

Planning Committee Report	
Planning Ref:	OUT/2019/0484
Site:	Thompsons Farm, Thompsons Road
Ward:	Bablake
Proposal:	Outline permission for the erection of up to 500 residential dwellings with all matters reserved with the exception of access and comprising of: The demolition of Thompsons Cottage and associated buildings; Provision of green infrastructure including strategic open space, sustainable urban drainage, green networks, play space and associated structural and general landscaping; A vehicular access point and emergency access point onto Bennetts Road North; Network of pedestrian and cycle routes; and All associated infrastructure and enabling works
Case Officer:	Dean Leadon

SUMMARY

This is an outline application for development of agricultural land allocated for residential development within the Keresley Sustainable Urban Extension (SUE). The proposal is to redevelop the site for up to 500 residential dwellings of mixed size, tenure and type. This application deals with vehicular access/egress for the site and includes demolition of the existing cottage located off Bennetts Road North and associated buildings. The provision of green infrastructure and a network of pedestrian and cycle routes with associated infrastructure also form part of the proposals.

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; highway considerations; drainage and flood risk; air quality; green infrastructure; and developer contributions.

BACKGROUND

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

The application site was allocated for residential development via the Coventry Local Plan adopted in December 2017 as part of the SUE at Keresley. The Keresley SUE was identified to deliver 3,100 new homes

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:	500
Area of Site:	20.7ha
Percentage of site to be developed (houses, gardens and roads:	74%

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, air quality, ancient woodland or ecology.
- 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 application is for up to 500 dwellings with primary vehicular access to the site proposed on the west side Bennetts Road North and a secondary emergency access also proposed further south. The primary access would be located approximately 20m north west of the junction with Grove Lane which is located on the opposite side (west side) of Bennetts Road North. The emergency access would be located approximately 30m south of the junction with Grove Lane. Both of these accesses are directly opposite existing semi-detached housing located on the east side of Bennetts Road North. The primary access would link to a central avenue within the application site (subject to detailed design).

The green infrastructure within the site would be located within various areas. At the northern corner of the site an attenuation basin is proposed which would attach to an existing area of vegetation on the north east corner. To the North West boundary, a green swathe of vegetation would be provided with the existing vegetation being retained and further green landscaping being introduced. This would provide a green buffer between the development and the adjoining playing fields and Lower Rock Farm by further green infrastructure. To the east of the existing pond (to be retained) which sits immediately to the south of the proposed 'central avenue' two further attenuation basins with additional landscaping are proposed. Immediately to the west of the pond is the indicative location of a play area. Further landscaped areas are proposed to the south east and southern corners of the site including a further attenuation basin. All of the landscaping is subject to detailed design although the parameters would be fixed by the relevant parameters plan.

The application proposes a mix of housing types, tenure and size to be clarified at the detailed design stage. The parameter plan submitted limits the housing to 2 storeys in height on the boundaries of the site with the exception of the north east corner near to the proposed access where dwellings would be between 2 and 3 storeys in height. The 'central avenue' would be limited to between 2 and 3 storey height with building heights being 2 to 2.5 storey further within the site.

Of the 20.7ha site 5.4ha is undeveloped which equates to 26% of the site comprising formal and informal open space including sustainable drainage, landscaped buffer, planting and a children's play area.

The proposal is supported by an Environmental Statement, with chapters covering the following issues: socio economic issues, landscape and visual issues, ecology and nature conservation, archaeological and cultural heritage, ground conditions, water resources, transport and access, noise and vibration, and air quality.

SITE DESCRIPTION

The site which sits on the administrative boundary with North Warwickshire is located on the western side of Bennetts Road North and to the North of Thompsons Road. The site is the northern most site within the Keresley SUE. The surrounding area is mixed in nature with pockets of commercial uses within close proximity to the application site. Immediately to the north of the site is a farm and playing fields. Existing housing is located

to the east and to the south of the site on Thompson’s Road. Immediately to the west is existing agricultural woodland.

