

<b>Planning Committee Report</b>	
<b>Planning Ref:</b>	OUT/2016/1874
<b>Site:</b>	Land to the West of Cromwell Lane
<b>Ward:</b>	Westwood
<b>Applicant:</b>	UK Land Development and Heyford Developments Ltd
<b>Proposal:</b>	Outline application for the erection of up to 240 residential dwellings (class C3) and associated open space and accesses, with all matters reserved except access
<b>Case Officer:</b>	Liam D'Onofrio

### **SUMMARY**

Outline planning permission is sought for up to 240 dwellinghouse, delivered as a mix of house types and tenures, including 25% affordable housing and associated open space. All matters are reserved except for access.

### **BACKGROUND**

The application was submitted in July 2017 but was put on-hold pending the Inspector's decision on whether the application site should be removed from the Green Belt and allocated for housing. This housing allocation was confirmed in the Inspector's Report on the Examination of the Coventry Local Plan 2011 – 2031, which was issued in October 2017 and the Local Plan was subsequently adopted in December 2017.

### **KEY FACTS**

<b>Reason for report to committee:</b>	Representations from more than 5 properties
<b>Current use of site:</b>	Farming land - arable fields and grassland with associated field boundaries.
<b>Proposed use of site:</b>	Housing development with up to 240 houses and associated open space.

### **RECOMMENDATION**

Planning committee are recommended to grant planning permission subject to conditions and subject to the completion of a satisfactory Section 106 Agreement to secure the contributions listed within the report.

### **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.
- The proposal makes provision for necessary developer contributions.
- The proposal accords with Policies: DS3, H2, H3, H6, IM1, AC1, AC2, AC3, HE2 and GE3 of the Coventry Local Plan 2016, together with the aims of the NPPF.

### **BACKGROUND**

#### **APPLICATION PROPOSAL**

Outline planning permission is sought for up to 240 dwellinghouse, delivered as a mix of house types and tenures, including 25% affordable housing and associated open space. All matters are reserved except for access.

Two vehicle access points will be taken from the western side of Cromwell Lane with an emergency access/pedestrian/cycle link taken from Alan Higgs Way to the north of the site.

The Planning Statement indicates that the average density will equate to 35 dwellings per hectare if 240 dwellings are constructed. This equates to a net developable area of 4.79 hectares. A total of 4.51 hectares of open space will be provided within the site. This will comprise of public open space including informal and formal green space, drainage, woodland planting and children's play area provision.

The application is supported by a Design and Access Statement, Planning Statement, Air Quality Assessment, Bio-diversity Impact Assessment, Flood Risk Assessment, Heritage Statement, noise/vibration survey, contaminated land survey, Ecological Appraisal, Transport Assessment, Travel Plan, Landscape and Visual Appraisal, Arboricultural Impact Assessment and an Archaeological Report.

The Design and Access Statement sets the following development parameters:

*Overall, the development will vary between 1 and 2.5 storeys according to location within the site. The majority of the development will be up to two storeys, reflecting existing built development adjoining the site and in the local area. Dwellings of up to 2 storeys will be located within the north eastern site area, where dwellings back on to existing properties. This aims to respect the privacy and amenity of these existing dwellings, and considers the sloping topography of the site. Increased storey heights (up to 2.5 storey dwellings) will be located along the primary movement route in the central and northern areas of the site. This will allow for the provision of key/ focal buildings to define the alignment of the primary movement route.*

*The primary vehicular access to the development will be taken at two points on Cromwell Lane. An emergency vehicle/ pedestrian/cycle access point will be taken from Alan Higgs Way. The primary movement route will be informed by the following design principles; frontage overlooking the movement route; two pavements where the route is adjoined on development on both sides; properties fronting on to the movement route will have frontage access for vehicles associated with the dwellings and where appropriate, provide front gardens.*

*Pedestrian access to the development will be provided from the primary vehicular access points and two additional points of access located on the southern site boundary which link with the existing Public Right of Way [outside the application site boundary]. A formal pedestrian and cycle route will run north – south through the site and provide an accessible and direct link to Tile Hill Rail Station via open space and Alan Higgs Way.*

*The majority of tree and hedgerow planting will be retained within the site, with areas of hedgerow removed to allow for vehicular access points and the primary movement route. Mitigation measures will be provided with the provision of public open space along the western boundary of the site, including a potential area for woodland planting.*

## **SITE DESCRIPTION**

The application site relates to farmland previously located within the Green Belt but now forming a housing allocation following the adoption of the new Local Plan. The land sits behind a semi-sporadic run of residential development on the western side of the highway characterised by detached bungalows with spacious gaps in between. Westwood Farm, a Grade II listed farmhouse with ancillary buildings is located within, but does not form part of,

the application site. Two new vehicular access points will be located on the western side of Cromwell Lane into the site with a third emergency access and cycle/pedestrian route to the north of the site adjacent to Tile Hill Station.

