

Planning Committee Report	
Planning Ref:	OUT/2019/0022
Site:	Land at Fivefield Road and Tamworth Road
Ward:	Bablake
Proposal:	Outline application for the demolition of all existing buildings and the erection of up to 550 dwellings and creation of associated vehicular accesses to Tamworth Road and Fivefield Road, pedestrian/cycle and emergency accesses, diversion of public rights of way, highway improvements to Fivefield Road, parking, landscaping, drainage features, open space and associated infrastructure, with all matters to be reserved except access points into the site.
Case Officer:	Nigel Smith

SUMMARY

The application is for residential development of up to 550 dwellings and creation of associated vehicular accesses to Tamworth Road and Fivefield Road, pedestrian/cycle and emergency accesses, diversion of public rights of way, highway improvements to Fivefield Road, parking, landscaping, drainage features, open space and associated infrastructure.

All detailed matters are reserved except for access, which is to be considered in detail as part of this proposal.

The main issues to be considered are the principle of development; impact on the landscape / character of the area; heritage; highway considerations; drainage and flood risk; air quality; ancient woodland; green infrastructure; and developer contributions.

BACKGROUND

The site was previously designated Green Belt land; however, it was removed from the Green Belt following adoption of the Local Plan after independent examination by an Inspector at the Local Plan Examination in Public. The site is allocated as part of a Sustainable Urban Extension (herein after referred to as the SUE) under Policy DS4 (Part C) of the Coventry Local Plan 2016. The specific housing requirements are allocated under Policy H2:1 of the Coventry Local Plan, 2016.

This application site forms part of the overall SUE allocation. The Coventry Local Plan, 2016 was formally adopted on 5th December 2017 and came into force on 6th December 2017.

KEY FACTS

Reason for report to committee:	More than 5 representations contrary to recommendation
Current use of site:	Agriculture
Proposed use of site:	Residential
Maximum number of dwellings:	550
Area of site:	27.3 hectares
Percentage of site to be developed (houses, gardens and roads:	51.3%

RECOMMENDATION

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; and

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.

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 ancient woodland.
- The proposal makes provision for necessary developer contributions.
- The proposal accords with Policies DS1, DS3, DS4, H1, H2, H3, H4: H6, H9, GE1, GE3, GE4, DE1, HE2, JE7, HW1, AC1, AC2, AC3, AC4, AC5, EM1, EM2, EM3, EM4, EM5, EM6, EM7 and IM1 of the Coventry Local Plan 2016, together with the aims of the NPPF.

BACKGROUND

APPLICATION PROPOSAL

The outline application is for up to 550 dwellings, spread across the two parcels of land. The small parcel would be split into two sections, either side of a single detached dwelling, which fronts Tamworth Road. This section would also run behind Keresley Garage and a pair of cottages. Access to this parcel would be provided from two points, with one to the north of the cottages and another between the detached dwelling and Keresley Wood care home.

The main parcel will be split by a watercourse known as Hall Brook. The western half will be accessed from Tamworth Road, to the south of the care home. The eastern parcel will be accessed from Fivefield Road. The proposed parameter plans indicate that a swathe of land either side of the Hall Brook would be retained as green infrastructure, including public open space, sustainable drainage and play areas, as well as a public right of way. A strip of land would be left undeveloped adjacent to the ancient woodland, as well as a linear area of public open space to the north east of the site, covering a large gas main easement. To the south eastern corner of the site, an area would be left undeveloped below high voltage electricity wires and also safeguarded for provision of a section of the Keresley link road. An existing public right of way, running east-west across the site, will be retained on its current course, whilst another right of way running north-south, from Fivefield Road, would be diverted closer to the ancient woodland before re-joining its course adjacent to the Hall Brook. Vehicular and pedestrian links are also indicated from the Taylor Wimpey development site, immediately to the south.

Development is proposed on 13.72ha of the site, which equates to 51% of the site area. The remainder will be formal and informal open space including sustainable drainage, woodland buffer, planting and children's play areas.

The proposal is supported by an Environmental Statement, with chapters covering the following issues: Flooding, hydrology and water resources; biodiversity; cultural heritage; landscape and visual; traffic and transport; air quality; noise and vibration; and agricultural land quality.

SITE DESCRIPTION

The site consists of two separate parcels of land, within the allocated Keresley Sustainable Urban Extension (SUE). The smaller has an area of 3.02 hectares and the larger an area of 24.28 hectares, giving a total of 27.3 hectares. The smaller site is located between Tamworth Road and ancient woodland known as Pikehorne Wood and The Alders. The larger site stretches from Tamworth Road to Fivefield Road across Hall Brook.

The site comprises several fields, mainly in agricultural use, bounded by hedgerows, trees and fences. Hall brook runs through the centre of the site, from north west to south east. A public right of way (PROW) runs south from Fivefield Road to the Hall Brook and then follows the streams course in a south easterly direction. Another public right of way crosses the site in a roughly east to west alignment. Two high pressure gas pipelines and an overhead 33kV electricity line also cross the site. The site slopes down towards the brook from both sides, as well as sloping down to the south east.

PLANNING HISTORY

There are no relevant historic planning applications on this site, however, the following application was on adjacent land within the SUE and is considered relevant:

Application Number	Description of Development	Decision and Date
OUT/2014/2282	Outline application for the erection of up to 800 dwellings, with associated Local Centre comprising Convenience Store (Class A1) Retail/Commercial Units (Class A1, A2, A3, A5 and/or D1); a Primary School; Public Open Space (including equipped play area); allotments; nature conservation area; and landscaping; with all matters reserved except for means of vehicular access to the site from Tamworth Road and Bennetts Road South.	Granted (2018)

POLICY

National Policy Guidance

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

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

Local Policy Guidance

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

- Policy DS1: Overall Development Needs
- Policy DS3: Sustainable Development Policy
- Policy DS4: (Part A) – General Masterplan Principles
- Policy H1: Housing Land Requirements
- Policy H2: Housing Allocations
- Policy H3: Provision of New Housing
- Policy H4: Securing a Mix of Housing
- Policy H6: Affordable Housing
- Policy H9: Residential Density
- Policy GE1 Green Infrastructure
- Policy GE3: Biodiversity, Geological, Landscape and Archaeological Conservation
- Policy GE4: Tree Protection
- Policy JE7: Accessibility to Employment Opportunities
- Policy DE1 Ensuring High Quality Design
- Policy HE2: Conservation and Heritage Assets
- Policy AC1: Accessible Transport Network
- Policy AC2: Road Network
- Policy AC3: Demand Management
- Policy AC4: Walking and Cycling
- Policy AC5: Bus and Rapid Transit
- Policy EM1: Planning for Climate Change Adaptation
- Policy EM2: Building Standards
- Policy EM3 Renewable Energy Generation

Policy EM4 Flood Risk Management
Policy EM5 Sustainable Drainage Systems (SuDS)
Policy EM7 Air Quality
Policy IM1: Developer Contributions for Infrastructure