The site is currently agricultural arable land and gently undulates with the lowest point located towards the centre of the eastern boundary. The site is divided into small fields separated by small hedgerows and related hedgerow trees. On the northern boundary is an existing hedgerow with trees which will be retained. Similarly, the existing hedgerow to the western boundary will be retained. Towards the centre of the site is an existing pond which the applicant intends to retain.

PLANNING HISTORY

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

Application Number	Description of Development	Decision and Date
R/2005.0789	Change of Use from arable land to sports playing field in association with existing rugby football club(Bennetts Road North)	Approved 8 th July 2005
SCO/2018/3007	Scoping Opinion for Proposed development of up to 500 dwellings(Thompsons Road, Thompsons Farm)	Decision 21 st December 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

CONSULTATION

No Objections received from:

- Sustainability
- Ramblers Association
- Planning Policy
- Natural England
- Housing and Policy
- Environment Agency
- Conservation

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

- Highways England
- Coventry City Highways
- West Midlands Fire Service
- Sport England
- Education
- Lead Local Flood Authority
- Warwickshire County Council (Highways)
- Trees
- Sport and Active Recreation
- Skills and Employment
- Parks Service
- North Warwickshire Borough Council

- Nuneaton and Bedworth Borough Council
- NHS (Community Care Group)
- NHS (Acute and Emergency Care)
- Environmental Protection
- Ecology
- Public Right of Way Officer

Objections have been received from:

- Transport for West Midlands

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

- Severn Trent Water
- Coal Authority
- Archaeology

Immediate neighbours and local councillors have been notified; site notices were posted and a press notice was displayed in the Coventry Telegraph on 14th March 2019. Further notification letters were sent out on 22nd October 2019 following receipt of amended plans and additional information.

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

- a) That the proposal would be to the detriment of the adjoining Ancient woodland and Ancient Arden Landscape
- b) That the loss of Greenbelt is not necessary due to the inaccurate population boom
- c) That the proposal would impact on local health
- d) That the proposal would greatly reduce biodiversity
- e) That too much traffic would be created
- f) That Air pollution would be increased to unsuitable levels
- g) Road safety concerns
- h) That the proposal would harm wildlife
- i) Lack of an infrastructure strategy to the detriment of existing infrastructure
- j) That the proposal would result in a loss of privacy
- k) There is an insufficient Buffer from the development to the ancient woodland
- l) The existing Drainage is poor
- m) The design of the proposal is substandard
- n) There is no cycle route proposed
- o) There is no provision for recreation
- p) There would be an increase in crime as a result of the proposal.
- q) There is no greenspace or allotment space.
- r) That the number of houses being built are not required due to external factors such as Brexit

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

- s) People will not be able to afford the new houses
- t) The houses should be built on brownfield land
- u) Equestrian access rights are allegedly required for Thompsons Road

Councillor Williams has raised the following concerns:

- That the proposal is unsustainable due to the number of dwellings proposed and the lack of amenities with only one entrance to the site.
- Traffic is already a problem on Bennetts Road North and this will make it worse and if Traffic is heading into Coventry it will have to use the already congested Bennetts Road South.
- There is no provision for a primary school or doctors and no thought has been given to the infrastructure generally required to accommodate the development
- That the T Junction does little to slow traffic down.

A question was also raised as to if the cottage demolished for access was done so unnecessarily.

Councillor Birdi has raised general concerns in respect of highways, the impact on the NHS and housing densities.

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.

The site is allocated for development by Policy H2, as part of the Keresley SUE. The policy states that the allocation will provide: 3100 dwellings; two local centres, a two-form entry primary school and contributions towards a secondary school. Surrounding junction improvements are also required as are retention of relevant ecological features and enhancement of screening to existing residential areas. Furthermore, a distributor link road connecting Long Lane and Winding House Lane is required to be fully operational prior to the full completion of the SUE. The new primary school is located elsewhere within the SUE within the Taylor Wimpey site. The Link Road does not pass through the application site but a S.106 contribution has been made towards its construction. The proposal also makes a planning contribution towards required junction improvements and retains and enhances ecological features as appropriate.

