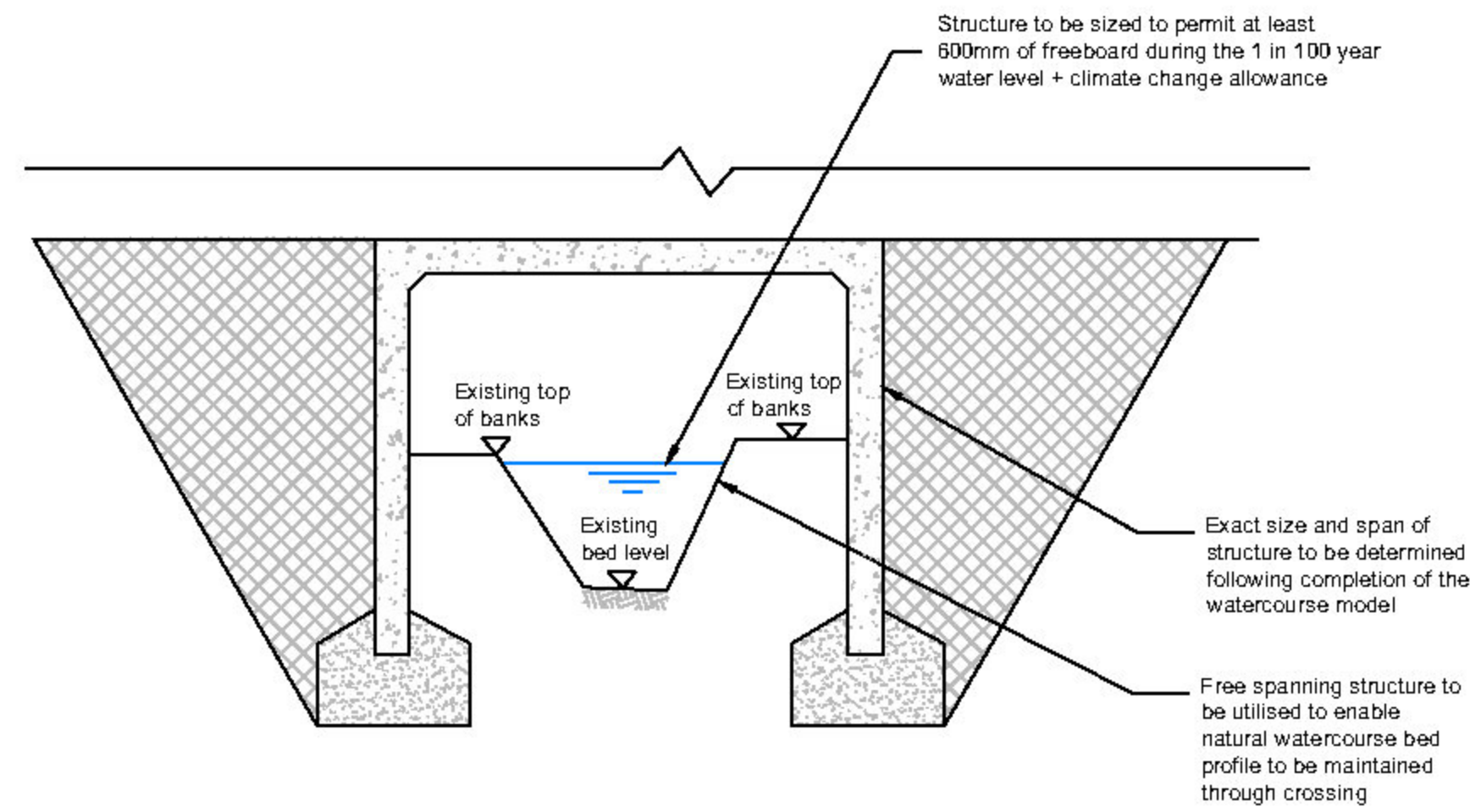


Land North of Eastern Green
 Coventry

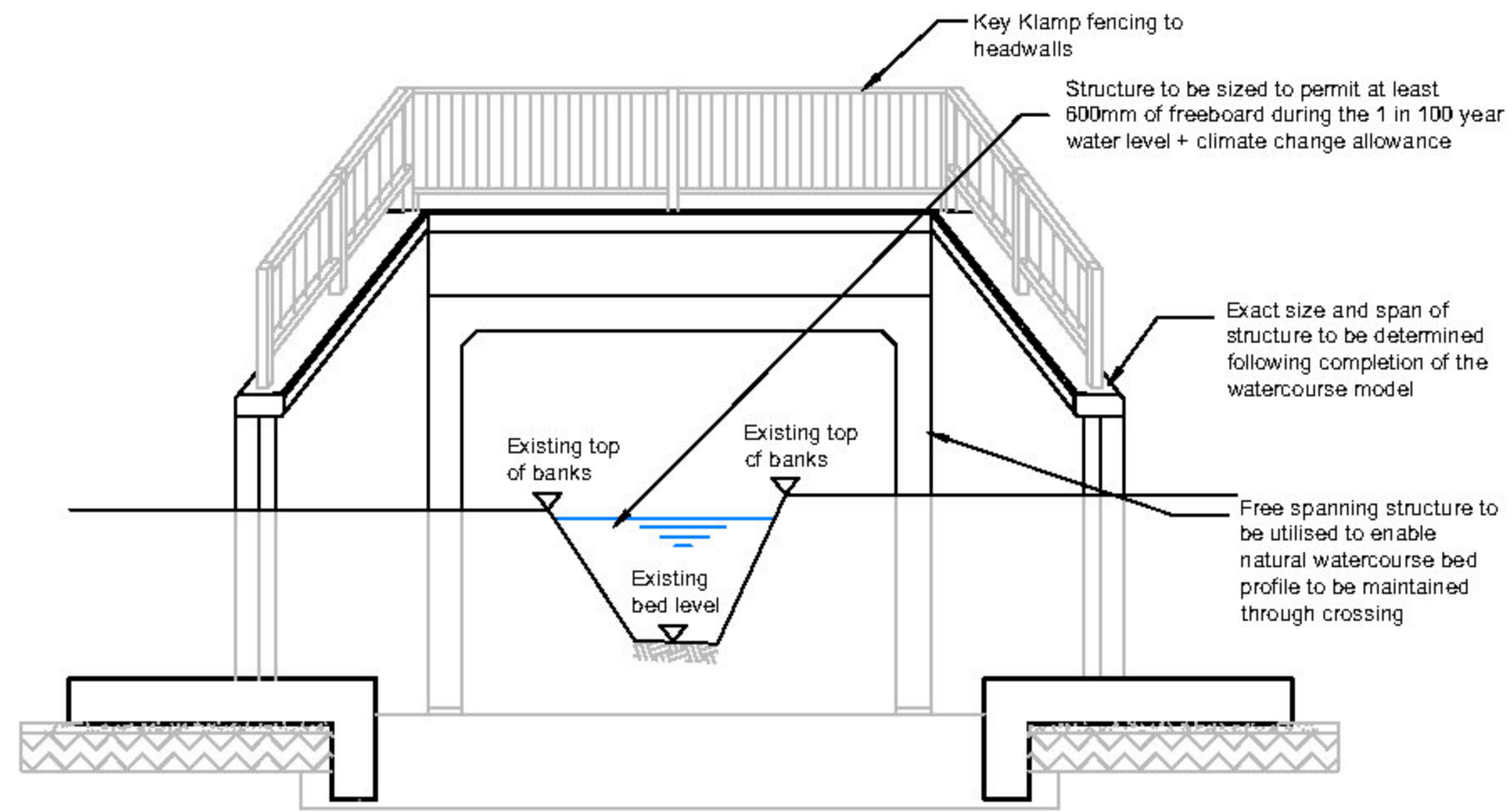
**A45 Pickford Green Interchange
 General Arrangement Sheet 2**

Status	For Comment	Status Date	December 2017
Drawn	MDM	Checked	LW
Date		Date	05.01.2017
Scale	1:1250	Number	10290-HL-41
		Rev	G

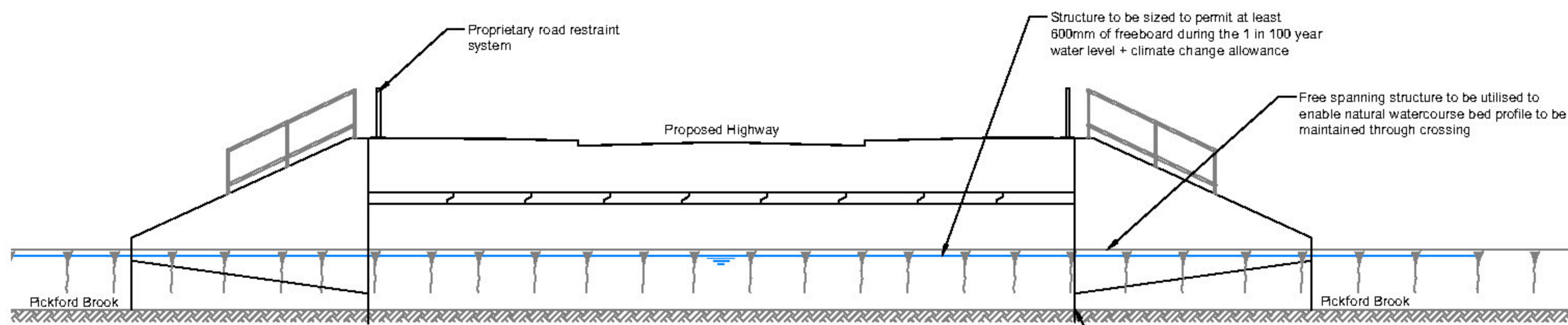
UNTIL TECHNICAL APPROVAL HAS BEEN OBTAINED FROM THE RELEVANT LOCAL AUTHORITIES, IT SHOULD BE UNDERSTOOD THAT ALL DRAWINGS ARE ISSUED AS PRELIMINARY AND NOT FOR CONSTRUCTION. SHOULD THE CONTRACTOR COMMENCE SITE WORK PRIOR TO APPROVAL BEING GIVEN, IT IS ENTIRELY AT HIS OWN RISK.



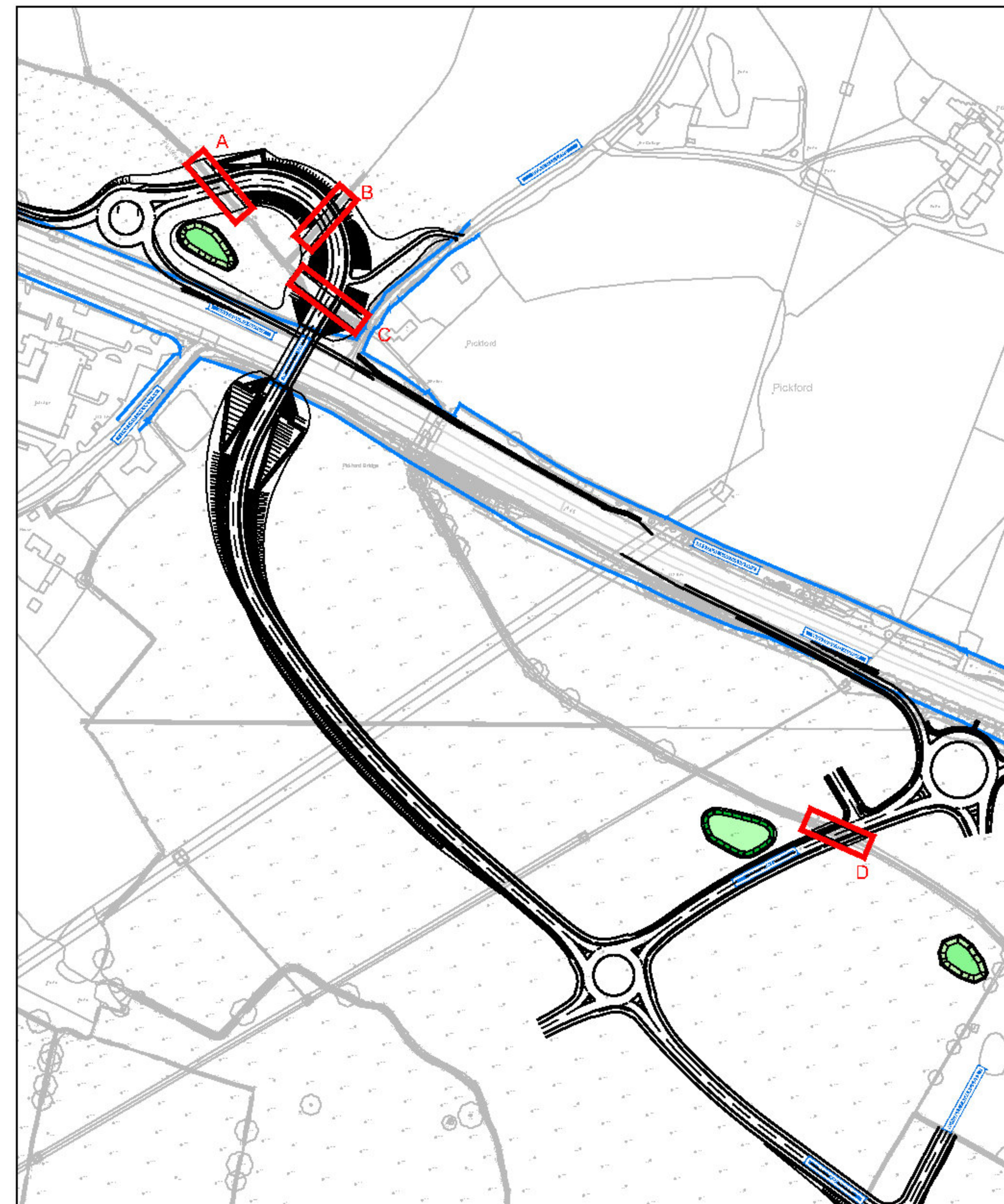
Typical Section through Watercourse Crossing
SCALE: 1:50



Typical Elevation on Watercourse Crossing
SCALE: 1:50



Typical Section along Watercourse Crossing
SCALE: 1:100



Watercourse Crossing Location Plan
SCALE: 1:2500

Construction Design and Management (CDM)
Key Residual Risks
 Contractors entering the site should gain permission from the relevant land owners and/or principle contractor working on site at the time of entry. Contractors shall be responsible for carrying out their own risk assessments and for liaising with the relevant services companies and authorities. Listed below are Site Specific key risks associated with the project.

- 1) Overhead and underground services
- 2) Street Lighting Cables
- 3) Working adjacent to water courses and flood plain
- 4) Soft ground conditions
- 5) Working adjacent to live highways and railway line
- 6) Uncharted services
- 7) Existing buildings with potential asbestos hazards

NOTES:

1. Do not scale from this drawing.
2. This drawing has been based on survey data provided by a third party. Brookbanks Consulting Ltd cannot be held responsible for the accuracy of this information.
5. All works to be undertaken strictly in accordance with the Specification for Highway Works.
6. The type and size of all structures will be ascertained following completion of the hydrological model of the Pickford Brook and detailed designs for each crossing will be completed and submitted to the Environment Agency once complete.
7. All soffit levels are to be at least 600mm above the 1 in 100 year water level + an allowance for climate change.

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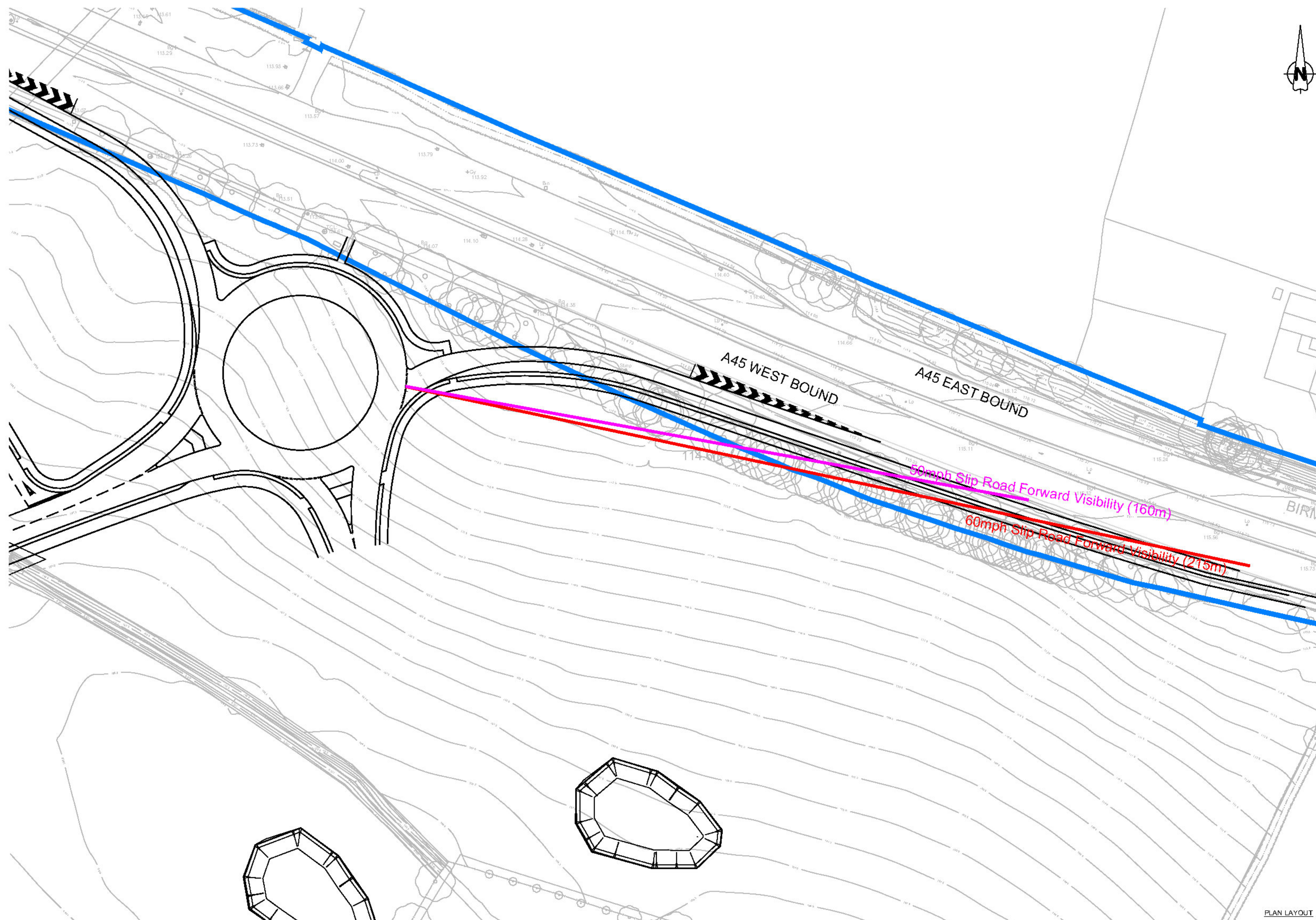


Land North of Eastern Green
 Coventry

A45 Pickford Green Interchange
 Watercourse Crossing Detail
 Pickford Brook

Status	For Comment	Checked	Date	Status Date
RM	PAB		04.03.20	March 2020
As Shown	10290-HL-43	Rev	B	

0 25 50 75 100 125
 METRES



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 3. All highway layout and footway strategy information is subject to change following completion of the detailed design.