The northern part of the site adjoins the railway and a new housing development and the southeast part of the site adjoins residential development located within the urban area (opposite Westwood Heath Road). The southwest and west site boundaries adjoin open farmland and a public footpath (W170) runs alongside the southern edge of the site. These are located within the Green Belt and also within Solihull Metropolitan Borough Council's administrative area.

### ***PLANNING HISTORY***

There is no relevant planning history.

### ***POLICY***

#### ***National Policy Guidance***

National Planning Policy Framework (NPPF). The NPPF published in March 2012 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 promotes sustainable development and good design is recognised as a key aspect of this.

The National Planning Practice Guidance (NPPG) 2014, this adds further context to the NPPF and it is intended that the two documents are read together.

#### ***Local Plan Policy 2016 Guidance***

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

- Policy DS1: Overall Development Needs
- Policy DS3: Sustainable Development Policy
- Policy DS4: (Part A) – General Masterplan Principles
- Policy H1: Housing Land Requirements
- Policy H2: Housing Allocations
- Policy H3: Provision of New Housing
- Policy H4: Securing a Mix of Housing
- Policy H6: Affordable Housing
- Policy H9: Residential Density
- Policy GB1: Green Belt and Local Green Space
- Policy GE1 Green Infrastructure
- Policy GE3: Biodiversity, Geological, Landscape and Archaeological Conservation
- Policy GE4: Tree Protection
- Policy JE7: Accessibility to Employment Opportunities
- Policy DE1 Ensuring High Quality Design
- Policy HE2: Conservation and Heritage Assets
- Policy AC1: Accessible Transport Network
- Policy AC2: Road Network
- Policy AC3: Demand Management
- Policy AC4: Walking and Cycling
- Policy AC5: Bus and Rapid Transit
- Policy EM1: Planning for Climate Change Adaptation
- Policy EM2: Building Standards

Policy EM3 Renewable Energy Generation  
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):***

SPG Design Guidelines for New Residential Development  
SPD Delivering a More Sustainable City

**CONSULTATION**

No Objections received from:

Natural England  
Historic England  
Campaign for Better Transport (suggestions for public transport improvements)

No objections subject to conditions/contributions have been received from:

West Midlands Fire Service  
Ecology  
Severn Trent Water  
NHS (University Hospital)  
NHS (GP practices)  
Environmental Protection Officers (CCC)  
Conservation/Archaeology (CCC)  
Education (CCC)  
Housing Policy (CCC)  
Flood Risk Management (CCC)  
Highways (CCC)  
Low Carbon Team (CCC)  
Parks and Leisure (CCC)

Objections have been received from:

Solihull Metropolitan Borough Council – In relation to the site being Green Belt and the Local Plan having limited weight at that time of writing.  
Warwickshire Wildlife Trust  
Ramblers Association  
Burton Green Parish Council – in relation to Green Belt loss, traffic pressures in locality.  
Balsall Parish Council - in relation to Green Belt impact and highway safety.  
Berkswell Parish Council – in relation to Green Belt impact, the possible demand for places at Berkswell School and traffic/highway safety.  
Campaign for Better Transport

Immediate neighbours and local councillors have been notified; a site notice was posted and press notice was displayed in the Coventry Telegraph on 04/08/2016.

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

- a) Loss of Green Belt land/encroachment into Meriden Gap.
- b) The development ignores previous planning documents in 2007 and 2012 that discounted the site.
- c) Impact upon Ancient Arden Landscape.
- d) Development should be on brownfield land.