Policy R1 allocates two new local Centres for inclusion within the Keresley SUE. The southern local centre already benefits from outline planning permission and will be provided adjacent to Bennetts Road as part of the land currently being developed by Taylor Wimpey. Prior to the submission of this application, discussions were had regarding whether or not a northern local centre should be provided on this site. After detailed consideration, it was decided by officers that it was not essential to provide a northern local centre within the SUE, due to the presence of some local shops / services within Keresley End village.

Arguments have been made regarding the impact of Brexit in 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 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 the impact upon the surrounding area of the proposal.

Overall, the Proposed Development will result in some limited impacts at a localised level. The scale and form is likely to result in impacts which are limited to the site area and its immediate context, which generally include the settlement edge of Keresley End at Bennetts Road North and Thompsons Road.

A range of landscape and visual receptors have been tested and impacts have been identified for both landscape character and for visual receptors. This includes an iterative process whereby potential impacts have informed the landscape strategy for the site and mitigation has become ingrained in the Proposed Development.

The residual impacts identified as part of this process highlight that the greater degree of impact relates to the site and to a very localised area immediately adjacent to the site; the effect on potential receptor groups in the wider landscape context will be generally very limited.

Overall landscape and visual effects are not considered to be significant and consequently, on balance, the Proposed Development is considered acceptable in landscape and visual terms.

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

The application is accompanied by a Transport Assessment (TA) with junction assessments being reviewed against agreed future year scenarios taking into consideration the scenarios of other sites being built and then with the Keresley Link Road. The following junctions are relevant in this regard.

Site Access Junctions

Junction 1 is the Site Access/Bennetts Road North/Grove Lane Roundabout. The proposed access to the site was repositioned in November 2019 following an issue in term of securing the required visibility for highway safety purposes. The resulting priority junction has now been assessed and is considered a suitable access to the site from both a capacity and safety point of view. The site access has been through various amendments which have improved road markings, crossing points and swept paths of vehicles accessing the site. The Highway Authority are now satisfied that the access as designed can accommodate the sorts of vehicles typical of a residential development of this scale.

Off Site Junctions

The impact of the proposed development on the following off-site junctions has been assessed:

Junction 2 B4098 Tamworth Road/Fivefield Road

Junction 3: Bennetts Road/Sandpits Lane

Junction 4: Bennetts Road South/Penny Park Lane

Junction 5: B4098 Tamworth Road/Green Road/The Scotchill/B4098 Keresley Road

Junction 6: Parkville Highway/Parkgate Road/Beake Avenue/Penny Park Lane

Junction 7: Long Lane/Brownhill Green Road/B4076 Coundon Wedge Drive/Wall Hill Road

The flow data has been assessed for all of the off-site junctions and a November 2019 response from PJA shows that these junctions would operate with spare capacity in the 2026 future year scenarios. The Local Highway Authority's assessment of these

proposals concludes that there are no further issues to report in terms of junction capacity.

Highway Safety – The local highway authority is content with the details of the collision data and accept that no highway safety concerns have been presented which would require further assessment.

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.

Public Right of Way

The applicant is aware that a claim has been made to add a bridleway to the definitive map along Thompson's Lane and that if this claim is successful then the LHA would expect a financial contribution from the developer to bring the route up to a suitable standard for horse riders, cyclists and pedestrians. Such a contribution will be part of a section 106 legal agreement between the developer and the City Council. The required contribution is included in the highway developer contributions table below.

Residential Travel Plan

A Travel Plan also accompanies the application. This has been prepared in accordance with the guidance set out in the Department for Transport's publications 'Good Practice Guidelines: Delivering Travel Plans through the Planning Process' (April 2009) and 'Making Residential Travel Plans Work: Guidelines for New Development' (September 2005).