KEY:
Existing Highway Boundary



General Overview
(Not to Scale)

Brookbanks

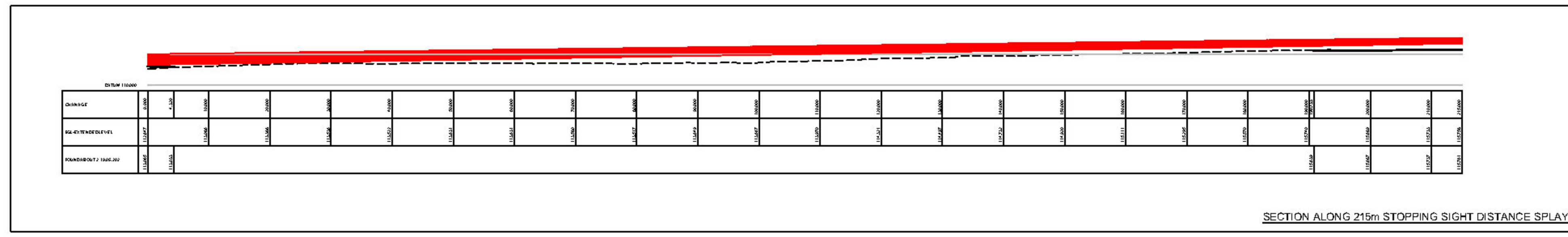
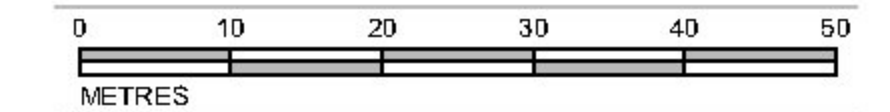
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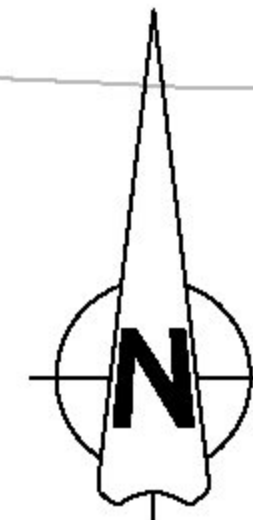
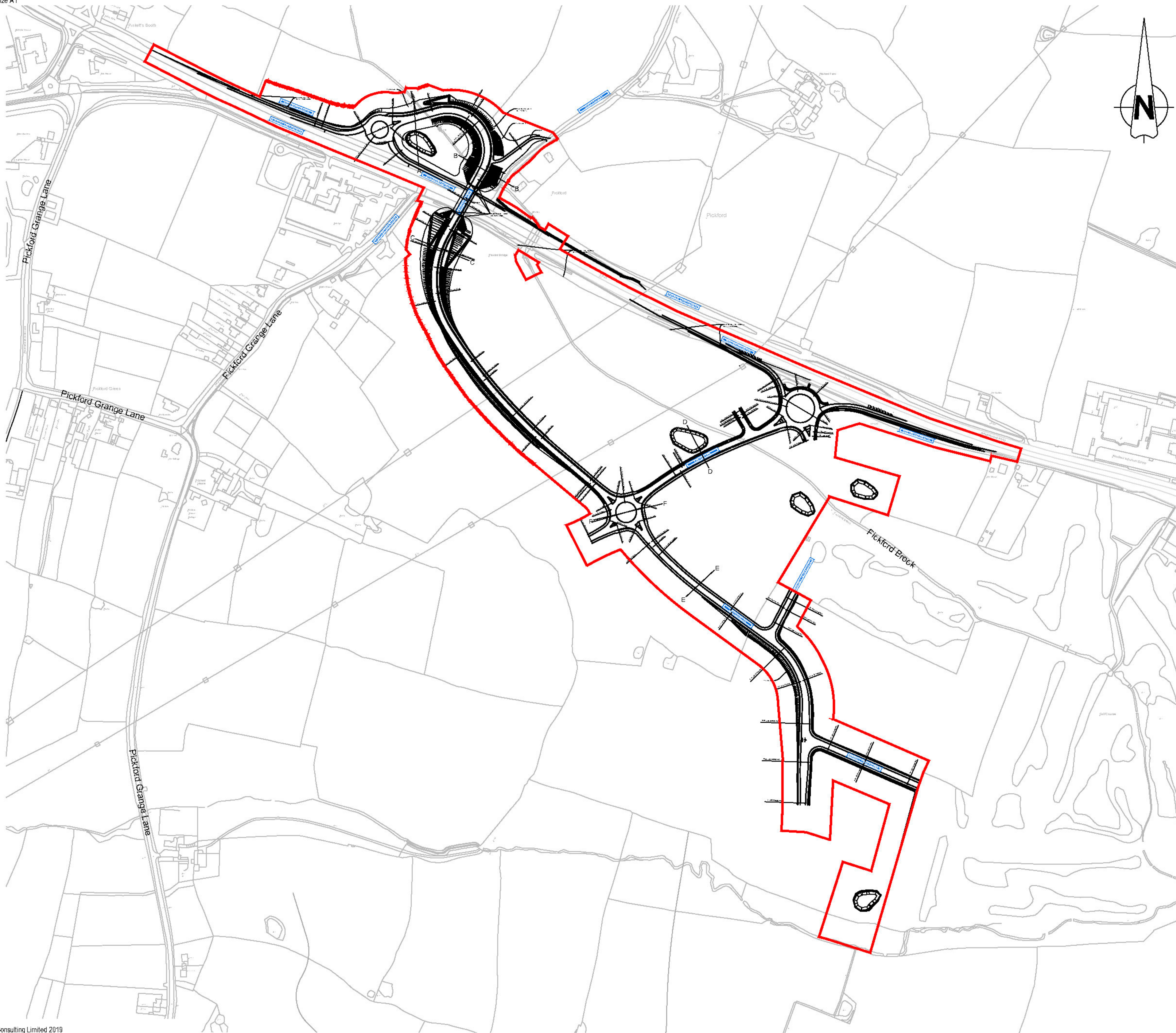


Land North of Eastern Green
Coventry

A45 Pickford Green Interchange
West Bound Visibility Check

Status	For Comment		Status Date	May 2020	
Drawn	RM	Checked	ID	29.05.20	
Scale	1:500	Number	10290-HL-45	Rev	-





NOTES:

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2. All dimensions are in metres unless otherwise stated.
3. Brookbanks Consulting Ltd has prepared this drawing for the sole use of the client. The drawing may not be relied upon by any other party without the express agreement of the client and Brookbanks Consulting Ltd. Where any data supplied by the client or from other sources has been used, it has been assumed that the information is correct. No responsibility can be accepted by Brookbanks Consulting Ltd for inaccuracies in the data supplied by any other party. The drawing has been produced based on the assumption that all relevant information has been supplied by those bodies from whom it was requested.
4. No part of this drawing may be copied or duplicated without the express permission of Brookbanks Consulting.
5. All details contained within this drawing are preliminary and are subject to change following completion of the detailed design and regulatory approval from the Authorities.

KEY:

- Red Line Boundary
- Highway Detention Ponds



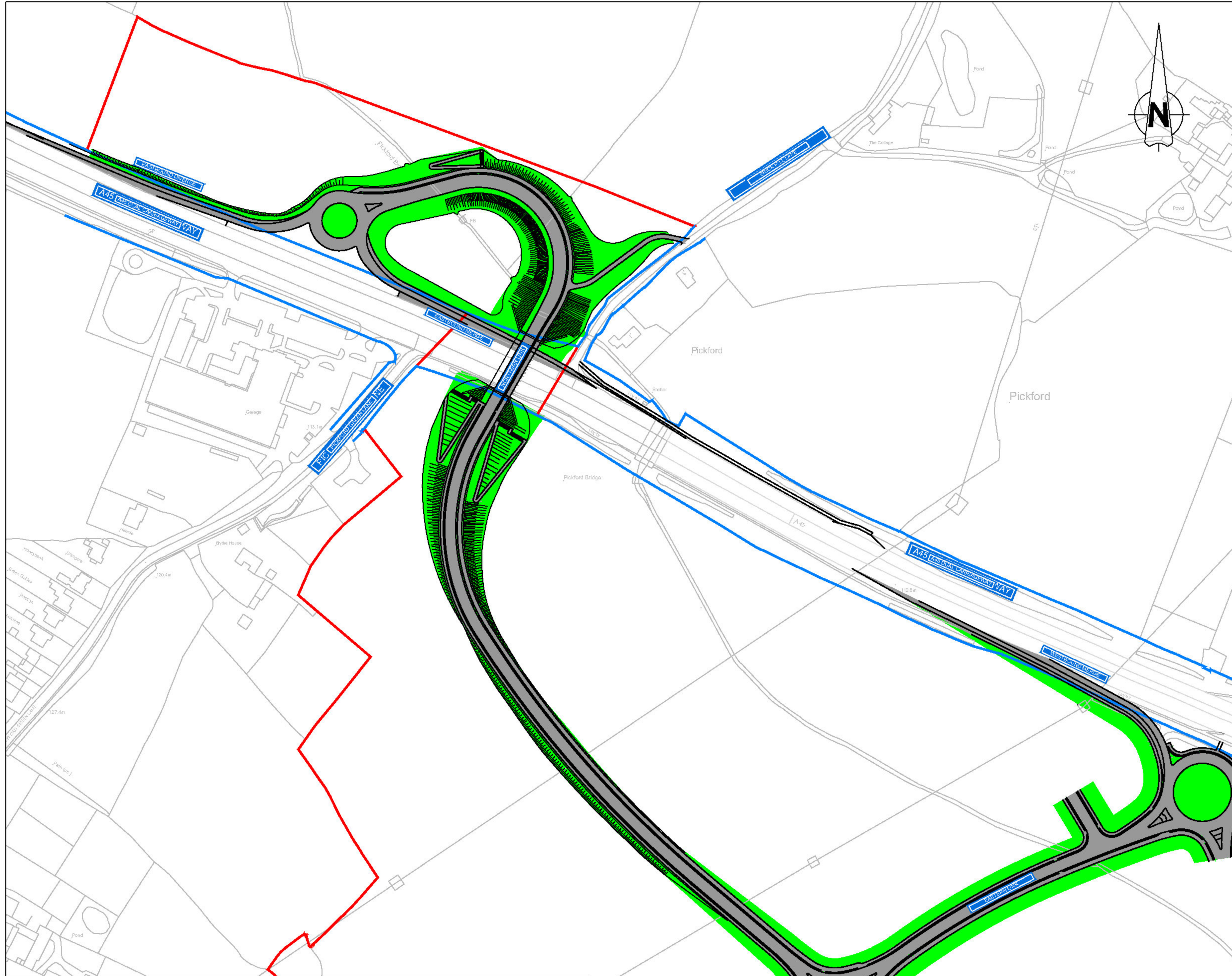
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Land North of Eastern Green
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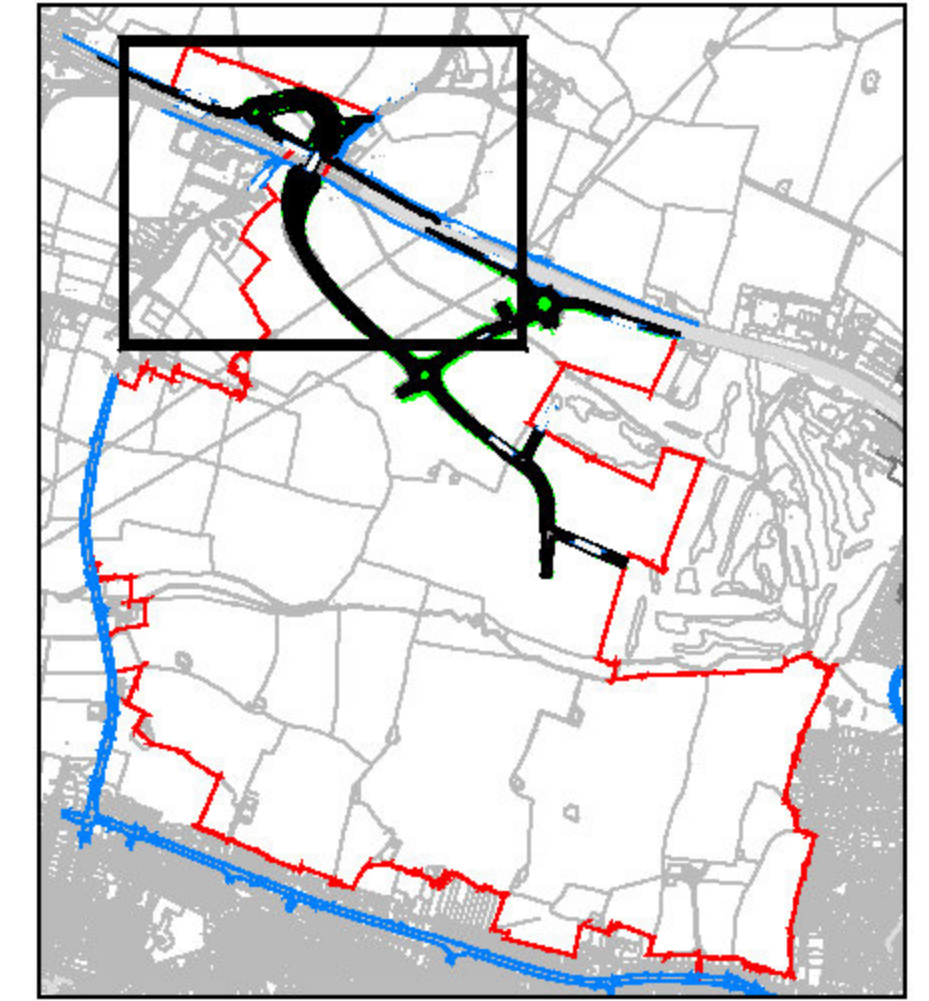
Land Access Proposals
 HIF Planning Boundary

Status	For Planning	Status Date	Oct' 2019
Drawn	MSM	Checked	RM
Date		Date	02.10.2019
Scale	1:2000	Number	10290-PB-01
		Rev	J



NOTES:

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3. The junctions, roundabouts and links have been designed in accordance with the following DMRB standards:
 - TA 23/81: Junctions and Accesses - Determination of Size of Roundabouts and Major-Minor Junctions
 - TD 9/93: Highway Link Design
 - TD 18/07: Geometric Design of Roundabouts
 - TD 22/06: Layout of Grade Separated Junctions
 - Manual for Streets.
5. The markings have been designed in accordance with the Traffic Signs Manual Chapter 5.
6. Refer to landscape architects plan for landscaping material and specification.



General Overview (Not to Scale)

KEY:

- Development Boundary —
- Existing Highway Boundary —
- Bituminous Finish
- Landscape Material

C Minor PROW amendments. MSM RM PAB 28.02.20
 B Minor verge amendments. MSM RM PAB 13.02.20
 A Design Amended. MSM RM PAB 17.01.20
 - First Issue. GG RM PAB 16.10.19



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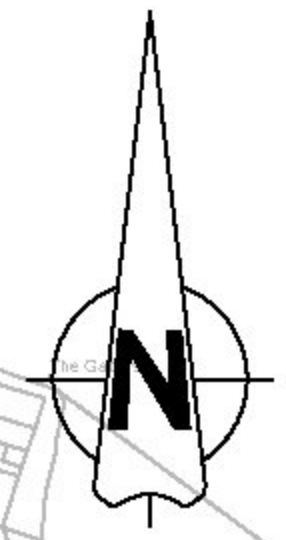
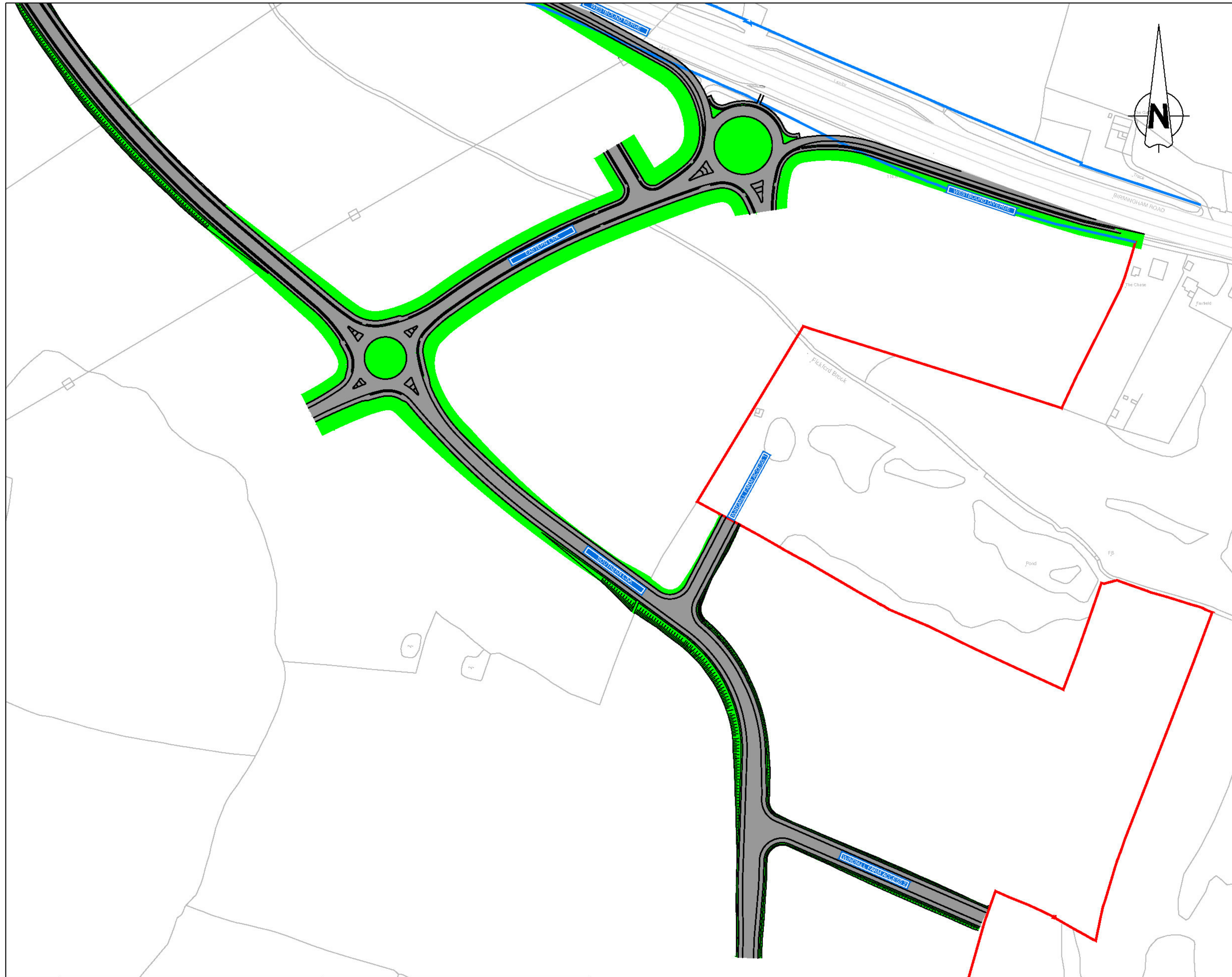


Land North of Eastern Green
 Coventry

A45 Pickford Green Interchange
 Surface Finishes
 Sheet 1 of 2

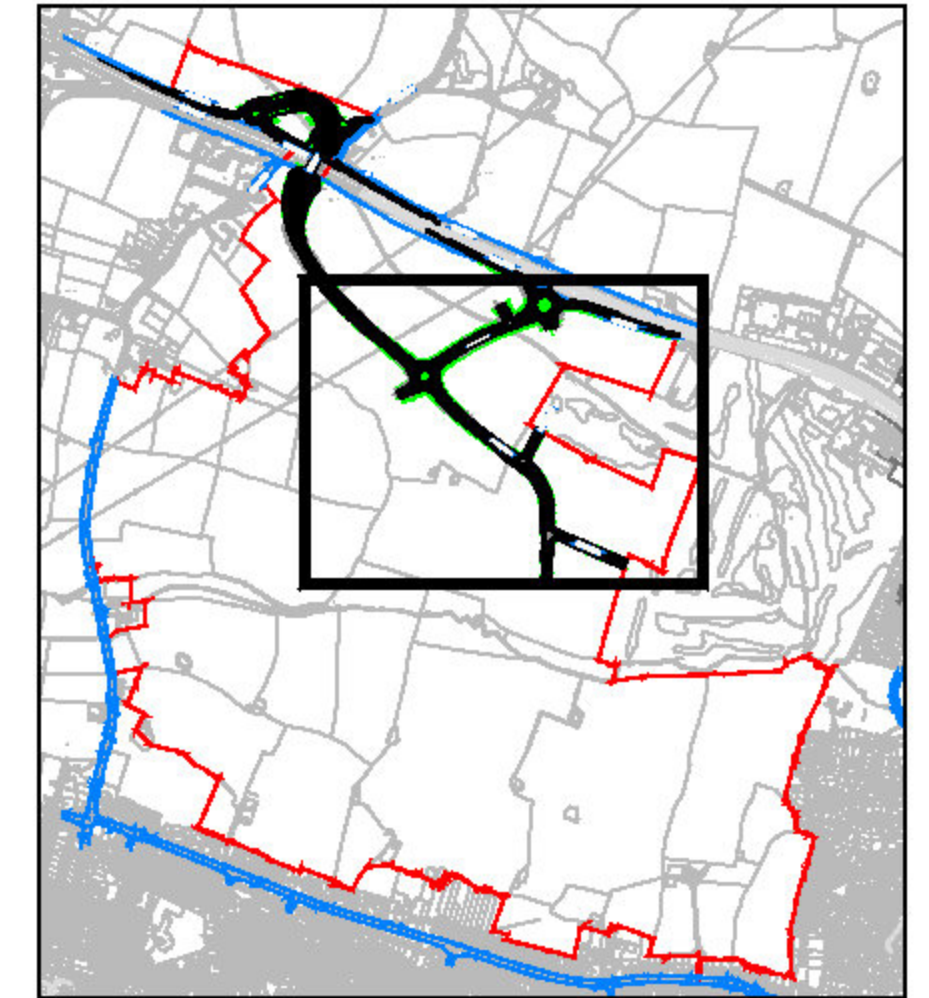
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For Planning		October 2019
Drawn	Checked	Date
GG	RM	16.10.2019
Scale	Number	Rev
1:1250	10290-PK-100	C

UNTIL TECHNICAL APPROVAL HAS BEEN OBTAINED FROM THE RELEVANT LOCAL AUTHORITIES, IT SHOULD BE UNDERSTOOD THAT ALL DRAWINGS ARE ISSUED AS PRELIMINARY AND NOT FOR CONSTRUCTION. SHOULD THE CONTRACTOR COMMENCE SITE WORK PRIOR TO APPROVAL BEING GIVEN, IT IS ENTIRELY AT HIS OWN RISK.