- e) Traffic concerns, existing traffic problems.
- f) Highway safety, site is an accident hotspot, speeding.
- g) Dangerous parking is associated with Tile Hill Station.
- h) Disruption from HS2 construction adding to congestion.
- i) Further traffic generated by developments planned by Warwick District Council is all likely to produce heavy traffic flows in the area.
- j) There is insufficient infrastructure to cope with the development.
- k) More cars will bring air pollution, noise and general stress.
- l) Concerns regarding school and doctor access.
- m) Loss of view over Green Belt fields for existing residents.
- n) Impact upon wildlife.
- o) Impact upon historic buildings/listed buildings.
- p) Drainage concerns.

Councillor Lapsa has objected to the scheme noting that the development will encroach upon the Meriden Gap, contribute to urban sprawl and traffic improvements are needed prior to any further development.

Councillor Skinner has raised concern with the development, in particular road safety.

One letter of support has been received, raising the following material planning considerations:

- q) Strongly supportive of a significant growth in the scale and quality of housing available to Coventry's growing population. To be a successful and sustainable city Coventry's urban footprint needs to grow into its existing greenbelt areas, but this can and must be done with imagination and sensitivity. It must be shown how transport and travel will be dealt with.

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***

The Inspector's Report on the Examination of the Coventry Local Plan 2011 – 2031 was issued in October 2017 and recommended that the Local Plan was sound and capable of adoption, subject to several modifications. The Local Plan was formally adopted on 6<sup>th</sup> December 2017.

The Inspector noted that the Plan appropriately identified housing needs and set out effective measures to meet them in accordance with national policy. It was also noted that given the City's tight administrative boundaries together with the shortage of available land and diminishing opportunities to develop brownfield sites that there is a lack of reasonable and appropriate alternatives and the release of Green Belt land was therefore necessary to meet housing targets.

The Inspector's report identifies the Cromwell Lane site as making a substantial contribution to the supply of housing land. As the proposed allocation would not intrude further west than the existing urban area the impact upon the Green Belt was not considered to be

significant. The Inspector noted that the proposed green infrastructure to the western edge of the site would assist with screening the development from the wider Green Belt.

The Inspector's Report noted that Coventry City Council had acknowledged concerns raised by residents in respect of securing an appropriate access and traffic congestion and that initial highway modelling had not identified any significant concerns. The Inspector agreed with the Council that there were therefore no insurmountable barriers to development of the site.

The adoption of the Coventry Local Plan has formally removed the site from Green Belt and it is now an allocated housing site. Policy H2 'Housing Allocations' identifies sites allocated for housing development, alongside essential details that will support the principles of sustainable development. This adopted policy supersedes any previous planning documents in which the site was discounted for housing.

Policy H2:8 relates specifically to the site 'Land West of Cromwell Lane' and identifies a site suitable for up to 240 dwellings with the following essential site specific requirements:

- Creation of woodland area to the western boundary of the site to reflect Ancient Arden landscape characteristics and ensure defensible boundary to the wider Green Belt.
- Retain and enhance the setting of Westwood Farm and other listed buildings within and adjacent to the site.
- Inclusion of appropriate screening to existing residential areas.
- Explore opportunities to introduce residents parking schemes on site and along adjoining streets with surrounding junction improvements as appropriate.

The detailed assessment of the sites suitability for housing has been fully explored within the Local plan process and with the site's formal adoption as an allocated housing site its development is considered to be acceptable in principle.

### ***Impact on character of the area and Heritage Assets***

The planning application is outline only and the scale, design and use materials will be secured separately at reserved matters stage to ensure the development provides an acceptable design solution that assimilates appropriately within the landscape. The Design and Access Statement identifies 2.5 storey focal buildings within the primary route through the site and 2-storey development around the edge of the site, which adjoins the Green Belt. To ensure that an acceptable form of development is submitted at reserved matters stage a condition is suggested at this stage to require a building height parameters plan.

The development parameters indicate additional planting to the boundary with adjoining farmland and there is an opportunity to create a soft edge to the extended urban area, which will also help to screen the development from the surrounding Green Belt. New landscaping detailing and the protection of existing mature trees and landscaping will be dealt with at reserved matters stage and can be secured through condition at that time.

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. There are Grade II listed buildings fronting Cromwell Lane (Cromwell Cottage and 142 Cromwell Lane) and Grade II listed Westwood Farmhouse is located centrally within the application site. Policy H2:8 specifically mentions retaining and enhancing the setting of Westwood Farm and other listed buildings within and adjacent to the site.