The principal objective of a Travel Plan is to reduce the amount of single occupancy car travel to and from a site. This objective can be achieved through a package of measures that seek to:

- Reduce reliance on the car through the reduction in the length and number of motorised journeys, in particular those carried out in single occupancy vehicles.
- Promote the use of alternative means of travel which are more sustainable and environmentally friendly.
- Reduce emissions.

A number of measures have been taken following the submission of the Travel Plan and subsequent discussions with the local highway authority

In terms of the suitability of public transport links, following concerns being raised over the distances to the nearest bus stops, a transport hub, 'super bus stop' within the site has now been proposed and is deemed acceptable. An indicative location has been identified approximately within the centre of the site on the central street loop, which has been marked on the masterplan. It is considered that this location is the most appropriate for the following reasons:

- Being located on the central street loop would allow the bus to turn without the need to provide additional infrastructure. Given that Coventry state that this stop would allow

buses to stand for a short time before continuing back into Coventry, this is not considered to affect existing journey times; and

- The location allows for the majority of residents to be located within an approximate 400m walk distance from the stop.

Whilst the exact details will be determined at the reserved matters stage, it is anticipated that the facility will comprise a sheltered waiting area, real time timetable information and cycle parking as requested by CCC.

Furthermore, the proposed S.106 agreement will make provision for an extended bus route link to the railway stations at Bedworth or Coventry.

Up to 5 years of mobility credits for each household have been agreed these enable users to access a number of modes of alternative transport to the private car including public transport car sharing or green hire schemes.

There are significant improvements and contributions towards cycling contained with the proposed S.106 agreement. This includes formation of relevant sections of a 'superhighway' contributing to links to Coventry City Centre and rail stations and improvements within the immediate vicinity of the site to enable south bound links.

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 the link road	£2,568,585.79
Public rights of way	Resurface Thompson's Lane and legal costs for diversion of public footpath	£205,000.00
Traffic Monitoring	Cameras at non-signalised junctions	£7,500.00
Cycling	a) Provide contribution towards cost of cycle superhighway from Long Lane to Holyhead Road	£448,372.63
	b) Provide contribution towards cost of cycle superhighway from Bennetts Road to Barker's Butts Road	£860,898.85
	c) Upgrade of route on western side of site to shared use	£100,000.00
	d) Cycle / eBike / eScooter hire scheme	£20,000.00 TBC

	e) Cycle lane markings & signage on Bennetts Road and Exhall Road	TBC
	f) Road markings, signage and informal crossing of Bennetts Road at jct with Thompsons Road	TBC
Mobility Credits	Up to 5 years of mobility credits for each household	£545,394.80
Public Transport	(a) Demand responsive transport service	£187,720.85
	(b) Extension to the 16 / 16A bus service	£205,573.00
Travel Plan	Travel plan monitoring	£6,800.00
	Residential Travel Plans	£14,125.00
	Household Surveys	£15,039.75
	Travel Plan Coordinator	£32,155.48
	Traffic surveys to determine progress towards mode shift	£20,318.21
Total		£5,237,484.36

Further Highway contributions have been requested by Warwickshire County Council in respect of M6 Junction 3. This is included in the Planning Contributions section of this report with the request made on the basis of the increased traffic impact of the collective development identified with Coventry and Nuneaton and Bedworth's local plans.

In addition, modelling has been undertaken to Winding House Lane/Wheelwright Lane junction and an improvement scheme has been identified. The full costings of this scheme are not yet known and Warwickshire County Council have requested that the scheme be delivered under a section 278 highway agreement. Work is still ongoing to refine the cost and the means of delivery.

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 site lies wholly within flood zone 1. There are no records held by the Environment Agency or other consulted organisations of flooding occurring within or close to the site. The risk of fluvial flooding to the proposed development will be low. Similarly, the risk of surface water flooding affecting the development proposals is identified as low.