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Land North of Eastern Green
Coventry

A45 Pickford Green Interchange
Surface Finishes
Sheet 2 of 2

Status		Status Date
For Planning		October 2019
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GG	RM	16.10.2019
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Ordinance Survey base mapping - supplied by client.
All Planting to be reviewed once service routes/requirements are known

PROPOSED LANDSCAPING

Native Structural Planting

Heavy Standard Trees (10%)			
% Name	Girth(cm)	Height (cm)	Root/Size
2 <i>Acer campestre</i>	12-14	350-425	RB45-85L
2 <i>Alnus glutinosa</i>	12-14	350-425	RB45-85L
2 <i>Betula pendula</i>	12-14	350-425	RB45-85L
2 <i>Quercus robur</i>	12-14	350-425	RB45-85L
2 <i>Tilia cordata</i>	12-14	350-425	RB45-85L

Feathered Tree (30%)			
% Name	Age	Height (cm)	Root/Size
5 <i>Quercus robur</i>	2x	125-150	B
5 <i>Acer campestre</i>	2x	125-150	B
5 <i>Alnus glutinosa</i>	2x	125-150	B
5 <i>Betula pendula</i>	2x	125-150	B
5 <i>Tilia cordata</i>	2x	125-150	B
1 <i>Corylus avellana</i>	2x	125-150	B
1 <i>Ilex aquifolium</i>		80-100	C10L
2 <i>Malus sylvestris</i>	2x	125-150	B
1 <i>Sorbus aucuparia</i>	2x	125-150	B

Transplants (60%)			
% Name	Age	Height (cm)	Root/Size
10 <i>Quercus robur</i>	1+1	60-80	B
10 <i>Acer campestre</i>	1+1	60-80	B
10 <i>Alnus glutinosa</i>	1+1	60-80	B
10 <i>Betula pendula</i>	1+1	60-80	B
10 <i>Tilia cordata</i>	1+1	60-80	B
2 <i>Corylus avellana</i>	1+1	60-80	B
2 <i>Ilex aquifolium</i>		60-80	C3L
3 <i>Malus sylvestris</i>	1+1	60-80	B
3 <i>Sorbus aucuparia</i>	1+1	60-80	B

Native Shrub Planting			
% Name	Age	Height (cm)	Root/Size
30 <i>Crataegus monogyna</i>	1+1	60-80	B
15 <i>Prunus spinosa</i>	1+1	60-80	B
10 <i>Malus sylvestris</i>	1+1	60-80	B
10 <i>Sorbus aucuparia</i>	1+1	60-80	B
10 <i>Viburnum opulus</i>	1+1	60-80	B
10 <i>Cornus sanguinea</i>	1+1	60-80	B
5 <i>Corylus avellana</i>	1+1	60-80	B
5 <i>Ilex aquifolium</i>		60-80	C3L
5 <i>Ligustrum vulgare</i>	0/1	60-80	B

Extra Heavy Standard Trees			
Ref	Name	Girth(cm)	Height (cm) Root/Size
Qr	<i>Quercus robur</i>	16-18	450-625 RB/85-100L

Extra Heavy Standard Street Trees			
Ref	Name	Girth(cm)	Height (cm) Root/Size
ApC	<i>Acer platanoides</i> 'Columnare'	16-18	450-625 RB/85-100L
CbFF	<i>Carpinus betulus</i> 'Frans Fontaine'	16-18	450-625 RB/85-100L
PcRS	<i>Pinus catteriana</i> 'Red Spire'	16-18	450-625 RB/85-100L
SaCR	<i>Sorbus aucuparia</i> 'Cardinal Royal'	16-18	450-625 RB/85-100L

Hedging			
Name	Age	Height (cm)	Root/Size Density (lm)
<i>Carpinus betulus</i>	1+2	60-80	B 5
<i>Fagus sylvatica</i>	1+2	60-80	B 5

Bulb Planting	
% Name	density (sqm)
75 <i>Eranthis hyemalis</i>	75
25 <i>Galanthus nivalis</i>	80
50 <i>Narcissus pseudonarcissus</i>	20

Aquatic/Marginal Planting			
% Name			
10 <i>Callitriche palustris</i>			
15 <i>Filipendula ulmaria</i>			
10 <i>Iris pseudocorus</i>			
10 <i>Lycopus europaeus</i>			
10 <i>Lythrum salicaria</i>			
10 <i>Mentha aquatica</i>			
15 <i>Veronica beccabunga</i>			
10 <i>Myosotis scorpioides</i>			

Density: 3 plants/sqm

Highway Grass Verges
DLF PM85 Road Verges or similar approved
10-20g/sqm for the above mix

Flowering Verge
Emergate Seeds EL 1 Flowering Lawn Mix or similar approved.
rate: 4g/sqm for the above mix
Postpone mowing for 4-8 weeks from late June to allow flowering

Attenuation Pond
Emergate Seeds EM8 Meadow Mixture for wetlands or similar approved.
rate: 4g/sqm for the above mix

Bankside Mix
Emergate Pond Edge Mix, EP1 or similar approved.
rate: 4g/sqm for the above mix

Rev	Date	Description	dn/checked
D	15-Jan-20	New road layout	Z/EAF
C	17/10/2019	Suggested alternative PROW route added	Z/EAF
-	15.10.2019	First Issue	MO/CEH

master planning
 environmental assessment
 landscape design
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client
Hallam Land Management Ltd

project
Eastern Green Detailed Road Application

drawing title
Landscape Strategy
Sheet 1 of 9

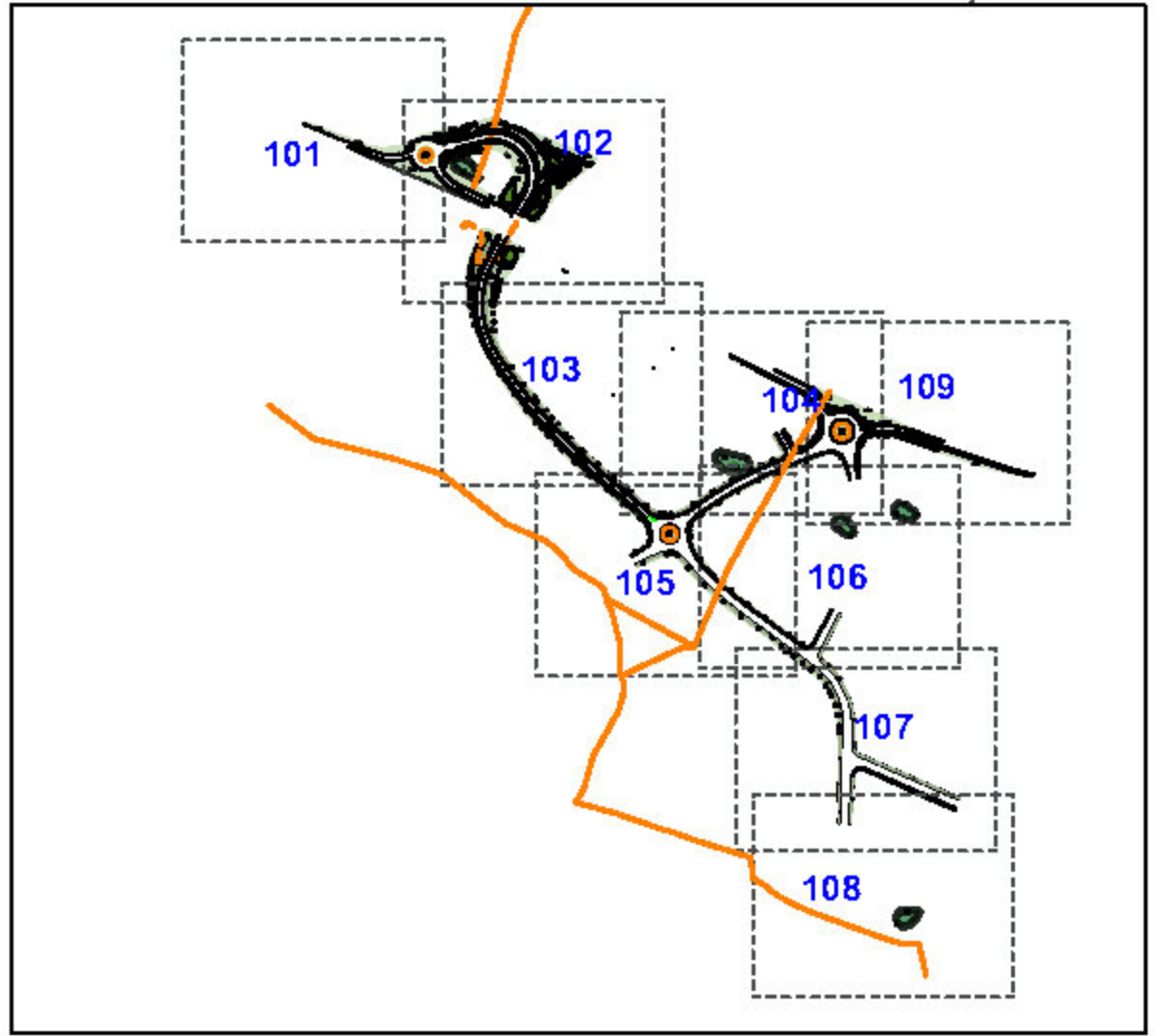
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drawn / checked
IAZ/CEH

revision date
20 January 2020

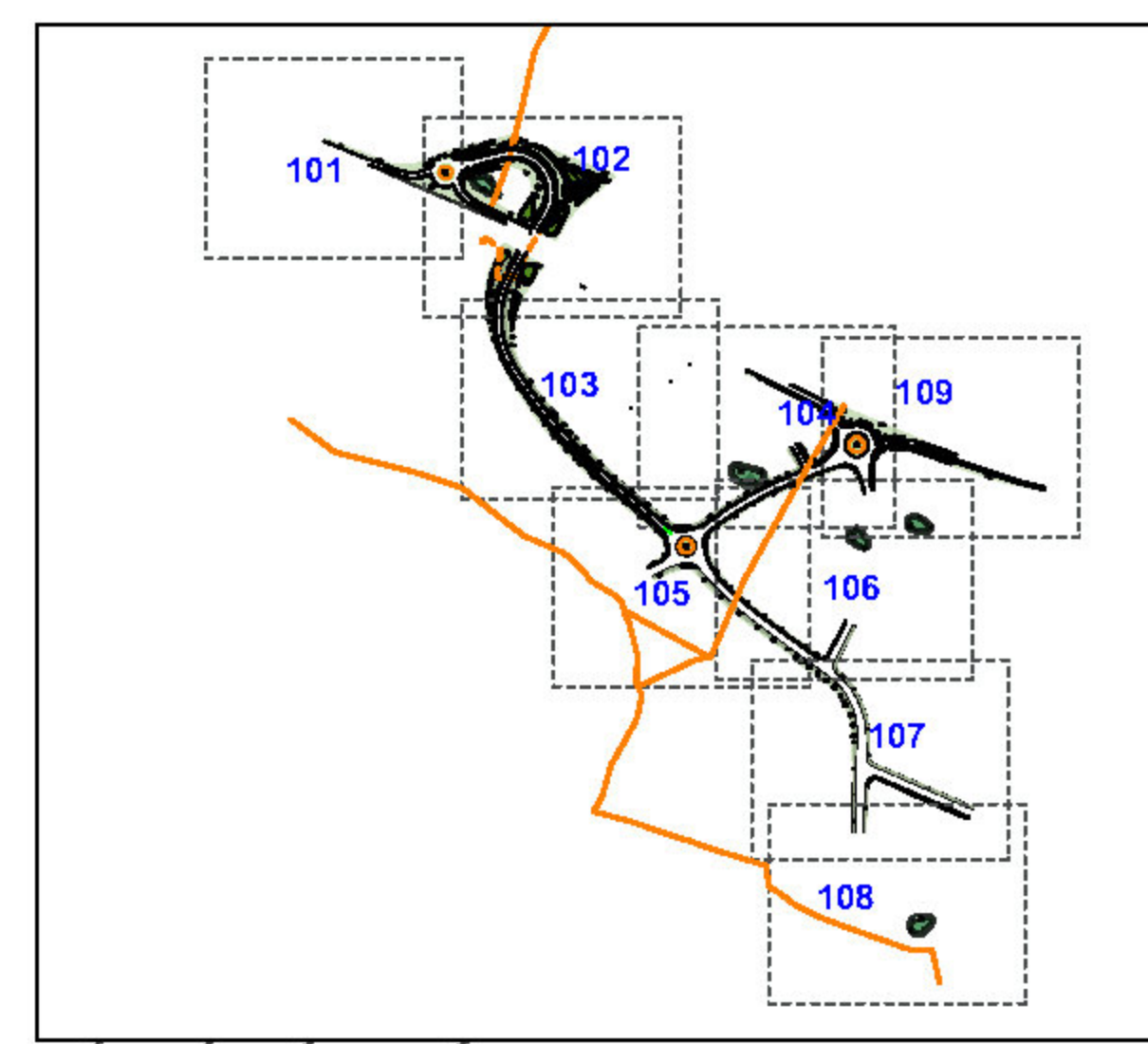
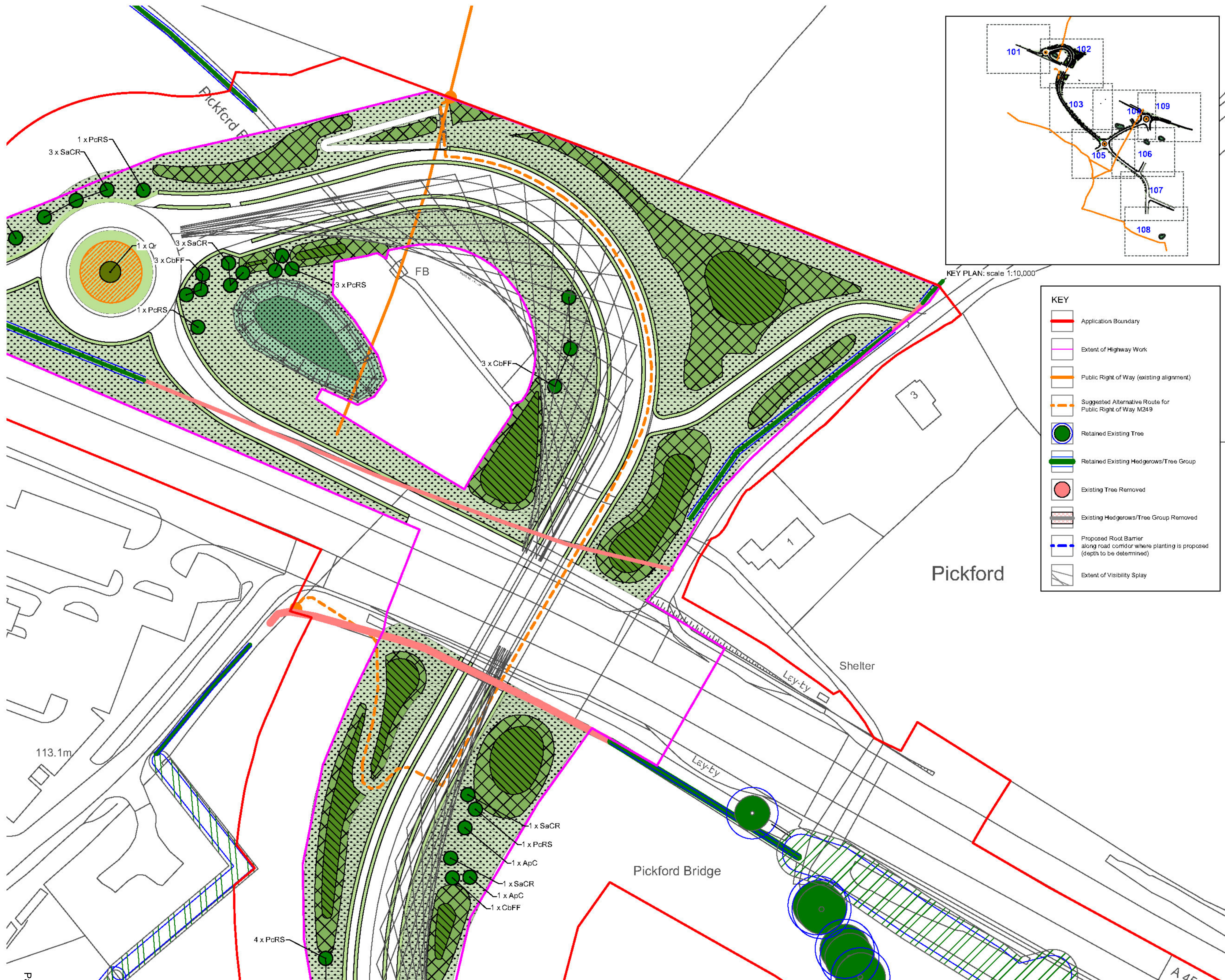
drawing number
6285-L-101 D

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KEY

- Application Boundary
- Extent of Highway Work
- Public Right of Way (existing alignment)
- Suggested Alternative Route for Public Right of Way M249
- Retained Existing Tree
- Retained Existing Hedgerows/Tree Group
- Existing Tree Removed
- Existing Hedgerows/Tree Group Removed
- Proposed Root Barrier along road corridor where planting is proposed (depth to be determined)
- Extent of Visibility Splay



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PROPOSED LANDSCAPING

Native Structural Planting

Heavy Standard Trees (10%)

%	Name	Girth(cm)	Height (cm)	Root/Size
2	<i>Acer campestre</i>	12-14	350-425	RB45-85L
2	<i>Alnus glutinosa</i>	12-14	350-425	RB45-85L
2	<i>Betula pendula</i>	12-14	350-425	RB45-85L
2	<i>Quercus robur</i>	12-14	350-425	RB45-85L
2	<i>Tilia cordata</i>	12-14	350-425	RB45-85L

Feathered Tree (30%)

%	Name	Age	Height (cm)	Root/Size
5	<i>Quercus robur</i>	2x	125-150	B
5	<i>Acer campestre</i>	2x	125-150	B
5	<i>Alnus glutinosa</i>	2x	125-150	B
5	<i>Betula pendula</i>	2x	125-150	B
5	<i>Tilia cordata</i>	2x	125-150	B
1	<i>Corylus avellana</i>	2x	125-150	B
1	<i>Ilex aquifolium</i>	2x	80-100	C10L
2	<i>Malus sylvestris</i>	2x	125-150	B
1	<i>Sorbus aucuparia</i>	2x	125-150	B

