

Planning Committee Report	
Planning Ref:	OUT/2020/2009
Site:	Land adjacent to Windmill Village Hotel, Birmingham Road, Coventry, CV5 9AL
Ward:	Bablake
Proposal:	Demolition of 2 buildings on the Site and residential development of up to 566 dwellings (Use Class C3) including means of access into the Site (not internal roads) and associated works, with all other matters (relating to appearance, landscaping, scale, and layout) reserved
Case Officer:	Owain Williams

SUMMARY

This is an outline application for development of the Windmill Golf Course allocated for residential development within the Eastern Green Sustainable Urban Extension (SUE). The proposal is to redevelop the site for up to 566 residential dwellings. This application deals with the means of access into the site (not including internal roads) and includes the demolition of 2 buildings which are situated to the north of the site adjacent to the A45.

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; archaeology and heritage; ecology and trees; 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 overall SUE at Eastern Green.

KEY FACTS

Reason for report to committee:	Over 5 objections A site of strategic importance
Current use of site:	Golf Course
Proposed use of site:	Residential and Open Space

RECOMMENDATION

Planning committee are recommended to grant planning permission subject to conditions listed in the report and the completion of the S106 legal agreement to secure the contributions listed within the report.

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, landscape and visual amenity, residential amenity, highway safety, heritage assets or their settings, air quality or ecology.
- The proposed 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 566 dwellings with the primary access to this parcel connecting to the recently approved larger section of the Eastern Green SUE and therefore the new grade separated access with the A45. This new access which will serve the whole of the SUE site has separate approval and works are proposed to start summer 2021. The two buildings that are highlighted for demolition are located to the north of the site close to the boundary with the A45. One of the buildings is an open sided barn with a breeze block extension to rear of it and has a corrugated roof. The other is a steel framed building with breeze block walls and corrugated roof. Both are associated with the Golf Course maintenance and storage.

The proposed development is to provide a mix of dwelling types, sizes and tenure and 25% of the dwellings will be provided as 'affordable' properties as required by Policy H6. The types and sizes of the dwellings will be clarified at the detailed design stage. The parameter plan submitted highlights that the majority of the site will limit the housing to 2 storeys in height with the exception of two parcels adjacent to the A45 and the commercial allocation within the adjoining approved SUE whereby the storey heights will vary between 3 and 4 storeys in height.

The green infrastructure within the site will split the development parcels as a large swathe of green space will straddle the Pickford Brook which runs centrally through the site from the north west corner to the south east corner of the site and also the Slipperside Brook which runs from East to West along the southern boundary of the site. The existing central lake will be retained with at least a further 10 attenuation basins created, and landscape buffers provided to the East, South and Northern boundaries.

A total of 11.16ha of informal and formal open space will be provided in the site which equates to 27.5% of total area of the site. If the red line area of the site excluded the access through the neighbouring SUE, then the open space would equate to 38% of the total area. These green areas will be publicly available and will act as green corridors through the site providing pedestrian and cycle links whilst also providing amenity spaces in the form of children's play areas general amenity areas.

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 comprises land at Windmill Golf Course Coventry. The site is located to the west of Coventry on the A45 'Birmingham Road', west of Allesley Green residential area and approximately 4.5km from the city centre. The site area (excluding the access road) extends to 29.5 ha. Including the access road, the site area extends to 40.52ha.

The site is presently an 18-hole golf course with features that include linear groups of ornamental trees, Pickford Brook and a large central pond feature and associated car parking (90 spaces) and the storage buildings. Adjacent to the site is the Windmill Farmhouse, a Grade II listed building, currently in use as a hotel and restaurant.

The site is located adjacent to the western edge of the built-up urban area of Coventry City in the West Midlands and is located within the administrative area of Coventry City Council. The A45 trunk road forms the site's northern boundary, with agricultural land to the rear. The southern and western boundaries of the site border the wider SUE, which is currently in agricultural use. The eastern boundary borders Allesley Green. There is a section of land adjacent to the hotel included in the site which does not form part of the allocation.

As highlighted above the site contains an existing watercourse – Pickford Brook and associated tributaries, which provide habitat and amenity interest, the site also includes a public right of way which connects the site and nearby communities to each other and which form part of the wider network of rights of way.