Supplementary Planning Guidance/ Documents (SPG/ SPD):

SPG Design Guidelines for New Residential Development
SPD Delivering a More Sustainable City
SPD Coventry Connected
SPD Sustainable Urban Extension Residential Design Guidance
SPD Tree and Development Guidelines
SPD Air Quality

CONSULTATION

No Objections received from:

- Warwickshire County Council (Education)
- Natural England
- Nuneaton and Bedworth Borough Council
- Health and Safety Executive
- Sustainability services (CCC)

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

- Cadent Gas – no habitable building within 14m of the high-pressure gas pipeline which crosses the site
- Conservation (CCC) – recommend recording of historic air raid shelter and stable block, prior to demolition
- Environmental Protection (CCC) – recommend conditions relating to land contamination (remediation and verification reports), noise reports, a construction management plan (CEMP) and air quality (low NO_x boilers and electric vehicle charging for each dwelling).
- Ecology – recommend a minimum buffer of at least 15m to ancient woodland with no raised built form within 10m of the outer edge of the buffer. Construction Environmental Management Plan (CEMP) and Landscape Ecological Management Plan (LEMP) recommended. Also, conditions requiring lighting details and additional surveys for great crested newts and grass snakes are recommended.
- Economic growth (CCC) – condition regarding local employment in construction recommended
- Education (CCC) – request contributions towards primary, secondary, post 16 and SEN provision
- Highways (CCC) – request contributions towards the Keresley SUE link road; public rights of way; traffic monitoring; cycling; mobility credits; and public transport as well as conditions regarding construction management plan; site access details, including the blocking of Fivefield Road to through vehicular traffic; and public rights of way.
- Housing Policy (CCC) – 25% affordable housing required
- Lead Local Flood Authority (CCC) – recommend a condition requiring detailed drainage plans at reserved matters stage.
- Parks team (CCC) – either at least 3.89 ha of accessible open space to be provided on site or off-site contribution required. At least two LEAPS and one NEAP required on site and a contribution towards teenager provision at Coundon Hall park.
- Warwickshire County Council (Highways) – no objection subject to a contribution of £403,150 towards improvement of M6 junction 3 and subject to a condition restricting

occupation of more than 50 dwellings prior to a junction improvement scheme being completed at Wheelwright Lane / Winding House Lane.

- Sport Team (CCC) – no objections subject to contributions towards swimming pools, sports halls, artificial grass pitches, grass playing pitches and changing facilities.
- Sport England – no objections subject to contributions towards swimming pools, sports halls, artificial grass pitches, grass playing pitches and changing facilities.
- Highways England – request an obligation to be paid to Warwickshire County Council to deliver an improvement scheme at M6 junction 3; recommend conditions requiring a construction method statement and a travel plan.
- NHS Hospital Trust – request £281,629 towards acute and emergency care
- NHS Clinical Commissioning Group – request £367,136 towards primary medical care and healthcare facilities in the area
- West Midlands Fire Service – comment that suitable water supplies and access routes should be provided

Objections have been received from:

- Woodland Trust – objects due to deterioration and disturbance to Pikehorne Wood and The Alders Ancient Semi-Natural Woodland. A buffer zone of 50m is recommended, which should be planted prior to construction commencing.
- North Warwickshire Borough Council – due to concerns about the traffic impact upon the local rural highway network; request that the potential for bus services to extend to Corley and Fillongley be investigated; potential impact upon schools and health services in North Warwickshire.
- Keresley Parish Council – raise the following concerns / objections: the development should not proceed until the SUE primary school is fully funded; sustainable bus transport needs to be provided; scope of the TA not clear; no consent should be granted until the link road is fully funded and start and end dates committed to; public footpaths need to be enhanced and retained; there should be a greater buffer to the ancient woodland;
- Warwickshire Wildlife trust – object due to impact upon ancient woodland and have concerns regarding biodiversity impact assessment calculation and great crested newt mitigation measures. Important hedgerows should be retained.
- Tree officer – recommends a minimum 20-25m buffer to ancient woodland with no development and additional 5-10m buffer until raised development (30m minimum buffer overall); also recommends various trees are retained and detailed assessments are provided with reserved matters applications.

At the time of writing the report comments have not been received from:

- Environment Agency
- Severn Trent Water
- Coal Authority

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

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

- a) Loss of countryside / walking area / high quality farmland / best example of Arden landscape in the County.

- b) Harm to wildlife / loss of habitat and biodiversity. Badgers, bats, newts, deer and many more species use the site.
- c) There is no need for the houses as the ONS figures are wrong. There is no unusual rise in house prices / birth rates / school admissions / A & E admissions / voter numbers / gas use / electricity use in Coventry. Therefore, the Local plan should be reviewed prior to this application being determined.
- d) The roads around the site are already congested and will get worse. This will harm safety for all road users including pedestrians, cyclists and horse riders.
- e) The junctions of Fivefield Road / Bennetts Road and also Fivefield Road / Watery Lane are not safe.
- f) Disruption during construction
- g) The development should not proceed before the relief / link road is built
- h) The buffer zone to the ancient woodland is inadequate. It should be at least 50m or even 100m as advised by Woodland Trust. The development could change the water table / result in light pollution / trampling / domestic pet predation / fly tipping / cross pollination of species.
- i) Noise / air / light pollution will all increase
- j) No commitment to fund required infrastructure, such as schools, healthcare and road improvements.
- k) Loss of riding club
- l) Need safe, lit paths to bus stops
- m) Public Rights of Way should not be diverted
- n) Area suffers from subsidence from coal mining
- o) Development will lead to increased flooding
- p) The site is not sustainable. 10% modal shift target not realistic. Tamworth Road has virtually no bus service and the site is 50m higher than Coventry City Centre, making cycling unattractive. Too far to shops and services.
- q) Loss of trees and hedgerows, including a groups of Scots Pine and horse chestnuts in the field next to Queenswood Court / Keresley Wood care home. Lack of compensation for their loss.
- r) The Amazon warehouse should be included in the traffic assessment
- s) Can the utilities (gas / electric / water) and sewage system cope?
- t) Lack of joined up approach / masterplan
- u) Lack of corridor around Hall brook
- v) More houses should have electric vehicle charging points
- w) Impact upon archaeology

1 letter of support has been received, with no reasons given.

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

- x) Loss of Green Belt. *The site was removed from the Green Belt, as part of the latest Local Plan.*
- y) Loss of house value.
- z) Loss of view.

