

<b>Planning Committee Report</b>	
<b>Planning Ref:</b>	OUT/2018/3225
<b>Site:</b>	Eastern Green, South of the A45, Coventry. CV5 7LG
<b>Ward:</b>	Bablake (adjacent to Woodlands)
<b>Proposal:</b>	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
<b>Case Officer:</b>	Nigel Smith

## 1 **SUMMARY**

- 1.1 The application is for residential 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; 15 ha of employment land (B1, B2, B8): a district centre of approx. 10000 sq m retail; a local centre of 1000 sq m of local convenience, retail plus other community facilities; provision of a 2 form entry primary school; open spaces, substantial landscaping, green infrastructure and sports provision; earthworks including the provision of new drainage features and associated demolition and groundworks.
- 1.2 All detailed matters are reserved except for access, which is to be considered in detail as part of this proposal.
- 1.3 The main issues to be considered are the principle of development; impact on the character of the area; impact on residential amenity; archaeology and heritage; highways; drainage and flood risk; air quality; noise; contaminated land; ecology and trees; open space and green infrastructure; and developer contributions.

## 2 **BACKGROUND**

- 2.1 The site was previously designated Green Belt land, however it was removed from the Green Belt following independent examination by an Inspector at Local Plan Examination in Public and allocated for a Sustainable Urban Extension (herein after referred to as the SUE) under Policy DS4 (Part D) of the Coventry Local Plan 2016. The specific housing requirements are allocated under Policy H2:2 of the Coventry Local Plan, 2016, and the specific employment land was designated under Policy JE2:5 of the Local Plan, 2016.
- 2.2 This application site forms part of the overall SUE allocation.

2.3 The Coventry Local Plan, 2016 was formally adopted on 5th December 2017 and came into force on 6th December 2017.

### 3 **KEY FACTS**

<b>Reason for report to committee:</b>	<ul style="list-style-type: none"><li>• Over 5 objections received.</li><li>• Called in by ward councillors</li><li>• A site of strategic importance.</li></ul>
<b>Current use of site:</b>	Farmland
<b>Proposed use of site:</b>	Mixed use: Residential, commercial and open space

### 4 **RECOMMENDATION**

4.1 Planning committee are recommended to grant planning permission, subject to the conditions listed in the report and the completion of the S106 legal agreement to secure the contributions listed within the report, at Section 23; and

4.2 Delegate authority to the Strategic Lead Planning (following consultation with the Chair of Planning Committee) to agree any amendments to these conditions and any S106 triggers/contributions set out within the report, which are considered necessary.

### 5 **REASON FOR DECISION**

- The proposal is consistent with an allocation in an up to date development plan and 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 DS1, DS3, DS4, H1, H2, H3, H4: H6, H9, GB1, GE1, GE3, GE4, DE1 HE2, JE2, JE7, HW1, R1, R3, CO1, AC1, AC2, AC3, AC4, AC5, EM1, EM2, EM3, EM4, EM5, EM6, EM7, IM1 of the Coventry Local Plan 2016, together with the aims of the NPPF.

## 6 **SITE DESCRIPTION**

- 6.1 The site is located adjacent to the north western edge of the urban areas of Allesley Green and Eastern Green. The site falls within the Bablake ward and is bounded on its southern boundary by the Woodlands Ward. The A45 trunk road forms the site's northern boundary, with Pickford Green Lane and existing homes and associated gardens located along parts of the road containing the site to the west. The southern boundary of the site is formed by properties located on Upper Eastern Green Lane, with the neighbourhood of Eastern Green further south and west.
- 6.2 The Allesley Green area of Coventry is located to the immediate east of the site, with the Windmill Hotel and golf course located to the north-east of the site, between the site boundary and the A45. The golf course site also forms part of the 'Eastern Green' SUE allocation, and will form a separate planning application. The Windmill Hotel itself, does not form part of the SUE allocation.
- 6.3 The application site has an area of approximately 142ha. It is currently largely in agricultural use, but also includes small groups of trees, and numerous hedgerows to field boundaries. The site is largely open, but also includes a small number of agricultural buildings. The north-western corner of the site includes two over-head powerlines which run diagonally from Pickford Green Lane and over the A45.
- 6.4 The site's topography is gently rolling fields and includes two distinct, shallow valleys. The site includes a number of public rights of way which cross the site, and which form part of the wider network of rights of way.
- 6.5 The site contains existing watercourses – Pickford Brook and Slipperside Brook and associated tributaries – which provide habitat and amenity interest. These features also create a relatively small area of higher flood risk within the site associated with the existing natural drainage regime.
- 6.6 The character of the site is rolling farmland but is enclosed to the east and south by residential dwellings. To the north east is the Windmill Hotel and golf club (the golf club land forms part of the SUE allocation for residential development). To the north east are elements of commercial uses in addition to the existing hotel and golf course to the north-east, to the immediate west of the site there is a car dealership adjacent to the A45 (and accessible via Pickford Green Lane), and there are employment sites nearby further east along the northern side of the A45.

## 7 **APPLICATION PROPOSAL**

- 7.1 The proposal, following amendments, seeks outline planning permission with all matters reserved (namely, layout, scale, appearance and landscaping) except for access (including access from the A45 via the formation of a grade separated junction and link roads through to the Windmill site, a further all vehicle access from Pickford Green Lane and a public transport only access also from Pickford Green Lane) which is submitted for approval. The application is accompanied by an Environmental Statement with chapters addressing: socio-economics; landscape character and visual resources; ecological resources; water, hydrology and drainage; ground conditions; agricultural land quality; cultural heritage and archaeology; noise; air quality; and traffic, transport and access. The proposal comprises the following elements;

### 7.2 Residential

The development will provide a maximum of 2400 dwellings distributed across the site in a range of development blocks as shown on the Parameters Plan. Residential development is proposed on approximately 69ha (gross). The dwellings will range in type, size and tenure and 25% of the dwellings will be provided as 'affordable' properties as required by Policy H6.

7.3 The application is outline, therefore the mix of housing is not fixed at this stage, however the Planning Statement states the assumed overall mix incorporating a range of primarily 1-5 bed homes is anticipated, although a mix incorporating only larger (3, 4 and 5 bed) homes is assumed in the TA to ensure the assessment of likely traffic is robust and 'worst-case'. Residential development will not exceed 2.5 storeys close to the local centre, with the majority of the site up to two storeys (including around the edges of the site).

7.4 Extra care provision

The proposals include 'extra-care' provision as encouraged by the Local Plan to deliver accommodation to meet the housing and care needs of older people as part of the mixed new community envisaged. The 'Extra-care' provision may be up to 4 storeys and is proposed close to the District Centre and employment area where higher maximum heights are assumed overall.

7.5 Local and district centres

A district centre would be provided to the south of the employment area. It would be up to three storeys high and would provide up to 10,000 sq m floorspace including 5,000 sq m supermarket and 4,000 sq m of bulky goods (i.e. floorcoverings, white goods etc) as required by policy. This area would measure 3 hectares and would include a transport hub on its eastern side which would include space for a potential Very Light Rail stop.

7.6 A local centre is also proposed to the south of Slipperside Brook. This would cover 0.5 hectares and would include a primary care / community building as well as 1,000 sq m of retail floorspace, potentially with flats above. This would also be limited to three storeys in height.

7.7 Employment Area

The development will provide 15ha of employment land (B1b research and development, B1c light industry, B2 general industrial, and B8 distribution uses) to be located in the north of the site close to the A45 in accordance with the local plan allocation and policies. The employment area is split into parcels by the proposed road network and Pickford Brook. The maximum heights of the units would be between 10m (under the retained overhead electricity cable) and 18m away from the edges of the development. The northern, eastern and western edges of the plots would be limited to 15m in height.

7.8 Open spaces

The proposal includes circa 55 hectares of public open space, which accounts for over 39% of the site area. This includes new parks, allotments, areas of natural green space, play areas and sports pitches.

7.9 Highways

The main vehicular site access would be via a new grade separated junction from the A45. There would be two additional vehicular accesses via Pickford Green Lane, with

one being restricted to public transport use only. A potential public transport link is also proposed to the eastern boundary of the site, in order to allow a future connection through Juniper Park to Woodbridge Drive. Whilst the grade separated junction is included within this application full details of this have already been approved under a separate permission which Planning Committee granted earlier this year.

- 7.10 A network of paths and cycleways are proposed to link in with existing rights of way across the site.

## 8 **PLANNING HISTORY**

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

<b>Application Number</b>	<b>Description of Development</b>	<b>Decision and Date</b>
FUL/2019/2671	Construction of grade separated junction with associated access roads, landscaping, drainage and engineering works	Granted 30 <sup>th</sup> June 2020

## 9 **POLICY**

### 9.1 **National Policy Guidance**

National Planning Policy Framework (NPPF). The new NPPF published in February 2019 (and updated in June 2019) 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 new NPPF increases the focus on achieving high quality design and states that it is "fundamental to what the planning and development process should achieve".

- 9.2 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.

### 9.3 **Local Policy 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: (Parts A and D) – General Masterplan and Eastern Green 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 HW1: Health Impact Assessments

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 JE2: Provision of employment land  
Policy JE7: Accessibility to Employment Opportunities  
Policy R1: Delivering retail Growth  
Policy R3: Network of Centres  
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 CO1: New or improved social, community or leisure premises  
Policy IM1: Developer Contributions for Infrastructure

#### 9.4 **Supplementary Planning Guidance/ Documents (SPG/ SPD):**

SPG Design Guidelines for New Residential Development  
SPD Delivering a More Sustainable City  
SPD Sustainable Urban Extensions  
SPD Coventry Connected

## 10 **CONSULTATION**

### **First consultation:**

- 10.1 Immediate neighbours, local councillors and consultees were notified; a site notice was posted on 29/11/2019. A press notice was displayed in the Coventry Telegraph on 29/11/2019. The public consultation ran from 23/11/2019 until 14/12/2019.

### *Consultee Responses:*

- 10.2 No objections received from:
- Natural England – reverts to CCC Ecology as does not have the resources to comment on the application.
  - CCC Sustainability Services.
- 10.3 No objections subject to conditions/contributions have been received from:
- CCC Environmental Protection – No objection subject to conditions relating to Noise and ground contamination. However, request further information regarding air quality.
  - CCC Archaeology – no objection subject to conditions.
  - CCC Drainage – no objection subject to conditions and S106 contributions for suds adoption and maintenance.
  - CCC Tree Officer – no objection subject to conditions.
  - CCC Ecology – no objection subject to conditions.
  - CCC Open Spaces – no objection subject to conditions and S106 contributions for open space maintenance.
  - CCC Employment and skills – no objection subject to conditions.

- CCC Urban design – No objection subject to compliance with SPD for Sustainable Urban Extensions in all reserved matters applications.
- CCC Education – no objection subject to S106 contributions for primary and secondary care and provision of a school on site.
- CCC Housing Policy – no objection subject to conditions and S106 agreement requiring 25% affordable housing onsite in accordance with local plan policy.
- National Grid – no objections subject to compliance with easements.
- CCG (Clinical Care Commissioning Group) - S106 requests for land and money for health centre or capital contribution of offsite extension to existing health facilities.
- NHS – no objection subject to S106 contributions for acute care UHCW.
- Warwickshire Wildlife trust – no objection, however further clarification was sought on a number of matters.
- West Midlands Fire Service – No objection subject to conditions relating to water supplies for firefighting, and ensuring roads have a carrying capacity of 15 tonnes for fire tenders.
- West Midlands Police Service – no objection.

#### 10.4 Objections have been received from:

- Sport England – however the objection would be removed if suitable contributions are made towards indoor sport; artificial grass pitches; grass playing pitches and associated ancillary facilities; and ball strike assessment from the golf course.
- Highways England – inadequate assessment upon the strategic road network, including M42 J6, A45/A46 corridor beyond Stivichale interchange and possibly M6 J3.
- National Express – Extending the existing bus service which runs along Upper Eastern Green Lane into the site via Pickford Green Lane would be sub-optimal and would be unlikely to allow the achievement of the sustainable aims of the development. If a bus through route to the A45/Parkhill Drive junction (i.e. through Juniper Park) is provided, then the X1 service could be diverted through the site.
- Environment Agency – as the development does not take into account climate change allowances; consider how flood events will affect people; consider the possibility of improving flood risk downstream; or ensure safe access / egress to the site.
- Ramblers Association – object to loss of Green Belt. Request footpath link to Brick Hill Lane and footpath M249 be provided from the flyover. Safe crossing from M240 to north of A45 requested.
- CCC Highways – not enough evidence to mitigate against the impact of the development of the local highway network.

#### 10.5 *Responses from local resident groups, parish councils:*

- Allesley Parish Council, objects on the grounds of:
  - public consultation was inadequate,
  - quantity of development,
  - transport and road links,
  - design and appearance,
  - precautionary principal should be applied whilst it is assessed whether the houses, retail and warehousing being proposed is still required.
- Berkswell Parish Council, objects on the grounds of:
  - Increase in traffic will negatively impact upon rural roads and the parish of Berkswell.

- Allesley Green Residents Association, objects on the grounds of:
  - Comparison to the master plan and its principles on Policy H2:2. 50% over the plan numbers,
  - Inaccuracies in the documents,
  - Traffic management concerns,
  - Feedback from public consultation.
- Eastern Green Residents Group, objects on the grounds of:
  - Transport Plan makes assumptions for mitigation in areas where this cannot be carried out,
  - Existing junctions at or over capacity – this development will exacerbate existing problems,
  - No information on traffic management to avoid rat running on Hockley Lane and Upper Eastern green Lane,
  - More information regarding internal roads to ensure rat running is avoided
  - Modelling is inaccurate,
  - Severe impact on highway network. Local highways infrastructure will be unable to cope with increased numbers,
  - 50% increase in housing numbers cited in Local Plan. Material change in local plan numbers and should be refused,
  - Community facility – no details submitted,
  - No details of the buffer zones,
  - No information indicating when schools will be built.

#### 10.6 *Responses from local councillors:*

- Councillor Male raises impact upon highway infrastructure including inadequate highway improvements; insufficient car parking; impact upon historic environment; impact upon landscape and biodiversity; failure to identify approach to energy generation; impact upon flood risk; applicant has ignored responses to consultation; inadequate buffer to existing residents / defensible boundary to Green Belt; proposal does not allow for future integration of rapid transit route.
- Councillor Ridley raises impact upon existing transport infrastructure; likely to be high on street parking; harm to historic and green environments, including Juniper Park, which is an area of significant local amenity; impact upon climate change, as admitted by the applicant in the submitted Health Impact Assessment.
- Councillor Birdi raises impact upon local highway network and design of grade separated junction.
- Councillor Lepoidevin raises increase in housing numbers from local plan; impact upon highway network; poor consultation from applicant; inadequate buffer to existing residents.
- Councillor Williams raises increased housing numbers; inadequate green infrastructure; inadequate consultation; impact upon rural character of area; impact upon residential amenity of occupiers on Brick Hill Lane.

10.7 There have been 173 letters of objection received, raising the following material planning considerations:

#### 10.8 **Principle of development**

1. Loss of green belt.
2. Quantum of development - Too many homes proposed resulting in over development of the site.
3. Increase in number of homes from the Local Plan hearings, 50% increase which has not been accompanied by rationale or explanation.