Density: 1nr/sqm (100cm centre)

Transplants (60%)

%	Name	Age	Height (cm)	Root/Size
10	<i>Quercus robur</i>	1+1	60-80	B
10	<i>Acer campestre</i>	1+1	60-80	B
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10	<i>Tilia cordata</i>	1+1	60-80	B
2	<i>Corylus avellana</i>	1+1	60-80	B
2	<i>Ilex aquifolium</i>	1+1	60-80	C3L
3	<i>Malus sylvestris</i>	1+1	60-80	B
3	<i>Sorbus aucuparia</i>	1+1	60-80	B

Density: 1nr/sqm (100cm centre)

Native Shrub Planting

%	Name	Age	Height (cm)	Root/Size
30	<i>Crataegus monogyna</i>	1+1	60-80	B
15	<i>Prunus spinosa</i>	1+1	60-80	B
10	<i>Malus sylvestris</i>	1+1	60-80	B
10	<i>Sorbus aucuparia</i>	1+1	60-80	B
10	<i>Viburnum opulus</i>	1+1	60-80	B
10	<i>Cornus sanguinea</i>	1+1	60-80	B
5	<i>Corylus avellana</i>	1+1	60-80	B
5	<i>Ilex aquifolium</i>	1+1	60-80	C3L
5	<i>Ligustrum vulgare</i>	0/1	60-80	B

Density: 1nr/sqm (100cm centre)

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Hedging

Name	Age	Height (cm)	Root/Size	Density (lm)
<i>Carpinus betulus</i>	1+2	60-80	B	5
<i>Fagus sylvatica</i>	1+2	60-80	B	5

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15	<i>Filipendula ulmaria</i>
10	<i>Iris pseudocorus</i>
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Density: 3 plants/sqm

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 10-20g/sqm for the above mix

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project
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drawing title
**Landscape Strategy
 Sheet 2 of 9**

scale
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drawn / checked
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revision date
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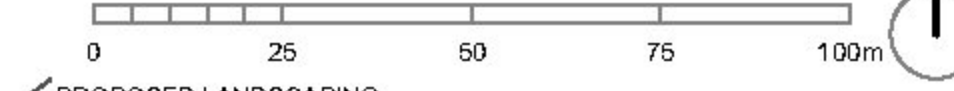
drawing number
 rev

6285-L-102 D

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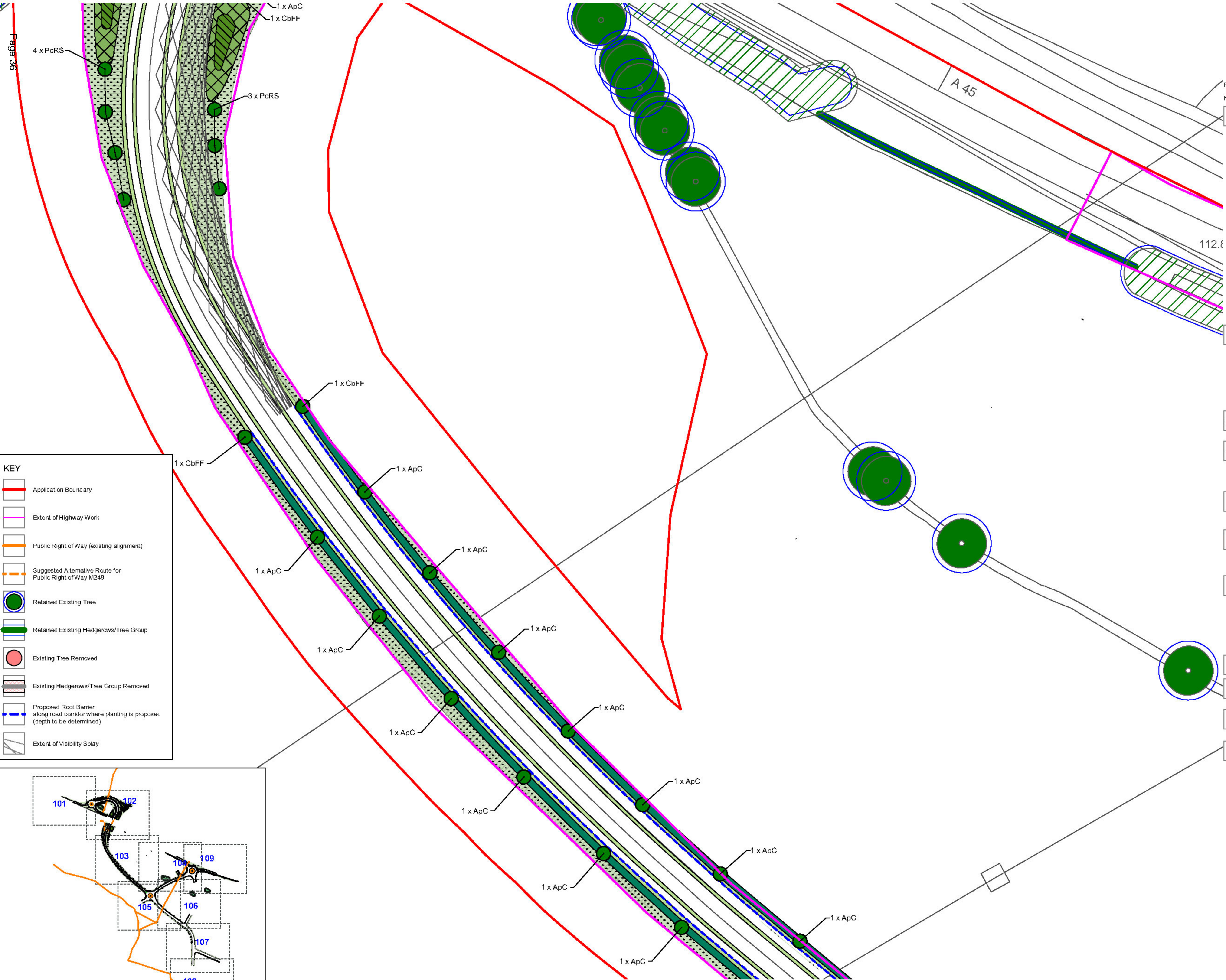
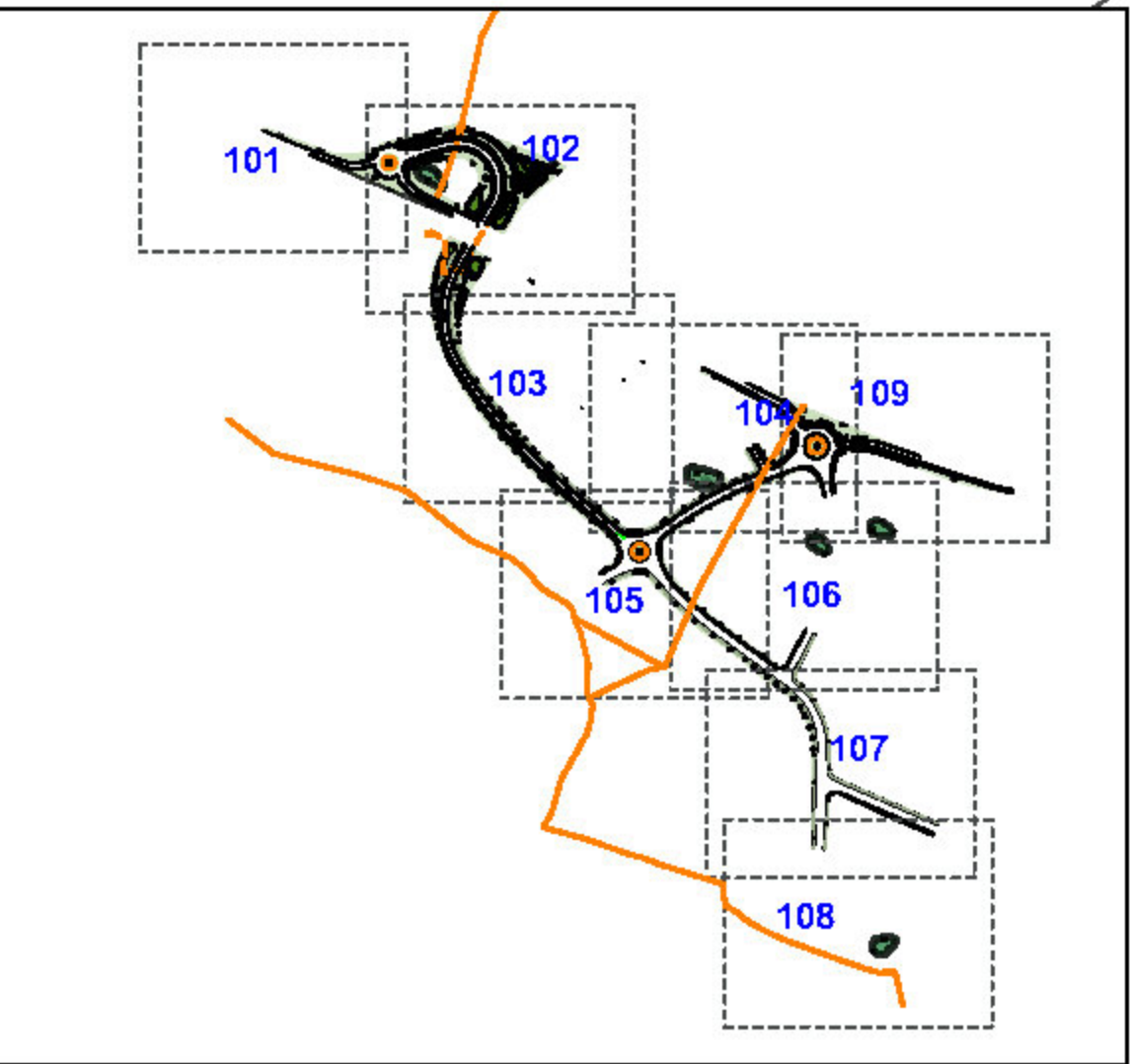
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5	Tilia cordata	2x	125-150	B
1	Corylus avellana	2x	125-150	B
1	Ilex aquifolium	2x	80-100	C10L
2	Malus sylvestris	2x	125-150	B
1	Sorbus aucuparia	2x	125-150	B

Density: 1n/1sqm (100cm centre)

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Hedging

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client: Hallam Land Management Ltd
project: Eastern Green Detailed Road Application

drawing title: Landscape Strategy
Sheet 3 of 9

scale: 1:500 @ A1
drawn/checked: IAZ/CEH
revision date: 20 January 2020

drawing number: 6285-L-103
rev: D

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5	<i>Betula pendula</i>	2x	125-150	B
5	<i>Tilia cordata</i>	2x	125-150	B
1	<i>Corylus avellana</i>	2x	125-150	B
1	<i>Ilex aquifolium</i>	2x	80-100	C10L
2	<i>Malus sylvestris</i>	2x	125-150	B
1	<i>Sorbus aucuparia</i>	2x	125-150	B

Transplants (60%)				
%	Name	Age	Height (cm)	Root/Size
10	<i>Quercus robur</i>	1+1	60-80	B
10	<i>Acer campestre</i>	1+1	60-80	B
10	<i>Alnus glutinosa</i>	1+1	60-80	B
10	<i>Betula pendula</i>	1+1	60-80	B
10	<i>Tilia cordata</i>	1+1	60-80	B
2	<i>Corylus avellana</i>	1+1	60-80	B
2	<i>Ilex aquifolium</i>	1+1	60-80	C3L
3	<i>Malus sylvestris</i>	1+1	60-80	B
3	<i>Sorbus aucuparia</i>	1+1	60-80	B

Native Shrub Planting				
%	Name	Age	Height (cm)	Root/Size
30	<i>Crataegus monogyna</i>	1+1	60-80	B
15	<i>Prunus spinosa</i>	1+1	60-80	B
10	<i>Malus sylvestris</i>	1+1	60-80	B
10	<i>Sorbus aucuparia</i>	1+1	60-80	B
10	<i>Viburnum opulus</i>	1+1	60-80	B
10	<i>Cornus sanguinea</i>	1+1	60-80	B
5	<i>Corylus avellana</i>	1+1	60-80	B
5	<i>Ilex aquifolium</i>	1+1	60-80	C3L
5	<i>Ligustrum vulgare</i>	0/1	60-80	B

Extra Heavy Standard Trees				
Ref	Name	Girth(cm)	Height (cm)	Root/Size
Qr	<i>Quercus robur</i>	16-18	450-625	RB/85-100L

Extra Heavy Standard Street Trees				
Ref	Name	Girth(cm)	Height (cm)	Root/Size
ApC	<i>Acer platanoides</i> 'Columnare'	16-18	450-625	RB/85-100L
CbFF	<i>Carpinus betulus</i> 'Frans Fontaine'	16-18	450-625	RB/85-100L
PcRS	<i>Pinus catteriana</i> 'Red Spire'	16-18	450-625	RB/85-100L
SaCR	<i>Sorbus aucuparia</i> 'Cardinal Royal'	16-18	450-625	RB/85-100L

Hedging				
Name	Age	Height (cm)	Root/Size	Density (lm)
<i>Carpinus betulus</i>	1+2	60-80	B	5
<i>Fagus sylvatica</i>	1+2	60-80	B	5

Bulb Planting		
%	Name	density (sqm)
25	<i>Eranthis hyemalis</i>	75
25	<i>Galanthus nivalis</i>	80
50	<i>Narcissus pseudonarcissus</i>	20

Aquatic/Marginal Planting				
%	Name	Age	Height (cm)	Root/Size
10	<i>Caltha palustris</i>	1+1	60-80	B
15	<i>Filipendula ulmaria</i>	1+1	60-80	B
10	<i>Iris pseudocorus</i>	1+1	60-80	B
10	<i>Lycopus europaeus</i>	1+1	60-80	B
10	<i>Lythrum salicaria</i>	1+1	60-80	B
10	<i>Mentha aquatica</i>	1+1	60-80	B
15	<i>Veronica beccabunga</i>	1+1	60-80	B
10	<i>Myosotis scorpioides</i>	1+1	60-80	B

Highway Grass Verges				
Name	Age	Height (cm)	Root/Size	Density (lm)
DLF PM85 Road Verge or similar approved				10-20g/sqm for the above mix

Flowering Verge				
Name	Age	Height (cm)	Root/Size	Density (lm)
Emergate Seeds EL 1 Flowering Lawn Mix or similar approved.				rate: 4g/sqm for the above mix
				Postpone mowing for 4-8 weeks from late June to allow flowering

Attenuation Pond				
Name	Age	Height (cm)	Root/Size	Density (lm)
Emergate Seeds EM8 Meadow Mixture for wetlands or similar approved.				rate: 4g/sqm for the above mix

Bankside Mix				
Name	Age	Height (cm)	Root/Size	Density (lm)
Emergate Pond Edge Mix, EP1 or similar approved.				rate: 4g/sqm for the above mix

Rev	Date	Description	dn/checked
D	15-Jan-20	New road layout	Z/EAF
C	17/10/2019	Suggested alternative PROW route added	Z/EAF
-	14.10.2019	Final Issue	MO/CEH

Rev	Date	Description	dn/checked
D	15-Jan-20	New road layout	Z/EAF
C	17/10/2019	Suggested alternative PROW route added	Z/EAF
-	14.10.2019	Final Issue	MO/CEH

Rev	Date	Description	dn/checked
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Rev	Date	Description	dn/checked
D	15-Jan-20	New road layout	Z/EAF
C	17/10/2019	Suggested alternative PROW route added	Z/EAF
-	14.10.2019	Final Issue	MO/CEH

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client
Hallam Land Management Ltd

project
Eastern Green Detailed Road Application

drawing title
**Landscape Strategy
 Sheet 4 of 9**

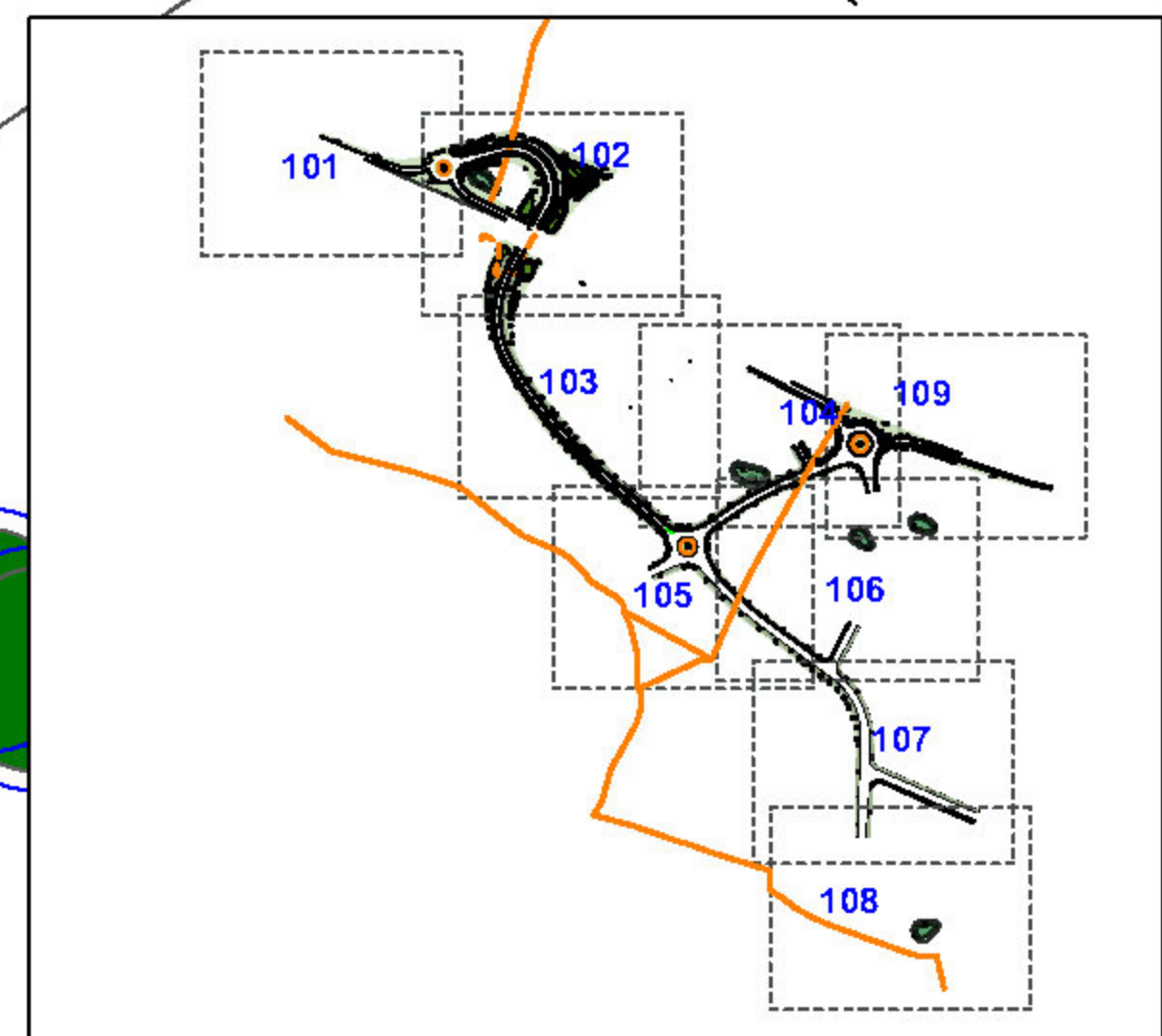
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 IAZ/CEH

revision date
 20 January 2020

drawing number
6285-L-104 D

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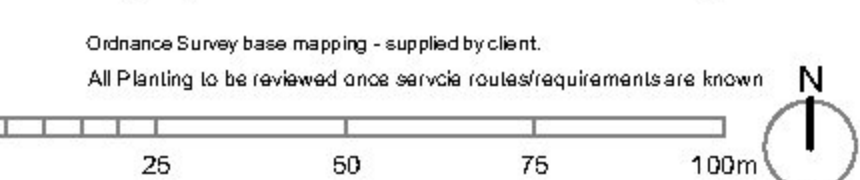