Cllr Williams raised the following concerns:

- The ONS figures are wrong so he houses are not required
- Loss of prime agricultural land
- Harm to air quality
- Increased traffic

- There is a lack of infrastructure to cope (schools, doctors, where is the relief road going?)
- Harm to Ancient Arden landscape

A further 57 representations have been received, following re-consultation in February 2020, due to additional information and revised parameter plans being received. Aside from those summarised above, additional comments are summarised below:

- There has been a recent fatality of a cyclist on Tamworth Road. They are getting more dangerous all the time. There were four serious accidents in 5 weeks at the start of 2020.
- Impact upon physical and mental health
- The extra houses will support local businesses and provide construction jobs, as well as providing quality and affordable housing, which will attract skilled, educated people to stay in Coventry after graduating.
- If the proposal will harm junction 3 of M6 by providing a link road to it then a serious rethink of the development needs to occur
- The distance to the proposed primary school on Taylor Wimpey's site is too far for a small child to walk twice a day
- There should be more provision for the elderly population
- The current pandemic could change the assumptions made in the Local Plan
- The buffer to ancient woodlands (initial 15m then with roads in front of houses) is still insufficient.
- The whole link road may never be built
- The cedar tree (ref. 7025 in the tree survey) should be retained, as well as the Scots Pine group (refs. 7022, 7023 and 7024)

Any further comments received will be reported within late representations.

APPRAISAL

The main issues in determining this application are principle of development; landscape / visual amenity; heritage assets; highway considerations; flood risk; air quality; ancient woodland; green infrastructure; and contributions.

Principle of development

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.

Policies H2 and R1 allocate the Keresley SUE for development. The policies indicate that 3100 dwellings will be provided within the SUE, as well as two local centres and a primary school. The policies also stipulate that a link road will connect Long Lane and Winding House Lane and that medieval fishponds, ancient woodlands and ancient hedgerows will be retained. It also calls for appropriate screening of existing residential areas and the creation of a publicly accessible green corridor along Hall Brook and enhanced connectivity between ancient woodlands.

Whilst this site will provide solely residential accommodation, it allows space for the SUE link road to travel through its southern section. Furthermore, the primary school and

southern local centre will be located to the south of this site in a previously consented parcel of the SUE. As will be discussed later in this report, the proposal also allows for a publicly accessible green corridor along the Hall Brook.

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 current ONS household projections. Moreover, the Government recently updated its standard method of assessing housing need, retaining its current methodology, but applying a 35% uplift to the number generated by the standard method in the 20 most populated urban centres, including Coventry. Therefore, this argument does not justify deferring a decision on this application until a review of the Local Plan takes place. It has also been suggested that the recent decision of the UK Statistics Authority to undertake a review of the population projections and population estimates produced by the Office for National Statistics and how they are used justifies a deferral of the application. Given that it remains unknown what conclusions the Review will reach, and whether there will be any consequences for the numbers underpinning the Plan, it is not considered appropriate to defer the determination of the application.

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.

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.

In conclusion, the principle of development is considered to be acceptable and in accordance with the Council's adopted Local Plan.

Impact on landscape / visual amenity

A landscape and visual appraisal forms part of the Environmental Statement. This identifies what is known as an area of primary visibility, which is basically the main vantage points of the development site. Each of the main viewpoints are analysed. It is anticipated that the visual effects during construction range from substantial to minor adverse, with the greatest effects being to existing residents on Tamworth Road who have filtered views of the site. These visual effects, whilst remaining adverse, will reduce over time as landscaping matures

and helps to screen new built development. There will be no additional cumulative effects on the landscape through development of the wider Keresley SUE, but there will be moderate adverse visual effects on users of public rights of way to the north east and north west of the site.

In terms of landscape, the site does not lie within, or contain, nationally designated landscapes. It is part of the Warwickshire Arden and comprises an agricultural landscape with some urban edge influences across the western, eastern and southern fringes. The site has no features that could be described as rare in the landscape (although it is adjacent to ancient woodland) and is classified as being of medium value. There is public access into the site from Fivefield Road and from Tamworth Road and residential dwellings along these roads. During construction, existing landscape features to be retained will be protected through the adoption of the CEMP. New landscaping will also be incorporated into the scheme to soften views of the built development and ensure it is in keeping with its surroundings. During construction and on completion there will be moderate adverse effects on the landscape character of the site, however, these will reduce to moderate/minor adverse as new landscaping within the site matures.

Heritage character of the area and Heritage Assets

Local Plan Policy HE2 reflects NPPF policy and states that development proposals involving heritage assets in general and listed buildings in particular, should acknowledge the significance of the existing building and the area by means of their siting, massing, form, scale, materials and detail.

Paragraph 195 of the NPPF states “The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset”.

The heritage assessment submitted with the application, concludes that there would be no impact to the significance of any designated heritage assets. The nearest designated assets are Corley hill fort and 12 listed buildings (within 1km of the boundary of the site). However, the development does not affect the setting of any of these assets.

Turning to non-designated assets, the proposal would result in the loss of some evidence of ridge and furrow medieval farming techniques, an air raid shelter, some hedgerows and a 19th century stable block. It would also adversely affect the setting of a locally listed building known as Keresley Manor, despite this building being partially screened by landscaped boundary planting. None of the effects would be greater than minor adverse and the harm would be outweighed by the economic and social benefits of the development.

A condition to ensure the air raid shelter and stable block are recorded prior to demolition is recommended.

In terms of archaeology the Conservation Officer raised no objection to the scheme. A geophysical survey found no anomalies thought to represent archaeological remains, so no further work is required.

Highway considerations

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

Policy AC3 of the Local Plan acknowledges that the provision of car parking can influence occurrences of inappropriate on-street parking which can block access routes for emergency, refuse and delivery vehicles, block footways preventing access for pedestrians, reduce visibility at junctions and impact negatively on the street scene. Proposals for the provision of car parking associated with new development will be assessed on the basis of parking standards set out in Appendix 5. The car parking standards also include requirements for the provision of electric car charging and cycle parking infrastructure.

Transport Assessment – Junction Assessments

Section 1.4 of the TA lists a series of off-site highway improvements which have been agreed with the promoters of the site of planning permission OUT/2014/2282 (being taken forward under reserved matters application RMM/2019/1030 by Taylor Wimpey). The proposal under consideration here will have further impacts on the junctions in the area.

Junctions have been assessed by mode transport planning within their submitted transport assessment (TA). The TA modelling work has been correlated to the City Council's CASM model analyse the traffic flows through various junctions at specific points into the future:

- a) Scenario 2026 Do Minimum (DM) – baseline with committed development (Inc. 800 consented SUE dwellings) and associated agreed infrastructure improvements;
- b) Scenario 2026 Do Something (DS1) – The 2026 DM scenario PLUS the proposed development of 550 dwellings; and
- c) Sensitivity Test Scenario 2026 DS2 – The 2026 DM scenario PLUS three development sites (the 550 dwellings from the application site, 500 dwellings at Thompson's Farm and up to 450 dwellings East of Bennetts Road).