4. Planning Inspector reviewed the plan on the basis of 2250 dwellings across the whole SUE, not 3365 (when taking into account all SUE land parcels)
5. The variations from the approved local plan are so significant that they are grounds for triggering an immediate review of the local plan.
6. Why are we not building on brown field first?
7. Unnecessary and based on ridiculous predictions in the light of recent population growth figures.
8. Application has no detail on housing types and therefore residents cannot provide comment.
9. Inadequate infrastructure to support a development of this size.
10. Development is on prime agricultural land deemed to be too valuable to be built on by the previous inspector.
11. Warehouse development does not offer skilled jobs.
12. The development should be limited to 2250 houses as proposed in the preparation of the local plan, or the local plan should be re-examined.
13. Negative impact on Meriden gap. This will be reduced thus increasing urban sprawl.
14. Policy H2:2 makes no reference to the Local Plan housing figures being minimum therefore the application is contrary to the local plan housing numbers for the site allocation.
15. Why do we need more warehouses? Are the ones in Torrington Avenue in use?
16. Why are so many houses needed when there are 1000+ empty houses across Coventry?
17. Provision of sports pitches not necessary, there are already pitches nearby
18. CCC should apply the 'precautionary principle' to the development and not approve this site until it is known with some certainty this number of homes is required.
19. Pause and review the local plan and the quantum of development owing to the predicted demand for housing in Coventry not materialising as predicted and the reduction in EU migration to the City following BREXIT.
20. Retail not needed as many local shops under used.
21. Are the allotments a statutory site or a temporary site? And who will be responsible for them?
22. The Local Plan Objectively Assessed Need (OAN) for total housing between 2011 – 2031 is 24,600 dwellings within Coventry with 17,800 within Warwickshire. The subsequent and most recent data from 2014 confirmed the housing needs remained stable and the City's OAN in the Local Plan 'will continue to be considered as a minimum level of provision for the purposes of this Plan'. It is wrong for this Developer to interpret this as acceptability for the 50% increase (1,245 additional dwellings) in the specific deliverability of this site. This is not the intention for this Policy.
23. 10.25 hectares of land for employment use. This is a shortfall to the Local Plan which identifies the Strategic Urban Extension delivering 15 hectares of employment land.

#### 10.9 **Visual issues and impact on character of the area**

24. Loss of peace and quiet associated with living adjacent to countryside (character).
25. Loss of openness / outlook over the fields to rear of properties.
26. Out of character with the surrounding area.

27. Definite buffer zone must be in place to protect existing properties surrounding the site.
28. There should be no access at all from Pickford Green Lane. The only access to the site should be off A45.
29. What types of homes will be on the site?
30. Buffer areas need to be substantial along Pickford Green Lane to screen commercial employment uses from nearby residential properties.
31. Loss of green space to Juniper Park and loss of community facility.
32. Housing is not in accordance with Ancient Arden guidelines.
33. Artist impression of how the scheme will look is very vague.
34. Large employment units are contrary to Ancient Arden guidelines.
35. This will have major adverse effects on landscape character.

#### 10.10 **Impact on residential amenity**

36. Unacceptable visual impact, increased noise and disturbance to neighbouring properties both during the construction phase and as a result of increased number of homes in the area.
37. Light pollution.
38. Noise from roads and employment uses, especially if 24/7 use. Commercial plant equipment may be noisy in commercial uses.
39. Will there be a noise barrier to the houses directly abutting the site on Pickford Green lane adjacent to the employment uses?
40. Loss of green fields will impact on people's mental health.
41. What will be the screening to Appledore drive? It is not clear whether the buffer zone has been extended when compared with the original plan.
42. Maximum height of dwellings to the boundary with Appledore drive should be no more than 2 storey, not 2.5 storey.

#### 10.11 **Highways**

43. What will happen to the farm access onto Upper Eastern Green Lane?
44. Brick Hill Lane and Oak Lane will not be able to cope with increased traffic from A45.
45. Increase in congestion on surrounding roads.
46. Slip road to Brick Hill Lane. BHL is rural in character, the addition of the new flyer will increase traffic and reduce the rural character of the area.
47. Brick Hill Lane will become a rat run.
48. Brick Hill Lane is used by dog walkers, cyclists and horse riders – increase in traffic will cause harm to highway safety of users.
49. Pickford Green Lane is a very narrow road – unable to cope with increase in vehicle traffic.
50. Pickford Green Lane will be used as a rat run – A TRO should be put in place to stop this road up.
51. Impact of increased traffic on Upper and Lower Eastern Green Lane will be severe.
52. Impact on all surrounding residential roads will be severe.
53. Park Hill Road / Upper Eastern Green Lane junction will become a bottle neck.
54. Traffic analysis indicates that the volume of vehicles in Pickford Green Lane, Hockley Lane and Upper Eastern Green Lane is predicted to double. An increase in traffic volumes will lead to higher levels of noise, pollution, congestions and accidents, ultimately bringing gridlock to the area.

55. There will be insufficient off street parking space on the development, as is the case with modern developments such as Bannerbrook Park, which leads to streets being congested.
56. Widening Brick Hill lane will result in the removal of ancient hedgerow from the ancient Arden landscape which is unacceptable.
57. Brick Hill Lane should be stopped up and no slip road should be built.
58. The use of the farm track on Upper Eastern Green Lane as an access to the development would cause road safety problems.
59. Increase in traffic on Bridlebrook, Wash Brook Lane, Oak Lane, Hawkes Mill Lane.
60. The Rights of Way shown on the plans for footpath M242 are incorrect.
61. Impact on increased traffic on A45.
62. Route to Tile Hill Station should be improved for access to the trains.
63. The link to the existing cycle network is very poor quality on busy/steep roads with no proposal for dedicated infrastructure.
64. No provision has been made for cars using the new A45 bridge to form a short cut from A45(s) to Warwick University via Pickford Green Lane/Hockley Lane/Banner Lane. This will add to traffic at the Broad Lane/Hockley Lane junction above that forecast.
65. The development will increase traffic flow on the A45 towards Broad Lane by 3251 vehicles/day (11%). The A45(s) regularly has queues of over half a mile at the Broad Lane junction. This together with a 9% increase on Broad Lane will saturate the junction and gridlock the surrounding roads.
66. A high-quality cycle/walking route should be provided to local High Schools suitable for use by unaccompanied children.
67. Hockley Lane is heavily congested when traffic is diverted from the A45, this will be exacerbated by new development.
68. The Local Plan stated that the residential element of the scheme should be limited to the occupation of no more than 250 houses until such time as the new A45 grade separated junction is fully operational. However, this initial phase will still have to be delivered via Pickford Brook Lane which is a lane/minor road, this will also be the proposed access for the construction traffic which will be required to construct the junction. Local knowledge concludes that this proposal is ill conceived and will cause major disruption particularly around Hockley Lane and Eastern Green Lane.
69. The design of the grade separated junction A45 junction does not comply with current national highway standards and does not meet capacity requirements. A junction that would meet national standards would not fit within the red line, and therefore, planning permission should be rejected.
70. The traffic data provided by Hallam Land Management does not correspond to published counts by the Department for Transport on A45.
71. There has been no information presented on the vertical profile of the junction and how it will impact on the local area. It is likely that the junction will sit at least 8 metres (26 Feet) above the existing ground levels. There are also no details of what the bridges will look like.
72. There is insufficient land to the north boundary where the earthworks have been steepened and still go under the red line. Any drainage of the highway would be outside the red line at this point.
73. An independent review of the traffic flow data for all slip roads and mainline should be carried out together with an independent review of the standards being applied to the junction layout and that they accord with the Design Manual for Roads and Bridges.

74. There should be no bus route onto Upper Eastern Green Lane due to highway safety, air quality, noise etc.
75. The scheme doesn't even attempt to market itself as supporting sustainable modes, but simply as a "leafy" suburb with a small network of leisure trails, which serve no purpose for functional commuting.
76. Token cycling provision on site is not a substitute for a scheme which is designed for walking and cycling from the outset, and which includes funding for a direct link to the city centre.

#### 10.12 Transport Assessment

77. The scoping report prepared by CCC was based on a total of 2250 dwellings for the site allocation. The CASM modelling report was based on 2250 dwellings. It is difficult to comprehend how the apparent increase in numbers does not lead to significant design alterations. Based on original number of homes (2250) and does not give regard to increase in numbers of up to 3325 when including all parcels of the SUE.
78. The modelling of links and junctions claims there are only minor increases in traffic on key road links. It is not acceptable to dismiss all increase below a certain percentage. If a road is already close to capacity and suffering severe delay, even a small percentage increase in traffic can have a serious effect.
79. Several junctions are identified as exceeding capacity. These are Hockley Lane/ Broad Lane; Broad Lane/ Jobs Lane; Banner Lane / Tile Hill Lane; the A45/ A4114 roundabout; and Upper Eastern Green/ Parkhill drive. Why has journey time analysis only been carried out on two road routes from Eastern Green into Coventry (A4114 Holyhead Road and B4106 Allesley Old Road)? Surely the A45 should be considered given the congestion when the M6 is closed?
80. Assumption there is will be a negligible impact on journey times is an extraordinary assumption.
81. No suggestions on how to alleviate journey times (17% and 18% on key routes is not a negligible increase)
82. Assumptions about the significant modal shift are unrealistic and more and more people are reliant on cars.
83. Tile Hill train station is not a short distance from the site it is a 45-minute walk. Car parking facilities at the station are already under pressure.
84. Proposal to extend No.10 bus will not result in a significant modal shift on its own.
85. Application has not considered the impact of traffic that will be generated by the employment and retail developments which are planned.
86. No reference to how the A45 is affected should M6 or other major roads be closed. This will result in impact on local roads becoming even more gridlocked (this happens already).
87. Assessment does not acknowledge Amazon warehouse has opened recently causing additional traffic on roads.
88. No reference in TA as to whether discussions with Highways England have taken place to seek approval of the new A45 access.
89. No reference to impact on homes adjacent to the siting of the new junction.
90. No reference to air quality and air quality action zone status.
91. The Coventry Local Plan transport modelling was heavily based on a 10% modal shift away from journeys by car. The application falls well short of achieving this.

92. No reference to the effect the HS2 hub will have on the area or the impact of the A46 relief road phase 3 option 2. The construction of the latter may coincide with the final phases of the proposed development. No long-term planning has been figured into the proposal.
93. The transport assessment that has been done so far seems to relate only to traffic generation from the residential development. The proposal also consists of employment and retail development. We therefore feel that the assessment is seriously incomplete.
94. Road spur to Brick Hill Lane not shown in CASM model.
95. Road spur on Brick Hill Lane not included in modelling. What are the effects on Brick Hill Lane and Oak Lane?
96. No HGVs shown using the new and adjacent A45 junctions. Is this an error? Was the traffic generated by Amazon included in the calculations?
97. Has the new HS2 station, Solihull new town development, expansion of JLR and Windmill Golf club site been included in the modelling?
98. Why does the TA refer to 3495 dwellings at one point and then 2250 at another. The document contradicts itself and is not reliable.
99. Reference to Saltash in Cornwall demonstrates this document is a cut and paste from previous developments and does not relate to Coventry. There can be no trust in the whole of this transport assessment. its conduct, methodology, accuracy, completeness and documentation must be reviewed and republished before proceeding with the development.
100. The Transport Plan modelling identifies for Parkhill Drive that at morning peak, existing queue figures as a result of development would triple from 15 to 44, and in the afternoon peak, the queue would be expected to double from 7 to 14. However, there is at this junction no space available to carry out these mitigation works.
101. We do not find any text, data nor commentary in the submission documents on the subject of traffic levels that are expected to use Brick Hill Lane, Oak Lane, Bridle Brook Lane and Washbrook Lane.

#### 10.13 Public Transport

102. Bus only route through Juniper Park will not remain as bus only and once opened up to vehicular traffic will cause severe congestion.
103. Public transport will not be able to cope with increase in population.
104. Public transport links are poor in the area and should be improved.
105. Where will the Coventry bound A45 bus stop be? This is very important to the local residents as it is the only bus stop for miles. There are many residents who rely on this lifeline.
106. A new bus route is useless because it is so far away from the city centre that nobody will use it. The council is incapable of supporting bus provision, having removed all the bus lanes in the city.

#### 10.14 Biodiversity and ecological impacts

107. Destruction of countryside, loss of habitats.
108. Loss of trees.
109. Ecology report is incorrect – no reference to Muntjac deer, jays, magpies or pheasants which have been seen in the area regularly by local people.
110. How many trees will be retained over the entire development?
111. Removal and replacement of hedge to rear of Appledore Drive and lack of suitable buffer planting in that location
112. Not enough information has been provided about the buffer planting.

113. Will the TPO trees to the boundary with Appledore Drive and Juniper Drive be retained along with the hedgerows?

#### 10.15 **Health, education and community facilities**

114. Will there definitely be a health facility? If so, when?
115. Will there definitely be a school? If so, when?
116. Banner Brook was promised a health centre and a school, neither of which have ever been provided. It also did not bring new employment opportunities, and I see no assurances that this development will be any different.
117. Where will the new people living in the homes go to the doctors?
118. Impact on secondary education has not been considered as part of the proposal.
119. Assumptions about local school places are incorrect. The figures submitted are inaccurate.
120. Local infrastructure cannot support this. Local doctors are oversubscribed, and it takes 10 days to get an appointment.
121. Many local GP surgeries are either oversubscribed or are unwilling to accept patients who are not in their established catchment areas. Just two examples of this are the Forrest Medical Centre and the Allesley Park Medical Centre.
122. Lack of commitment to providing community facilities on the site by Hallam
123. The proposed community centre needs to be a non-negotiable feature of the development. If community is to be built on the new estate, a focal point for that community will be essential.

#### 10.16 **Air Quality**

124. Negative impact on air quality on area.
125. The City is currently preparing an updated Air Quality Action plan which is based on the 2250 homes in the local plan. The development should not proceed until this plan has been updated to reflect the increased number of houses and consequent traffic.
126. The development will increase traffic on the Holyhead Road near Barras Lane by 2277 vehicles per day (10%). This has the worst air quality in Coventry and the development should not proceed until it can be shown that the air quality in this area can be maintained within legal limits.
127. The A45 around Fletchamstead Highway is also an area of Air Quality Concern according the most recent council report to DEFRA.

#### 10.17 **Crime**

128. Increase in crime due to low grade housing.

#### 10.18 **Affordable housing**

129. The term affordable housing is used inconsistently in the application, sometimes the term 'up to 25%' is used but at other times it states that '25%' will be delivered.
130. There is no clear definition evident in this planning application as to what type of affordable housing this will be or to which client group this will be affordable to.

#### 10.19 **Flooding**

131. Where is all of the water from higher land going to drain too?
132. Upper Eastern Green Lane gardens get flooded very easily. How will this be stopped?

133. Will the sewers be able to cope?
134. Existing properties on Pickford Green Lane use a combination of septic tanks/ Biological sewage treatment facilities which drain into the existing watercourse. Either these drainage areas and pathways must be specifically addressed or the affected properties should be attached to the mains drainage scheme as part of the development.

#### 10.20 Other

135. There is no phasing plan submitted. Which parcels will be developed first?
136. Who will be able to use the allotments?
137. Environmental statement was scoped for 2250 homes. There is an increase in homes therefore it should be re-scoped.
138. Too many inaccuracies, omissions and unrealistic assumptions made in the planning submission which are incorrect, e.g. road names, erroneously identifies six hospitals around the area, cycling and walking calculations stated in the application appear to be to sites that do not actually exist and travel times from the area to UHCW are clearly unrealistic.
139. Will there be any provision to provide local builders and trade persons with the opportunity to work on the site? Stop building student accommodation in the city centre and build affordable housing instead.
140. This will reduce the need for building on green belt land.
141. The site promoters barely reference the fact that the adjoining and sizeable Windmill Hill Golf course demonstrating lack of collaborative work by the site promoter.
142. Ainsley Grange, Pickford Green Lane have had access across the farmland when required and we will need vehicular access from the paddock at the rear of our property to the service roads within the development to allow maintenance of the area.
143. Residents were assured that all construction traffic would be via A45. Is this still the case?
144. Allotments should be to the rear of 103 Appledore Drive to increase buffer area.
145. Land needed for agriculture as the UK becomes self-sufficient after Brexit.