The surface water drainage strategy identifies that some run off will infiltrate into the ground during low intensity rainfall events however due to low permeability more significant rainfall event will result in surface water run-off. Following amendments to the strategy 2 of the 3 remaining outfalls will continue to be the main outfalls post development these are:

- Outfall 2a and 2b – Natural low point within the site, positive outfall to be created into public surface water system with Bennetts Road North
- Outfall 3 – Existing ditch running north-east along Thompsons Lane

A series of attenuation basins are proposed linking to the outfalls included a northern storage basin which will now link by hydroblake flow control to outfall 2a/2b, two new basins linking the existing pond to outfall 2a and 2b and a new southern storage basin connecting to outfall 3.

The Lead Local Flood Authority are satisfied with the surface water drainage proposals subject to a suitably worded condition.

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 whole of Coventry City falls within an Air Quality Management Area(AQMA).

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.

The Construction Traffic Assessment identified that the number of vehicles a day was estimated to be less than 10 so further assessment of the potential effects on receptors near roads is not required as it is only a requirement in an Air Quality Management Area should the number of vehicles exceed 25 a day. The dust risk identified has been considered during the construction process and it is considered that any potential adverse impacts from dust soiling during construction would be minimised so that residual impacts would not have a significant effect on adjacent human receptors.

The effects on local air quality from changes in road traffic flows within the proposed development within the appropriate year have also been assessed. A number of receptors and road links within the vicinity have been considered. The highest increase in NO₂ concentrations is identified at Parks Leys Medical Practice as this is the closest building on Bennetts Road North between Howat Road and Exhall Road and is expected to attract the largest increase in traffic as a result of the proposed development. This would still fall significantly below the AQS objective of 40micrograms per metre cubed. The magnitude in change in annual mean NO₂ levels as a result of the development is expected to be negligible at all of the receptor locations considered.

Environmental Protection have no objections to the proposal on air quality grounds. They have requested conditions in respect of a Construction Environmental Management Plan, low NO_x boilers and EV Charging points.

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. It is located north of an area of designated woodland (Bunsons Wood)

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 the City Council’s Arboricultural Officer, the proposals have been revised to increase the separation of the proposed development from the offsite area of designated ancient woodland (Bunsons Wood). The closest development parcel is now c.40m distant, which once designed in detail, is anticipated to result in built forms being c.50m from the woodland. This is considered to be a suitable buffer zone to ensure the protection of the woodland from the proposed development.

Green Infrastructure

Trees

A revised comprehensive Arboricultural survey has been submitted with the application and all trees are either earmarked for retention or removal. The survey identifies a requirement to remove five individual trees and the partial removal of two groups of trees and 7 hedgerows. The removal of three category A English Oaks is unavoidable due to the location of access to the site.

The tree officer, raised no objections to the locations of access and general indicative layout, subject to;

- Retention of A cat Oaks T3, 14, 15, plus T43-T47 which are located within Group 19.
- Maintaining a 50m buffer from adjacent ASNW Bunson’s- this would require a 20m wide strip of Green Infrastructure within the site, located south from the Thompson’s Lane boundary.
- A minimum 10m wide buffer strip of Green Infrastructure to the site side (south) tree groups G19 and G20.
- A plan to show restocking of gaps to existing hedgerows, with local species selected from local Ancient Arden guidelines, sourced from local provenance.
- Full details within Arboricultural Method Statement of any incursions within Root Protection Areas.

The revised Arboricultural survey responds to these comments.

Conditions have also been recommended for the applicant to provide a dimensioned Tree Protection Plan and an Arboricultural Method Statement.

Biodiversity

A Biodiversity Impact Assessment has been submitted with the application. Based on the current indicative masterplan and associated open space information the proposed development would result in the loss of approximately 2.52 units representing only 6.2% of the existing habitat.

The biodiversity loss is compensated against by a contribution via the S.106 agreement as detailed in the Developer Contributions section of this report.

Protected species

There is no evidence on site of bat roosting although there are a small number of trees with bat roosting potential which are to be retained as part of the proposal.

No known Badger Setts have been recorded within the site itself although they are known to be within the local vicinity of the site. There is evidence of individuals frequenting the site for foraging although this is limited due to the arable nature of the site. Such opportunities will exist within the new landscaped areas. The effect of the development are therefore considered to be 'non-significant'.