The indicative plan shows a buffer of open space around listed buildings, which will assist in ensuring that the housing development is sensitive to the listed buildings' setting. The detailed layout and design will be controlled at reserved matters stage; however the indicative plans demonstrate that there is adequate space and opportunity to provide a green buffer to respect the setting of the listed buildings. The Conservation Officer advises that subject to suitable control of layout, landscaping and the design of the dwellings (at reserved matters stage) it is considered that the low-level harm to the setting of the listed buildings can be overcome and the development made acceptable.

In terms of archaeology the Conservation Officer has raised no objection to the scheme, subject to a condition to secure a programme of archaeological works.

### ***Impact on neighbouring amenity***

The plans are indicative only, however, it is considered that the proposed site can accommodate 240 houses while meeting necessary separation distances between houses within the site and also to surrounding properties. The residential use will be compatible with the adjoining residential uses, and associated noise and comings and goings are unlikely to be so significant as to warrant refusal of the application.

The reserved matters application would provide details of the final layout of proposed dwellings. Existing properties adjoining the application site back onto fields and although there is no right to a view in planning terms it would be necessary to ensure an appropriate level of privacy, light and outlook is maintained to these neighbouring properties at reserved matters stage.

A condition is recommended to require the submission of a Construction Management Plan, to protect the amenities of residents during construction.

### ***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 focus of local residents' objections to the application relate to highway safety, in which they identify Cromwell Lane as an accident hotspot with dangerous parking, traffic congestion and speeding issues. The Highway Authority has undertaken a detailed assessment of the planning application, and supporting Transport Assessment (TA) and Travel Plan documents, and based on this appraisal considers that the impacts of the development are not severe and has no objections to the current proposal, subject to conditions and contributions.

Policy H2:8 require the exploration of opportunities to introduce residents parking schemes and surrounding junction improvements as appropriate. The residents' parking scheme would assist in protecting future residents from commuter parking associated with the train station; however it first needs to be demonstrated that there is a need for a residents' parking scheme and then residents of the development would need to be consulted on the scheme.

This would therefore need to be carried out post occupation; however a mechanism is suggested at this stage to ensure a residents' parking scheme can be secured, as necessary.

In terms of Policy H2:8 junction improvements the Highway Authority note that included in the TA is an indicative Traffic Calming scheme which includes raised tables at each of the new access points along with other speed reducing features along the length of Cromwell Lane from its junction with Westwood Heath Way to Duggins Lane. These measures include virtual speed humps, enhanced carriageway markings and Variable Message Signs. Each new site access has been assessed as having acceptable capacity and visibility splays. There is also an emergency access proposed via Alan Higgs Way, which will be controlled by collapsible bollards. Traffic calming measures will be secured via a Section 106 legal agreement.

Whilst the Transport Assessment does not make any reference to the impacts of the development upon the existing Traffic Signal Junction at Till Hill Lane/Tanners' Lane/Station Avenue/Banner Lane it is the Highway Authority's view that the development will have an impact on the operation of this junction. Therefore improvements to the operation of the traffic signals at this junction are requested, to be secured via a Section 106 legal agreement.

It is considered that the traffic calming improvements and the traffic signal junction improvements that can be secured as part of this application will assist in improving the existing highway safety issues highlighted by local residents.

The Highway Authority considers the site location currently to have good accessibility in terms of access or provision for pedestrians, cyclists or public transport users. However, the introduction of further infrastructure to provide for a high quality of accessibility by all sustainable modes to adequately sustain and support a development of 240 dwellings at this location in order to accord with Coventry Local Plan and National Planning Policy Framework policies is sought. These measures proposed would assist in connecting the development site with the existing local facilities and amenities, encourage residents to walk/cycle, and therefore provide a positive contribution towards making the proposed development more sustainable from a transport perspective. On site arrangements will be considered in greater detail at reserved matters stage, however the Highway Authority have requested a contribution for cycle improvements to improve linkages to the existing wider cycling infrastructure, which will be secured via a Section 106 Agreement.

### ***Flood Risk***

Local residents have raised concern regarding site drainage. The site falls within Flood Zone 1 and Flood Risk Management has raised no objection to the proposed development, subject to conditions to secure sustainable urban drainage.

Severn Trent Water has raised no objection to the scheme, subject to a condition to agree surface and foul drainage details. These details will be secured under separate legislation through Building Regulations and a separate planning condition is not therefore necessary.