#### 10.21 Public consultation

146. Public engagement pre application submission by Hallam – no feedback has been provided or engagement with residents.
147. Lack of engagement with local residents and utilisation of local knowledge regarding issues such as local history, wildlife, ecology, flooding, traffic issues.
148. Given the scale of the development the public consultation limited in scope, low key in aspiration and inefficient in engaging with local residents.
149. Hallam's public consultation had wrong address on promotional literature and many households did not receive leaflets or were not relevant to the site.
150. Consultation period by CCC should have been extended to allow residents to read all documents submitted with the applications.
151. Documents were difficult to download on the CCC website.

#### 10.22 One neutral comment has been received

152. Will the right of way between No.244 Upper Eastern Green Lane and Pond Farm Pastures remain?

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

153. Great development of the area.

10.24 Within the letters received the following considerations were raised, these cannot be given weight in the planning process because they are either non - material land use planning considerations or are of extremely limited relevance and weight in determining the application:

154. Reduction in house prices on existing properties.

155. Coventry City Council care about three things, themselves, JLR, and the universities. The rest of us don't get a thought.

156. We all know that there are CCC staff set to prosper.

157. Brexit will reduce the need for these homes as many EU citizens are set to leave the UK after Brexit, freeing up other properties for others to buy.

158. Who will buy these properties? Will they want to spend any time in a city centre which is in decline?

159. What is being done to ensure that the houses meet regulations? As many estates (including the flats at Banner Brook) have experienced issues only a few years after being built, which should not have occurred if houses were built to standard.

160. Why is the development being called Eastern Green? There is already an Eastern Green. It needs a new name.

161. Why was the development not showing up when I brought my property in 2014?

162. The exec summary states page 22 the table refers to a distance to the hospital of 5km and a walking time of 59 minutes; this is clearly incorrect. It is at least 10km as the crow flies.

163. Why are bungalows not proposed?

#### **Second Public Consultation:**

10.25 Immediate neighbours, local councillors, consultees and those who contacted the Council to make representations under the first public consultation were notified; Site notices were posted around the vicinity of the site. A press notice was displayed in the Coventry Telegraph.

#### ***Consultee Responses:***

10.26 No Objections received from:

- Solihull Metropolitan Borough Council.
- West Midlands Fire Service – included various requirements from regulations which relate to reserved matters / detailed design stage.
- Natural England.
- CCC Conservation – explained that the less than substantial harm to the significance of certain heritage assets should be weighed against the public benefits of the proposal.

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

- CCC Economic Development Service – recommend condition regarding local employment.
- Highways England – recommend conditions relating to Travel Plans and Construction Environmental Management Plans (CEMP's).
- CCC Education – reiterated previous comments.

- CCC Highways – recommend conditions listed in the schedule below and obligations described in the Highway section of the report.
- CCC Sport team – contributions requested towards indoor sport, AGP's and grass pitches and changing rooms for rugby/hockey.
- Open Space Society – request safe link from the flyover to Brick Hill Lane and PRow M249.
- Environment Agency – recommend conditions requiring development in flood zone 1 and details of watercourse crossings.
- Severn Trent.

10.28 Objections have been received from:

- Sport England – restated previous comments.
- Warwickshire Wildlife Trust – consider that the extra dwelling numbers over those stated in the Local Plan allocation will have a major impact on ability of the site to deliver the Green Infrastructure required and integrate the development into the wider Ancient Arden and ecological networks. The development would not result in a net gain of biodiversity. They would like to see the Slipperside brook corridor increased in width, particularly adjacent to the proposed playing fields, as well as less removals of hedgerows and trees and larger off sets to those remaining. They would also like to see a wider buffer between A45 and employment units and more trees planted on the site.

10.29 *Responses from local resident groups, parish councils:*

- Allesley Parish Council:
  - Re-iterated previous objections.
  - The development is unnecessary and unsustainable, based on inaccurate population projections.
  - House prices are growing at their slowest rate for 7 years.
  - Traffic modelling is not accurate as should take account of more development outside the SUE.
  - Infrastructure and public services won't cope.
- Allesley Green Residents Association:
  - Increased traffic congestion on local roads.
  - Modal shift of 19% not achievable.
  - Data analysis of traffic flows inadequate, as noted by Highways England.
  - Increased air pollution.
  - Impact on climate change.
  - Urban sprawl / loss of Meriden gap.
  - Impact on existing neighbourhoods.
  - Inappropriate mix of high end houses and industrial units.
  - How would biodiversity gain be achieved?
  - Existing site floods. This will be exacerbated.
  - Should build on brownfield sites first.
  - Public transport link through Juniper Park would affect an important community area, used for community events as well as play area.

10.30 *Responses from Local Councillors:*

- Councillor Ridley – the application is contrary to Policies DS3 and DS4 (subsections vi, vii, x and xi); impact upon transport infrastructure; failure to plan for realistic car usage will lead to problems such as excessive on street parking and obstruction of the highway as per Bannerbrook Park; fails to integrate existing landscape, biodiversity or historic features into the development and would tear

through existing green space at Allesley Green; the proposal would contribute to climate change and would therefore not be sustainable development.

- Councillor Birdi – climate change impact; increased density over the Local Plan will lead to cramped conditions with inadequate off road parking; inadequate buffer zones; traffic impact on local country lanes.
- Councillor Lepoidevin – number of units above Local Plan allocation; impact upon transport infrastructure; doubts that high levels of use of public transport will materialise; impact upon climate change; flood risk.

#### 10.31 *Response from the West Midlands Mayor:*

- The number of houses proposed are far above the figures in the Local Plan. This invalidates the modelling undertaken to assess the impact upon local infrastructure.
- There is a significant difference between the time when the Local Plan was approved and today. There has been the declaration of a climate emergency, and this plan would contribute to climate change.
- Brownfield land should be built on instead of recent Green Belt sites.
- The ONS population projections which underpin the Local Plan appear implausible and any assessment of the current population numbers would show those projections not borne out. This is leading to poor long term planning decisions with unnecessary development in the Green Belt.

#### 10.32 A petition (1597 signatures) has been submitted. It is supported by Cllr Ridley and objects to the application for the following reason:

- The destruction of the many trees, fields and vulnerable ecosystems is at odds with the Climate Emergency declared by Coventry City Council and threatens to aggravate the existing air quality crisis in the city. This development is significantly bigger than that set out in the Local Plan and will place an enormous strain on local infrastructure. Therefore, we call upon members of the Planning Committee to reject this inappropriate development.

#### 10.33 There have been 173 letters of objection received, raising the following material planning considerations:

#### 10.34 **Principle of development**

1. Build on brownfield and re-use empty homes.
2. No need for retail or industrial units.
3. The 2250 dwelling allocation in the Local Plan is not a minimum.
4. No need for the houses, as based on inaccurate ONS figures.
5. Incongruent mixing of houses and industrial units.
6. Better to review Local Plan prior to making decision on the application.
7. Loss of high grade agricultural land.
8. Impact of Covid-19 and Brexit should trigger Local Plan review.
9. Suburban development has 2-4 times more carbon footprint than central development.
10. The development would contribute to climate change, contrary to climate emergency declared by Council.
11. The application should be considered with the rest of the SUE.
12. Loss of Green Belt to north of A45.
13. Removal of Meriden gap / urban sprawl.
14. Larger executive homes required rather than cramming them in.

### 10.35 **Visual issues and impact on character of the area**

15. Negative impact upon setting of locally listed Blythe House. Buffer planting should be wider and planted quickly to mitigate this.

### 10.36 **Impact on residential amenity**

16. Disruption during construction.
17. Loss of outlook.
18. Increased light pollution.
19. Adverse impact upon mental/physical health from loss of public open space.
20. Physical impact of grade separated junction on immediate neighbours.
21. Residents should get greater buffer to mitigate impacts.
22. Employment uses near homes should not be 24/7.

### 10.37 **Highways**

23. Increased congestion on roads in Eastern Green / Allesley Green as well as wider network.
24. There should be extra parking provided at Tile Hill station.
25. There should be no road access to Brick Hill Lane.
26. No access should be provided through Juniper Park.
27. Proposal will affect two public rights of way.
28. Residents will not use the grade separated junction for many trips as easier to get to destinations to the south via Pickford Green Lane.
29. The TA should take account of more traffic including HS2 and developments such as Kings Hill and the Keresley SUE.
30. Is the proposed retail / employment development taken into account?
31. The assumptions for modal shift are not realistic. 19% has not been achieved anywhere.
32. Road safety issues at junction of Pickford Green Lane and Hockley Lane as there are lots of parked cars at school drop off and pick up time.
33. There is a lack of cohesion between this and the grade separated junction application.
34. Highways England are not satisfied that the TA includes all required information.
35. The design of the grade separated junction is flawed and not suitable to cater for all the development traffic.
36. Adverse impact upon Park Hill Drive and Upper Eastern Green Lane junction, which is already operating over capacity. Transport Consultants described the junction of Parkhill Drive with Upper Eastern Green Lane (J 12) as having "unacceptable capacity" to cope with even existing traffic. Queuing at am peak is forecast to massively increase from 8.1 vehicles to 27.3 as a consequence of the development by 2034 and even with hypothetical Travel Plan Measures will increase by 125%. The Highway Authority have refused to give proper consideration to the massive impact on the local road network typified by this example at J 12.
37. The Highway Authority have failed to undertake traffic modelling of the latest development proposal stating it would be "too difficult" and have therefore have not fully assessed the impact on local roads.
38. Closure of A45 Pickford Green Lane junction is supported.
39. Contributions to improve cycle routes outside the development are required.
40. Each development phase should have a detailed TA prior to commencing.

41. There will be increased lorries on local roads.
42. How can we be sure that Juniper Park will never be used by general traffic.
43. Lack of pedestrian / cycle links to Holyhead Road / Allesley Old Road / City Centre / Allesley village.
44. The Highway Authority have failed to address the impact of additional traffic on the 2 right angle bends on the narrow carriageway of Pickford Green Lane.
45. The mitigation proposal of the Highway Authority is to monitor and restrict traffic at the southern junction of Pickford Green Lane but this will create queueing of traffic attempting to enter or leave the development and will in fact divert even more traffic onto nearby roads such as Upper Eastern Green Lane and Parkhill Drive.
46. The Developer and the Highway Authority have used flawed unreliable data to falsify the impact on the existing road network.

#### 10.38 Biodiversity and ecological impacts

47. The proposal will result in destruction of habitat / wildlife.
48. Trees will be lost.
49. If access goes through Juniper Park it will result in loss of green space.
50. Wildlife reports not a true reflection of the site.
51. Buffer planting should be undertaken quickly to enable robust planting / screening and wildlife habitat.
52. How will the development achieve biodiversity gain?
53. Existing hedge boundary to Appledore Drive should be retained.
54. A protected tree has not been identified as such on the tree survey.

#### 10.39 Health, education and community facilities

55. A community facility will definitely be required on site.
56. There will be huge pressure on social / healthcare and education facilities.
57. The contribution to UHC&W will not provide ongoing year on year funding.
58. Ambulance and mental health services should have been consulted separately.
59. There is no capacity in hospitals / GP's to deal with extra patients.
60. Where will pupils go to school until the primary school is built in phase 4? What about nursery and secondary pupils?
61. Will the school / doctors actually happen on site?

#### 10.40 Other

62. The proposal will result in increased crime.
63. The proposed path between allotments and Juniper Drive would not be overlooked and could result in break ins or not be safe for users of the path.
64. Impact upon air quality from extra vehicles.
65. Drainage issues as fields currently flood and this shall be made worse. The FRA is inadequate.
66. Consultation with residents by the applicant was a 'tick box' exercise.
67. If access through Juniper Park it would result in danger to children and flooding issues.
68. The site holds archaeological value. More research is required.
69. How will the site wide infrastructure be funded with different applications?
70. Why no phasing for employment areas?
71. Proposed non-residential areas should not be allowed to become residential areas in future.
72. Will there be electric vehicle charging points with every property?

73. There have been so many changes and the application has been running for so long that it is confusing to people about what the current proposal is. There should be a new application instead with one set of information.

10.41 Within the letters received the considerations set out below were raised, these cannot be given weight in the planning process because they are either non - material land use planning considerations or are of extremely limited relevance and weight in determining the application:

74. Loss of house values.

75. Loss of view.

76. The Council just want the extra Council Tax.

***Third Public Consultation:***

10.42 Immediate neighbours, local councillors and those who contacted the council to make representations under previous public consultation were notified, following the receipt of an amended air quality chapter of the Environmental Statement:

10.43 No objections subject to conditions received from:

- CCC Environmental Protection – conditions recommended relating to low emission boilers, electric vehicle charging points and control of vehicular emissions, dust and dirt during construction

10.44 There have been 12 representations received, with the following new comments received in addition to the reiteration of previous comments, which are summarised above:

1. All of the modelling is dependent on the developers' traffic modelling which cannot be considered satisfactory. It makes widely unachievable assumptions for modal shift and traffic sharing (some 17% shift), nowhere in the UK has anything above 2% has been achieved. Also, the model assumes some 85% of the traffic will enter and leave the site via the new junction on the A45 which is totally unreasonable.
2. The assumptions in Hallam traffic model are not the same as those in the City Council's Air Quality plan, hence the modelling is irrelevant to the Plan submitted to DERFA.
3. The modelling is poor and the development will clearly have an adverse impact on A45 network from HS2 hub to Finham.
4. The HGV impacts seem to have been lost in the arguments provided.
5. The Holyhead Road is bound to be even more adversely affected bringing additional mortality and morbidity. Holyhead Road pollution levels are already all above the DEFRA's set targets.
6. The level of NO<sub>2</sub> is based on assumptions that cannot be verified. Recent air quality measurements have shown that the area once built will create pollution of PM<sub>10</sub>, PM<sub>2.5</sub> and NO<sub>2</sub> above the Government/DEFRA's own targets
7. The additional traffic flow from the development on Hockley Lane will make it even harder to get off driveways and will be dangerous

10.45 Any further comments received will be reported within late representations.

## 11. **APPRAISAL**

11.1 The main issues in determining this application are:

Section 12	Principle of development;
Section 13	Impact upon the character of the area;
Section 14	Impact upon residential amenity;
Section 15	Archaeology and heritage assets;
Section 16	Highway considerations;
Section 17	Drainage and flood risk;
Section 18	Air quality
Section 19	Noise;
Section 20	Contaminated land;
Section 21	Ecology and Trees;
Section 22	Open Space / Green Infrastructure
Section 23	Developer Contributions / S106 contributions:
	- Health and Community Facility
	- Education
	- Sport
	- Affordable Housing
	- Extra Care / Employment / Local Centres
	- Apportionment

## 12 **Principle of development**

12.1 The Council is required to make decisions in accordance with the statutory development plan unless material considerations indicate otherwise. (Section 38(6) PCPA 2004 and Section 70(2) TCPA 1990). The statutory development plan is the Coventry Local Plan adopted in December 2017. The National Planning Policy Framework (NPPF) is a key material planning consideration.