It was agreed that 4 site access and 8 off-site junctions should be assessed:

Site Access Junctions

- Access Junction 1: B4098 Tamworth Road/North Site Access (Small Parcel)
- Access Junction 2: B4098 Tamworth Road/South Site Access (Small Parcel)
- Access Junction 3: B4098 Tamworth Road/Main Site Access (Large Parcel)
- Access Junction 4: Fivefield Road/Main Site Access (Large Parcel)

Off-Site Junctions

- Junction 1: B4098 Tamworth Road/ Fivefield Road
- Junction 2: B4098 Tamworth Road/Long Lane
- Junction 3: Fivefield Road/Bennetts Road
- Junction 4: Bennetts Road/Watery Lane
- Junction 5: Bennetts Road South/Penny Park Lane
- Junction 6: Long Lane/Brownshill Green Road/B4076 Coundon Wedge Drive/Wall Hill Road
- Junction 7: Bennetts Road South/Sandpits Lane
- Junction 8: Tamworth Road/Sandpits Lane

The site access junctions all operate within capacity in all three scenarios. Off-site junctions 1, 5, 6 and 7 all operate within capacity in all three scenarios.

Off-site Junction 4 – Bennetts Road / Watery Lane: Model outputs have not been provided for the DS2 scenario. However, the proposed Keresley SUE Link Road will cross Bennetts Road close to this junction. In this case the model outputs are not required.

Off-site junctions 2, 3 and 8 exhibit queueing and delay in the following circumstances:

Junction 2 – B4098 Tamworth Road/Long Lane.

A significant delay arises in the 2026 DS2 AM peak on the Tamworth Road North arm (southbound traffic entering the junction from the north). The provision of the Keresley SUE Link Road would not be sufficient to mitigate the impact of the cumulative development therefore further mitigation would be required. However, the junction has been modelled as a single roundabout whereas the likelihood is that two linked roundabouts will be constructed in a dumbbell formation. A S106 contribution has been secured under OUT/2014/2282 for the construction of one of these roundabouts. Two roundabouts have a positive impact on the southbound traffic on Tamworth Road because the Long Lane traffic turning south onto Tamworth Road does not have to use it. As such the queueing and delay associated with the double roundabout scenario is considered acceptable. Coventry City Council has commenced detailed design work to bring forward this junction scheme. The intention is to combine the already secured financial contributions with those proposed for this outline planning application and therefore it is suggested that the applicant contributes a fair and reasonable proportion of the value of the second roundabout scheme as part of the section 106 payments to be secured for the Keresley Link Road.

Junction 3 – Fivefield Road/Bennetts Road

Delays occur in both the AM and PM peaks in the DS2 scenario however it has been proposed that Fivefield Road will be closed to through traffic at some point during the period in which this 550-dwelling site is built out. The implementation of this closure would remove congestion at the Bennetts Road junction so the need to mitigate the impact here would fall away.

Fivefield Road is a narrow lane, essentially rural in character. Its priority junction at Bennetts Road is constrained by properties, with poor visibility, only one fairly narrow footway and little opportunity to improve it within existing highway land. The intensification of use of this junction brought about by the development to the west will lead to an increase in turning activity which can only safely occur until an agreed number of housing units is reached. Whilst the junction may have theoretical capacity and not exhibit significant queueing according to the developer's junction assessment, the highway authority recommends that there should be a limit placed on the number of dwellings served whilst Fivefield Road remains open to through traffic, in the interests of highway safety.

The Highway Authority recommends that a maximum of 200 units be occupied before the Keresley Link Road is constructed and open to traffic between the site and Tamworth Road or Bennetts Road.

Junction 8 – Tamworth Road/Sandpits Lane

This junction is already being improved by CCC with contributions secured under OUT/2014/2282. This improvement scheme has been included in the assessments carried out by mode transport planning but is shown to be operating over capacity in two of the three scenarios (AM of 2026 DM and AM of 2026 DS1). However, once the Keresley SUE Link Road is in place, even with the three housing schemes in place the junction operates

satisfactorily. Because of this, and the commitment of CCC to construct the link road, no further mitigation at this location will be sought. Instead the LHA will be seeking enhancements to sustainable travel modes to reduce the traffic impacts at this junction, particularly in the intervening years before the link road is built. If this proves impossible to achieve, mitigation will need to be provided for the pre-Link Road scenario.

The Keresley SUE Link Road beyond the application site is being promoted by Coventry City Council on the basis that it is to be funded by developments along or adjacent to its proposed route. It was included in the Local Plan process culminating in publication in December 2017.

With this in mind, CCC expects this developer to fund a proportionate part of the Keresley Link Road beyond their site boundary in a similar way to other promoters within the Keresley SUE. Logically, any section of the link road falling within their own site will be built by the developer with the value of this section being deducted from the Link Road total cost.

M6 junction 3

Warwickshire County Council and Highways England have identified that the development of the Keresley SUE, along with numerous other allocated sites within Coventry and Nuneaton and Bedworth, will have an impact upon the operation of junction 3 of the M6. Highways England are particularly concerned that congestion at the junction does not lead to queueing back onto the M6 mainline which has recently been upgraded to Smart Motorway running.

Because no one allocated site generates the need for the improvement, and the cost of the infrastructure on this part of the strategic road network will be significant and beyond the viability of any one allocated site, the Local Highway Authorities have worked together to identify an interim improvement scheme that will be sufficient to accommodate the allocated development sites in the Local Plans. Further growth/development has not been planned for at this stage, although it is acknowledged that a more significant improvement will be required in the medium to long term.

The preliminary scheme design provides for the widening and signalisation of the B4113 Pickards Way approach to the circulatory carriageway. The scheme has been modelled and the results show that based on the build out trajectories for the Local Plan allocated sites the scheme will need to be constructed by 2026. The Keresley SUE application sites that do not currently benefit from a planning consent (2289 dwellings), are forecast to generate 615 trips in the combined AM and PM peaks that will impact on the junction. The pro rata contribution that the remainder of the SUE are required to make has been calculated as £1,676,911. This equates to a cost of £733 per dwelling. Therefore, a total of £403,150 is requested as a contribution towards the M6 junction 3 interim scheme or any other such scheme that may be delivered and which would mitigate for the impact of the development.

Winding House Lane / Wheelwright Lane

The developers transport consultants have carried out modelling for this junction to assess the impact of the traffic flows for the SUE sites. An improvement scheme has been identified and modelled and the results show that this would provide sufficient capacity to mitigate for the impacts of the development. This shall be secured either via condition or a financial contribution. Discussions are ongoing in this respect.

Public Rights of Way

Two public footpaths are affected by the development. Footpath MD15 from Fivefield Road runs generally in a southerly direction for approximately 400m to its junction with Footpath MD13 where it enters from the Taylor Wimpey site to the south west and then continues south east for another 230m before crossing Hall Brook and leaving the site.

Footpath MD13 crosses the site between its junction with Footpath MD15 in a north easterly direction for approximately 180m before leaving the site into a meadow.