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KEY

- Application Boundary
- Extent of Highway Work
- Public Right of Way (existing alignment)
- Suggested Alternative Route for Public Right of Way M249
- Retained Existing Tree
- Retained Existing Hedgerows/Tree Group
- Existing Tree Removed
- Existing Hedgerows/Tree Group Removed
- Proposed Root Barrier along road corridor where planting is proposed (depth to be determined)
- Extent of Visibility Splay

NOTES
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PROPOSED LANDSCAPING

Native Standard Planting

Heavy Standard Trees (10%)

%	Name	Age	Height (cm)	Root/Size
2	<i>Acer campestre</i>	12-14	350-425	RB45-85L
2	<i>Alnus glutinosa</i>	12-14	350-425	RB45-85L
2	<i>Betula pendula</i>	12-14	350-425	RB45-85L
2	<i>Quercus robur</i>	12-14	350-425	RB45-85L
2	<i>Tilia cordata</i>	12-14	350-425	RB45-85L

Feathered Tree (30%)

%	Name	Age	Height (cm)	Root/Size
5	<i>Quercus robur</i>	2x	125-150	B
5	<i>Acer campestre</i>	2x	125-150	B
5	<i>Alnus glutinosa</i>	2x	125-150	B
5	<i>Betula pendula</i>	2x	125-150	B
5	<i>Tilia cordata</i>	2x	125-150	B
1	<i>Corylus avellana</i>	2x	125-150	B
1	<i>Ilex aquifolium</i>	2x	80-100	C10L
2	<i>Malus sylvestris</i>	2x	125-150	B
1	<i>Sorbus aucuparia</i>	2x	125-150	B

Density: 1nr/sqm (100cm centre)

Transplants (60%)

%	Name	Age	Height (cm)	Root/Size
10	<i>Quercus robur</i>	1+1	60-80	B
10	<i>Acer campestre</i>	1+1	60-80	B
10	<i>Alnus glutinosa</i>	1+1	60-80	B
10	<i>Betula pendula</i>	1+1	60-80	B
10	<i>Tilia cordata</i>	1+1	60-80	B
2	<i>Corylus avellana</i>	1+1	60-80	B
2	<i>Ilex aquifolium</i>	60-80		C3L
3	<i>Malus sylvestris</i>	1+1	60-80	B
3	<i>Sorbus aucuparia</i>	1+1	60-80	B

Density: 1nr/sqm (100cm centre)

Native Shrub Planting

%	Name	Age	Height (cm)	Root/Size
30	<i>Crataegus monogyna</i>	1+1	60-80	B
15	<i>Prunus spinosa</i>	1+1	60-80	B
10	<i>Malus sylvestris</i>	1+1	60-80	B
10	<i>Sorbus aucuparia</i>	1+1	60-80	B
10	<i>Viburnum opulus</i>	1+1	60-80	B
10	<i>Cornus sanguinea</i>	1+1	60-80	B
5	<i>Corylus avellana</i>	1+1	60-80	B
5	<i>Ilex aquifolium</i>	60-80		C3L
5	<i>Ligustrum vulgare</i>	0/1	60-80	B

Density: 1nr/sqm (100cm centre)

Extra Heavy Standard Trees

Ref	Name	Age	Height (cm)	Root/Size
Qr	<i>Quercus robur</i>	16-18	450-625	RB/85-100L

Extra Heavy Standard Street Trees

Ref	Name	Age	Height (cm)	Root/Size
ApC	<i>Acer platanoides 'Columnare'</i>	16-18	450-625	RB/85-100L
CbFF	<i>Carpinus betulus 'Frans Fontaine'</i>	16-18	450-625	RB/85-100L
PcRS	<i>Pinus catteriana 'Red Spire'</i>	16-18	450-625	RB/85-100L
SaCR	<i>Sorbus aucuparia 'Cardinal Royal'</i>	16-18	450-625	RB/85-100L

Hedging

Name	Age	Height (cm)	Root/Size	Density (lm)
<i>Carpinus betulus</i>	1+2	60-80	B	5
<i>Fagus sylvatica</i>	1+2	60-80	B	5

Bulb Planting

%	Name	density (sqm)
25	<i>Eranthis hyemalis</i>	75
25	<i>Galanthus nivalis</i>	80
50	<i>Narcissus pseudonarcissus</i>	20

Aquatic/Marginal Planting

%	Name
10	<i>Caltha palustris</i>
15	<i>Filipendula ulmaria</i>
10	<i>Iris pseudocorus</i>
10	<i>Lycopus europaeus</i>
10	<i>Lythrum salicaria</i>
10	<i>Mentha aquatica</i>
15	<i>Veronica beccabunga</i>
10	<i>Myosotis scorpioides</i>

Density: 3 plants/sqm

Highway Grass Verges
 DLF PM85 Road Verges or similar approved
 10-20g/sqm for the above mix

Flowering Verges
 Emergate Seeds EL 1 Flowering Lawn Mix or similar approved.
 rate: 4g/sqm for the above mix
 Postpone mowing for 4-8 weeks from late June to allow flowering

Attenuation Pond
 Emergate Seeds EM8 Meadow Mixture for wetlands or similar approved.
 rate: 4g/sqm for the above mix

Bankside Mix
 Emergate Pond Edge Mix, EP1 or similar approved.
 rate: 4g/sqm for the above mix

rev	date	description	dn/checked
D	15-Jan-20	New road layout	Z/EAJ
C	17/10/2019	Suggested alternative PRoW route added	Z/EAJ
-	14.10.2019	First Issue	MO/CEH

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client
Hallam Land Management Ltd

project
Eastern Green Detailed Road Application

drawing title
Landscape Strategy
 Sheet 5 of 9

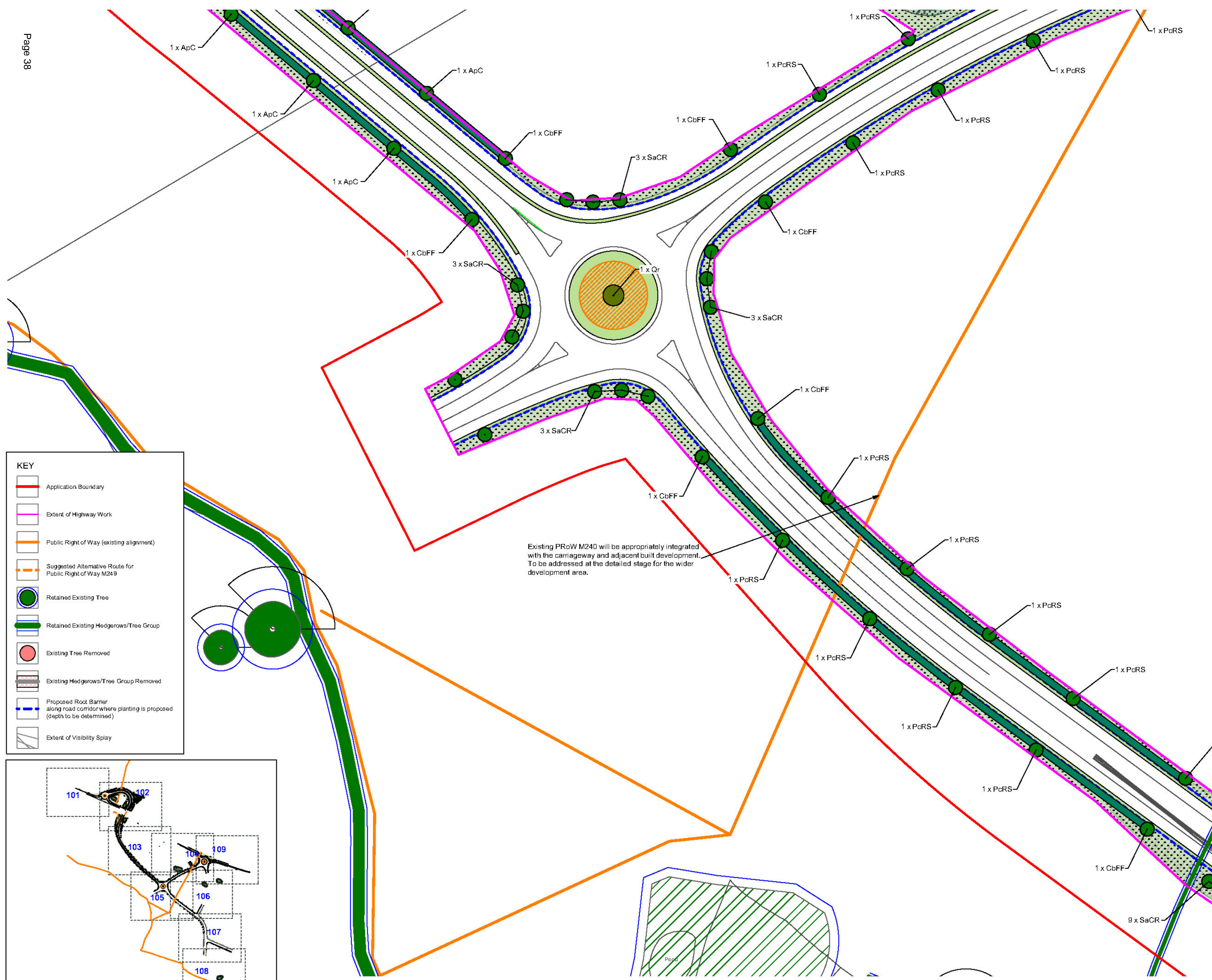
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 IAZ/CEH

revision date
 20 January 2020

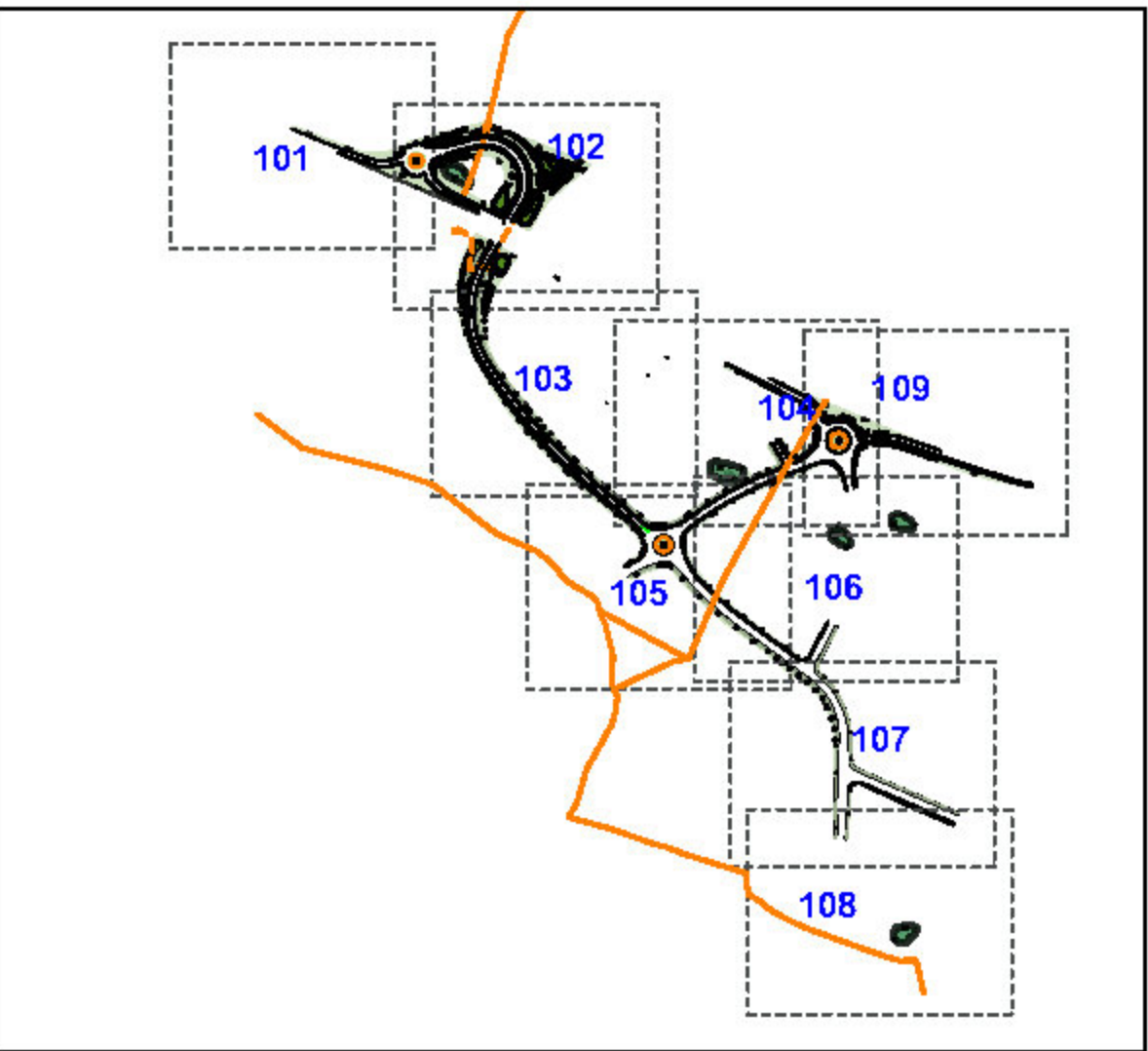
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KEY

- Application Boundary
- Extent of Highway Work
- Public Right of Way (existing alignment)
- Suggested Alternative Route for Public Right of Way M249
- Retained Existing Tree
- Retained Existing Hedgerows/Tree Group
- Existing Tree Removed
- Existing Hedgerows/Tree Group Removed
- Proposed Root Barrier along road corridor where planting is proposed (depth to be determined)
- Extent of Visibility Splay



Heavy Standard Trees (10%)			
% Name	Girth(cm)	Height (cm)	Root/Size
2 Acer campestre	12-14	350-425	RB45-85L
2 Alnus glutinosa	12-14	350-425	RB45-85L
2 Betula pendula	12-14	350-425	RB45-85L
2 Quercus robur	12-14	350-425	RB45-85L
2 Tilia cordata	12-14	350-425	RB45-85L

Feathered Tree (30%)			
% Name	Age	Height (cm)	Root/Size
5 Quercus robur	2x	125-150	B
5 Acer campestre	2x	125-150	B
5 Alnus glutinosa	2x	125-150	B
5 Betula pendula	2x	125-150	B
5 Tilia cordata	2x	125-150	B
1 Corylus avellana	2x	125-150	B
1 Ilex aquifolium		80-100	C10L
2 Malus sylvestris	2x	125-150	B
1 Sorbus aucuparia	2x	125-150	B

Transplants (60%)			
% Name	Age	Height (cm)	Root/Size
10 Quercus robur	1+1	60-80	B
10 Acer campestre	1+1	60-80	B
10 Alnus glutinosa	1+1	60-80	B
10 Betula pendula	1+1	60-80	B
10 Tilia cordata	1+1	60-80	B
2 Corylus avellana	1+1	60-80	B
2 Ilex aquifolium		60-80	C3L
3 Malus sylvestris	1+1	60-80	B
3 Sorbus aucuparia	1+1	60-80	B

Native Shrub Planting			
% Name	Age	Height (cm)	Root/Size
30 Crataegus monogyna	1+1	60-80	B
15 Prunus spinosa	1+1	60-80	B
10 Malus sylvestris	1+1	60-80	B
10 Sorbus aucuparia	1+1	60-80	B
10 Viburnum opulus	1+1	60-80	B
10 Cornus sanguinea	1+1	60-80	B
5 Corylus avellana		60-80	B
5 Ilex aquifolium		60-80	C3L
5 Ligustrum vulgare	0/1	60-80	B

Extra Heavy Standard Trees			
Ref	Name	Girth (cm)	Height (cm) Root/Size
Qr	Quercus robur	16-18	450-625 RB/85-100L

Extra Heavy Standard Street Trees			
Ref	Name	Girth (cm)	Height (cm) Root/Size
ApC	Acer platanoides 'Columnare'	16-18	450-625 RB/85-100L
CbFF	Carpinus betulus 'Frans Fontaine'	16-18	450-625 RB/85-100L
PcRS	Pinus catteriana 'Red Spire'	16-18	450-625 RB/85-100L
SaCR	Sorbus aucuparia 'Cardinal Royal'	16-18	450-625 RB/85-100L

Hedging			
Name	Age	Height (cm)	Root/Size Density (lm)
Carpinus betulus	1+2	60-80	B 5
Fagus sylvatica	1+2	60-80	B 5

Bulb Planting		
% Name	Age	Density (sqm)
25 Eranthis hyemalis	75	
25 Galanthus nivalis	80	
50 Narcissus pseudonarcissus	20	

Aquatic/Marginal Planting			
% Name	Age	Height (cm)	Root/Size Density (lm)
10 Catha palustris			
15 Filipendula ulmaria			
10 Iris pseudocorus			
10 Lycopodium europaeus			
10 Lythrum salicaria			
10 Mentha aquatica			
15 Veronica beccabunga			
10 Myosotis scorpioides			

Highway Grass Verges	
Name	Density (sqm)
DLF PM85 Road Verge or similar approved	10-20g/sqm for the above mix

Flowering Verge	
Name	Density (sqm)
Emergate Seeds EL 1 Flowering Lawn Mix or similar approved.	rate: 4g/sqm for the above mix
Postpone mowing for 4-8 weeks from late June to allow flowering	

Attenuation Pond	
Name	Density (sqm)
Emergate Seeds EM8 Meadow Mixture for wetlands or similar approved.	rate: 4g/sqm for the above mix

Bankside Mix	
Name	Density (sqm)
Emergate Pond Edge Mix, EP1 or similar approved.	rate: 4g/sqm for the above mix

Rev	Date	Description	dn/checked
D	15-Jan-20	New road layout	Z/EAF
C	17/10/2019	Suggested alternative PRow route added	Z/EAF
-	14.10.2019	First Issue	MO/CEH

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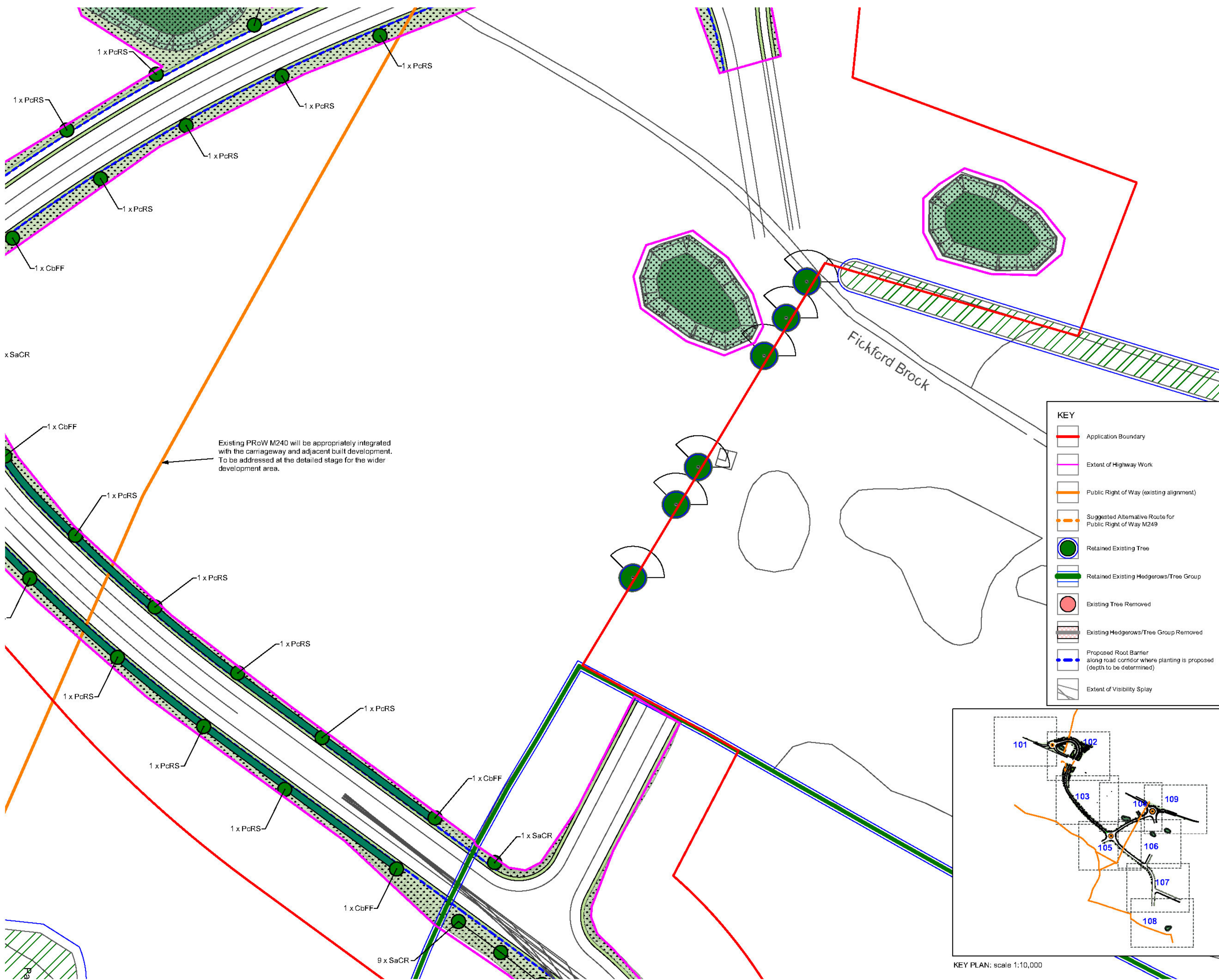
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 Sheet 6 of 9**