12.2 Policies H2, JE2 and R1 allocate the Eastern Green SUE for development. The policies indicate that 2250 dwellings will be provided within the SUE, as well as 15 hectares of employment land, a major district centre, a primary school, a grade separated junction to provide access from A45, publicly accessible corridors along the Pickford Brook and its tributaries, retention of a medieval moat at Pond Farm and important hedgerows, screening to existing residential areas and screening and buffering to Pickford Green.

12.3 Whilst the proposed development exceeds the number of dwellings indicated in Policy H2, this number is not intended to be the maximum capacity of a site. The primary consideration is that the site is allocated for housing, employment and retail development in the Local Plan and, as such, the principle of development is acceptable. Clearly, the application for additional dwellings over and above the indicative figure contained within Policy H2 has the potential to result in additional impacts compared to those assessed at Local Plan stage. This has necessitated detailed analysis of the impacts of that increase on factors such as the highway infrastructure, air quality etc. This is considered in the relevant sections of this report.

12.4 Many objections have been received, which suggest that the housing allocations in the Local Plan are out of date or erroneous as they are based upon flawed Office for National Statistics (ONS) population and household projection data. The natural flow from that argument being that the Local Plan should be reviewed and that the SUE may not actually be required to meet housing need. However, despite intense

lobbying from various groups and individuals, the latest ONS household projections, released in June 2020, contain a similar level of growth as that contained in earlier versions. Furthermore, even if a review of the Local Plan were to be undertaken, the housing need for Coventry would have to be calculated using the Government's Standard Method, which utilises the ONS household projections. Therefore, this argument does not give rise to a planning justification for deferring a decision on this application until a review of the Local Plan takes place.

- 12.5 Further arguments have been made regarding the impact of Brexit and Covid-19 reducing the future demand for housing in the City, thus triggering the need for a Local Plan review. However, following the logic of this argument would result in all Local Plans in the Country being deemed out of date, as these issues affect the whole country. This cannot be a tenable argument. Whilst the long term impacts of Brexit and Covid-19 will not be known for some time, it is not considered to be reasonable to simply stop development of all major allocated sites across the Country whilst the extent of impact, if any, is considered. Besides, if it is concluded that the housing policies in the Local Plan are out of date, the 'tilted balance' of paragraph 11d of the NPPF would have to be applied, which requires planning permission to be granted unless: policies in the NPPF that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the Policies in the NPPF as a whole.
- 12.6 The new grade separated junction, which provides access to the site from the A45, will be partly located in the Green Belt. However, this is identified in the Local Plan as being local transport infrastructure which requires a Green Belt location, and as such meets the criteria for qualifying as appropriate development in the Green Belt, stipulated at paragraph 146 in the NPPF.
- 12.7 The principle of the loss of best and most versatile agricultural land was established when the site was allocated for development in the Local Plan.
- 12.8 In conclusion, the principle of development is considered to be acceptable and in accordance with the Council's adopted Local Plan.
13. **Impact on the character of the area**
- 13.1 Policy DE1 of the Local Plan seeks to ensure high quality design and development proposals must respect and enhance their surroundings and positively contribute towards the local identity and character of an area.
- 13.2 The application is accompanied by a landscape and visual impact assessment (LVIA), as part of the Environmental Statement. This is a tool used to assess both the significance of, and effects of change upon both the landscape and peoples' views of it.
- 13.3 The landscape assessment began by looking at published literature such as Natural England's natural character areas (the site lies within National Character Area 97 – Arden); Warwickshire Landscape Guidelines – Arden (which splits the Arden landscape into 7 types and identifies this site within a typology known as Ancient Arden); Coventry Urban Fringe Landscape Character Assessment and Guidance; and the City Council's own Ancient Arden Design Guidelines.

- 13.4 The landform of the site is essentially formed by two gentle ridges which fall towards the east. The landform descends from the A45 along the northern boundary to a low point along the Pickford Brook watercourse at around 110m AOD, then rises again towards the south west with a high point around Pickford Green village just beyond the north western site boundary at around 130m AOD. It then falls again to another tributary watercourse, known as the Slipperside Brook, which sits at around 100m AOD and rises again towards the south western corner of the site, to a high point of around 135m AOD to the rear of properties along Upper Eastern Green Road. The Windmill Village Golf Club adjacent to the north eastern site boundary is on sloping land with a low point along the Pickford Brook of around 100-105m AOD.
- 13.5 The site occupies an undulating landscape adjacent to the existing urban edge of Coventry. It currently consists of open farmland with hedgerows and trees, trees along watercourses and some field ponds with public footpaths leading through the site. There is no woodland within the site however trees along hedges and watercourses create a perception of high tree cover. Mature oaks are frequent. Despite the agricultural land use, the site is influenced by the adjacent urban edge of Coventry with electricity pylons leading through the north-western part of the site near to Pickford Green, residential development along Upper Eastern Green Lane visible to the south of the site and industrial buildings beside the A45 visible to the north-east of the site.
- 13.6 The assessment states that the development will result in the loss of open agricultural fields to mixed use development with some industrial/employment uses, local facilities and residential areas. The new junction with the A45 will create a new feature within the landscape. Key features of the landscape structure such as hedgerows, watercourses and mature trees will be retained as far as possible and incorporated into the Green Infrastructure proposals for the development with substantial areas retained for public accessible green space. The new road junction will be softened with tree planting.
- 13.7 It is anticipated that the development will have a moderate adverse impact upon the landscape character of the site once any proposed green infrastructure has had time to mature. This is set against a baseline of the existing site having a medium landscape value, when compared to national standards. This reflects the lack of a national landscape designation such as AONB or rare habitat such as ancient woodland.
- 13.8 The second strand of the LVIA relates to the visual impact of the development. This assesses the visual impact of the development from footpaths, roads and existing settlements / houses. This anticipates a long term moderate adverse impact upon residents of Upper Eastern Green Lane, Appledore Drive, Juniper Drive and some properties on Pickford Green Lane and Brick Hill Lane, as well as for users of the public footpaths which cross the site. Officers concur with this assessment.

#### 14. **Impact on residential amenity**

- 14.1 Objections have been received regarding disruption during construction; light pollution; the visual impact of the grade separated junction upon adjacent dwellings; noise from employment units; and impact upon physical / mental health arising from loss of open space.

- 14.2 Whilst some disruption during construction is inevitable, a construction management plan is proposed which will control matters such as construction hours, construction traffic routing and measures to control the emission of dust / dirt and noise during construction.
- 14.3 It is recognised that the creation of employment units near residential properties may lead to noise pollution, therefore a condition is proposed which requires noise assessments and necessary mitigation to be submitted with reserved matters applications. These assessments will need to consider any mitigation required to prevent perceptible noise, potentially including hours of operation restrictions.
- 14.4 A condition is proposed to prevent external lighting being installed on site, excluding within residential curtilages, without the details being submitted and approved by the local planning authority.
- 14.5 The visual impact of the proposed A45 junction upon the occupants of 1 Brick Hill Lane was assessed in some detail during the consideration of the grade separated junction application (reference number FUL/2019/2671). It was concluded that the impact was acceptable and planning permission was granted earlier this year. Similarly, the potential noise impact of traffic using the junction itself was considered as part of that application, and it was found that the increase in noise levels would be below 3dB, which is not perceptible to the human ear. Furthermore, the proposal would not give rise to unacceptable air pollution levels at this property, as it is located further from the proposed road than two of the receptors within the air quality assessment. These receptors would have a predicted NO<sub>2</sub> concentration of less than 30 ug/m<sup>3</sup>, which is below the threshold of 40 ug/m<sup>3</sup>.
- 14.6 Finally, the proposal would lead to an increase in publicly accessible green space compared to the present day, therefore, upon completion, there would be more opportunity to exercise to keep physically and mentally fit.

15. **Archaeology and Heritage Assets**

- 15.1 Section 66 of the Planning (Listed Buildings & Conservation Areas) Act 1990 places a duty on a local planning authority, in considering whether to grant planning permission for development which affects a listed building or its setting, to have special regard to the desirability of preserving the building or its setting, or any features of architectural or historic interest it possesses. A number of recent court cases have considered the importance of the impact on heritage assets and how the matter should be dealt with as part of the decision-making process. Importantly, the Court of Appeal has held that in enacting section 66(1), Parliament intended that the desirability of preserving the settings of listed buildings should not simply be given careful consideration but “considerable importance and weight” when carrying out the balancing exercise. This gives rise to a strong statutory presumption against granting planning permission for development which would cause harm to the settings of listed buildings. Even where the harm would be “less than substantial” in NPPF terms the balancing exercise cannot ignore the overarching statutory duty imposed by section 66(1).
- 15.2 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.

15.3 Five heritage assets have been identified which are impacted upon to a degree warranting weight in the planning balance. These are:

15.4 I. Brook Farmhouse

Grade II Listed Building.

A late 18th century farmhouse located to the immediate west of the site. The site contributes to the significance of the farmhouse by nature of forming a large proportion of its rural hinterland, comprised of a mixture of enclosures of which, historically, the farmstead formed the focal point. As such much of the site shares an historic functional relationship with the farmhouse and contributes to the ability to understand the building's once pivotal role within the local economy, a key element of its historic interest. The proposed infill of the majority of these enclosures will markedly diminish the ability to appreciate the relationship between farm and rural landscape. Multiple viewpoints from within the site towards and including the farmhouse will be lost, reducing the potential to appreciate the asset's designed aesthetic and functional layout. The proximity of the new urban areas to the farmstead will introduce a more domestic dynamic to the immediate area, incongruous to the isolated rural context within which the farmhouse is currently experienced. As such, there will be a degree of harm to the significance of the farmhouse, and the ability to appreciate that significance, from within its setting. The degree of harm, which will be mitigated in part by proposed landscaping, would be "less than substantial", to a moderate level.

15.5 II. Pickford Farmhouse and III. Farm Buildings south of Pickford Farmhouse

Grade II Listed Buildings.

A 17th century farmhouse and associated farm buildings located approximately 400 metres north of the site. As established by the application's LVIA the farmstead lies within the site's visual envelope. LVIA Photo Viewpoint 1 and 2 (assessing visual impact upon the public right of way, in close proximity to the site) characterise the views as open vistas across to rural landscape from within and near the designated heritage assets. As with Brook Farmhouse, the views enable appreciation of the farmstead's historical functional relationships with the surrounding landscape. It is acknowledged, however, that the landscape character of the area is today principally derived from 19th and 20<sup>th</sup> century enclosure and farming practices. As such, the views make minor to moderate positive contributions to appreciating the assets' significance, via setting.

The proposed development will infill large swathes of the visible enclosures. Whilst the retention of hedgerows, open areas, and other established rural features within the scheme is welcomed, there will remain a substantive increase in the built form. As such, the historic landscape context of these rural buildings will be diminished, and a degree of harm incurred. Accounting for all factors the degree of harm is considered to be "less than substantial", to a low level overall.

15.6 IV. Barn Farmhouse and V. Barn Cottage

Grade II Listed Buildings.

A 17th century farmhouse and 18th century cottage located immediately to the south-east of the site. The site provides a rural backdrop to the assets, visible from their first floor and within the gardens. The views reinforce the historically rural context of the buildings, and their once agricultural role within the landscape. As such, the infill of the majority of enclosures and the effective encapsulation of the assets within a pervasive urban environment will bring a degree of harm. Overall, the degree of harm

is low, however, acknowledging that the principal experience of the assets is today within a suburban context, from Upper Eastern Green Lane, and that the landscape character of the assets' surroundings is largely the result of 19th and 20th century field reorganisation. Accounting for all factors the degree of harm is considered to be "less than substantial", to a low level overall.

- 15.7 Drawing these elements together, the proposed development is considered to bring a degree of harm to the significance of designated heritage assets, and/or the ability to appreciate that significance via their settings. The degree of harm in all instances is "less than substantial", and ranges from moderate (Brook Farmhouse) to low (Pickford Farmhouse and associated outbuildings, Barn Farmhouse, Barn Cottage) levels overall.
- 15.8 Paragraph 194 of the NPPF states that "any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification". Paragraph 196 goes on to state that "where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal".
- 15.9 Paragraph 196 of NPPF, in circumstances where there is less than substantial harm to the significance of a heritage asset, requires a decision maker to weigh the harm against the public benefits of the proposal. Set out above is the strong statutory presumption against granting planning permission that causes harm to the setting of a listed building even where, as in this case, the harm is considered to be "less than substantial". This approach should be the starting point. In this case, there are significant public benefits deriving from the proposal, including the provision of a high level of market and affordable housing and the creation of employment opportunities on 15 hectares of employment land. There would also be benefits to the local economy from additional expenditure from new residents and employment during construction. It is concluded that the public benefits of the scheme are sufficient to overcome the statutory presumption against the grant of planning permission and clearly outweigh the limited harm to the significance of the heritage assets identified above.
- 15.10 Turning to archaeology, a geophysical survey submitted with the application, identified small discrete positive geophysical anomalies in the north-west of the site and areas of enhanced magnetic response in the south of the site. A programme of trial trenching has been undertaken in these two areas, with 10 trenches dug.
- 15.11 Trenches 1 to 3 were in the field to the north of the A45 and positioned over a number of positive anomalies shown in the geophysical survey. These were revealed to be deposits of post-medieval kiln waste of ash and clinker spread out in the field and mixed in between the plough soil and sub soil. The discard of rubbish and waste is probably associated with brick production attested to by the name Brick Hill Lane, shown on the 1887 OS mapping.
- 15.12 Trenches 4 and 5 were on the south side of the A45 and were positioned over positive anomalies shown in the geophysical survey. The ditch in Trench 5 was dated to late 19-20<sup>th</sup> century and continued into Trench 4 as a shallower but broader feature. These anomalies appear to relate to local farming and industrial activities in the nearby area.

15.13 Trenches 6-10 relate to a known moated site towards the south eastern corner of the site close to the rear of houses on Upper Eastern Green Lane. The enhanced magnetic response related to an earthwork, which divided the site into two. The area to the east of the earthwork demonstrated several stone structures and surfaces, which appear to date from 16<sup>th</sup> to 18<sup>th</sup> centuries. The area to the west of the site is more open and may have been used as a paddock, garden or for cultivation. Within this area was a single ditch dated to 1150 – 1330, which may provide a date for the commencement of occupation at the site. This area will remain within public open space as part of the development of the site.

15.14 No further archaeological work is required prior to the determination of the application, and a condition is recommended requiring details of further assessment with each phase of development.

## 16. **Highway considerations**

16.1 The Highway Authority initially objected to this application citing a number of issues with the submission, particularly with regards to the overall layout and sustainability of the scheme.

16.2 It was considered that the earlier submission did not meet the aims of the National Planning Policy Framework and was contrary to a number of policies of Coventry City Council Local Plan.

16.3 The applicant has revised the proposals based on discussions held with the Highway Authority since application submission. The revisions addressed the concerns raised by the Highway Authority and based on the discussions that took place and the resulting changes to the application, the Highway Authority now offers no objection to the proposals subject to the imposition of planning conditions appended to this report and S106 contributions. The applicant has submitted an extensive Transport Assessment alongside the application and this accords with the Council's Coventry Connected SPD and the SUE SPD in terms of its scope and detail. The assessment was undertaken by nationally recognised consultants using independent traffic data and the Council's strategic traffic models. The scope was agreed in conjunction with Council officers and has been reviewed in detail by technical staff. The assessment meets requirements and is representative of the existing and proposed transport infrastructure, in line with live applications, Local Plan allocations and predicted background growth and has enabled a robust decision to be made not to object as a Local Highway Authority.