Since the initial Highways response in November 2019, the indicative site layout parameters for access have been amended to take account of the routes of the existing public rights of way, and to adapt the layout accordingly. It is suggested that the applicant takes this into account and that the detailed layout, which is a reserved matter, specifically addressing the routes and construction standards needed to allow them to be enhanced to make the development more connected and permeable for non-motorised users. It could well be that either or both of the public footpaths are upgraded in status to bridleways or cycle tracks so that more users can legally access the network. It is also likely that they will need to be constructed as hard-surfaced paths, designed and built to adoptable standards. A section of Footpath MD13 to the east of this site runs through meadows and is not currently subject to any planning applications. Although it may have been allocated as part of the wider SUE the land through which the footpath runs currently suffers the effects of poor resurfacing attempts by the occupier, in conjunction with its use as equine grazing. It would be appropriate to seek a contribution from the applicant towards improving the public footpath to an all-weather surface to connect to Bennetts Road until such time as the land in question separately comes forward for planning permission. The local highway authority would then seek to improve the path using the agreed contribution and it may or may not remain on this alignment if the land is developed.

Public Transport

The current services along Tamworth Road are of such low frequency that they can effectively be disregarded in terms of providing a viable service into the city. At 3 buses per day into Coventry it is not a service that can be relied upon at the moment for flexible travel options. This frequency was correct prior to the CoViD-19 impact so may well be even lower now. This corridor could however provide high quality and relatively fast connection into Coventry without the inconvenience of traffic calming features which Bennetts Road suffers. The provision of a potential loop into the site from Tamworth Road is to be welcomed and this will be especially suited to smaller buses such as demand responsive transport (DRT) vehicles. To ensure that a viable bus service can run along Tamworth Road and serve the development, a financial contribution to fund new bus resources and infrastructure will be required as part of the S106 agreement. Given the current low frequency of services this contribution could be significant but will taper off over time as fare income rises.

Convenient and direct access to Bennetts Road with its more frequent services will encourage residents on the eastern side of the site to use the services along this corridor. The use of demand responsive transport (DRT) in the very early years will mean that all the first dwellings will have access to some form of public transport offer. It would be appropriate to provide public transport access into the development which also links to a high frequency service into Coventry.

The locations of bus stops designed to meet the 400m maximum walking distance will require bus service penetration from more than one direction, including via road infrastructure on other parcels. This will certainly be possible by using DRT vehicles and will inform the layout of the site as part of a future reserved matters application. If any bus stops

and shelters are required within the site it is envisaged that the applicant will construct these as part of the adoptable residential street network.

As part of the proposed developer contributions package the Highway Authority is requesting that a sum of over £1.3M will provide both a new Tamworth Road service and the DRT service.

Residential Travel Plan

It is appreciated that the Travel Plan is a document which the house builder will adopt. That being said, it is important that measures are agreed which are SMART (specific, measurable, achievable, realistic and time-bound). Via discussions between the LHA and applicant's transport consultant it has been agreed that the LHA will be seeking best-in-class incentives towards sustainable travel as opposed to simply mitigating the traffic impact at all junctions. This is crucial at this site because of the recognised constraints on seamless travel into Coventry caused by the existing local road network and a lack of high-quality cycle routes to important destinations.

Highway developer contributions

In the interests of clarity, the following CCC highway related developer contributions have been requested and agreed by the applicant:

Keresley SUE link road	Contribution towards cost of link road	£2,001,608
Public rights of way	Upgrade public footpath from Fivefield Road to Bennetts Road to all-weather (possibly cyclist) standard	£20,000
Traffic monitoring	Cameras at non-signalised junctions	£7,500
Cycling	a) Provide contribution towards cost of cycle superhighway from Long Lane to Holyhead Road	£493,210
	b) Provide contribution towards cost of cycle superhighway from Bennetts Road to Barker's Butts Road	£946,989
	c) Cycle / e-Bike / e-Scooter hire scheme	£20,000
	d) Possible cycle link north of Fivefield Road	£45,100
Mobility credits	Up to 5 years of mobility credits for each household	£599,934
Public Transport	Demand responsive transport service	£206,493
	New Tamworth Road bus service	£1,132,000
Travel plan	TP coordinator	£35,371
	Residential Travel Plan	£14,125
	Travel Plan Monitoring	£6,800
	Traffic surveys to determine progress towards mode shift	£20,318
	Household surveys	£16,544
Total		£5,565,992

Flood Risk

Policy EM4 states that all major developments must be assessed in respect of the level of flood risk from all sources. Policy EM5 states that all development must apply SUDS and encourages discharge to a watercourse if infiltration is not possible.

The entire site falls within Flood Zone 1 (ie. not a flood zone) with only very limited pluvial flood zone close to Hall Brook itself. Therefore, flooding is not a risk to the development.

The submitted assessment demonstrates that discharge via infiltration into the ground is not possible. The site proposes a sustainable urban drainage system (SUDS) with attenuation basins mainly along the Hall Brook corridor feeding surface water into the Hall brook at a Greenfield run off rate, in accordance with the hierarchy in Policy EM5. The Lead Local Flood Authority have raised no objection to the proposal subject to a condition requiring detailed drainage designs. Therefore, it is considered that the proposal meets Policies EM4 and EM5.

Air quality

Policy EM7 states that major development schemes should promote a shift to the use of sustainable low emission transport to minimise the impact of vehicle emissions on air quality. Development will be located where it is accessible to support the use of public transport, walking and cycling. All major development proposals should be suitably planned to design out any adverse impact on air quality.

The submitted Environmental Statement includes an Air Quality chapter, which analyses the impact of the development (including the cumulative impact of the development within the SUE) upon air quality in the area, as well as the air quality within the site. Environmental protection initially raised concerns about some aspects of the assessment and a revised chapter was subsequently submitted. The assessment measures the expected magnitude of change at any given receptor point, and takes that, together with the sensitivity of the receptor point to work out the significance of the effect of the development upon air quality.

The baseline assessment identifies that there are 8 receptors (out of 110) which would exceed the NO₂ target in 2026 without any development occurring. The cumulative assessment (taking into account SUE development including any proposed travel plan measures and SUE highway infrastructure) concludes that there would be adverse cumulative impacts at 16 receptors, beneficial cumulative impacts at 23 receptors with the remaining receptors experiencing negligible impacts.

Environmental Protection are satisfied with both the methodology and results of the assessment and raise no objection to the development. A condition is recommended to ensure a Construction Management Plan is provided to mitigate the impacts of dust during construction. Furthermore, numerous measures are proposed to encourage trips by sustainable modes, as described in the Highways section of the report.

Ancient Woodland

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.

Paragraph 175 of the NPPF states that “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”.