### ***Noise***

Environmental Protection accept the submitted noise survey, however it is considered that a further noise survey will be required at reserved matters stage to look at:

- Dealing with potential vibration from the nearby rail line, once ground conditions and foundation type are confirmed, as recommended in the submitted noise report;



- Details of noise mitigation to outside amenity spaces for properties closest to railway line, to be confirmed when final site designs are known;
- Details of indoor noise levels for properties closest to the railway line and relevant mitigation measures such as high spec acoustic glazing and ventilation;
- Assessment of construction noise impact and traffic movements, with particular focus to those existing and proposed properties on access points to the site.

A condition is suggested to secure this information.

### ***Contaminated land***

Environmental Protection agrees with the recommendations within the submitted Phase 1 report that the site is of low risk to contamination. However despite being farmland there are still potential sources of contamination such as herbicides/pesticides being present in shallow soils and a possibility of animal burials having taken place.

Environmental Protection agrees that sampling is required so that risks can be properly assessed and suggests the standard contamination conditions to secure this information.

### ***Air quality***

Environmental Protection raise no objections, subject to securing a package of measures to reduce the impact upon air quality. This should include low emission boilers, electric vehicle charging points and details to limit dust and at construction phase.

A condition is suggested to secure this information.

### ***Ecology***

The County Ecologist has assessed the site and the submitted Ecological Appraisal, protected species surveys and Biodiversity Impact Assessment calculations.

The County Ecologist has raised no objection to the scheme subject to the imposition of conditions, including a Construction and Environmental Management Plan (CEMP), Landscape and Environmental Management Plan (LEMP) and a lighting scheme. Local residents have raised concern with regard to the impact of the proposed development upon local wildlife and the CEMP requested by the County Ecologist seeks to secure details of mitigation for any protected species on site. The LEMP will secure details of planting and maintenance of all new planting and also details of habitat enhancement/creation measures and management.

The County Ecologist notes that the Biodiversity Impact Assessment calculation results in a loss of biodiversity, which is contrary to National Planning Policy Framework (NPPF). However the County Ecologist has confirmed that this biodiversity loss will be compensated for appropriately off-site. This has been secured via the Section 106 Legal Agreement.

### ***Contributions***

Officers are mindful that local residents have raised concerns with the impact of the development upon local infrastructure and access to facilities such as schools and GP surgeries. Policy IM1 'Developer Contributions for Infrastructure' states that development will be expected to provide, or contribute towards provision of: a) Measures to directly mitigate its impact and make it acceptable in planning terms; and b) Physical, social and green infrastructure to support the needs associated with the development.

The development would trigger the need for the following contributions to be secured under a Section 106 Legal Agreement. The heads of terms are as follows:

- Affordable housing at 25%, which will relate to (up to) 60 affordable dwellings. The delivery of affordable housing shall be as a mix of Social Rent and Intermediate tenure within a mix of house sizes.
- NHS Clinical Commissioning Group requests a contribution of £52,737 to be allocated as part of this application for the improvement and/or extension of Jubilee Heath Care GP surgery, 60 Station Avenue, Tile Hill, Coventry, CV4 9HS.
- NHS University Hospital Coventry and Warwickshire have requested a contribution of £120,467.00 to provide additional facilities to meet patient demand.
- WCC Ecology have confirmed that a biodiversity off-setting scheme can be agreed through a S106 of £101,752.00 towards the cost of creating and managing an area of 5.47ha of semi-improved grassland off site.
- The Highway Authority have requested the provision of the following contributions:
  - For cycle improvements introducing new links to the existing cycle infrastructure on Charter Avenue: £100,000.
  - For traffic calming measures, including two ANPR VAS (a vehicle activated sign that typically bolts on to a lamppost and measures and displays the approaching vehicle's speed), along Cromwell Lane from Duggins Lane to Westwood Heath Road: £200,000.
  - Tile Hill Lane Traffic Signal Junction upgrade: £100,000.
- Education are requesting a contribution which breaks down to:
  - Early Years children: £57,610.00 towards the cost of providing, expanding or improving primary education facilities (which may include the purchase and improvement of land and buildings) at Charter House Primary School;
  - Primary Pupils (YR – Y6): £403,270.00 towards the cost of providing, expanding or improving primary education facilities (which may include the purchase and improvement of land and buildings) at Charter House Primary School;
  - Secondary Pupils (Y7 – Y11): £666,657.02 towards the cost of providing, expanding or improving Secondary Education facilities (which may include the purchase and improvement of land and buildings) at Westwood Academy or South West Coventry Secondary Schools.
  - Sixth Form (Y12 – Y13+): £135,563.04 towards the cost of providing, expanding or improving Sixth Form Education facilities (which may include the purchase and improvement of land and buildings) at Westwood Academy or South West Coventry Secondary Schools.