16.4 **Policy DS4 (Part A) – General Masterplan Principles states:**

*'Identify appropriate highway infrastructure along with sustainable transport corridors that include the provision of integrated public transport, cycling and walking which provides excellent connectivity and linkages to within the site itself, the City Centre and with the surrounding area and existing networks'*

16.5 The movement and connectivity plans submitted by the applicant are now more in line with connectivity and accessibility between modes required within an SUE, and will provide residents and visitors to the SUE access to a wider variety of alternatives to the private car for trips both internally to the SUE and to local and wider areas.

16.6 The applicant has also identified through discussions with the Highway Authority a number of key infrastructure improvements and measures to be delivered alongside the SUE aimed at integrating public transport, walking and cycling, and has provided a commitment through S106 contributions to the funding or delivery of these improvements. These include:

- Eastern Green to Coventry City Centre Cycleway;
- Eastern Green to Tile Hill Station Cycleway;
- Busway and Cycleway through the site and Juniper Park;
- Transport Hub within the SUE (this will contain the main public transport stops, office and meeting facilities, car club bays, cycle hire, e-bike, e-scooter hire, EV charging bays, taxi pick up/drop off, access to travel planning resources and will be supported by mini hubs at other locations across the site);
- Upgrade to Public Rights of Way;
- Bus frequency improvements;
- Demand Responsive Transport (DRT) scheme;

The table below indicates who will deliver the highway infrastructure and the % contribution to be made by the applicants. As discussed later in the report, the application only deals with part of the SUE, some 78% of the area, and therefore some infrastructure and measures will need to be funded by all parts of the SUE on a pro rata basis.

SUE Highway Measures	Delivery Body	Applicant Contribution
City Centre Cycleway	CCC	32%
Tile Hill Cycleway	CCC	38%
Busway / cycleway within SUE	Applicant	100%
Busway / cycleway across Juniper Park	CCC	78%
A45 / Pickford Way roundabout	CCC	78%
Pickford Green Lane / Upper Eastern Green Lane traffic calming	CCC	100%
Farm access to Alspath Lane cycleway	CCC	78%
Transport hub	CCC	78% plus land
Public Right of Way improvements	CCC	78%
ANPR cameras	CCC	78%
Traffic monitoring cameras	CCC	78%
Bus frequency improvements	CCC	78%
Demand Responsive Transport	CCC	78%
Mobility credits	Applicant	Per dwelling

16.7 Also, in line with Policy DS4, the main community facilities associated with the development such as the main district centre, primary school and local centre are all located with good access to the main public transport, walking and cycling corridors.

16.8 Policy DS4 (Part D) – Eastern Green SUE Specific Masterplan Principles states:

*Development proposals should have regard to the relevant requirements below:*

- 1) Respond to the transport and economic opportunities associated with the site's proximity to the planned HS2 interchange to the west;*
- 2) Identify clear access points to the site and make appropriate provisions for new transport infrastructure and highway improvements to support the comprehensive delivery of the site;*
- 3) Make appropriate provision to aid future integration of the new rapid transit route within the site once the final route is known.*

16.9 With reference to the movement and connectivity plans, the site has now been amended to include clear access points for all modes. The main vehicular access is provided via the proposed grade-separated junction with the A45 and this should be seen by residents/visitors to the site as the main access to limit the impact on the local road network. A secondary access via Pickford Green Lane will limit traffic movements to reduce the impact and encourage any vehicles to utilise the main junction with the A45. This access is proposed to be restricted through a signalling system linked to the main UTM (Urban Traffic Management and Control) control centre at Coventry City Council. The signals will operate with variable sequencing and timings to limit the level of traffic using Pickford Green Lane, thereby mitigating the traffic impact of the development on the residential roads and junctions to the south of the development. The sequencing and timings of the signals will be set based on the levels of traffic using the junction, plus traffic data from the junctions south of the junction (including Hockley Lane / Upper Eastern Green Lane priority junction, Lower Eastern Green Lane/Parkhill Drive roundabout junction, Hockley Lane / Broad Lane priority junction, Broad Lane / Banner Lane roundabout junction and Broad Lane / Job's Lane priority junction). The objective of this approach is to ensure that the volume of traffic using the secondary access is set at a level which minimises the peak hour traffic queues at the junctions to the south of the junction access. This will be further backed up by the proposed installation of red-light enforcement cameras at the junction. The sequencing and timings of the signals will be continually monitored and will develop overtime to adapt to the changing traffic patterns in the area as the site is developed. The operation and impact of this junction will be monitored by Coventry City Council and, in consultation with the Transport Sub-Group, funding could be made available from the Sustainable Transport Contributions should additional mitigating measures be required at the junction, to meet the aims of encouraging modal shift.

16.10 The applicant has, through commitments in the S106 agreement, agreed to fund proposals to improve the A45/Pickford Way junction and provide traffic calming measures along Pickford Green Lane to control traffic speeds and limit the impact of the development. The applicant has also made provision for future public transport route options within the site. CCC Highways preferred route would be the diversion of the existing X1 bus service (which currently routes between Coventry and Birmingham via the NEC/Birmingham Airport) through the site which would increase connectivity of the site to local and regional areas including the nearby proposed HS2 Interchange station. The re-routing of the X1 service in particular would be via the Pickford Green Lane access to then route through the site and exit via a proposed new busway onto Woodbridge Avenue/Parkhill Drive. Concerns regarding the suitability of Pickford Green Lane for public transport have been considered. The X1 will be a 20-minute weekday frequency and therefore only six vehicles (two-way) per hour will use the route, and observations and bus trials at the location have

demonstrated vehicles can comfortably negotiate the route with no safety concerns. Notwithstanding this, the applicant has committed within the S106 a contribution to provide a suitable traffic calming scheme along the length of Pickford Green Lane to reduce speeds.

16.11 Policy EM7: Air Quality states:

*'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. Development will be located where it is accessible to support the use of public transport, walking and cycling'.*

16.12 The applicant has amended the site layout to present a less car-orientated scheme. Making reference to the movement and connectivity plans (drawing numbers 6285-L-038-041), these are now more in line with connectivity and accessibility between modes required within an SUE, and will provide residents and visitors to the SUE access to a wider variety of alternatives to the private car for trips both internally to the SUE and to local and wider areas.

16.13 Through discussions with the Highway Authority, the applicant has provided commitment through the S106 agreement for the set up and running of an e-car club on the site which will also be introduced along with EV charging points on this site and other parcels of land within the wider SUE. This measure will encourage both residents and visitors to the site to take up more sustainable low emission transport options reducing the impact on air quality.

16.14 Other measures being provided through the S106 agreement which give alternatives to the private car use include:

- Eastern Green to Coventry City Centre Cycleway;
- Eastern Green to Tile Hill Station Cycleway;
- Direct Busway and Cycleway through the site and contribution to busway/cycleway through Juniper Park;
- Transport Hub within the SUE (this will contain the main public transport stops, office and meeting facilities, car club bays, cycle hire, e-bike, e-scooter hire, EV charging bays, taxi pick up/drop off, access to travel planning resources and will be supported by mini hubs at other locations across the site);
- Upgrade to Public Rights of Way;
- Bus frequency improvements;
- Demand Responsive Transport (DRT) scheme; and
- Mobility Credits.

16.15 Further analysis of the impact of air quality is provided in section 18 of this report, where it is concluded that the impact would be negligible.

16.16 Policy AC1: Accessible Transport Network states:

*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. Special attention should be paid to the needs of disabled people, young children, and people with special needs.*

16.17 The development layout is now much more focused towards providing a wider range of sustainable transport alternatives to the private car, and these are much more accessible given significant improvements to the walking, cycling and public transport networks within the site. This along with the commitment by the applicant (through S106 contributions) to provide EV charging points, a car club and cycle hire/training provides conformity with Policy AC1 within the Local Plan.

16.18 The wider choice of sustainable transport alternatives with attractive measures for public transport, walking and cycling with good journey times to local areas and the city centre will encourage residents and visitors onto these different modes. This along with restrictions at the Pickford Green Lane access will reduce the amount of car travel onto the local road network.

16.19 The proposed Demand Rapid Transport (DRT) service will assist with the travel arrangements for disabled people, families with young children, and people with special needs, providing a more convenient tailored transport option.

16.20 Policy AC2: Road Network states:

*New development proposals which are predicted to have a negative impact on the capacity and/or safety of the highway network should;*

*a) Mitigate and manage the traffic growth which they are predicted to generate to ensure that they do not cause unacceptable levels of traffic congestion, highway safety problems and poor air quality.*

16.21 It is welcomed that the applicant has now focused on demand management measures to manage the predicted levels of traffic from the development, through provision of high quality walking, cycling and public transport connections both within the site and external connections through funding for key infrastructure commitments such as a new cycleway to both the city centre and Tile Hill station and public transport connections to the east and west of the site to allow for the diversion of existing services or potential new bus routes. As stated, the applicant is now committed through S106 contributions to the provision of wider demand management measures such as e-car clubs, cycle hire, demand responsive transport etc. These are all very important to give residents/visitors more sustainable transport options to reduce the impact on the local highway network and are pertinent when considering the modal shift targets set out below.

16.22 In terms of highway impact, through discussions with the Highway Authority, the development access with Pickford Green Lane will now be subject to restrictions in the form of traffic control linked to the main UTMC control room at Coventry City Council (as described above) to limit the impact on the local highway network particularly Pickford Green Lane, Hockley Lane and Broad Lane. This is key with the aim of encouraging the majority of traffic to utilise the main A45 junction, thus reducing the overall highway impact on the local highway network. The impact on the A45 has been assessed within the Transport Assessment with journey times not predicted to be significantly impacted upon. The applicant has assessed both the

A45 access junction and the A45/Pickford Way junction with the latter operating over capacity with the introduction of the SUE. Therefore, the applicant has identified a potential improvement scheme and is committed to providing improvements to the A45/Pickford Way junction and provide traffic calming measures along Pickford Green Lane (through a contribution within the S106) to limit the impact of the development and conform with Policy AC2 of the Local Plan.

16.23 The internal layout of the site will be further developed at detailed design stage and be based upon the SUE Residential Design Guide. The applicant has provided an illustrative masterplan for the site, and this will be further refined through the reserved matters application process to ensure that there is a clear defined street hierarchy and traffic speeds are kept to a minimum through the introduction of traffic calming measures such as narrowed carriageways, proficient design of public realm and shared surface where possible to give priority to pedestrians and cyclists.

16.24 Policy AC3: Demand Management states:

*Travel Plans will be required for new developments which generate significant additional traffic movements.*

16.25 The submitted Framework Travel Plan is considered to be acceptable and detailed Travel Plan measures will be agreed as detailed Travel Plans are submitted at Reserved Matters stage.

16.26 Through subsequent discussions, the applicant has committed through S106 contributions to provide a number of demand management measures (as detailed at para 16.14 above) to give comfort that the level of traffic anticipated to be generated by the development will be reduced. As with every travel plan, these measures will be further refined through monitoring post occupation to ensure they are having the desired effect with the applicant committing to provide a contribution to such monitoring with further contributions if travel plan targets are not met. The applicant has committed to a contribution within the S106 for a Sustainable Transport Fund, which will be a flexible pot used to introduce further measures in the event that existing measures are not having the desired effect.

16.27 One key measure to be introduced across the whole SUE will be the offer of mobility credits to each household, which the applicant is providing through a commitment within the S106. This will be designed to provide payment for a range of alternative travel options, including cycle and e-scooter hire, car clubs, DRT and public transport. This will take the form of an extended version of the Swift card currently adopted through the West Midlands for public transport. The mobility credits will be limited to payments for alternative travel options within the West Midlands region only to ensure maximum reduction on traffic generation on the Coventry road network. It is aimed to provide residents with this option from the outset to encourage sustainable travel characteristics from first occupation.

16.28 The SUE will be expected to achieve a mode shift target of 19% reduction in the use of the private car by the time that the site is fully developed, and therefore it is important that the sustainable measures are monitored to gauge success. A Transport Sub-Committee is proposed to be established as a way of regularly monitoring travel within the SUE and the success of the proposed measures. The

sub-group will likely be made up of the site wide travel plan manager and two representatives each from the Council and the developer.

16.29 The S106 Sustainable Transport Fund contribution will be targeted at measures to ensure that the 19% reduction in the use of the private car. This could include additional physical infrastructure (i.e. additional cycle and walking facilities) or an enhancement or extension of the mobility credit offering. The precise use of the Sustainable Transport Fund will be evidence led as determined through on-site monitoring and the Transport Sub-Committee as referred to above.

#### 16.30 Policy AC4: Walking and Cycling

16.31 As stated, the development now provides suitable access points for pedestrians/cyclists externally and internally with connections to other land parcels within the SUE. The applicant has also provided a financial commitment in the form of S106 contributions towards high quality cycleways between the site and both the city centre and Tile Hill station. The Highway Authority will make best endeavours to ensure that these connections are implemented on first occupation of the SUE to ensure that those attractive walking/cycling options are available at the outset to encourage more sustainable travel characteristics.

16.32 The Highway Authority wishes to ensure that the street hierarchy promotes pedestrian and cycle movement sufficiently. As this is an outline application the 'Link Road' and 'Avenue Road' corridors are detailed on the Parameters Plan, including respective pedestrian and cycle provision. Details of lower street hierarchies and separate pedestrian and cycling routes will be incorporated into future reserved matter applications which will need to ensure walking and cycling achieves a high status within the site.

#### 16.33 Policy AC5: Bus and Rapid Transit

16.34 Although concerns were raised originally, the applicant has made provision for a future public transport route within the site. They are also providing financial contributions within the S106 to increase the frequency of bus services and to provide demand responsive transport services to the site.

16.35 If it is not possible for the Council to provide the proposed eastern busway and cycleway route, connecting into Woodridge Avenue, the S106 contribution for this link will be used to provide alternative replacement measures comprising provision or enhancement of public transport infrastructure and/or bus services.

16.36 The demand-responsive bus services will use electric vehicles and will take multiple passengers heading in the same direction and book them into a shared vehicle. The service would generally operate from 'corner to corner', so there are no fixed routes or bus stops, providing a more convenient and tailored transport option.

#### 16.37 Other Highway Matters

16.38 Members will recall that during consideration of planning application FUL/2019/2671, for the grade separated junction, they requested an additional condition be imposed which required the submission of an options report with the aim of providing a replacement layby on the southern carriageway of A45. By way of update, a report

has been compiled and thoroughly checked by the City Council and it demonstrates that there are no alternative locations for a suitable replacement layby within the administrative boundary of Coventry City Council. Therefore, a duplicate condition is not recommended to be imposed upon this application.

### 16.39 Summary

Following substantial and detailed discussions between the applicant and the Highway Authority on the application, it is considered that subject to planning conditions and a S106 agreement the application now conforms with all relevant policies within the Local Plan as described above and therefore the Highway Authority offers no objection to the current proposals.

### 17. Drainage and Flood Risk

17.1 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.

17.2 Policy EM5 states that all development must apply SuDS and should ensure that surface water runoff is managed as close to its source as possible. SuDS are the preferred way of managing and conveying surface water. All developments will consider and demonstrate how the following hierarchy for the discharge of surface water from a site will be applied:

- a) Discharge by infiltration and water reuse technologies.
- b) Discharge to a watercourse allied with water reuse technologies.
- c) Discharge to surface water sewer allied with water reuse technologies.

17.3 The vast majority of the site is located in flood zone 1 (i.e. not a flood zone), however, there are linear sections adjacent to the watercourses which traverse the site which are located in flood zones 2 and 3.