This proposed development site lies within a valley within the Ancient Arden area of Coventry and was previously been managed as agricultural arable land. The site lies south of the adjacent Ancient Semi-Natural Woodlands of Pikehorne Wood and wetland-woodland known as The Alders, which lies adjacent to a medieval fishpond known as the mere. A Local Wildlife Site (LWS) Ecology Survey conducted in 2019 commented that this LWS remains one of the most biodiverse and attractive pockets of land within Coventry, with the wet woodland habitat among the best in Warwickshire. The survey identified several habitats which are scarce and threatened in Warwickshire and particularly rare within Coventry. It refers to four main components to the LWS: 1) Keresley Mere and the surrounding acid grassland, 2) Wet grassland between the mere and The Alders. 3) Wet woodland at The Alders. 4) Dry woodland in Pikehorne Wood. It states that this LWS remains a very attractive mosaic of wet and dry semi-natural woodlands, acid and wet semi-improved grassland and a sizeable wetland, all set in a very rural valley. It recommended the need to maximise the buffer area to this woodland to preserve the beauty of the valley (which is now largely allocated for housing) and ensure the longevity of the woodland area.

The Forestry Commission and Natural England have produced standing advice to assist planning authorities in determining the impact upon ancient woodlands. It states that:

Direct impacts of development on ancient woodland or ancient and veteran trees include:

- damaging or destroying all or part of them (including their soils, ground flora or fungi)
- damaging roots and understorey (all the vegetation under the taller trees)
- damaging or compacting soil around the tree roots
- polluting the ground around them
- changing the water table or drainage of woodland or individual trees
- damaging archaeological features or heritage assets

Nearby development can also have an indirect impact on ancient woodland or ancient and veteran trees and the species they support. These can include:

- breaking up or destroying connections between woodlands and ancient or veteran trees
- reducing the amount of semi-natural habitats next to ancient woodland
- increasing the amount of pollution, including dust
- increasing disturbance to wildlife from additional traffic and visitors
- increasing light or air pollution
- increasing damaging activities like fly-tipping and the impact of domestic pets
- changing the landscape character of the area

Mitigation measures will depend on the development but could include:

- improving the condition of the woodland
- putting up screening barriers to protect woodland or ancient and veteran trees from dust and pollution
- noise or light reduction measures
- protecting ancient and veteran trees by designing open space around them

- identifying and protecting trees that could become ancient and veteran trees in the future
- rerouting footpaths
- removing invasive species
- buffer zones

It goes on to state that “A buffer zone’s purpose is to protect ancient woodland and individual ancient or veteran trees. The size and type of buffer zone should vary depending on the scale, type and impact of the development. For ancient woodlands, you should have a buffer zone of at least 15 metres to avoid root damage. Where assessment shows other impacts are likely to extend beyond this distance, you’re likely to need a larger buffer zone. For example, the effect of air pollution from development that results in a significant increase in traffic.

Where possible, a buffer zone should contribute to wider ecological networks and be part of the green infrastructure of the area. It should consist of semi-natural habitats such as woodland and / or a mix of scrub, grassland, heathland and wetland planting. You should plant buffer zones with local and appropriate native species. You should consider if access is appropriate and can allow access to buffer zones if the habitat is not harmed by trampling. You should avoid including gardens and drainage systems in buffer zones”.

Following a request from Officer’s, a specific assessment of the impact of the development upon the ancient woodland was submitted by the applicant, which concludes that for each potential impact that a minimum buffer of 15m is adequate.

The ecology consultee welcomed the applicant’s assessment but advised that the cumulative impact of a large development such as this on a sensitive, rare and irreplaceable habitat such as an ancient woodland is very difficult to ascertain with confidence, both due to the complexity of layered ecological networks and, perhaps more notably, due to the variables and unknowns of the behavioural patterns of future residents in the proposed housing development. Therefore, ecology recommend the sensitive design of the area of proposed development that abuts the buffer zone. As such, within an additional buffer of 10m from the outer edge of the 15m woodland buffer zone, they recommend only ground-level built form, such as access, cycle-ways and informal or formal public open space areas but would not wish to see raised built form or gardens. They further recommend that planting within the buffer be provided prior to the construction of dwellings, so as to allow for some protection of the woodland during the construction period.

The tree officer is of the opinion that the minimum buffer zone should be 30m, comprised of a minimum 20m initial buffer zone with a further area of sensitive design as per the ecologist recommendations.

The applicant considers that the minimum buffer zone should be 15m. The maximum they consider is necessary is 25m (15m initial buffer +10m sensitive design) given the conclusions of their ancient woodland impact assessment and the potential impact upon housing numbers which could be provided on site.

On balance, it is considered that a 25m buffer (15m + 10m) should be accepted given the lack of evidence that having a larger buffer would result in different impacts and the fact that the site is allocated for housing in the local plan and no mention of minimum buffers is made within the allocation.

Green Infrastructure

Trees

A comprehensive arboricultural survey has been submitted with the application and all trees are either earmarked for retention or removal. All but one Category A tree and 84% category B trees would be retained within the development.

The tree officer further recommends that a group of three Scots Pine trees close to Tamworth Road are retained, as well as an Ash tree adjacent to Tamworth Road; two Horse Chestnuts in an existing horse paddock; and another Ash tree. Out of these, the applicant has agreed to retain the Scots Pine group, even though it will result in the loss of dwellings. Furthermore, one of the horse chestnuts can also be retained in open space. The Ash tree adjacent to Tamworth Road needs to be removed to provide access to the site and the other Ash tree and Horse Chestnut are considered necessary to fell in order to accommodate development.

Biodiversity

A submitted biodiversity impact assessment (BIA) anticipates that the proposal will not result in a net loss of habitat on site. This is due to only 51% of the site being built on, with the remainder left undeveloped or part of green space associated with the development.

Further BIA calculations will need to be submitted with reserved matters applications. The s106 will contain clauses to ensure that such calculations are submitted and ensure that the development either has no net loss or any losses are fully offset.

Protected species

A record of the presence of Great Crested newts is found in a pond at the edge of the site. However, there is enough information to ascertain that the population could be retained with the development and additional surveys should be completed prior to the submission of any reserved matters applications, in order to ensure the latest information is provided and informs a required Natural England licence application and appropriate mitigation.

A single grass snake was found during a survey of the site. Similar to the newts, it is necessary for further surveys to be provided with reserved matters applications in order to inform layouts and any required mitigation.

A sensitive lighting strategy for each phase of development (including during construction) in order to protect foraging and commuting bats.

Open space / play areas

The development achieves well in excess of the minimum 20% open space requirement stipulated by the commentary to Policy H9. It also provides far more than the 3.89ha required by the parks team. Therefore, in terms of quantum, the development provides enough open space and no offsite contribution is required. Furthermore, children's play areas (LEAPS and a NEAP) are to be provided on site. However, a contribution has been negotiated towards provision for teenage facilities (such as MUGA's / skate parks / BMX or pump tracks) at the nearby Coundon Hall park, as this level of provision is best provided a reasonable distance away from houses in a larger park.