Based on the surveys undertaken it unlikely that a Great Crested Newt will be present within the site however under the proposal the majority of the boundary vegetation (including trees and hedgerows) along with pond P1 and the woodland areas at the site will be retained and as such there is suitable habitat for any future migration.

Open space / play areas

At approximately 26% the development achieves in excess of the minimum 20% open space requirement stipulated by the commentary to Policy H9.

Within the site there is 2.38ha of Parks and Open Space, 1.51ha of natural greenspace and also a formal play space area of 0.12ha. This complies with the requirements of the parks team. The proposed play area provision on site will be larger than a Local Equipped Area for Play (LEAP) but smaller than a Neighbourhood Equipped Area for Play (NEAP) and therefore a planning contribution has been requested and is agreed for BMX/Skate provision and/or green gym/Path at Keresley End Recreation ground.

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. The heads of terms are as follows:

Nuneaton and Bedworth Borough Council Parks Team	BMX / skate provision and/or green gym / path at Keresley End Rec	£59,000
Warwickshire County Highways	Winding House Lane / Wheelwright Lane junction	To deal with by condition or financial contribution as described in Highways section of the report
Warwickshire County Highways		£366, 500 for improving M6 Junction 3
Education (CCC)	Primary school (on wider SUE site) Early Years / Pre-school within 2 miles	£1,182,000
	Primary SEN at Sherbourne Fields	£56,916
	Secondary at PK or Coundon Court	£1,918, 466
	Post 16 at PK or Coundon Court	£379,057
	Secondary and Post 16 SEN at Sherbourne Fields	£86,156
NHS (CCG)	Primary care and healthcare estate within 3 miles of SUE	£266,687.45
NHS (hospital)	Acute and emergency care	£256,027
Housing Policy	Affordable Housing	25%
Sport Team (CCC)	Sports hall / swimming pools at public leisure development in NW of City	£457,434 Inc. Pools £233,737 Sports Hall £223,697
	Playing pitches (improvement / provision / maintenance)	£316,046 (Inc. grass playing pitches, 10-year maintenance and contribution towards an artificial grass pitch)
	Changing room facility	£255,000
Highways (CCC)	Various as listed in Highways section of report	£5,237,484,.36
Ecology (BIA)		Contribution of £101,287 to Coventry City Council would offset the loss of 2.52 units shown in the Warwickshire BIA

The contributions are considered to be compliant with the Community Infrastructure Levy (CIL) Regulations and the developer has agreed to the requested contributions.

Other Matters

The Office for National Statistics(ONS) has recently undertaken a review in terms of the population projections for Coventry. The review found that to ensure future population statistics are based on sound methods and suitable data, ONS's population projections team needs to amongst other procedural changes: *'Investigate the root and scale of the issue associated with cities with large student populations and communicate its findings publicly, to support the appropriate use of the existing data'*. Critically the review makes no provision or recommendation for altering the existing population numbers so there are no direct or immediate implications for Coventry's Local Plan or housing figures.

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.

A Heritage Statement was submitted as part of the Environmental Statement which concludes that there is no adverse harm to the significance of any designated heritage assets. The Conservation officer raises no objection to the application.

An Archaeological Evaluation of the development land was undertaken and forms part of the Environmental Impact Assessment. This included the digging of 34 Trenches each measuring 30 metres long. Archaeological remains were very sparse and comprised two charcoal rich pits located in the centre of site. A number of agricultural features were spread across the area and the majority of features investigated were modern with several identified during the geophysics found to be field drains. A large modern borrow pit was found in one trench and a furrow was found in another containing an abraded fragment of medieval pottery. Post-medieval and modern pottery was found in the topsoil across the site and the southwestern field was also found to contain a fragment of medieval pottery. The majority of trenches were negative for features and therefore no further investigation is required.