The developer has agreed to the requested contributions.

A figure for a contribution relating to the future maintenance of the site's identified open space is currently being assessed and Members will be updated at the meeting.

### **Conclusion**

The proposed development is considered to be acceptable in principle and will not result in any significant impact upon neighbour amenity, highway safety, ecology or infrastructure, subject to relevant conditions and contributions. The reason for Coventry City Council granting planning permission is because the development is in accordance with: Policies DS3, H2, H3, H6, IM1, AC1, AC2, AC3, HE2 and GE3 of the Coventry Local Plan 2016, together with the aims of the NPPF.

### **CONDITIONS/REASON**

1. Details of the means of access to the building(s) and site, appearance of the building(s), landscaping of the site, layout of the site and its relationship with adjoining development, and the scale of building(s) (hereinafter called 'the reserved matters') shall be submitted to and approved in writing by the local planning authority before any development begins and the development shall be carried out in full accordance with these reserved matters as approved.

**Reason:** *To comply with Article 3(1) of the Town and Country Planning (General Development Procedure) Order 1995.*

2. Application for approval of the reserved matters shall be made to the local planning authority not later than three years of the date of this permission.

**Reason:** *To comply with Section 92 of the Town and Country Planning Act 1990 (as amended).*

3. The development to which this permission relates shall begin within three years of the date of permission or within two years of the final approval of the reserved matters, whichever is the later.

**Reason:** *To comply with Section 92 of the Town and Country Planning Act 1990 (as amended).*

4. The access points hereby permitted shall be carried out in accordance with the following approved documents: Drg No.2082-01, 2082-02, 2082-04 and 9301 Rev G (concept plan).

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

5. No development approved by this permission shall be commenced until a scheme for the provision of surface water drainage, fully incorporating open air SuDS with particular emphasis on attenuation techniques, has been submitted to and approved in writing by the Local Planning Authority. Details shall include:
  - (i) A detailed strategy for the long-term maintenance plans of the SuDS and other surface water drainage systems on site.
  - (ii) Development discharge rates to be managed to Qbar greenfield rates minus 20%. The discharge rates for brownfield sites shall be considered as greenfield in accordance with the SFRA.
  - (iii) 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.
  - (iv) Surface water attenuation is to be located outside the 1 in 100 year surface water flood map extents.
  - (v) No ordinary watercourse should be culverted unless there is an overriding need to do so, and justified in line with the Environment Agency's current policy. If possible, any existing surface water culverts should be opened and restored to a natural channel.
  - (vi) Evidence is required that the 1 in 100 year plus climate change events will be held within the site boundaries.
  - (vii) An intrusive ground investigation report is required to establish the depth and type of strata, including percolation results in accordance with BRE 365 and the presence and risk associated with migrant contaminants. Provide evidence of existing groundwater levels and seasonal variation, in order to inform the drainage design.

- (viii) All 'within building plot' drainage must be considered for the incorporation of water re-use systems, such as grey water harvesting, to manage down both peak and total rainfall runoff discharging to sewer systems, watercourses and groundwater.
  - (ix) Evidence to show the management of overland flow routes in the event of exceedance or blockage to the drainage system. Details should include demonstration of how the buildings will be protected in such an event.
  - (x) Provisions must be made for the drainage of the site to ensure there is no discharge of surface water to the Public Highway.
  - (xi) Where new or redevelopment site levels result in the severance, diversion or to receive natural land drainage flow, the developer shall intercept these flows and discharge these by a method approved by the Local Planning Authority.
- All details shall be carried out as approved.

**Reason:** *To ensure that a satisfactory means of drainage is provided such as to minimise flooding and which promotes and maintains the good stewardship of the natural and built environment in accordance with the Water Framework Directive and Policies EM4 and EM5 of the Coventry Local Plan 2016 and the Supplementary Planning Document 'Delivering a More Sustainable City'.*

6. The development hereby permitted shall not commence until a Construction and Environmental Management Plan has been submitted to and approved in writing by the Local Planning Authority. In discharging this condition the LPA expect to see details concerning mitigation for badgers, bats, great crested newts, breeding birds and other appropriate working practices and safeguards for wildlife that are to be employed whilst works are taking place on site. The agreed Construction and Environmental Management Plan shall thereafter be implemented in full.