Developer Contributions

Policy IM1 'Developer Contributions for Infrastructure' states that development will be expected to provide, or contribute towards provision of: a) Measures to directly mitigate its impact and make it acceptable in planning terms; and b) Physical, social and green infrastructure to support the needs associated with the development.

The development would trigger the need for the following contributions to be secured under a Section 106 Legal Agreement, in addition to the highway related contributions listed in the relevant chapter, above. The heads of terms are as follows:

Parks (CCC)	MUGA or similar at Coundon Hall Park	£80,719
Education (CCC)	Primary school (on wider SUE site)	£1,190,000
	Primary SEN	£75,888
	Secondary at PK or Coundon Court	£2,116,928
	Post 16 at PK or Coundon Court	£416,962
	Secondary and Post 16 SEN	£107,697
NHS (CCG)	Primary care and healthcare estate within 3 miles of SUE	£293,306.60
NHS (hospital trust)	Acute and emergency care	£281,629
Sport Team (CCC)	Sports hall / swimming pools at public leisure development in NW of City	£503,178
	Artificial grass pitch at either President Kennedy or Woodlands school sites	£49,736
	Grass playing pitches and changing facilities at Coundon Hall Park	£553,003

The developer has also agreed to provide 25% affordable housing on site, in accordance with Policy H6.

The developer has agreed to the requested contributions, which are considered to be compliant with the Community Infrastructure Regulations.

Other issues

Given the agricultural history of the site, land contamination reports will be required to be submitted by condition, to protect the amenity of future occupiers.

Similarly, noise reports will be required to be submitted with reserved matters applications in order to identify any mitigation / specific ventilation / glazing specification measures when detailed layouts are known. The main noise source is road traffic.

Aside from the impacts of construction upon neighbouring residents, which will be partially mitigated by a construction method statement or management plan, the more refined impacts upon residential amenity (such as privacy, outlook and overlooking) will be dealt with through the reserved matters process when detailed layouts are submitted for consideration.

Equality Implications

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

- (1) A public authority must, in the exercise of its functions, have due regard to the need to:
 - a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
 - b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
 - c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

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

Conclusion

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 considerations 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 flooding, heritage assets, character of the area, air quality, highway safety, ancient woodland, 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, HW1, GE3, GE4, DE1, HE2, AC1, AC2, AC3, AC4, AC5, EM1, EM2, EM3, EM4, EM5, EM6, EM7, JE7 and IM1 of the Coventry Local Plan 2016, together with the aims of the NPPF

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. Approval of the details of the appearance, layout, scale, landscaping and access to land to the south, including the Keresley link road (hereinafter called ""the reserved matters""") shall be obtained from the local planning authority in writing before any phase of development is commenced and the development within that phase shall be carried out in full accordance with those reserved matters 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 5 shall be made to the Local Planning Authority before the expiration of 3 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 7 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 take place within two years from the date of approval of the last of the reserved matters to be approved for the relevant phase.

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

4. The reserved matters shall be carried out in accordance with the following approved plans: Access and Infrastructure Parameters Plan PL010 F; Land Use and Green Infrastructure Parameters Plan PL009 C; Site access junctions contained in Appendix E of Transport Assessment dated December 2018; and shall have full regard to the Sustainable Urban Extension Design Guidance SPD and include the following specific requirements:

- (i) provision of at least two LEAP's and one NEAP;
- (ii) retention of T7022, T7023 and T7024 as well as the other trees, tree groups and hedgerows indicated for retention in the submitted Tree Survey by FLAC dated December 2018;
- (iii) Inclusion of car club spaces for the SUE wide car club;
- (iv) Provision of bus stops and provision for bus penetration of the site;
- (v) Provision of cycle hire storage facility.

Reason: *For the avoidance of doubt and in the interests of achieving sustainable development, having particular regard to the potential impact of the development in accordance with Policy DS3 of the Coventry Local Plan 2016.*

5. Prior to the commencement of the development hereby permitted, a site wide phasing programme shall be submitted to and approved in writing by the Local Planning Authority, which shall include:
 - The whole ancient woodland buffer in Phase 1 of the development;
 - Details of the precise location and extent of individual development phases;
 - The extent of development within each phase and a description of the intended timing of development and completion of each phase;
 - Permanent and temporary access arrangement to serve each phase of development;
 - Any interim surface or boundary details relating to each phase of development;

- Timings of provision of Green Infrastructure and footpath / cycle routes within each phase;
The development shall only be carried out in full accordance with the approved site wide phasing programme.

Reason: *To ensure that in the event of the development being carried out on a phased basis, satisfactory access and interim environmental treatment is provided to address the impact in the interests of public safety and amenity in accordance with Policies DS4, DE1, AC1 and AC2 of the Coventry Local Plan 2016*

6. No habitable buildings shall be erected within 14m of the high pressure gas pipeline, which crosses the site

Reason: *In the interests of health and safety of future occupiers in accordance with Policy H3 of the Coventry Local Plan 2016.*

7. No demolition shall commence unless and until a written scheme of investigation which shall detail a programme of historic building recording and analysis of the existing air raid shelter and stable block has been submitted to and approved in writing by the Local Planning Authority. The development shall only proceed in full accordance with the approved details.

Reason: *The submission of these details prior to the commencement of development is fundamental to ensure that an appropriate record is made of the historic building fabric that may be affected by the development 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.*

8. Any gas boilers installed on site shall have a dry NOx emission rate of no more than 40mg/kWh. One electric vehicle recharging point per dwelling shall be provided prior to occupation and shall not be removed or altered in any way and shall be kept available for such use by residents 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.*

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

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

10. The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development within that phase, other than that required to carry out the remediation. The Local Planning Authority must be given two weeks

written notification of commencement of the remediation scheme works.

Prior to occupation of the development within that phase, and following completion of the measures identified within the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced and submitted to the local planning authority for approval.

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.*

11. 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 and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition No.9, which shall be submitted to and approved in writing by the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with condition No.10.

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.*

12. Noise assessments shall be submitted with reserved matters applications for each phase of development. The assessments will demonstrate by calculation that internal noise levels for the proposed residential property meet the 'Good' criteria set out in British Standard 8233 'Sound Insulation and Noise Reduction for Buildings' together with any mitigation measures that are required to achieve this. The report shall also demonstrate that outdoor garden and leisure areas associated with this development meet the 55dB limit as required by the World Health Organisation (WHO). Prior to the first occupation of the buildings any necessary mitigation measures shall have been implemented in full accordance with the recommendations of the noise assessment and thereafter shall not be removed or altered in any way.