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 and landscaping (hereinafter called "the reserved matters") shall be obtained from the local planning authority in writing before each 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 Movement Parameters Plan P16-0926_10-01D; Land Use Parameter Plan P16 -0926_10-03D; Building Heights Parameters Plan P16 - 0926_10-02B, Site Location Plan P16-0926_05E; General Arrangement Site Access Drawing 02427-A-004-P0 and shall have full regard to the Sustainable Urban Extension Design Guidance SPD and include the following specific requirements:
 - (i) provision of a childrens equipped play area;
 - (ii) retention of trees, tree groups and hedgerows indicated for retention in the submitted Arboricultural Impact Assessment Sep 2019;
 - (iii) Inclusion of car club spaces for the SUE wide car club;
 - (iv) Provision of a 'super bus stop' within 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:
 - 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. Any gas boilers installed on site shall have a dry NO_x 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.*

7. An investigation and risk assessment, in addition to any assessment provided with the planning application, must be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents of the scheme are subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority. The report of the findings must include:
 - (i) a survey of the extent, scale and nature of contamination;
 - (ii) an assessment of the potential risks to:
 - human health,
 - property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
 - adjoining land,
 - groundwaters and surface waters,
 - ecological systems,
 - archaeological sites and ancient monuments;
 - (iii) an appraisal of remedial options, and proposal of the preferred option(s).

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

8. 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.*

9. 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.

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. 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. Prior to the installation of any street lighting or any external lighting to be fixed to any building within each phase, 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.*

17. The following shall be submitted to the Local Planning Authority together with reserved matters applications for each phase of development:
- a) Arboricultural Impact Assessment (5.4) to assess the direct and indirect implications of trees upon the proposal and visa-versa, including locations for underground/ over-ground services, level changes within RPA's etc.;
 - b) Arboricultural Method Statement (6.1); and
 - c) 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.*

18. 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.*

19. 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 an approved in writing by the Local Planning Authority.

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

20. 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.*

21. 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. There must be consideration of features such as green roofs, rain gardens and swales, for the management of surface water peak and total flows, biodiversity and water filtering, in accordance with Coventry City Council's

adopted Supplementary Planning Document for 'Delivering a More Sustainable City'.

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. Provisions must be made for the drainage of the site to ensure there is no discharge of surface water to the Public Highway.

VII. All proposed outfalls must be confirmed and agreed with the Lead Local Flood Authority prior to the commencement of work on site.

VIII. Evidence that receiving water bodies or sewers are capable of accepting the attenuated flows specified by the Lead Local Flood Authority and that this will not exacerbate the flood risk on or off site. This will include capacity calculations and outcomes, not just the correspondence from Severn Trent Water Ltd in isolation, accepting the point discharges. Evidence of existing sub catchments within the site are needed to support the connectivity survey and confirm the acceptability of proposed point discharges to the watercourses and infrastructure sewers. This must be submitted to, and agreed by, the Local Planning Authority and Lead Local Flood Authority

IX. Single discharge points will be discouraged on larger sites, as discharge points are to be located to best mimic the natural discharge condition.

X. A minimum 5m way leave must be provided from the top bank of any ordinary watercourse and open water bodies.

XI. 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 in accordance with Coventry City Council's adopted Supplementary Planning Document for 'Delivering a More Sustainable City'.

XII. 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.

XIII. 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

XIV. 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.

XV. Where an attenuation structure is located adjacent to Public Highway boundary, the applicant should demonstrate the structural adequacy of the attenuation structure to safeguard Public Highway.

XVI. Foul drainage plans

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'*

22. No development hereby permitted shall take place until full engineering and construction details (based on approved plan 02427-A-004-P0) of the proposed site access and emergency access off Bennetts Road North have been submitted to and approved in writing by the local planning authority and no part of the development hereby permitted shall be occupied until the approved works have been completed in accordance with the approved plans. The works shall be retained as approved thereafter.

Reason: *In the interests of highway safety in accordance with the aims and objectives of Policies AC1, AC2 and AC3 of the Coventry Local Plan 2016.*