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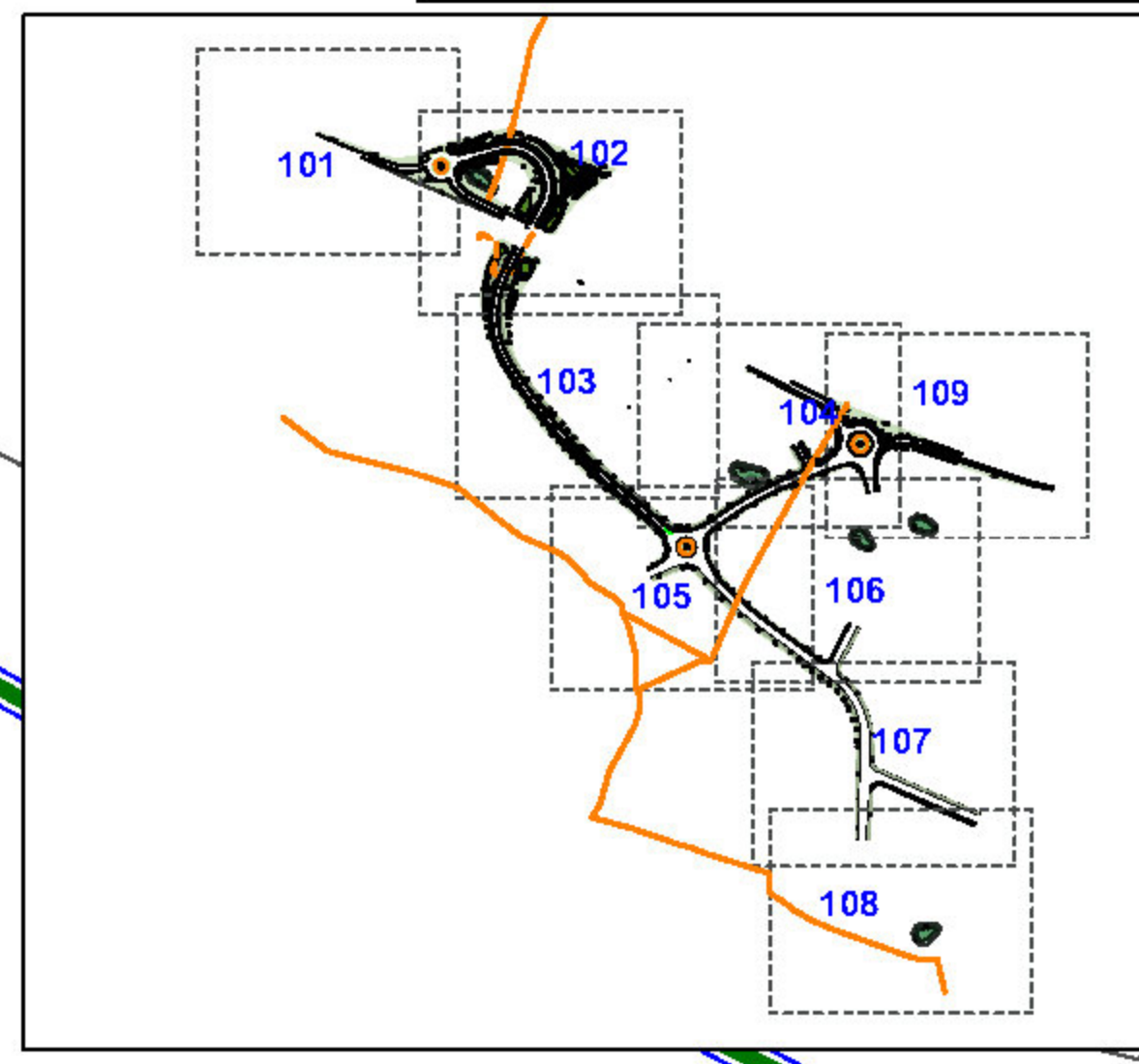
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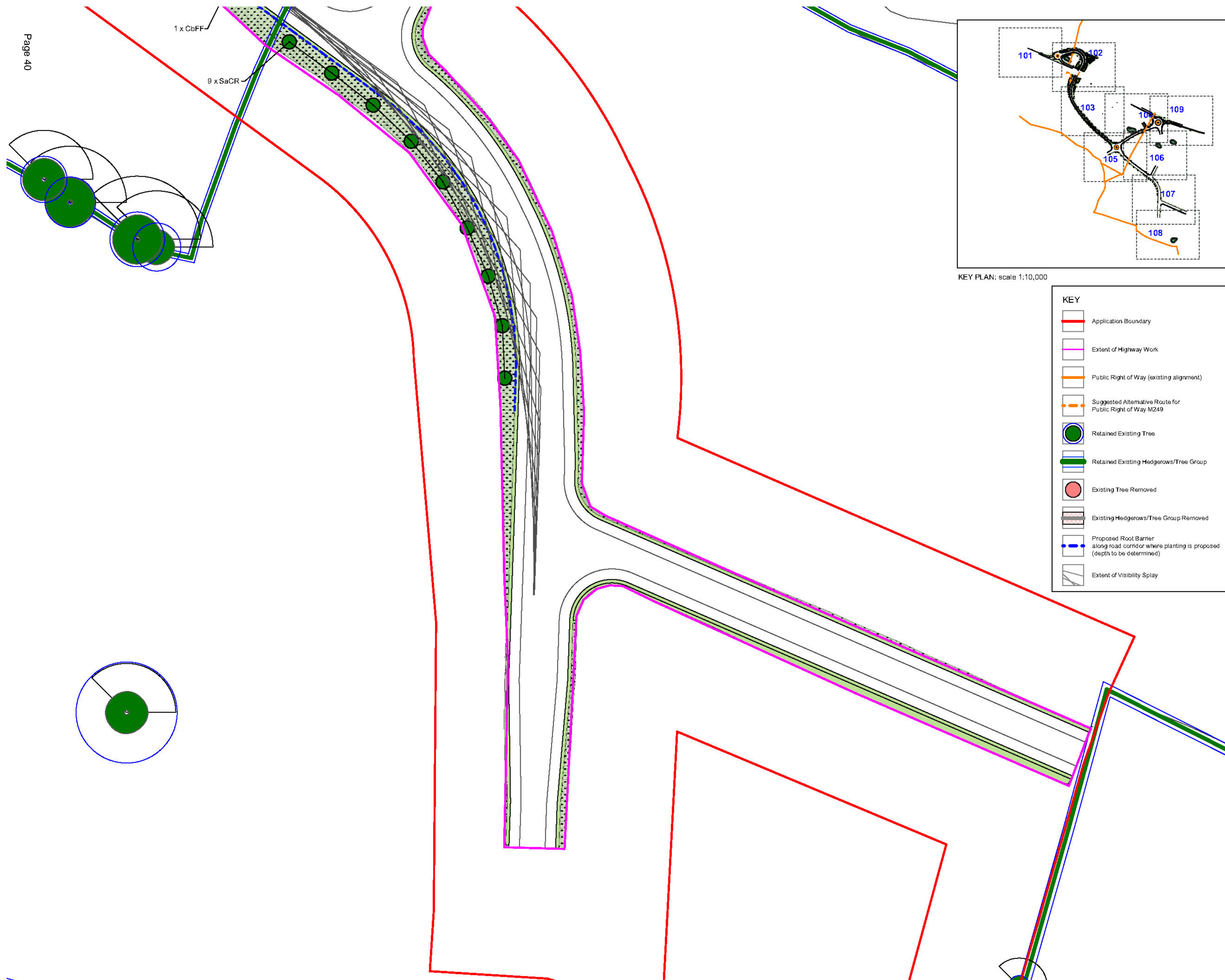
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KEY

- Application Boundary
- Extent of Highway Work
- Public Right of Way (existing alignment)
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Odinance Survey base mapping - supplied by client.
 All Planting to be reviewed once service routes/requirements are known



PROPOSED LANDSCAPING

Native Structural Planting

Heavy Standard Trees (10%)			
%	Name	Girth(cm)	Height (cm) Root/Size
2	<i>Acer campestre</i>	12-14	350-425 RB45-85L
2	<i>Alnus glutinosa</i>	12-14	350-425 RB45-85L
2	<i>Betula pendula</i>	12-14	350-425 RB45-85L
2	<i>Quercus robur</i>	12-14	350-425 RB45-85L
2	<i>Tilia cordata</i>	12-14	350-425 RB45-85L

Feathered Tree (30%)

%	Name	Age	Height (cm)	Root/Size
5	<i>Quercus robur</i>	2x	125-150	B
5	<i>Acer campestre</i>	2x	125-150	B
5	<i>Alnus glutinosa</i>	2x	125-150	B
5	<i>Betula pendula</i>	2x	125-150	B
5	<i>Tilia cordata</i>	2x	125-150	B
1	<i>Corylus avellana</i>	2x	125-150	B
1	<i>Ilex aquifolium</i>		80-100	C10L
2	<i>Malus sylvestris</i>	2x	125-150	B
1	<i>Sorbus aucuparia</i>	2x	125-150	B

Density: 1nr/sqm (100cm centre)

Transplants (60%)

%	Name	Age	Height (cm)	Root/Size
10	<i>Quercus robur</i>	1+1	60-80	B
10	<i>Acer campestre</i>	1+1	60-80	B
10	<i>Alnus glutinosa</i>	1+1	60-80	B
10	<i>Betula pendula</i>	1+1	60-80	B
10	<i>Tilia cordata</i>	1+1	60-80	B
2	<i>Corylus avellana</i>	1+1	60-80	B
2	<i>Ilex aquifolium</i>		60-80	C3L
3	<i>Malus sylvestris</i>	1+1	60-80	B
3	<i>Sorbus aucuparia</i>	1+1	60-80	B

Density: 1nr/sqm (100cm centre)

Native Shrub Planting

%	Name	Age	Height (cm)	Root/Size
30	<i>Crataegus monogyna</i>	1+1	60-80	B
15	<i>Prunus spinosa</i>	1+1	60-80	B
10	<i>Malus sylvestris</i>	1+1	60-80	B
10	<i>Sorbus aucuparia</i>	1+1	60-80	B
10	<i>Viburnum opulus</i>	1+1	60-80	B
10	<i>Cornus sanguinea</i>	1+1	60-80	B
5	<i>Corylus avellana</i>	1+1	60-80	B
5	<i>Ilex aquifolium</i>		60-80	C3L
5	<i>Ligustrum vulgare</i>	0/1	60-80	B

Density: 1nr/sqm (100cm centre)

Extra Heavy Standard Trees

Ref	Name	Girth(cm)	Height (cm)	Root/Size
Qr	<i>Quercus robur</i>	16-18	450-625	RB/85-100L

Extra Heavy Standard Street Trees

Ref	Name	Girth(cm)	Height (cm)	Root/Size
ApC	<i>Acer platanoides</i> 'Columnare'	16-18	450-625	RB/85-100L
CbFF	<i>Carpinus betulus</i> 'Frans Fontaine'	16-18	450-625	RB/85-100L
PeRS	<i>Pinus catherineana</i> 'Red Spire'	16-18	450-625	RB/85-100L
SaCR	<i>Sorbus aucuparia</i> 'Cardinal Royal'	16-18	450-625	RB/85-100L

Hedging

Name	Age	Height (cm)	Root/Size	Density (lm)
<i>Carpinus betulus</i>	1+2	60-80	B	5
<i>Fagus sylvatica</i>	1+2	60-80	B	5

Bulb Planting

%	Name	density (sqm)
75	<i>Eranthis hyemalis</i>	75
25	<i>Galanthus nivalis</i>	80
50	<i>Narcissus pseudonarcissus</i>	20

Aquatic/Marginal Planting

%	Name
10	<i>Caltha palustris</i>
15	<i>Filipendula ulmaria</i>
10	<i>Iris pseudocorus</i>
10	<i>Lycopus europaeus</i>
10	<i>Lythrum salicaria</i>
10	<i>Mentha aquatica</i>
15	<i>Veronica beccabunga</i>
10	<i>Myosotis scorpioides</i>

Density: 3 plants/sqm

Highway Grass Verges

DLF PM85 Road Verge or similar approved
 10-20g/sqm for the above mix

Flowering Verge

Emorsgate Seeds EL1 Flowering Lawn Mix or similar approved.
 rate: 4g/sqm for the above mix
 Postpone mowing for 4-8 weeks from late June to allow flowering

Attenuation Pond

Emorsgate Seeds EM8 Meadow Mixture for wetlands or similar approved.
 rate: 4g/sqm for the above mix

Bankside Mix

Emorsgate Pond Edge Mix, EP1 or similar approved.
 rate: 4g/sqm for the above mix

Rev	date	Description	dn/checked
D	15-Jan-20	New road layout	Z/EAF
C	17/10/2019	Suggested alternative PRoW route added	Z/EAF
-	14.10.2019	First Issue	MO/CEH

Rev	date	Description	dn/checked
1		landscape design	
2		environmental assessment	
3		landscape design	
4		urban design	
5		ecology	
6		architectural	
7		arboriculture	

client
Hallam Land Management Ltd

project
Eastern Green Detailed Road Application

drawing title
Landscape Strategy
 Sheet 7 of 9

scale
 1:500 @ A1

drawn / checked
 IAZ/CEH

revision date
 20 January 2020

drawing number
6285-L-107 D

File: J:\62006285\LANDSR\Plan\6285 L 101-109 EG Road Landscape Strategy.vsw

KEY

- Application Boundary
- Extent of Highway Work
- Public Right of Way (existing alignment)
- Suggested Alternative Route for Public Right of Way M249
- Retained Existing Tree
- Retained Existing Hedgerows/Tree Group
- Existing Tree Removed
- Existing Hedgerows/Tree Group Removed
- Proposed Root Barrier along road corridor where planting is proposed (depth to be determined)
- Extent of Visibility Splay

KEY PLAN: scale 1:10,000

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Ordinance Survey base mapping - supplied by client.
 All Planting to be reviewed once service routes/requirements are known

PROPOSED LANDSCAPING

Native Structural Planting

%	Name	Girth(cm)	Height (cm)	Root/Size
2	<i>Acer campestre</i>	12-14	350-425	RB45-85L
2	<i>Alnus glutinosa</i>	12-14	350-425	RB45-85L
2	<i>Betula pendula</i>	12-14	350-425	RB45-85L
2	<i>Quercus robur</i>	12-14	350-425	RB45-85L
2	<i>Tilia cordata</i>	12-14	350-425	RB45-85L

%	Name	Age	Height (cm)	Root/Size
5	<i>Quercus robur</i>	2x	125-150	B
5	<i>Acer campestre</i>	2x	125-150	B
5	<i>Alnus glutinosa</i>	2x	125-150	B
5	<i>Betula pendula</i>	2x	125-150	B
5	<i>Tilia cordata</i>	2x	125-150	B
1	<i>Corylus avellana</i>	2x	125-150	B
1	<i>Ilex aquifolium</i>		80-100	C10L
2	<i>Malus sylvestris</i>	2x	125-150	B
1	<i>Sorbus aucuparia</i>	2x	125-150	B

%	Name	Age	Height (cm)	Root/Size
10	<i>Quercus robur</i>	1+1	60-80	B
10	<i>Acer campestre</i>	1+1	60-80	B
10	<i>Alnus glutinosa</i>	1+1	60-80	B
10	<i>Betula pendula</i>	1+1	60-80	B
10	<i>Tilia cordata</i>	1+1	60-80	B
2	<i>Corylus avellana</i>	1+1	60-80	B
2	<i>Ilex aquifolium</i>		60-80	C3L
3	<i>Malus sylvestris</i>	1+1	60-80	B
3	<i>Sorbus aucuparia</i>	1+1	60-80	B

%	Name	Age	Height (cm)	Root/Size
30	<i>Crataegus monogyna</i>	1+1	60-80	B
15	<i>Prunus spinosa</i>	1+1	60-80	B
10	<i>Malus sylvestris</i>	1+1	60-80	B
10	<i>Sorbus aucuparia</i>	1+1	60-80	B
10	<i>Viburnum opulus</i>	1+1	60-80	B
10	<i>Cornus sanguinea</i>	1+1	60-80	B
5	<i>Corylus avellana</i>	1+1	60-80	B
5	<i>Ilex aquifolium</i>		60-80	C3L
5	<i>Ligustrum vulgare</i>	0/1	60-80	B

Ref	Name	Girth(cm)	Height (cm)	Root/Size
Qr	<i>Quercus robur</i>	16-18	450-625	RB/85-100L

Ref	Name	Girth(cm)	Height (cm)	Root/Size
ApC	<i>Acer platanoides</i> 'Columnare'	16-18	450-625	RB/85-100L
CbFF	<i>Carpinus betulus</i> 'Frans Fontaine'	16-18	450-625	RB/85-100L
PeRS	<i>Pinus catherineana</i> 'Red Spire'	16-18	450-625	RB/85-100L
SaCR	<i>Sorbus aucuparia</i> 'Cardinal Royal'	16-18	450-625	RB/85-100L

Name	Age	Height (cm)	Root/Size	Density (lm)
<i>Carpinus betulus</i>	1+2	60-80	B	5
<i>Fagus sylvatica</i>	1+2	60-80	B	5

%	Name	density (sqm)
25	<i>Eranthis hyemalis</i>	75
25	<i>Galanthus nivalis</i>	80
50	<i>Narcissus pseudonarcissus</i>	20

%	Name
10	<i>Callitha palustris</i>
15	<i>Filipendula ulmaria</i>
10	<i>Iris pseudocorus</i>
10	<i>Lycopus europaeus</i>
10	<i>Lythrum salicaria</i>
10	<i>Mentha aquatica</i>
15	<i>Veronica beccabunga</i>
10	<i>Myosotis scorpioides</i>

Density: 3 plants/sqm

Highway Grass Verges
 DLF PM85 Road Verge or similar approved
 10-20g/sqm for the above mix