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
SCO/2019/0043	Screening Opinion for Scoping Opinion for proposed residential development for up to 600 dwellings, with associated open space and landscaping (Land at Windmill Green)	Screening Opinion provided 27 th February 2019
FUL/2019/2671	Construction of grade separated junction with associated access roads, landscaping, drainage and engineering works	Approved 26 th June 2020
S73/2021/0337	Removal of condition 19 to remove the requirement for layby imposed on planning permission FUL/2019/2671 for construction of grade separated junction with associated access roads, landscaping, drainage and engineering works granted on 25/06/20.	Approved 22 nd April 2021

POLICY

National Policy Guidance

National Planning Policy Framework (NPPF). The new NPPF updated July 2021 sets out the Government's planning policies for England and how these are expected to be applied. It sets out the Government's requirements for the planning system only to the extent that is relevant, proportionate and necessary to do so. The new NPPF increases the focus on achieving high quality design and states that it is "fundamental to what the planning and development process should achieve".

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

Local 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 DS4: (Part D) – Eastern Green SUE Specific 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:

- Natural England
- Housing and Policy
- Fire Service
- Urban Design
- National Grid
- Canal and River Trust
- Historic England

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

- Conservation
- Highways
- Education
- Local Lead Flood Authority
- Streetscene and Greenspace
- Tree Officer
- NHS CCG
- NHS Acute and Emergency Care
- Ecology
- Public Rights of Way
- Environmental Protection
- Environment Agency

Objections have been received from:

- Sport England

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

- Highways England

Immediate neighbours and local councillors have been notified; a site notice was posted on 5th October 2020. A press notice was displayed in the Coventry Telegraph on 26th October 2020.

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

Principle of Development

- There is no need and no excuse for this scale of development in this area
- Development of Green Belt should be avoided when significant amount of Brownfield land is available
- Question the population and demographic forecasts being used to estimate the required volume of new houses
- All brownfield options should be exhausted before building on green belt commence
- Coronavirus and Brexit could drastically reduce the need for more housing.
- The ONS has already stated that the next figures in November 2020 show a significant reduction in the forecast housing stock over the next decade. We risk reducing green space of Coventry if this continues
- A reassessment for Coventry's over projected housing needs/increase in population is required
- This is a material increase from 2250 homes referenced in the Local Plan to a newly proposed 3100 homes for the SUE
- There have been significant fundamental changes citywide, countrywide and globally since the local plan was agreed and it is imperative the plan is reviewed in detail before such significant planning applications are approved.

Visual Issues and impact on character of the area

- This development will spoil and destroy the greenery in the local area.
- Concerns over loss of trees and open space
- This valuable space acts a buffer to the A45,
- Landscaping buffers would be required between any new properties and the A45

Impact on Residential Amenity

- Green leisure spaces like this are of critical importance for our local and wider communities
- This golf course and these fields are used for physical, social and emotional and mental wellbeing
- Public Footpath appears that it is directly behind residential garden gates. If correct it would be unacceptable to existing residents
- The buffer area between the existing residential settlement on the west of Allesley Green is minimal at Oakford Drive and does not constitute an adequate buffer between the established neighbourhood of Allesley Green and the proposed new development at Windmill Green.
- The dwellings will produce a lot of noise, pollution and traffic. The pollution will affect people's health like Asthma amongst other health issues
- The application should be producing its own Air Quality Assessment and not relying on the application adjacent submitted by Hallam Land.

Highways

- Very poor site access and egress which will cause even more traffic.
- Concerns regarding positioning of access to property and creating a dangerous access
- There are already high levels of traffic using the A45 and pollution that affects housing and people living nearby.
- Coventry lacks the infrastructure to support large scale additional residents and the area in question would be driven by case use to reach all shopping, business and lifestyle areas.
- Footpaths alongside the A45 may need to be rerouted as they will become used more frequently and therefore higher risk of accidents.
- There are now four significant planning applications with Coventry City Council (3100 homes), however there is no evidence of modelling for Brick Hill Lane. This should now be rectified within the Air Quality Assessments.
- The traffic flows that would come from such a huge development would go through residential areas that include schools and would adversely impact on road safety and air quality.
- There is a clear lack of any local knowledge by the applicants with regards to impact highway impact and cycle and pedestrian routes as there are current problems which will only be exacerbated and then will apply to any new residents on the Windmill Green site and wider.

Biodiversity and Ecological Impacts

- This land is an ecosystem for animal populations and a leisure spaces for local populations.

- The assessment does not appear to identify an effective buffer zone between surrounding neighbourhoods and there is very little detail in relation to tree preservation and protection.
- The Arboricultural Implications statement page 4 section 1.4 states 'there will be a positive overall benefit to the locality in terms of landscape quality and value'. How can this statement possibly be true?