17.4 A flood risk assessment (FRA) has been submitted and revised during the course of the application, in order to overcome initial concerns expressed by the Environment Agency. The EA response to the initial FRA raised concerns regarding:

- the lack of assessment of climate change impacts upon Pickford and Slipperside Brooks;
- the impact of flood risk to the site and third parties arising from the various bridges / culverts;
- lack of detail on road and embankment designs or assessment of whether flood plain compensation is required;
- lack of consideration of reducing flooding downstream; and
- demonstration of access to site in the event of blockage events.

17.5 However, following various revisions to the FRA these concerns have been overcome, subject to the imposition of conditions. One of these conditions requires all development (including drainage features) to be undertaken in flood zone 1 (i.e. not in a flood zone). The submitted parameters plan complies with this in all areas apart from where the proposed grade separated junction crosses the Pickford Brook. In line with the approved full application for the junction, the condition requires detailed flood compensation measures to be agreed in writing prior to the junction being constructed. A further condition is recommended, which requires details of all

watercourse crossings to be submitted and agreed in writing prior to their construction. These must be clear spanning crossings. Subject to these conditions and the obligation, the proposal complies with Policy EM4.

- 17.6 Aside from the flood related conditions, there is a sustainable drainage condition recommended and a section in the draft legal agreement, which requires developers of each phase to submit their drainage proposals with their reserved matters applications. As the parameter plans indicate, the general idea is for SUDS features (mainly attenuation basins) to be located close to the existing brooks, but outside the flood zone. Discharge is mainly anticipated to the existing watercourses, with the rate of discharge strictly limited to below that of the current Greenfield run off rate.
- 17.7 A proposed financial contribution of £64,628.01 is also proposed towards improving drainage on Pickford Green Lane. Subject to the condition and obligation, the proposal complies with Policy EM5.

## 18. Air Quality

- 18.1 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.
- 18.2 As Members will be aware, the City Council is subject to an Air Quality Direction issued by DEFRA's Joint Air Quality Unit (JAQU). A direction was issued in 2019, requiring the Council to implement a Clean Air Zone (CAZ) where high polluting vehicles would be charged to enter the City Centre. The purpose of the direction was to reduce Nitrogen Dioxide (NO<sub>2</sub>) levels to an acceptable level.
- 18.3 The Council has subsequently undertaken detailed air quality modelling to ascertain whether alternative measures will achieve NO<sub>2</sub> compliance. With regard to Holyhead Road, the following measures (amongst others) were shown to successfully reduce NO<sub>2</sub> concentrations at receptor locations to levels that are below the threshold:
- Opening of Upper Hill Street onto the A4053 Ring Road giving left in/left out access to the Ring Road via the anti-clockwise on-slip road at Junction 8;
  - Closure of Barras Lane between the A4114 Holyhead Road and Coundon Road / Upper Hill Street; and
  - Peak time traffic restrictions and additional interpeak time traffic restrictions on the eastern section of A4114 Holyhead Road on the approach to Junction 8.
- 18.4 The 2019 Ministerial Direction for Coventry has now been revoked and replaced by a new Ministerial Direction which includes these measures and requires compliance with the EU limit value for NO<sub>2</sub> by 2021.
- 18.5 The reason for providing this background is that the initially submitted air quality assessment predicted that NO<sub>2</sub> level at one point on Holyhead Road close to the ring road, would exceed the relevant threshold (40 micrograms per cubic metre) in 2034. Furthermore, it anticipated that the Eastern Green SUE would contribute to this breach, albeit by less than 2 micrograms.
- 18.6 A revised assessment has been submitted for the adversely affected section of Holyhead Road, which takes account of the measures contained in the new Direction issued by JAQU. This revised assessment results in a negligible impact from the SUE, with the predicted NO<sub>2</sub> level for this site being around 22 micrograms per cubic

metre. Essentially, the pending air quality measures will resolve the issue of poor air quality on Holyhead Road by the end of 2021.

- 18.7 The Environmental Protection officer response noted that the applicants have undertaken further assessment and modelling of air quality with particular regard to the Holyhead Road corridor and accepts that, with the LAQAP measures (listed at paragraph 18.3) in place, the impact is negligible. A condition requiring the use of ultra-low NO<sub>x</sub> boilers in all dwellings is recommended, as is a requirement in the s106 for the developer to provide the wiring for electric vehicle charging points in all houses together with a voucher to purchase an actual charger.

19. **Noise**

- 19.1 The background noise levels at the periphery of the site have been measured, and, unsurprisingly indicate that the boundary closest to A45 is subject to the greatest level of noise pollution. The measured daytime level is 75dB(A) with the night time level being 69 db(A) at the loudest monitoring location. The levels decrease with distance from A45. The development has been designed so that employment units, which are obviously less sensitive to noise, are located closest to the A45.

- 19.2 The Environmental Protection officer is content with the submitted assessment and recommends that detailed noise assessments are provided with all reserved matters applications, in order to inform any specific requirements such as glazing specification for residential properties or any opening hour / delivery hour restrictions relating to employment or commercial uses.

20. **Contaminated land**

- 20.1 A geo-environmental desk study has been undertaken to assess the likely geotechnical and chemical characteristics of the soil and ground water on site. This did not reveal any significant issues and the Environmental Protection officer is content that any intrusive investigations can be submitted prior to commencement of development in the relevant phases.

- 20.2 Unexploded Ordnance risk assessments are also recommended to be completed prior to the commencement of construction of each phase of development.

21. **Ecology and Trees**

- 21.1 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. Proposals for development on other sites, having biodiversity or geological conservation value, will be permitted provided that

they protect, enhance and/or restore habitat biodiversity. Development proposals will be expected to ensure that they:

- a) lead to a net gain of biodiversity, where appropriate, by means of an approved ecological assessment of existing site features and development impacts;
- b) protect or enhance biodiversity assets and secure their long term management and maintenance;
- c) avoid negative impacts on existing biodiversity; and
- d) preserve species which are legally protected, in decline, are rare within Coventry or which are covered by national, regional or local Biodiversity Action Plans.

21.2 Where this is not possible, adequate mitigation measures must be identified. If mitigation measures are not possible on site, then compensatory measures involving biodiversity offsetting will be considered, but only in exceptional circumstances.

21.3 Biodiversity will be encouraged particularly in areas of deficiency, in areas of development and sustainable urban extensions, and along wildlife corridors. Opportunities will be sought to restore or recreate habitats, or enhance the linkages between them, as part of the strategic framework for green infrastructure. Protected Species, and species and habitats identified in the Local Biodiversity Action Plan (LBAP), will be protected and conserved through a buffer or movement to alternative habitat. Identified important landscape features, including Historic Environment assets, trees protected by preservation orders, individual and groups of ancient trees, ancient and newly-planted woodlands, ancient hedgerows and heritage assets of value to the locality, will be protected against loss or damage.

21.4 Policy GE4 states that “development proposals will be positively considered provided:

- a) there is no unacceptable loss of, or damage to, existing trees or woodlands during or as a result of development, any loss should be supported by a tree survey;
- b) trees not to be retained as a result of the development are replaced with new trees as part of a well-designed landscape scheme; and
- c) existing trees worthy of retention are sympathetically incorporated into the overall design of the scheme including all necessary measures taken to ensure their continued protection and survival during construction”.

21.5 Paragraph 175 of the NPPF states that “if significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts) adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused”. It goes on to state “development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons and a suitable compensation strategy exists”.

### **Habitat**

21.6 The application site is under agricultural management, predominantly as arable land, though several improved grassland compartments are present, one species poor semi-improved grassland field and a grassland area designated as a Local Wildlife Site (LWS). An established hedgerow network covers the site and trees are widely present across the site mainly associated with hedgerows and the Slipperside Brook corridor. There are 15 veteran trees, 19 transitional veteran trees and twenty-one

field ponds present within the site boundary. The field ponds are predominately situated on land to the south of the Slipperside Brook. Two watercourses run through the site and a number of wet / dry ditches are also present, associated with hedgerows. Additional habitats included ruderal and scrub vegetation and a number of farm units.

- 21.7 In terms of designated sites, the closest Site of Scientific Interest (SSSI) is Tile Hill Wood, which is almost 1km to the south. There are no Local Nature Reserves (LNR's) within 1km but there are 28 non-designated sites within that distance. Pond Farm Pasture LWS is a small site located in the south of the site. The LWS is reported as containing a range of habitat and sub-habitats including wet and dry grassland, bare areas, wet ditches, a pond, belts of tall herb, hedgerows and scrub. The Pickford Brook Meadows LWS located adjacent the eastern boundary of the site is dominated by semi-improved grassland. Pinketts Wood LWS is situated north of the A45 and immediately adjacent to the northern site boundary. This LWS is designated as a small mixed wood mainly of Sycamore. Additionally, across the site, five ungraded ecosites have been identified.
- 21.8 The Environmental Statement identifies that the impact upon the SSSI and LNR's is negligible, given the distance they are from the site. It goes on to identify a potential minor adverse impact upon the three LWS's on and adjacent to the site, via increased recreational use / trampling, although the impact upon the on-site LWS could be mitigated by appropriate management.
- 21.9 A biodiversity impact assessment has been submitted in order to assess the impact upon the on-site habitat. This takes account of the proposed green infrastructure measures such as retaining brook corridors and extensive hedgerows and trees, as well as the opportunity for the creation of new habitat and planting. The outcome, which the CCC ecologist concurs with, is a loss of 18.90 biodiversity units. This will be offset by a contribution of £759,646 to be split on a phased basis across the site. This will be spent on projects with an ecological link to the Eastern Green SUE. Alternatively, individual developers may propose to undertake projects in lieu of a financial contribution. These would need to be agreed in writing by the City Council.

### **Species**

- 21.10 Surveys for numerous protected species have been carried out at the site, including for Great Crested Newts (GCN). The survey work identified four populations of GCN, with two on site and two off site. The onsite populations were found in ponds in the west and south eastern portions of the site. All of the relevant on site ponds are to be retained and new drainage swales and attenuation ponds and retained hedgerows will assist in the future.
- 21.11 Bat surveys did not result in any positive identifications of roosts, although the site is clearly used for foraging and commuting. The brook corridors and some hedgerows were identified as popular routes, and the retention of these will mitigate adverse impact.
- 21.12 The presence of badgers within the area is known, however, very little foraging activity was recorded within the site and the report concludes that the main foraging area is within the golf course.

- 21.13 Reptile surveys failed to find any evidence of creatures and therefore they are not considered to be a constraint on development of the site. The same is true of otters and crayfish. Similarly, very limited evidence of water voles was found in surveys, although positive sightings have been recorded on the adjacent golf course site. The retention of the brooks will provide suitable habitat for any water voles in future.
- 21.14 Conditions requiring detailed Construction Ecological Management Plans (CEMPs) and Landscape Ecological Management Plans (LEMPs) are recommended with each phase of development, which would also include updated survey information as appropriate, given the long timeframe of the development. This will both protect species and habitat during construction and provide long term management of habitat in the future.

### **Trees**

- 21.15 There are a total of 204 individual trees and 47 tree groups within the site. 147 trees and 25 of the groups are recorded as being within categories A and B. The most common species of trees to be found are English Oak and Common Ash, with Willow and Alder dominant along the Slipperside brook. All of the 15 veteran trees are to be retained, as are all of the transitional veterans apart from one, which the CCC Tree Officer accepts is a poor specimen. A further 15 individual trees; four whole groups of trees and eight partial groups are proposed to be removed to facilitate the development. As such, the vast majority of trees will be retained on the site, including the most important specimens.
- 21.16 As well as the trees, 92 hedgerows measuring over 12.6km in length have been identified on the site, with nine meeting the criteria to be classified as protected. The total length of these nine hedgerows is 1.54km. Of the total hedgerows on site, circa 2.2km would be removed, which is approximately 17.5% of the total. Only 79m of the nine protected hedgerows would be lost. Whilst any loss is regrettable, the proposals maintain as much as is reasonably possible, whilst developing the site. The parameters plan, tree retention plans and design and access statement clearly indicate the extent of tree and hedgerow retention, as well as the approach to development close to hedgerows, which would involve dwellings facing towards them with a gap to give them breathing space. Footpaths will commonly follow these corridors in order to provide permeability and connections between the wider site.
- 21.17 Detailed planting / landscaping schemes will be submitted at reserved matters stage which will compensate for the necessary losses.

## **22. Open space/green infrastructure**

- 22.1 Policy GE1 states that “new development proposals should make provision for green infrastructure to ensure that such development is integrated into the landscape and contributes to improvements in connectivity and public access, biodiversity, landscape conservation, design, archaeology and recreation”.
- 22.2 It goes on to state that “Coventry's existing and planned network of green infrastructure should be used as a way of adapting to climate change through the management and enhancement of existing habitats. This must be demonstrated through the creation of new habitats wherever possible to assist with species movement, to provide a source of locally grown food through allotments and community gardens, to provide sustainable and active travel routes for

people, to provide shade and counteract the urban heat island effect, and to assist in improving public health and wellbeing”.

- 22.3 Furthermore, “A key element of Coventry's approach to green infrastructure will be the continued development of a network of green spaces, water bodies, paths and cycle ways, with priority given to those parts of the city where there is an identified deficiency of green space. Where a development proposal lies adjacent to a river corridor or tributary, a natural sinuous river channel should be retained or, where possible, re-instated. Culverts should be removed unless it can be demonstrated that it is impractical to do so”.
- 22.4 The proposal includes circa 55 hectares of public open space, which accounts for over 39% of the site area. This includes new parks, allotments, areas of natural green space, play areas and sports pitches.
- 22.5 A large linear area of public open space would follow the alignment of Slipperside Brook, which would contain a series of drainage features and wetlands along the brook corridor, providing both wildlife habitat and recreational space. The playing pitches (3.76 hectares) would be provided immediately north of this area. The Pickford Brook corridor, which runs between employment land parcels, would also be provided as public open space, with a new footpath running through it. The corridor extends to the golf course boundary, which is part of the wider SUE allocation. Proposals on that site would be expected to continue the corridor until it joins up where the two brooks meet.
- 22.6 Pond Farm pasture, a local wildlife site to the south of the site, would be retained as open space. A 16m wide buffer of new native tree and hedgerow planting would be provided as a buffer between existing houses to the south and east of the site and proposed residential parcels. Allotments and orchard planting would separate the closest residential parcels and existing properties on Juniper Drive. More allotments would be provided to the west of the site adjacent to Pickford Green, as well as a belt of structure planting up to 30m in width to screen the employment parcels from existing properties. Native structure planting would also be provided around the grade separated junction. A total of 7 Local Equipped Areas of Play (LEAP's) and 3 Neighbourhood Equipped Areas of Play (NEAP's) would be provided on site, in order to ensure that all children have access to play equipment within 400m of their home. The site also provides the opportunity for a fitness trail around the network of footpaths around the site.
- 22.7 The green infrastructure provision exceeds the requirements of the Green Space Strategy (provision of 55 hectares compared to a requirement of 26 hectares) by a considerable margin and it is considered that the provision of such a large and varied quantum of green space weighs in favour of the development.
- 22.8 The only category of green infrastructure which is not fully provided for on-site is grass playing pitches. Whilst 3.76 hectares of playing pitches (football and cricket) are to be provided on site, discussions with the Council's Sports department and Sport England have concluded that rugby / hockey provision should be provided off site at either Barker Butts RFC, Old Coventrians RFC, Coventrians RFC or Pinley RFC. This contribution would comprise £350,255 towards pitches and maintenance and £175,950 towards changing rooms. This is in line with the Playing Pitch strategy, which identifies that the above sites are suffering from a capacity issue, with

improvement / provision of new pitches required to accommodate any increase in demand. Finally, Sport England suggest a ball strike assessment be undertaken with regard to the adjacent golf course, however, as the course is also allocated for housing as part of the SUE, this is not necessary.