Flowering Verge
 Emorsgate Seeds EL 1 Flowering Lawn Mix or similar approved.
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master planning
 environmental assessment
 landscape design
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client
Hallam Land Management Ltd

project
Eastern Green Detailed Road Application

drawing title
Landscape Strategy
 Sheet 8 of 9

scale
 1:500 @ A1

drawn / checked
 IAZ/CEH

revision date
 20 January 2020

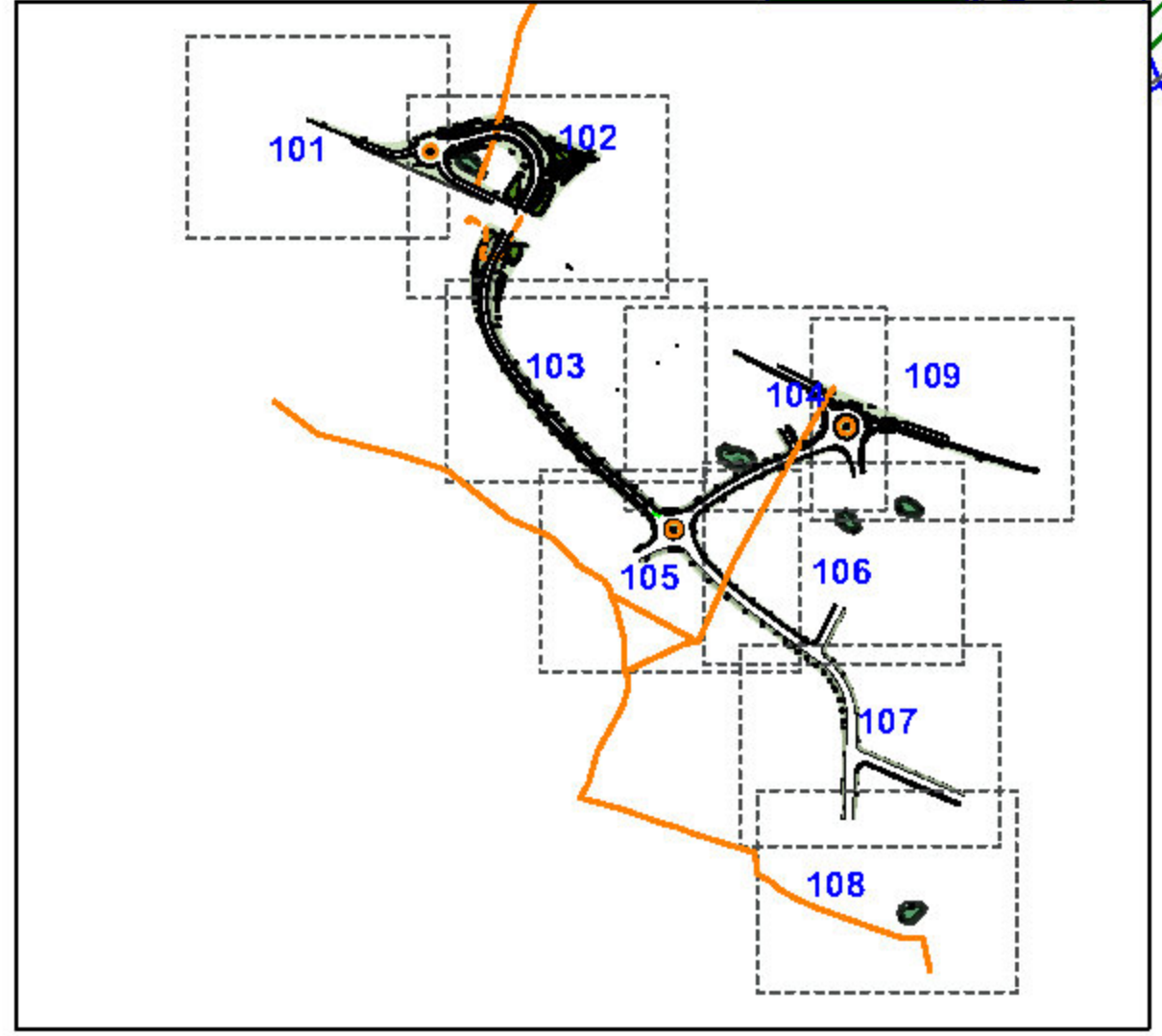
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6285-L-108 D

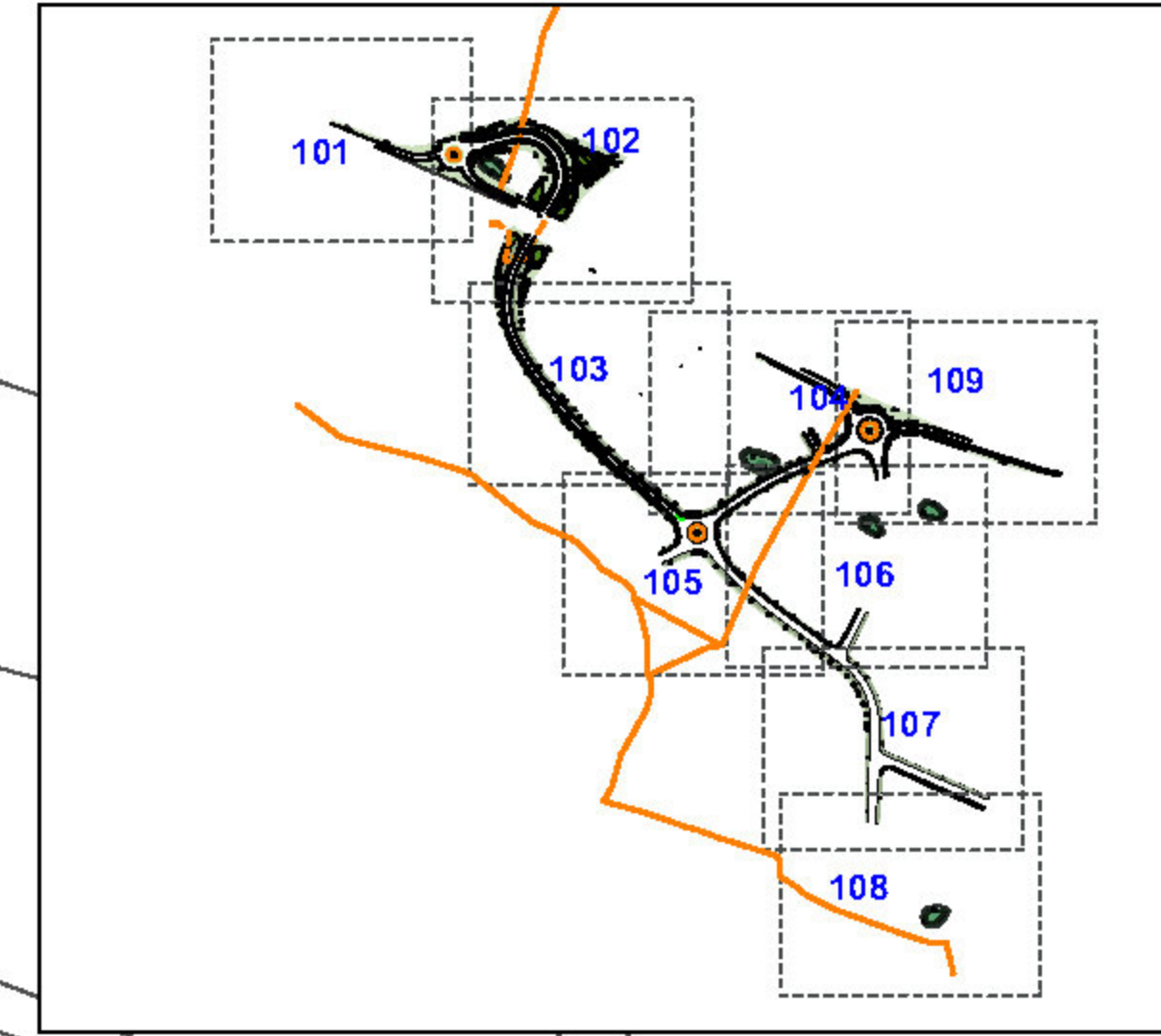
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KEY PLAN: scale 1:10,000



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 All Planting to be reviewed once service routes/requirements are known.

N

PROPOSED LANDSCAPING

Native Structural Planting

Heavy Standard Trees (10%)

%	Name	Girth(cm)	Height (cm)	Root/Size
2	Acer campestre	12-14	350-425	RB45-85L
2	Alnus glutinosa	12-14	350-425	RB45-85L
2	Betula pendula	12-14	350-425	RB45-85L
2	Quercus robur	12-14	350-425	RB45-85L
2	Tilia cordata	12-14	350-425	RB45-85L

Feathered Tree (30%)

%	Name	Age	Height (cm)	Root/Size
5	Quercus robur	2x	125-150	B
5	Acer campestre	2x	125-150	B
5	Alnus glutinosa	2x	125-150	B
5	Betula pendula	2x	125-150	B
5	Tilia cordata	2x	125-150	B
1	Corylus avellana	2x	125-150	B
1	Ilex aquifolium		80-100	C10L
2	Malus sylvestris	2x	125-150	B
1	Sorbus aucuparia	2x	125-150	B

Transplants (60%)

%	Name	Age	Height (cm)	Root/Size
10	Quercus robur	1+1	60-80	B
10	Acer campestre	1+1	60-80	B
10	Alnus glutinosa	1+1	60-80	B
10	Betula pendula	1+1	60-80	B
10	Tilia cordata	1+1	60-80	B
2	Corylus avellana	1+1	60-80	B
2	Ilex aquifolium		60-80	C3L
3	Malus sylvestris	1+1	60-80	B
3	Sorbus aucuparia	1+1	60-80	B

Native Shrub Planting

%	Name	Age	Height (cm)	Root/Size
30	Crataegus monogyna	1+1	60-80	B
15	Prunus spinosa	1+1	60-80	B
10	Malus sylvestris	1+1	60-80	B
10	Sorbus aucuparia	1+1	60-80	B
10	Viburnum opulus	1+1	60-80	B
10	Cornus sanguinea	1+1	60-80	B
5	Corylus avellana	1+1	60-80	B
5	Ilex aquifolium		60-80	C3L
5	Ligustrum vulgare	0/1	60-80	B

Extra Heavy Standard Trees

Ref	Name	Girth(cm)	Height (cm)	Root/Size
Qr	Quercus robur	16-18	450-625	RB/85-100L

Extra Heavy Standard Street Trees

Ref	Name	Girth(cm)	Height (cm)	Root/Size
ApC	Acer platanoides 'Columnare'	16-18	450-625	RB/85-100L
CbFF	Carpinus betulus 'Frans Fontaine'	16-18	450-625	RB/85-100L
PeRS	Pinus catherine 'Red Spire'	16-18	450-625	RB/85-100L
SaCR	Sorbus aucuparia 'Cardinal Royal'	16-18	450-625	RB/85-100L

Hedging

Name	Age	Height (cm)	Root/Size	Density (lm)
Carpinus betulus	1+2	60-80	B	5
Fagus sylvatica	1+2	60-80	B	5

Bulb Planting

%	Name	density (sqm)
25	Eranthis hyemalis	75
25	Galanthus nivalis	80
50	Narcissus pseudonarcissus	20

Aquatic/Marginal Planting

%	Name
10	Caitha palustris
15	Filipendula ulmaria
10	Iris pseudocorus
10	Lycopus europaeus
10	Lythrum salicaria
10	Mentha aquatica
15	Veronica beccabunga
10	Myosotis scorpioides

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master planning
 environmental assessment
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Hallam Land Management Ltd

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drawing title
Landscape Strategy
 Sheet 9 of 9

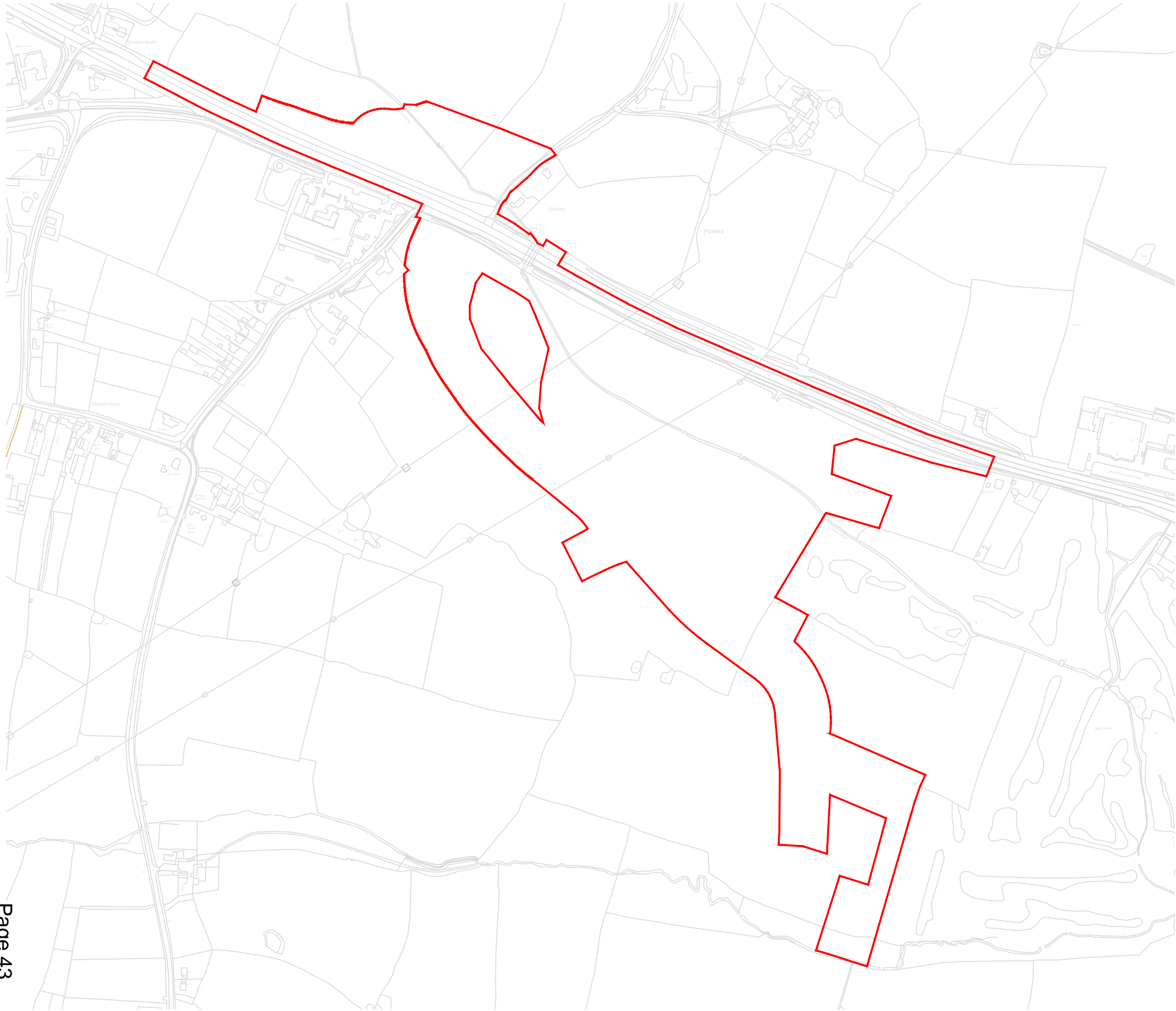
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drawn / checked
 IAZ/CEH

revision date
 20 January 2020

drawing number
6285-L-109 D

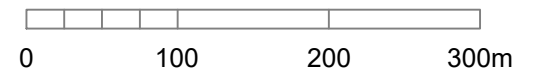
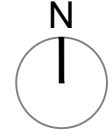
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Red Line Boundary

-	15.10.2019	First issue.	CMW	CEH
A	16.01.2020	Updated red line	CEH	CEH

rev	date	description	drm	chkd
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client
Hallam Land Management Ltd