Reason: *To protect the amenities of future occupiers from road traffic noise and general disturbance in accordance with Policy H3 of the Coventry Local Plan 2016.*

13. No development (including any demolition) shall take place within any 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 of development. The CMP shall include details of:
 - hours of work;
 - hours of deliveries to the site;
 - the parking of vehicles of site operatives and visitors during the demolition/construction phase;
 - the delivery access point and routes for HGV's to access the site from the West Midlands Key Route Network;
 - the loading and unloading of plant and materials;
 - anticipated size and frequency of vehicles moving to/from the site;
 - the storage of plant and materials used in constructing the development;
 - the erection and maintenance of a security hoarding including decorative displays and facilities for public viewing where appropriate;

- wheel washing facilities and other measures to ensure that any vehicle, plant or equipment leaving the application site does not carry mud or deposit other materials onto the public highway;
- measures to control the emission of dust and dirt during demolition and construction;
- measures to control the presence of asbestos;
- measures to minimise noise disturbance to neighbouring properties during demolition and construction;
- details of any piling together with details of how any associated vibration will be monitored and controlled; and
- a scheme for recycling / disposing of waste resulting from demolition and construction works.

Thereafter, the approved details within the CMP shall be strictly adhered to throughout the construction period and shall not be amended in any way.

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

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

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

15. Prior to the first occupation of the development within any phase hereby permitted a Landscape and Ecological Management Plan (LEMP) shall be submitted to and approved in writing by the Local Planning Authority. The content of the LEMP shall include the following:
- a) Description and evaluation of features to be managed;
 - b) Ecological trends and constraints on site that might influence management;

- c) Aims and objectives of management, including mitigation and enhancement for species identified on site;
 - d) Appropriate management option for achieving aims and objectives;
 - e) Prescriptions for management actions;
 - f) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a ten-year period);
 - g) Details of the body or organisation responsible for implementation of the plan, along with funding mechanism(s) for that body or organisation;
 - h) Ongoing monitoring and remedial measures, including where monitoring shows that conservation aims and objectives of the LEMP are not being met.
- The LEMP plan shall be implemented in strict accordance with the approved details within three months of the first occupation of the development and thereafter shall not be withdrawn or amended in any way.

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

16. The results of additional surveys for Great Crested Newts and Grass Snakes shall be submitted together with the the first reserved matters submission pursuant to this permission. The surveys shall be carried out by a suitably qualified ecologist and the report shall include details of any required mitigation and timings. Any approved mitigation measures shall be implemented in full in accordance with the approved documentation.

Reason: *To ensure that protected species are not harmed by the development in accordance with Policy GE3 of the Coventry Local Plan 2016 and the advice contained within the NPPF 2018.*

17. There shall be a buffer of at least 15m from the ancient woodland boundary, where no development is permitted. No buildings shall be permitted within 25m of the ancient woodland boundary.

Reason: *In order to safeguard important habitat on or adjacent to the site in accordance with Policy GE3 of the Coventry Local Plan 2016 and guidance contained within the National Planning Policy Framework.*

18. Prior to the installation of any street lighting or any external lighting to be fixed to any building, an external lighting strategy (including a plan) shall be submitted to and approved in writing by the Local Planning Authority. The strategy shall demonstrate that lighting shall be kept to a minimum at night in order to minimise impact on emerging and foraging bats, and to restrict light spillage onto foraging corridors and the ancient woodland. The lighting shall be installed in full accordance with the approved strategy and all lighting thereafter shall be subsequently maintained in strict accordance with the approved details.

Reason: *To ensure that protected species are not harmed by the development in accordance with Policy GE3 of the Coventry Local Plan 2016 and the advice contained within the NPPF 2018.*

19. The following shall be submitted to the Local Planning Authority together with reserved matters applications for each 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; Specialised Survey Method Levels 1-6 of the site's Veteran trees (ecologically defined) to include Hedgerow stand Ash T7080, Woodland boundary Crack Willow immediate north of TG 7024 to Tree Survey, x2 Ash (located east of WG7001 marker) shown at 430 and 500mm dbh to east ditch and bank boundary, and Ash T7093 to east of Alders ditch and bank boundary.

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 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.*

20. No more than 200 dwellings shall be occupied unless:

(i) vehicular access is also available from Tamworth Road, via the Keresley link road; and

(ii) the Keresley link road extends to the Eastern boundary of the application site; and

(iii) Fivefield Road is closed to through traffic in accordance with details to be submitted to and approved in writing by the local planning authority.

Reason: *In the interests of highway safety in accordance with the aims and objectives of Policies AC1 and AC2 of the Coventry Local Plan 2016.*

21. None of the dwellings hereby permitted shall be occupied unless and until the car parking provision for that dwelling has been constructed or laid out, and made available for use by the occupants and / or visitors to the dwellings and thereafter those spaces shall be retained for parking purposes at all time and shall not be removed or altered in any way.

Reason: *To ensure the satisfactory provision of off-street vehicle parking facilities in accordance with the Council's standards and in the interests of highway safety and the satisfactory development of the site in accordance with Policies AC1, AC2 and AC3 of the Coventry Local Plan 2016.*

22. Notwithstanding any approved details, no development of vehicular accesses shall commence on the relevant land parcel until the engineering details of the site accesses to the following land parcels have been submitted to and approved in writing by the local planning authority:
- (i) Tamworth Road northern parcel
 - (ii) Tamworth Road central parcel
 - (iii) Tamworth Road main parcel (site access and emergency access)
 - (iv) Fivefield Road parcel (site access and emergency access)
- No dwellings shall be occupied within the relevant parcel until the approved works have been completed in accordance with the approved details.

Reason: *In the interests of highway safety in accordance with Policies AC1 and AC2 of the Coventry Local Plan 2016.*

23. The development hereby permitted shall only proceed in strict accordance with a scheme for targeting and utilising local people for construction and employment, which shall be submitted to and 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.*

24. No development shall commence within a phase unless and until a Sustainable Building Statement has been submitted to and approved in writing by the Local Planning Authority. The statement shall demonstrate how the requirements of Local Plan Policy EM2 (Building Standards) have been met. The development within that phase 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.*

25. Notwithstanding the Flood Risk Assessment and Drainage Strategy, the following shall be submitted to the local planning authority together with each reserved matters application:
- (i) A scheme for the provision of surface water drainage, incorporating SuDS 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%. The discharge rates for brownfield sites shall be considered as greenfield in accordance with the SFRA;
 - (iv) Evidence 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) Surface water attenuation is to be located outside the 1 in 100 pluvial and fluvial flood extents;
 - (vii) All 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;

(viii) Single discharge points will be discouraged on larger sites, as discharge points are to

be located to best mimic the natural discharge condition;

(viii) A minimum 5m way leave must be provided from the top bank of any ordinary watercourse and open water bodies;

(ix) 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. Evidence of existing groundwater levels and 12 month seasonal variation monitoring to inform the drainage design to ensure the development will not increase or cause groundwater flood risk on site or offsite;

(x) The development must be considered for the implementation of permeable paving or similar permeable material for the management of total surface water flows, and water filtering;

(xi) 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;

(xii) 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;

(xiii) 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;

(xiv) Foul drainage plans.

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

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