- 22.9 A legal agreement provides for both the provision and maintenance of the strategic open space / green infrastructure on site, with the detailed laying out of the open space being submitted as part of the reserved matters application for that phase. There are triggers provided for when the different aspects of the open space within each phase have to be supplied, and there are provisions detailing how the land will be maintained in future, either by a management company or the Council.
- 22.10 In conclusion, it is considered that the proposal provides a thoughtful and generous amount and variety of green space on the site and complies with Policy GE1.

### **23 Developer Contributions / s106**

- 23.1 Planning obligations under Section 106 of the Town and Country Planning Act 1990 (as amended), commonly known as s106 agreements, are a mechanism for securing mitigation against the impacts of development.
- 23.2 The form of mitigation can comprise, for example, monetary contributions (towards public open space or education, amongst others), the provision of affordable housing, on site provision of public open space / play area and other works. Planning obligations must meet the three legal tests as outlined within Regulation 122 of the Community Infrastructure Levy Regulations 2010:
- necessary to make the development acceptable in planning terms;
  - directly related to the development; and
  - fairly and reasonably related in scale and kind to the development.
- 23.3 These legal tests are also set out as policy tests in paragraph 56 of the National Planning Policy Framework.
- 23.4 Coventry Local 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.

23.5 The development would trigger the need for the following contributions to be secured under a Section 106 Legal Agreement. Each contribution sought and proposed to be provided meets the legal test for such set out in Regulation 122 above.

23.6 The developer has agreed to the requested contributions. Whilst the exact triggers are still being negotiated, the heads of terms with indicative triggers are as follows:

### **Health and community facilities**

23.7 The CCG has requested S106 contributions towards health care facilities within the local area to support the increase in population as a result of the development. They will make a decision on whether to have a new facility on site or whether to have money for improvements to existing practices, prior to occupation of the 1<sup>st</sup> dwelling.

- 23.8 The preferred option for medical care is for an on-site facility to be built. The detailed design and layout of the facility will be submitted through a reserved matters application; however, it is envisaged the facility will contain up to 10 treatment rooms and it will be located within the Local Centre (indicated as LC on the Parameter plan). 0.15 hectares of the local centre has been earmarked for this facility.
- 23.9 The facility will form part of a 'community hub' which will also contain a 100sq m community hall. The applicant will fund the construction of the facility for health and community use up to a maximum of £2m, with the additional monies required being secured from the other developers of the allocation. The land would be offered for transfer to the CCG prior to occupation of 450 dwellings.
- 23.10 In the unlikely event the CCG decide to turn down the option of the on-site facility, a payment of £1,286,226 to improve off site primary medical care facilities within a 3km radius of the site would be provided. If this occurs, the applicant will then construct a community facility in the local centre at their own expense.
- 23.11 In addition to the CCG request, the hospital trust has made a request for £1,228,928 towards the provision of acute, accident and emergency care arising directly from the development. This has also been agreed by the applicant.

### **Education**

- 23.12 A primary school will be provided on site. The site allocation requires a two form entry school, however, as the proposed housing numbers are higher than the indicative figure in Policy H2, space has been provided for a three form entry instead. This is marked on the parameters plan, with 1.8 hectares indicated for the two form entry and a further 0.9 hectares for the third form. Furthermore, the applicant has agreed to pay £7,000,000 for the cost of constructing a two form entry school. Other developers within the SUE would be required to pay for the additional cost of increasing this to three form entry. The legal agreement requires the precise boundaries of the primary school land to be approved by the Council prior to the commencement of development on the site. Furthermore, it requires the land to be offered to the Council prior to the occupation of the 100<sup>th</sup> dwelling and gives the Council one year to accept the land. If the third form of entry has not been constructed within 15 years of the land being transferred to the Council, the safeguarded 0.9 hectares of land will be returned to the developer for housing. Whilst a lot of concern has been raised about the fact that a school was never built at the Bannerbrook estate when land was earmarked for that purpose, that did not include the funding to actually build the school as well as the land. Receiving not only the land but the financial contribution to construct the school on this site will ensure its delivery.
- 23.13 As well as the primary school, significant contributions would be made towards secondary, sixth form and SEN provision. A total of £10,965,262 would be provided towards secondary and sixth form education to be spent at Coundon Court, Westwood Academy, Finham Park or other secondary schools in the south west of Coventry.
- 23.14 Finally, a contribution of £755,871 would be made towards primary and secondary SEN provision at Woodfield Special School. All of this payment would be made upon occupation of the 10<sup>th</sup> dwelling on the site, so as to enable early completion of works at this site, which has been earmarked by education as an urgent project.

## **Sport**

- 23.15 As well as providing grass pitches on site and a contribution towards off site rugby / hockey pitch and changing room facilities (as explained in the open space / green infrastructure section) the developer has agreed to provide £2,109,420 towards the provision of a new public leisure development in the north west of the City. This would include a swimming pool and sports halls. The location for the facility is yet to be determined but would be within the wards of Bablake, Woodlands, Whoberley or Westwood. The requirement for such a facility is referred to in the Council's Indoor Facilities / Aquatic Strategies. The amount of contribution has been calculated according to Sport England's facility cost calculator, which works out the demand for and cost of providing certain facilities arising from new residential development. Therefore, it is considered that the contribution meets the s106 tests as it is directly related to the development, necessary to make the development acceptable and is fairly and reasonably related in scale and kind.
- 23.16 A further £217,065 is also proposed to be allocated towards an artificial playing pitch in the North West of the City. Again, this level of contribution has been calculated using Sport England facility cost calculator and the requirement for the facility is explained in the Council's Playing Pitch Strategy.

## **Affordable housing**

- 23.17 The proposal accords with Policy H6 which requires 25% of all homes to be affordable, with 15% social/affordable rent and 10% intermediate provision such as shared equity, shared ownership or discounted sale. Each phase of development will be required to achieve this mix. This will be secured in the s106 agreement.

## **Extra care / employment / local centres**

- 23.18 The proposed legal agreement is to include the provision to ensure that the extra care land and the local and district centres are comprehensively marketed in accordance with a strategy which has been previously approved by the Council. Furthermore, it requires the access and services (water, gas, electricity, internet, sewerage, drainage and telephone) to the extra care land and both centres to be provided before 1,000 dwellings have been occupied.
- 23.19 Similarly, there is proposed to be a clause requiring the employment land to be marketed and made available for sale or lease. by the occupation of 251 dwellings. The access and services to the employment land will be provided by 300<sup>th</sup> residential occupation.

## **Apportionment**

- 23.20 Whilst the site is a significant development in its own right, it is only part of the wider Eastern Green SUE. Therefore, it is only fair and proportionate that the cost of key infrastructure necessitated by the development but benefitting the whole SUE is apportioned out across all of the SUE developers. That includes two sites on Pickford Green Lane and one on the Windmill golf course. All of these are currently subject to planning applications, with an outline application for up to 566 dwellings on the golf course and full applications for 119 and 60 dwellings on Pickford Green Lane. Each of these developments will be expected to fund their share of key pieces of infrastructure such as: the proposed on site primary care / community facility; primary school expansion from two to three forms of entry; and numerous highway related costs such as the off-site cycle routes and junction works and actions to encourage modal shift.

- 23.21 Apportionment will be calculated on the basis of the % of the area of the overall allocation. As such this current application seeks permission for 78% of the allocation, therefore the contribution amounts, for certain elements of shared infrastructure from this development are 78% of the overall cost with the remaining 22% being secured from the other applications.
- 23.22 The other developers will also have to contribute towards other infrastructure on an individually assessed basis. Examples of this include: acute and emergency hospital care; biodiversity offsetting; sporting facilities; and affordable housing.
- 23.23 Due to the amount and complexity of the s106 contributions and for ease of reference the table below sets out the infrastructure, contribution amount and apportionment % based on site area.

Infrastructure	Applicant Contribution	Apportionment
Acute, accident and emergency healthcare	£1,228,928	No
On site primary care / community facility	£2,000,000	65% plus land
On site primary and early years education contribution	£7,000,000	78% plus land
Secondary and sixth form education contribution	£10,965,262	No
SEN education	£755,871	No
SUDS maintenance (if adopted by Council)	£2,974,359	No
Drainage improvements on Pickford Green Lane	£64,628	No
Open space maintenance (if adopted by Council)	£8,572,718	No
Artificial playing pitch	£217,065	No
Public leisure development	£2,109,420	No
Rugby / Hockey pitch improvements / maintenance	£350,255	No
Rugby changing facilities	£175,950	No
Biodiversity offsetting	£759,646	No
Busway / cycleway through Juniper Park	£462,785	78%
A45 / Pickford Way roundabout	£833,551	78%
Pickford Green Lane / Upper Eastern Green Lane traffic calming	£150,000	No
Farm access to Alspath Lane cycle path	£179,400	78%
Tile Hill Station cycle route	£585,000	38%
City Centre cycleway	£1,997,235	32%
Transport hub contribution	£780,000	78% plus land
Public rights of way contributions	£35,100	78%

Travel plan co-ordinator	£55,000	No
Electric vehicle charging point voucher	£150 per dwelling (£500 minus Govt grant)	No
Sustainable Transport contribution	£3,950,000	No
Mobility Credits	£875 per dwelling	No
Bus frequency contribution	£750,000	78%
Demand Responsive Transport contribution	£850,000	78%
Cycle Hire contribution	£30,000	No
Travel plan monitoring contribution	£40,800	No
ANPR camera contribution	£42,900	78%
Traffic monitoring camera contribution	£31,200	78%

23.24 It can be seen that there are 3 contributions listed above where the contribution is apportioned but the amount from this application does not equate to the full 78%. The reasons for this are:

- Primary care / community facility – the applicant is providing the land for the facility as well as money. Therefore, the overall contribution is worth more than the percentage.
- Cycle routes – the routes address existing deficiencies in cycling infrastructure and will be used by many existing residents, as well as residents of the development site as such the full cost of the works cannot be attributed to this development, it would be unlawful to do so.

## 24. **Equality implications**

24.1 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.

24.2 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. Furthermore, attention will be paid to the duty as reserved matters applications are submitted for the detailed design of buildings and the internal layout of the various development parcels.

## 25. **CONCLUSION**

25.1 The application was submitted almost 2 years ago, there has been significant consultation carried out and the proposal has undergone significant revisions since the initial submission to address the issues raised. Considerable work has been undertaken by the applicant in consultation with the various and relevant statutory consultees to resolve concerns around provision and impact upon sporting facilities, public transport, green infrastructure, climate change, ecology and highway safety.

- 25.2 It is considered the amended scheme has addressed Officer concerns subject to conditions the substantial package of S106 measures discussed above in this report. The proposed development would make good use of land, provide a high quality mixed use development that meets the needs of Coventry.
- 25.3 The Planning System is plan led. The Local Plan is up to date in policy terms being consistent with the NPPF. It was adopted in December 2017 after extensive publicity, consultation and independent scrutiny. The application site is part of a SUE that through the plan making process was removed from the Green Belt and specifically allocated for development. The consideration of retaining the land as open and undeveloped and the assessment of whether the land comprised of the SUE allocation should be developed was tested at the Examination in Public of the Local Plan by an independent planning Inspector. The development proposed in this application is consistent with the strategy of the Local Plan and accords with the provisions of the adopted Local Plan. The test is that the determination of the application should accord with the development plan unless material considerations indicate otherwise. Determining the application in accordance with the Local Plan would mean approval of the application unless other material considerations were such as to indicate that it should be refused. Having considered the matters raised in the course of the application and consultations summarised in this report it is the view of the officers that no other material consideration(s) are identified that are sufficient to outweigh the presumption in favour of an up to date development plan. The proposed development is considered to be acceptable in principle and will not result in any significant impact upon neighbour amenity, character of the area, highway safety, ecology or infrastructure, subject to relevant conditions and Section 106 contributions. The reason for Coventry City Council granting planning permission is because the development is in accordance with: Policies DS1, DS3, DS4, H1, H2, H3, H4: H6, H9, CO1, HW1, R1, R3, GB1, GE3, GE4, DE1 HE2, AC1, AC2, AC3, AC4, AC5, EM1, EM2, EM3, EM4, EM5, EM6, EM7, JE2, JE7, IM1 of the Coventry Local Plan 2016, together with the aims of the NPPF
- 25.4 In reaching this recommendation, the Case Officer has taken into account the ES which was submitted under the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations. Your officer considers that the ES and the further information provided complies with the above regulations and that sufficient information has been provided to assess the environmental impact of the proposals.

## **CONDITIONS:/REASON**

1. Details of the appearance, layout, scale and landscaping (hereinafter called "the reserved matters") for each phase or sub-phase shall be submitted to and approved in writing by the local planning authority before any development takes place on the relevant phase or sub-phase and the development shall be carried out as approved.

**Reason:** *To conform with Article 5(1) of the Town and Country Planning (General Development Procedure) Order 2015)*

2. Application for approval of the reserved matters for the first phase approved pursuant to condition 1 shall be made to the local planning authority not later than three years from the date of this permission. Application for approval of all of the reserved matters shall be made to the local planning not later than 15 years from the date of this

permission.

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

3. The development of each phase hereby permitted shall commence not later than two years from the date of approval of the last of the reserved matters to be approved for the relevant phase or sub-phase.

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

4. Outline planning permission is hereby granted for no more than:
  - a. 2,400 dwellings within Use Class C3
  - b. 60,000 sq m gross of Employment floorspace within Use Classes B1b, B1c, B2 and B8
  - c. 10,000 sq m gross of retail floorspace within a District Centre including 5,000 sq m gross superstore and 4,000 sq m gross bulky goods
  - d. 1,000 sq m gross of retail floorspace within a Local Centre within Use Classes A1/ A2/ A3/ A4/A5 (cumulative). No single retail unit shall have a gross floorspace of over 250 sq m.

**Reason:** *To define the permission and ensure that any assessments submitted with the application accurately reflect the development, in accordance with Policies H2, JE2 and R1 of the Coventry Local Plan 2016.*

5. The development hereby permitted shall be carried out in accordance with the following approved plans: Parameters plan 6285-L-015 AN; Height parameters plan 6285-L-032 G; Land Uses plan 6285-L-042 B; Tree retention plans 6285-A-05 I; 6285-A-06 I; 6285-A-07 I; 6285-A-08 C; 6285-A-09 D; Access drawings 10290-HL-60; 10290-HL-61; 10290-SK-100A; 10290-SK-101A; Green infrastructure framework plan Figure 5F revision K; Phasing Plan 6285-L-001 rev H;

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

6. The development shall proceed in accordance with approved phasing plan 6285-L-001 H, unless an alternative phasing plan is agreed in writing by the local planning authority.

**Reason:** *In order to ensure a logical sequence of development of the site enabling timely provision of infrastructure, in accordance with policy DS3 of the Coventry Local Plan 2016.*

7. Each Reserved Matters application shall include a design statement to detail how the scheme complies with the design principles of the Sustainable Urban Extension SPD and, where it does not, to then explain why and justify the approach being proposed. The design statement should make provision for the delivery of architectural diversity across the site. The development shall thereafter be delivered in accordance with the approved details.