**Reason:** *To ensure that protected species are not harmed by the development in accordance with Policy GE3 of the Coventry Local Plan 2016 and the aims and objectives of the NPPF.*

7. The development hereby permitted shall not commence unless and until a detailed Landscape and Ecological Management Plan has been submitted to and approved in writing by the Local Planning Authority. The plan should include details of planting and maintenance of all new planting. Details of species used and sourcing of plants should be included. The plan should also include details of habitat enhancement/creation measures and management, such as native species planting, wildflower grassland creation, woodland and hedgerow creation/enhancement, and provision of habitat for protected and notable species (including location, number and type of bat and bird boxes, location of log piles). Such approved measures shall thereafter be implemented in full.

**Reason:** *To ensure net biodiversity gain in accordance with Policy GE3 of the Coventry Local Plan 2016 and the aims and objectives of the NPPF.*

8. The development hereby permitted shall not commence unless and until details of all external light fittings and external light columns have been submitted to and approved by the Local Planning Authority. The development shall not be carried out otherwise than in full accordance with such approved details.

**Reason:** *In accordance with the NPPF and ODPM Circular 2005/06*

9. Prior to occupation of the proposed dwellings hereby approved the accesses, as approved, shall be provided in accordance with a phasing plan which is to be submitted to and approved in writing by the Local Planning Authority.

**Reason:** *In the interests of highway safety and to ensure the free flow of traffic using the adjoining highway in accordance with Policy AC1 of the Coventry Local Plan 2016.*

10. No development shall take place unless and until a construction method statement has been submitted to and approved in writing by the Local Planning Authority. The approved statement shall be strictly adhered to throughout the construction period and shall provide for: hours of work; the parking of vehicles of site operatives and visitors; 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; and a scheme for recycling / disposing of waste resulting from demolition and construction works.

**Reason:** *In the interests of highway safety and the amenities of the occupiers of nearby properties in accordance with Policies EM7 and AC1 of the Coventry Development Plan 2001.*

11. The development shall not commence unless and until details for a package of measures to minimise the impact of the development upon local air quality have been submitted to and approved in writing by the local planning authority. The package of mitigation measures shall be in accordance with the West Midlands LETCP guidance and dictated by a damage cost calculator to be agreed at detailed design stage. All details shall be carried out as approved.

**Reason:** *To mitigate the impacts of development on air quality in accordance with Policy EM7 of the Coventry Local Plan 2016.*

12. An investigation and risk assessment, in addition to any assessment provided with the planning application, must be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site and any report of the findings must be submitted to and approved in writing by the local planning authority prior to first occupation. The report of the findings, to be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11', must include; (i) a survey of the extent, scale and nature of contamination; (ii) an assessment of the potential risk to; human health, property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes, adjoining land, groundwaters and surface waters, ecological systems, archaeological sites and ancient monument; (iii) an appraisal of remedial options, and proposal of the preferred option(s).

**Reason:** *To safeguard health, safety and the environment in accordance with Policy H3*

*of the Coventry Local Plan 2016.*

13. The development shall be undertaken in accordance with a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment must be prepared which shall be submitted to and approved in writing by the local planning authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

**Reason:** *To safeguard health, safety and the environment in accordance with Policy H3 of the Coventry Local Plan 2016.*

14. The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development other than that required to carry out remediation. The local planning authority must be given two weeks written notification of commencement of the remediation scheme works. Following completion of measures identified in the approved remediation scheme, a verification report (referred to in PPS23 as a validation report) that demonstrates the effectiveness of the remediation carried out must be produced shall be submitted to and approved in writing by the local planning authority.

**Reason:** *To safeguard health, safety and the environment in accordance with Policy H3 of the Coventry Local Plan 2016.*

15. In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the local planning authority. An investigation and risk assessment must be undertaken in accordance with the requirements of condition (No.12), and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition (No.13), which shall be submitted to and approved in writing by the local planning authority. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the local planning authority in accordance with condition (No.14).

