

# Late Representations

## Planning Committee 26 November 2020

Item No. 5	<p><b>Application No. - OUT/2018/3225</b></p> <p>Description of Development - 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.</p> <p><b>Site Address</b> - Eastern Green South of the A45</p> <p><b>Consultation</b> Sport England – no objection subject to the contributions towards indoor and outdoor sport being secured in the s106 agreement.</p> <p>A further 8 representations have been received, which are summarised below:</p> <ul style="list-style-type: none"> <li>- The potential public transport route through Juniper Park should be open for all traffic to encourage trips to Coventry rather than Solihull</li> <li>- Adverse impact upon the wider highway network</li> <li>- The decision should be delayed until after the census so we understand the real population and housing need. The current ONS figures are wrong. Each year they estimate births 1,000 above the reality; deaths 200 below the reality; and international student emigration 3,000 below the reality.</li> <li>- Loss of green belt. Should build on brownfield land.</li> <li>- Impact of new junction on amenity of occupiers of nearby properties</li> <li>- The impact on the Parkhill Drive / Lower Eastern Green junction would be unacceptable. It is over capacity now and AM Peak queues will increase from 8 to 27 vehicles. Modal shift (which will not be achieved) only decreases this to 18 vehicles. The choke on Pickford Green Lane south junction will force more people onto Park Hill Drive as the junctions are mutually exclusive. This will be unsafe for pupils at the adjacent school.</li> <li>- The development will result in severe residual and cumulative impact upon the road network, including along the A45 and local roads.</li> <li>- The proposed modal shift of 19% is completely unrealistic. Nowhere in the Country has come close to achieving that level.</li> <li>- The application is for more houses than in the allocation.</li> <li>- The decision should not be delegate to unelected officers</li> <li>- The site notice was not displayed long enough</li> <li>- There should be no concessions on s106 contributions due to viability</li> <li>- The hospital can't cope with the increase</li> <li>- The proposal will result in increased air pollution</li> <li>- Why is this development not being asked to contribute towards M6 J3 improvements when Keresley SUE developers are being asked to?</li> </ul> <p>Cllr Jandu has submitted the following comments:</p> <ul style="list-style-type: none"> <li>- The ONS figures are wrong. A comprehensive review of the Local Plan should take place prior to a decision being taken on this application. Should be brownfield first.</li> </ul>
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- Access to the site is unsuitable and the proposal would lead to an unacceptable increase in traffic.
- Increase in air pollution will result.
- Inadequate infrastructure such as schools, G.P.'s and shops

### **Appraisal**

The majority of issues raised above have been dealt with in the committee report. However, it is worth re-iterating that the proposal is not for all traffic to use a link through Juniper Park, and such a proposal is not supported by officer's due to the adverse impact upon local residents and the adjacent local road network. A restriction to public transport use only should also help make the route more attractive to customers.

Highways England have not requested a contribution towards M6 J3 improvements as no request is justified.

Furthermore, contributions have not been adjusted due to a viability argument, contrary to the assertion above.

The condition relating to noise assessments has been slightly amended in order to make the requirements clearer for future commercial operators. Environmental Protection endorse the change.

### **Additional/Amended Conditions**

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 relating to the impacts from the employment land on 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. The reports will include details of any required measures to mitigate the impact upon residential occupiers.

(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.