**Reason:** *To ensure a high quality of design across the site in accordance with Policies DE1 and DS4 of the Coventry Local Plan 2016.*

8. No development shall take place on any phase or sub-phase of the development until a Landscape and Ecological Management Plan (LEMP) for that phase or sub-phase has been 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 together with how they are co-ordinated with other phases within the SUE;
  - b) Ecological trends and constraints on site that might influence management including the possible effects of other phases of development within the SUE;
  - 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.
  - i. Description of any temporary habitats created during development to provide biodiversity and landscape benefit. (Any such habitat will be entirely excluded from any need for further biodiversity mitigation or offset).
- 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*

9. A Construction Environmental Management Plan (CEMP) shall be submitted with the reserved matters application for each phase or sub-phase of development. The CEMP shall include the following:
- (a) a risk assessment of potentially damaging construction activities;
  - b. details of any ecological surveys required to update previous surveys (including but not restricted to legally protected wildlife especially bats, badgers and great crested newts) (as required)
  - (c) identification of biodiversity protection zones (e.g. buffers to trees and hedges or to protected wildlife habitat);
  - (d) 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);
  - e. details of appropriate precautionary approaches to activities on site intended to safeguard wildlife together with any practical measures required to mitigate any impact (such as exclusion fencing and receptor sites)(as required)
  - (f) the location and timing of sensitive works to avoid harm to biodiversity features (in relation to breeding birds in particular);
  - (g) the times during construction when specialist ecologists need to be present on site to oversee works (as required);

- (h) responsible persons and lines of communication;
  - (i) the role and responsibilities on site of an Ecological Clerk of Works (ECoW) or similarly competent person (as necessary); and
  - (j) a soil resource management plan
- The approved CEMP shall be adhered to and implemented throughout the construction period 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.*

10. No development (including any demolition) shall take place within any phase or sub-phase unless and until a Construction Management Plan (CMP) has been submitted to and approved in writing by the Local Planning Authority for that phase or sub-phase. The CMP shall include details of:
- construction travel plan
  - hours of work;
  - hours of deliveries to the site;
  - the parking of vehicles of site operatives and visitors during the demolition/construction phase;
  - the delivery access point;
  - the route for delivery vehicles to 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 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 adhered to throughout the construction period.

**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.*

11. Prior to commencement of development of the grade separated junction with A45, 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 submitted details shall include routes along Pickford brook and to Pickford Green

Lane, as well as those depicted on drawing numbers 10290-SK-100A; 10290-SK-101A. Within one month of vehicular use of the grade separated junction commencing, the approved footpaths and cyclepaths shall be completed, in accordance with the details approved under this condition, and open for use by the general public.

**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*

12. No more than 250 dwellings shall be occupied prior to the grade separated junction on A45 (depicted on drawing numbers 10290-SK-100A; 10290-SK-101A) being open to vehicular traffic in both directions. No vehicular traffic will be permitted to use the cycle / pedestrian access to Brick Hill Lane.

**Reason:** *To ensure the impact of development upon the road network is satisfactory, in accordance with Policies AC1 and DS4d of the Coventry Local Plan 2016.*

13. Prior to the first occupation of any dwelling on the site, the southern Pickford Green Lane junction (as shown on drawing 10290-HL-60) shall be constructed in accordance with details to be submitted to and approved in writing by the local planning authority and shall be open to vehicular traffic and completed to at least binder course with the associated footway completed to finished surface course.

**Reason:** *In the interests of highway safety, in accordance with Policies AC1 and AC4 of the Coventry Local Plan 2016.*

14. Prior to occupation of 251 dwellings, the southern Pickford Green Lane junction (as shown on drawing 10290-HL-60) shall be signalised in accordance with details to be submitted to and approved in writing by the local planning authority.

**Reason:** *To ensure satisfactory impact upon the road network, in accordance with Policy AC1 of the Coventry Local Plan 2016.*

15. Prior to occupation of 251 dwellings, the northern access to Pickford Green Lane (as shown on drawing 10290-HL-61) shall be constructed in accordance with details to be submitted to and approved in writing by the local planning authority. This junction shall only be used by public transport, cyclists and pedestrians with the exception of allowing access to a showhome complex on the adjacent phase of development.

**Reason:** *To ensure satisfactory impact upon the road network, in accordance with Policy AC1 of the Coventry Local Plan 2016.*

16. Prior to occupation of 350 dwellings, Windmill Farm accesses 1 and 2, as depicted on drawing 10290-SK-101 revision A, shall be completed and be open for use by vehicular, pedestrian and cycle traffic.

**Reason:** *To ensure the provision of access to this section of the Sustainable Urban Extension, in accordance with Policy DS4d of the Coventry Local Plan 2016.*

17. As part of the reserved matters for each phase, or sub-phase, of the development hereby approved, a Cycling and Pedestrian Access Strategy shall be submitted to,

and agreed in writing by, the Local Planning Authority to show how and when access will be provided to connect that phase or sub-phase to the wider existing or new network of routes.

**Reason:** *To ensure the provision of sustainable travel options, in accordance with Policy AC4 and DS3 of the Coventry Local Plan 2016.*

18. Prior to any dwelling being occupied, the vehicular access to that dwelling, from the adopted public highway, shall be completed to at least binder course and the pedestrian access shall be completed to at least binder course.

**Reason:** *In the interests of highway safety, in accordance with Policies AC1 and AC4 of the Coventry Local Plan 2016.*

19. Within three months of the first occupation / use of any development within any phase or sub-phase, a full Travel Plan shall be submitted to and approved in writing by the Local Planning Authority relating to that phase or sub-phase. The Travel Plan(s) shall accord with the Framework Travel Plan and shall set out proposals (including targets, measures, a timetable and methods of monitoring the performance of the Plan), to promote travel by sustainable modes, and shall be implemented in accordance with the details specified therein and shall not be amended in any way without written approval by the Local Planning Authority in liaison with the Transport Sub Group.

**Reason:** *In the interests of encouraging the use of alternative modes of transport with the aim of creating a more sustainable city in accordance with Policies DS3, AC3 and AC4 of the Coventry Local 2016.*

20. The reserved matters for each phase or sub-phase of development shall include details of either (i) bus shelters / stops; or (ii) safe convenient access to bus shelters / stops within 400m of the dwellings within the relevant phase or sub-phase, together with timing of delivery. The development shall proceed in accordance with the approved details.

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

21. Prior to development within any phase or sub-phase:

1. Site Characterisation

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. The contents of the scheme are subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority. The report of the findings must include:

- (i) a survey of the extent, scale and nature of contamination;
- (ii) an assessment of the potential risks to:
  - human health,
  - property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
  - adjoining land,

- groundwater and surface waters,
- ecological systems,
- archaeological sites and ancient monuments;

(iii) an appraisal of remedial options, and proposal of the preferred option(s).

This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

## 2. Submission of Remediation Scheme

Where the site characterisation demonstrates a need, 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, and is subject to the approval in writing of 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.

## 3. Implementation of Approved Remediation Scheme

Where the site characterisation demonstrates a need, the approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development (in that phase) other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. 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 that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval in writing of the Local Planning Authority.

## 4. Reporting of Unexpected Contamination

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 part 1 of this condition, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of part 2 of this condition, which is subject to the approval in writing of the Local Planning Authority.

Following completion of any 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 part 3 of this condition.

**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.*

22. The development hereby permitted shall not commence within any phase or sub-phase unless and until a Desk Study for Potential Unexploded Ordnance Contamination and a risk mitigation strategy has been submitted to and approved in writing by the Local Planning Authority. The development shall only proceed in strict

accordance with the approved details.

**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.*

23. Any gas boilers installed on site shall have a dry NO<sub>x</sub> emission rate of no more than 40mg/kWh.

**Reason:** *To mitigate the impacts of development on air quality in accordance with Policy DS3 of the Coventry Local Plan 2016 and the aims and the objectives of the NPPF.*

24. One electric vehicle recharging point per 10 parking spaces on all non-residential phases or sub-phases shall be provided prior to use / occupation and shall not be removed or altered in any way and shall be kept available for such use at all times.

**Reason:** *To mitigate the impacts of development on air quality in accordance with Policy DS3 of the Coventry Local Plan 2016 and the aims and the objectives of the NPPF.*

25. Noise reports will be submitted with reserved matters applications for all phases of development:

(i) Residential phases including extra care - the reports shall demonstrate that internal and external noise levels within the residential areas meet the criteria set out in BS8233:2014 and provide details of the mitigation measures that are required to achieve this. Where windows are needed to be kept closed to achieve the internal levels, then specification for alternative ventilation must be included.

(ii) Employment land phases - the reports will need to establish existing background levels using the BS4142:014 methodology and establish suitable parameters that must be met such that there will be no adverse impacts from the employment land to existing and proposed residential developments. The assessment must include all noise sources including deliveries, unloading, forklift trucks, reversing sirens, external plant and noise from within the units themselves.

(iii) Primary school phase - a noise assessment must be undertaken in accordance with the requirements of BB93:2014 in order to demonstrate that suitable internal noise levels can be achieved. Any external plant would need to be assessed using the methodology of BS4142:2014 to demonstrate that background levels will not be exceeded.

(iv) Local and District Centres - the noise assessment shall identify any restrictions required in terms of operating hours and delivery times in order to protect local residential amenity. Any external plant will need to be assessed using the methodology of BS4142:2014 to demonstrate that background levels will not be exceeded.

Any approved mitigation measures shall be installed prior to the commencement of use / occupation within the relevant phase and shall thereafter be retained.

**Reason:** *To safeguard the amenities of future occupiers and the adjoining occupiers of the development in accordance with Policies H3 and DE1 of the Coventry Local Plan 2016.*

26. A written scheme of archaeological investigation shall be submitted to and approved by the local planning authority prior to submission of the reserved matters for each phase or sub-phase of development. This shall include a detailed programme of archaeological works. An evaluation report shall be submitted for approval with the reserved matters application. 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*

27. Prior to commencement of the watercourse crossings, within any phase or sub-phase containing a watercourse crossing, plans shall be submitted to, and approved in writing by the Local Planning Authority for the watercourse crossings. These designs must show the crossings 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. The crossings shall be constructed in accordance with the plans submitted to and approved in writing by the Local Planning Authority.

**Reason:** *To prevent an increased risk of flooding in accordance with policies EM1 and EM4 of the Coventry Local Plan 2016 and Coventry City Council's adopted Supplementary Planning Document for 'Delivering a More Sustainable City'.*

28. All built development and drainage features shall be located wholly within areas identified as flood zone 1, aside from part of the grade separated junction to the A45 and essential infrastructure to service the site. For this, 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 prevent an increased risk of flooding in accordance with policies EM1 and EM4 of the Coventry Local Plan 2016 and Coventry City Council's adopted Supplementary Planning Document for 'Delivering a More Sustainable City'.*

29. A Sustainable Building Statement shall be submitted with reserved matters applications for each phase or sub-phase of development. The statement shall demonstrate how the requirements of Local Plan Policy EM2 (Building Standards) have been met, including a timetable for implementation of the identified measures. The development shall not be occupied unless and until all the works within the approved scheme have been completed in strict accordance with the approved details and thereafter the works shall be retained at all times and shall not be removed or altered in any way.

**Reason:** *To comply with the provisions of the NPPF and in accordance with Policy EM2 of the Coventry Local Plan 2016.*

30. No lighting or illumination of any external part of a phase or sub-phase of development (outside of a residential curtilage) shall be installed or operated unless and until details of such measures have been submitted to and approved in writing by the Local Planning Authority and such works, and use of that lighting and/or illumination, shall be carried out and operated only in full accordance with those approved details.

**Reason:** *To safeguard the amenities of the adjoining occupiers of the development in accordance with Policy DE1 of the Coventry Local Plan 2016.*

31. Each phase or sub-phase of development shall only proceed in accordance with a scheme for prioritising the use of local people for construction and employment, which shall be submitted to an approved in writing by the Local Planning Authority.

**Reason:** *To secure local employment in accordance with the City Council jobs strategy and Policy JE7 of the Coventry Local Plan 2016.*

32. The following shall be submitted with reserved matters applications for each phase or sub-phase of development:
- a) Tree Survey - a detailed scaled plan (to a scale and level of accuracy appropriate to the proposal) showing the position of every tree on the site, and every tree on land adjacent to the site (including street trees) that is likely to have an effect upon or be affected by the proposal (e.g. by shade, crown overhang from the boundary, intrusion of the Root Protection Area etc) with a stem diameter over the bark measured at 1.5 metres above ground level of at least 75 millimetres;
  - b) a schedule of the trees surveyed as specified in chapter 4.1-4.5 of BS 5837 : 2012 Trees in Relation to Design, Demolition and Construction - Recommendations;
  - c) a Tree Constraints Plan (5.1-5.3);
  - d) Arboricultural Impact Assessment (5.4) to assess the direct and indirect implications of trees upon the proposal and visa-versa, including locations for under-ground/ over-ground services, level changes within RPA's etc.;
  - e) Arboricultural Method Statement (6.1); and
  - f) a Dimensioned Tree 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, which shall also include any proposal for pruning or other preventative works.

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.

**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.*

33. Each reserved matters application for residential phases or sub-phases of development shall include parking spaces for the electric vehicle car club, which shall operate on the site. The spaces shall be provided in accordance with the approved details and retained thereafter.

**Reason:** *In order to support the provision of sustainable forms of transport on the site in order to encourage modal shift, in accordance with Policy AC1 of the Coventry Local Plan 2016.*

34. Prior to the commencement of development within any phase or sub-phase hereby permitted the following drainage details shall be submitted to and approved in writing by the Local Planning Authority:
- (i) A scheme for the provision of surface water drainage, incorporating SuDS infiltration or attenuation techniques;
  - (ii) A detailed strategy for the long-term maintenance of the SuDS and other surface water drainage systems on site;
  - (iii) Development discharge rates to be managed to Qbar greenfield rates minus 20%;
  - (iv) Evidence of the 1 in 100 year plus 40% climate change events will be held within the site boundaries;
  - (v) 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;
  - (vi) Opportunities to undertake river restoration and enhancement including deculverting, removing unnecessary structures and reinstating a natural, sinuous watercourse should be taken. No ordinary watercourse shall be culverted unless there is an overriding need to do so;
  - (vii) Single discharge points will be discouraged on larger sites, as discharge points are to be located to best mimic the natural discharge condition;
  - (viii) An appropriately scaled intrusive ground investigation report 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;
  - (ix) A minimum 5m way leave must be provided from the top bank of any ordinary watercourse to the building line;
  - (x) 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 building will be protected in such an event. Finished floor slab levels must be 300mm above the 1 in 100 year pluvial flood levels;

(xi) Where new or redevelopment site levels result in the severance, diversion or the reception of natural land 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;

(xii) 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;

(xiii) Foul drainage plans;

(xiv) For employment and commercial areas of the development, vehicular traffic pollution control measures within the car parking facilities, together with oil and petrol separators with high level alarm. This should be submitted along with a periodic maintenance plan.

The development shall be undertaken in accordance with the approved details

**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'*

35. Prior to use of the grade separated 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.*

36. Prior to commencement of development of the elements of the grade separated junction 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.*

37. Before any development commences on the construction of the grade separated junction with A45, (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.*

38. Prior to the submission of any reserved matters applications, illustrative sections of the Primary Road network (as indicated on drawing number 6285-L-015 AN) shall be submitted to and approved in writing by the local planning authority. Thereafter, reserved matters applications shall accord with the approved material.

**Reason:** *To ensure consistency throughout the development with the aim of providing an attractive and cohesive development, in accordance with Policies DE1 and DS3 of the Coventry Local Plan 2016.*