**Reason:** *To safeguard health, safety and the environment in accordance with Policy H3 of the Coventry Local Plan 2016.*

16. No development shall take place under any reserved matters consent until a scheme for that reserved matters consent has been submitted to and approved in writing by the local planning authority indicating how and when the 'Secured by Design' standards will be incorporated into the development. The scheme shall be implemented in accordance with the approved details and shall be retained at all times thereafter.

**Reason:** *To ensure Secured by Design standards are met, in the interests of safety and security and the health and wellbeing of future occupiers of the development in accordance with Policies DS3, H3 and DE1 of the Coventry Local Plan 2016.*

17. No part of the development hereby permitted shall be commenced and nor shall any equipment, machinery or materials be brought onto the site until a scheme for the protection of all existing trees and hedges to be retained on site has been submitted to and approved in writing by the Local Planning Authority and has been put in place. The scheme must include details of the erection of protective fencing and be in accordance with British Standard BS5837:2012, Trees in Relation to design, demolition and construction. Nothing shall be stored or placed in those areas fenced in accordance with this condition and nor shall the ground levels be altered or any excavation take place without the prior consent in writing of the local planning authority. The approved scheme shall be kept in place until all parts of the development have been completed and all equipment, machinery and surplus materials have been removed.

**Reason:** *To protect trees and other features on site during construction in accordance with Policy GE4 of the Coventry Local Plan 2016.*

18. No development shall take place unless and until a scheme for targeting and utilising local people for construction employment has been submitted to and approved in writing by the local planning authority. Thereafter, the scheme shall be implemented in full accordance with the approved details.

**Reason:** *In the interests of promoting employment opportunities for local people in accordance with Policy JE7 of the Coventry Local Plan 2016.*

19. The development hereby permitted shall not commence unless and until a scheme detailing arrangements to protect residents of the development from excessive noise and vibration entering habitable rooms and the provision of quiet garden areas shielded from noise (to include road traffic noise and also noise and vibration from the railway) has been submitted to and approved in writing by the local planning authority. The location, internal layout, and orientation of residential dwellings should be designed to situate habitable rooms away from noise and building structures should be used to provide quiet garden areas where possible. If acceptable noise levels still cannot be achieved by optimising the design of the development then the use of acoustic glazing and acoustic ventilation will be considered as a viable alternative. The scheme shall be implemented in accordance with the approved details and shall be retained thereafter.

**Reason:** *To ensure that future occupiers do not experience any unacceptable disturbance from noise and vibration in accordance with Policies H3 of the Coventry Local Plan 2016.*

20. The development hereby permitted shall not be commenced unless and until a scheme showing how: a) at least 10% of the predicted energy requirement of the development will be produced on or near to the site from renewable energy resources, and/or; b) a scheme showing how at least 10% of the energy demand of the development and its CO<sup>2</sup> emissions would be reduced through the initial construction methods and materials. The development shall not be first occupied until all the works within the approved scheme have been completed and thereafter the works shall be retained at all times and shall be maintained strictly in accordance with manufacturer's specifications.

**Reason:** *To comply with the provision the National Planning Policy Framework and in accord with Policies EM1, EM2, EM3 and EM7 of the Coventry Local Plan 2016.*

21. Any landscaping (other than the planting of trees and shrubs) including boundary treatment, paving and footpaths referred to in condition one shall be completed in all respects, with the exception of tree(s) and shrub(s) planting, within the first planting season following the first use of development and the tree(s) and shrub(s) shall be planted within six months of that first use. 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 amenities of the locality in accordance with Policy DE1 of the Coventry Local Plan 2016.*

22. No development shall take place until the applicant, or their agents or successors in title, has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the Local Planning Authority. Once approved the development shall only be undertaken in accordance with those approved details (or any subsequently approved amendments).

**Reason:** *To ensure that any important and irreplaceable archaeological remains are not destroyed during the construction process in accordance with Policy HE2 of the Coventry Local Plan 2016.*

23. Prior to or concurrently with the submission of any reserved matters application(s), a detailed Building Heights Parameters Plan and Phasing Plan shall be submitted to and approved in writing by the local planning authority. The plans shall identify: (i) the maximum building heights within defined areas of the development site, to be expressed in both the number of stories and the total height in metres and (ii) the phasing of development. The reserved matters submission/development shall proceed in accordance with the approved plan.

**Reason:** *To ensure a satisfactory standard of appearance of the development in the interests of the amenities of the locality in accordance with Policy DE1 of the Coventry Local Plan 2016.*

[Concept Plan](#)