project
**Land North of Eastern Green
 Coventry**

drawing title
SITE LOCATION PLAN

scale
 1:5000 @ A3

drawn / checked
 CMW / CEH

revision date
 16 January 2020

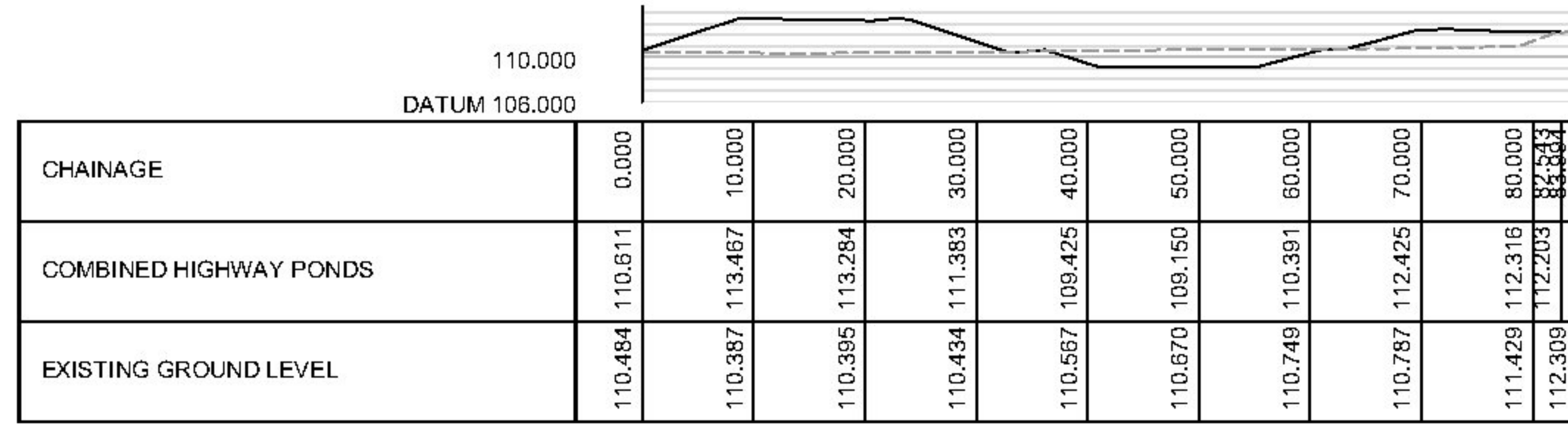
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rev
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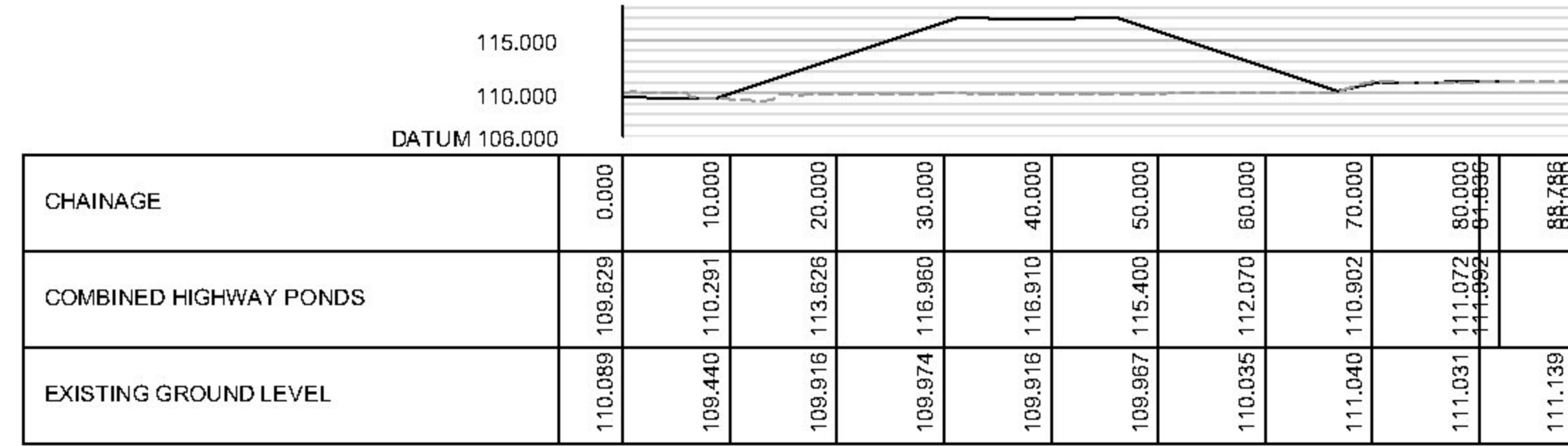
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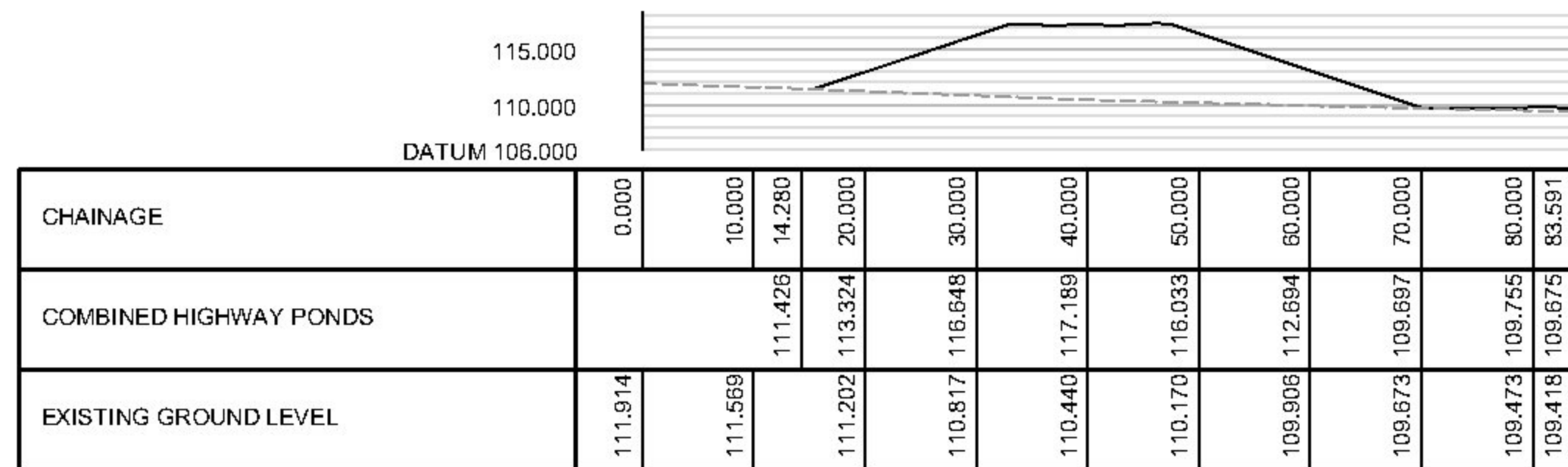
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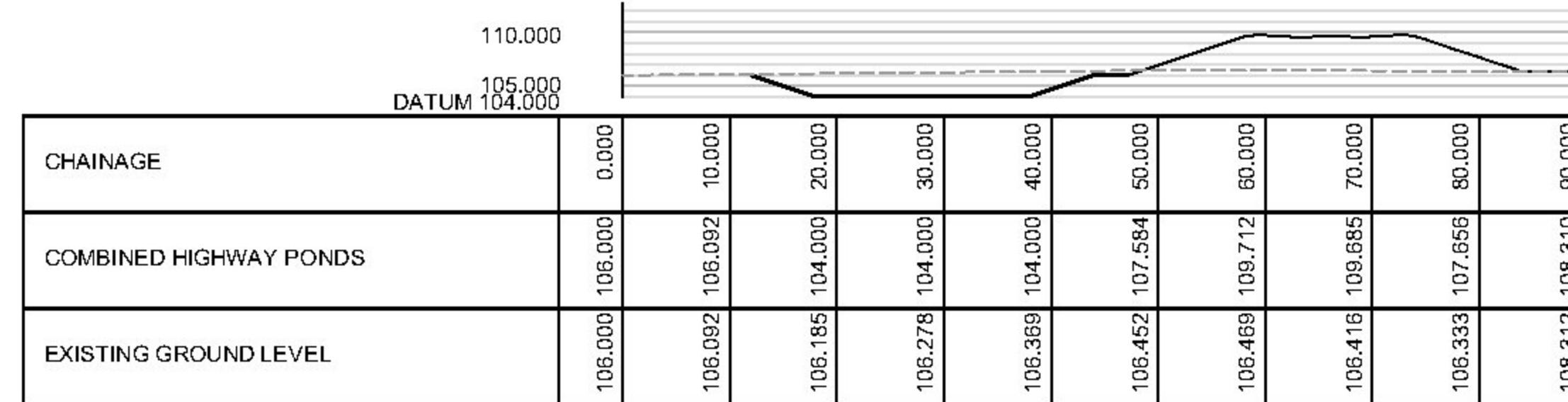
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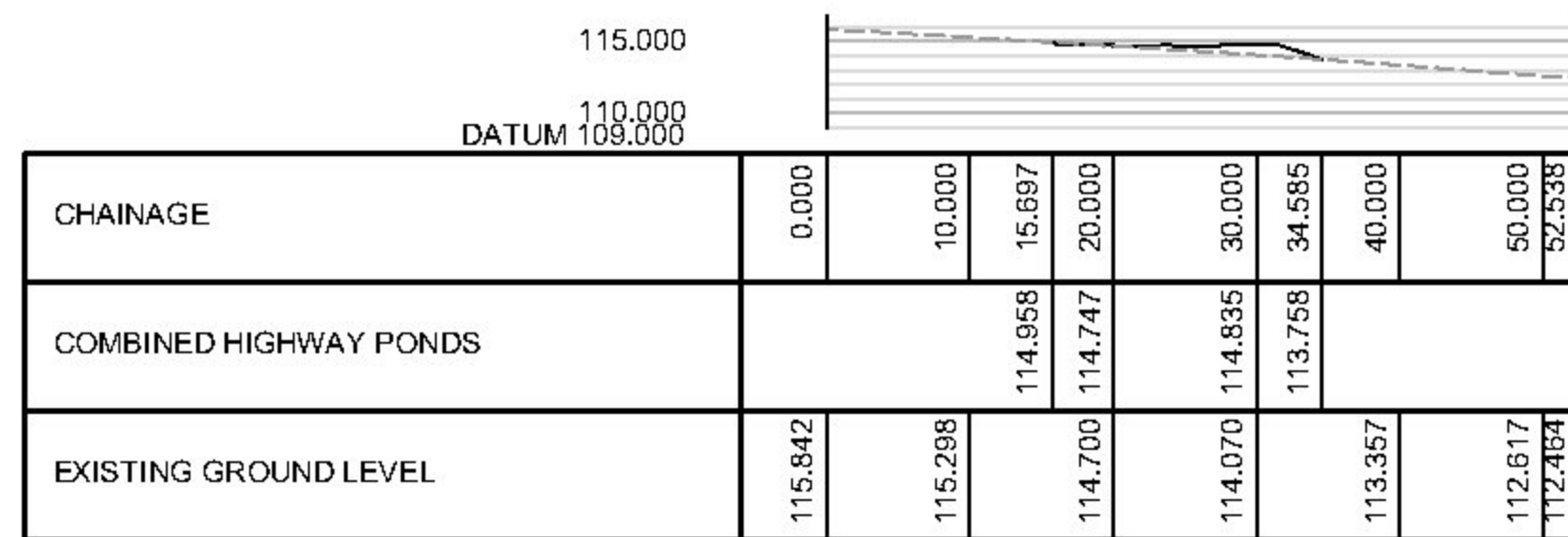
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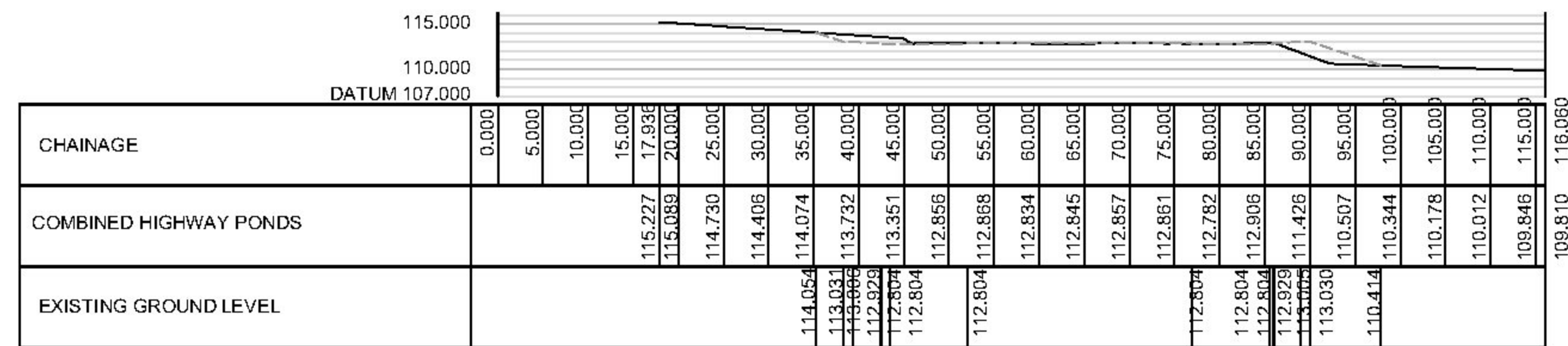
Section C



Section D



Section E



Section F



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Land North of Eastern Green
Coventry

Land Access Proposals
Cross Sections

Status	For Planning	Date	Oct' 2019
Drawn	MSM	Checked	RM
Date		Date	02.10.2019
Scale	1:500	Number	10290-CS-01
Rev		Rev	A

Late Representations Planning Committee 25 June 2020

<p>Item No. 7</p>	<p>Application No. - FUL/2019/2671</p> <p>Description of Development - Construction of grade separated junction with associated access roads, landscaping, drainage and engineering works</p> <p>Site Address - Land to the North and South of A45</p> <p>Consultation 28 further letters of objection have been received from members of the public. These are summarised below:</p> <ul style="list-style-type: none"> (i) The ONS figures, upon which the Local Plan is based, are erroneous. Therefore, this application, which seeks to provide infrastructure to serve the SUE, should not be determined until the figures have been reassessed and a Local Plan review undertaken. The impact of Covid-19 should also be taken into account in this review. (ii) The plan includes a bus route through Juniper Park. (iii) The proposal will exacerbate flooding in the area (iv) The proposal will increase the population of Coventry and with it the spread of Covid-19. (v) Impact of development upon education and healthcare facilities. (vi) As the junction is designed to support the Eastern Green SUE, it should be considered in a co-ordinated and cohesive basis with the development it will serve. Without the accompanying development, the scale of which has not been finalised, the junction is meaningless and consideration impossible. This disjointed approach could lead to conflict and disaster. The residents of Coventry deserve more from the Council as LPA and HA than to be fobbed off with an idiotic rationale that this is "simply a junction to a field and does not generate traffic". (vii) The junction is designed to cater for 2,250 dwellings plus additional uses, whereas the SUE may provide 3,450 dwellings. Therefore, the junction may not be able to cope with the development it is purported to serve. (viii) The application is not supported by a Travel Plan or Transport Assessment, as required by national guidance. (ix) An independent safety audit, which is a pre-requisite for major infrastructure projects, has not been submitted. This information is required in order for comprehensive scrutiny and review of the scheme to be enabled. (x) The junction has been designed to reflect land ownership and, as such, safety has been compromised. This confined design has led to departures from DRMB standards and this is being ignored. The increased traffic which would eventually travel through this junction would exacerbate these problems. (xi) A funding deadline is no reason to rush through a decision on a major development prematurely. (xii) Increased air pollution will result.
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	<p>(xiii) If the application is to be judged on its own merits, it has none, as it will simply be a junction to a field.</p> <p>(xiv) The traffic capacity of the junction cannot be measured, as there are no statistics, and there should be.</p> <p>(xv) Even with a reduced speed limit the Junction/A45 will be dangerous and departures exist.</p> <p>(xvi) The development goes against the Council's climate emergency declaration.</p> <p>(xvii) The development should take account of the impact of the development within the SUE on the wider highway network.</p> <p>(xviii) The report suggests that if the future SUE development does not exceed the allocation in the Local Plan, that the impact of the development upon the wider highway network will not need to be assessed. Therefore, there is a risk that the impact of the SUE upon the wider highway network will never be assessed.</p> <p>(xix) Whilst the Agenda Report makes reference to the internal roundabout Junction (figure 1) within the site, we have not been provided with the calculations of Ratio of Flow to Capacity for the roundabout junction immediately at the end of the off-slip from A45 westbound which will become an exceptionally busy junction taking;-</p> <ul style="list-style-type: none"> - complete traffic from A45 westbound into the entire SUE, - about 40% of the employment land associated traffic, and - all traffic leaving the entire SUE travelling eastwards on the A45.. <p>The A45 westbound slip road is acknowledged to be the cause of likely queueing back onto the A45 carriageway, and is also identified for resultant queueing where it connects along the internal spur road to roundabout Junction (figure 1).</p> <p>(xx) The planning statement which accompanies the application, states that one of the junction options that was considered had enlarged / repositioned junction with longer slip roads. However, it states that third party land would be required, and consequently potentially significant timing and cost implications would arise. It goes on to state that Option 3 delivers the required highway / junction capacity although because it was disregarded it was not explicitly modelled, even though it would provide larger slip roads and greater road length within the junction reducing the likelihood of queueing back on to the main carriageway. I ask what gives the Council the right to compromise highway safety in this negligent way.</p> <p>(xxi) The proposed junction would be part built in the Green Belt.</p> <p>(xxii) Any approval would leave the liability for any design failures with the council as a Highways Authority, and potentially with those councillors that are party to any approval. I note with interest that there has not been any legal sign off to this the report, which is very unusual for a proposal of this size.</p> <p>(xxiii) Impact during construction on small roads near the site</p> <p>(xxiv) The development would be an eyesore and reduce the Meriden Gap.</p> <p>(xxv) Increased noise, light and air pollution from traffic using the junction</p> <p>(xxvi) Pickford Green Lane should be stopped up at its junction with A45, if the development is allowed</p> <p>(xxvii) The proposal will adversely impact wildlife and potentially archaeology</p> <p>(xxviii) Will the junction be safe for buses?</p>
--	---

- (xxix) Are there any plans for the north side of the A45? Otherwise, why the roundabout in this location?
- (xxx) The junction should be designed with pedestrians / cyclists with vulnerable road users in mind and an Equality Impact Assessment carried out

Cllr Ridley has stated the following: In considering this application today you are being asked to put the cart before the horse. The junction is only necessary to support the proposed SUE at Eastern Green, so it makes no sense to approve it without knowing the outcome of the SUE application. In doing so you are either pre-judging the future approval of the SUE or you are giving consent to the construction of a white elephant which will not be needed.

Therefore, I am writing to ask that you defer consideration of this item until such time as a decision has been reached on the Eastern Green SUE proposal. Thank you for considering these comments.

Cllr Male has commented thus: I would like to raise concerns as to why this planning application has been brought to Planning Committee at this time. The application is out of sequence with the wider planning submission for the Sustainable Urban Extension (SUE) at Eastern Green. If permission were to be granted for this application on Thursday, it would assume that the SUE is a forgone conclusion. If the SUE at Eastern Green were to be rejected by Planning Committee, there would be no need for a grade separated junction, rendering this process pointless.

I consider that this application should be removed from the agenda and reconsidered following consideration of the SUE at Eastern Green, by Planning Committee

Appraisal

- (i) The ONS projections that informed the site allocation with the local plan have been subject to public examination and extensive investigation and consultation. The most recent data from the ONS (May 2020) continues to project Coventry's population to grow strongly over the coming years
- (ii) The proposal does not include any such link. It is just for the junction with A45.
- (iii) The main report explains that the proposal will not result in flooding and the EA do not object.
- (iv) The proposal will not increase the population.
- (v) A junction will result in no impact upon education and healthcare.
- (vi) This matter is already considered in the report
- (vii) As part of the planning application the applicant produced a technical note that set out the transport implications of the proposed junction. With the report it includes the outcome of the modelling assessments undertaken to demonstrate that the junction had enough design capacity. The level of anticipated traffic flows considered the estimated future SUE entirety; up to 3495 dwellings, 15 hectares of employment land, a new district centre and a two-form entry primary school
- (viii) As part of the planning application the applicant produced a technical note that set out the transport implications of the proposed junction. This technical note provides enough transport related information in line with our

	Local Plan Policies and Coventry Connected SPD. The need for a Travel Plan is not required as the application does not contain any buildings that would have occupiers.
(ix)	An independent Stage One Road safety audit was undertaken
(x)	The proposed design has been Stage One Road safety audited and satisfactorily modelled for the anticipated level of traffic flow.
(xi)	The application is not being rushed. It was submitted last year, and we have a duty to deal with applications expediently. It has been with us for well over the 13-week statutory timescales.
(xii)	The proposal will not lead to extra traffic or air pollution.
(xiii)	Noted. No specific response required.
(xiv)	As part of the planning application the applicant produced a technical note that set out the transport implications of the proposed junction. With the report it includes the outcome of the modelling assessments undertaken to demonstrate that the junction had enough design capacity.
(xv)	An independent Stage One Road safety audit was undertaken, and the Highway Authority are satisfied that the reduction in the speed limit will help mitigate against the problems raised within the Audit, along with amendments to the design that have been incorporated.
(xvi)	For the reasons set out within the report and the comments above, we do not believe that there is a conflict.
(xvii)	The wider development in the SUE is not part of this application
(xviii)	The impact of SUE development upon the wider highway network will be assessed as part of those applications for development
(xix)	It is clearly stated within the report, at pages 10 and 11, the thresholds whereby the capacity of a junction would be comprised. This element of the junction is the only part that reaches 0.85 rfc (ratio of flow to capacity) hence why the report only contains this element. All the other elements of the junction fall well below the 0.85 rfc threshold and therefore are acceptable.
(xx)	As stated, the junction has had an independent Stage One Road Safety Audit undertaken and any problems highlighted have been considered through the process. As such the design has been amended or other mitigation measures have been taken, such as the reduction of the speed limit. This has resulted in several additional Departures from DMRB Standard being identified by a design review during the assessment of this objection relating to technical design details. These additional Departures are primarily the result of incorporating the scheme within the site constraints to minimise impact upon the green belt and local ecology. The Departures report has been amended to fully justify this.
(xxi)	See main report
(xxii)	Noted
(xxiii)	Some disruption during construction is inevitable. A condition is required, requiring details of construction traffic routing and hours of delivery
(xxiv)	It was known that a junction / bridge would be required when the site was removed from the Green Belt / allocated for development. Soft landscaping will help mitigate the impact.
(xxv)	Noise levels at the nearest affected dwelling would increase by 2 decibels as a result of vehicles travelling through the junction. This is below the threshold where the ear can discern a difference in noise levels. Air pollution impacts of the SUE development will be assessed during consideration of applications for development.
(xxvi)	Pickford Green Lane will be stopped up

- (xxvii) The ecology and archaeology consultees are both satisfied that the development will not result in harm subject to conditions, as explained in the main report.
- (xxviii) The junction can cater for buses
- (xxix) The introduction of the roundabout is to aid in the road safety aspect in aiding the reduction of speed as part of the junction design.
- (xxx) The junction has been designed to include a pedestrian/cycle route that connects into existing public rights of way and the surrounding highway network.

Finally, it has been noticed that draft Condition 8 is worded as requiring submission of details prior to occupation. As the development is a junction will never be occupied, it is proposed to amend this to refer to requiring details prior to construction.

Amended Conditions

C8 - Notwithstanding the submitted details, prior to construction of the junction, the following drainage details shall be submitted to and approved in writing by the Local Planning Authority:

- a) A scheme for the provision of surface water drainage, fully incorporating open air suds with particular emphasis on attenuation techniques. surface water attenuation shall be located outside the flood plain;
- b) development discharge rates to be managed to Q_{bar} greenfield rates minus 20%;
- c) provisions must be made for the drainage of the site to ensure there are no temporary increases in flood risk, on or off site, during the construction phase;
- d) evidence to show the management of overland flow routes in the event of exceedance or blockage of the drainage system;
- e) provisions must be made for the drainage of the site to ensure there is no discharge of surface water to the existing Public Highway;
- f) where new or redevelopment site levels result in the severance, diversion or the reception of natural or engineered drainage flow, the developer shall maintain existing flow routes (where there are no flood risk or safety implications) or intercept these flows and discharge these by a method approved by the Local Planning Authority;
- g) where an attenuation structure is located adjacent to Public Highway boundary, the applicant should demonstrate the structural adequacy of the attenuation structure to safeguard Public Highway;
- h) the drainage strategy should not result in top water levels of attenuation structures being above the natural ground level and must achieve a 300mm freeboard, in relation to this existing ground level, at the 1 in 100 year plus climate change event; and
- i) A detailed strategy for the long-term maintenance of the suds and other surface water drainage systems on site.

The drainage details shall be installed in full accordance with the approved documentation prior to occupation of the development and thereafter shall be maintained and shall not be removed or altered in any way.

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