Health, Education and Community Facilities

- To many people not enough services which can barely meet current demand let alone the inevitable increase of demand from housing numbers.
- There are not many amenities within a 20 walk of this site in reality.
- Sherbourne Fields is not a secondary school as stated it is an all age special school.
- The Primary School within the adjoining approved site probably won't get built.
- Implications for the NHS will impact throughout the city and will particularly impact on those in most need of support. This application appears to see this fact as of little importance and only considers them in a very superficial way.
- None of the S.U.E applications consider the impact for Dental Practices or the travel implication. A S.U.E impact of 3100 homes would require consideration of significant additional Dental Service capacity.
- Are there GP surgery or schools planned as there is no school yet on the Banner Lane estate which was built 10 years ago.
- Since the closure of Woodlands School there are insufficient schools in the area. It must be made possible for all pupils to walk to school

Other

- The proposals for new cycle routes from Coventry City Council do not link to this S.U.E or existing neighbourhoods and are therefore not compatible with the modal shift assumption in this application.
- The Flood Risk assessment fails to take into account Climate Change allowances brought in - February 2016. The flood history of this site is well known to local people and the City Council, this application emphatically denies this in its Hydrology and Flood Water sections
- The site investigation report highlighted the presence of some very serious and dangerous contaminates on the golf course site much of this due to the cheap waste materials used to form the contours of the course. The conclusion of the report and the hearing was that a much more extensive survey would be needed to understand the full extent of the contamination. This extensive survey has clearly not been carried out.
- The sites include Mesolithic, Neolithic, Roman, Saxon and Early Mediaeval. Only superficial shallow digs have taken place to uncover clues, these sites warrant much fuller investigation before they are lost forever
- It is unclear as to whether the footpath that runs on the southern edge of the development is part of the estate or not. Some documents show it within the site boundary, and some show it just outside. Whether it's part of the site or not, no footpath should be expunged or re-routed.

- The public rights of way need to be protected. As they run around the edge of the proposed development there's also no reason for re-routing. All footbridges should be retained.
- The Windmill is very special to all around the village, the owners have made it their life's work to restore it, surely, we must hang on to some of our heritage, and green spaces

Cllr Birdi objected on the following grounds:

- Inadequate Infrastructure
- Traffic will cause congestion on the existing country lanes
- Cause for flooding within rivers and ditches

Cllr Lepoidevin has raised objections on the following issues:

- Coventry needs to reassess the Local Plan as it stands and especially in light of the current situation regards Coronavirus and future housing need by area and ward.
- A Strategic Housing Needs Assessment is needed before any large developments take place, due to change in the way we work and travel since March 2020.
- Concerns over the increased traffic in and around the area.
- If passed, can conditions be placed to ensure that there is a considerable buffer between this development and Allesley Green.

Any further comments received will be reported within late representations.

APPRAISAL

The main issues in determining this application are the principle of development, the impact upon the character of the area and heritage assets, the impact upon neighbouring amenity, highway considerations, flood risk, noise, contaminated land, air quality, ecology and contributions.

Principle of development

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

Whilst the proposed development, in conjunction with the approved adjacent site, exceeds the number of dwellings indicated in Policy H2, this number is not intended to

be the maximum capacity of a site. The primary consideration is that the site is allocated for housing, employment and retail development in the Local Plan and, as such, the principle of development is acceptable. Clearly, the application for additional dwellings over and above the indicative figure contained within Policy H2 has the potential to result in additional impacts compared to those assessed at Local Plan stage. This has necessitated detailed analysis of the impacts of that increase on factors such as the highway infrastructure, air quality etc. This is considered in the relevant sections of this report.

As this is an outline application the mix of houses has not been specified albeit the parcels of land to be developed out for residential use have been identified with factors such as access, flood zones, provision of open space and the want to retain existing features/landscaping determining their location. Building heights have been identified on the parameter plan which will to an extent influence the densities and house types that are plotted on those parcels which will ultimately have a knock-on effect to what's plotted on the remaining parcels.

As part of the reserved matters (and in accordance with the relevant condition to be attached to this permission) the Council will be able to control the scale, layout and appearance of the buildings which will in turn guide the types and mix of housing provided.

Policy H4 advises that new development should provide a range of house types and sizes to reflect the existing and future needs of the City's population and the characteristics of housing in the area. At this stage, the proposed housing mix is unclear as the proportions of the mix may need to be adjusted taking into account of market information, housing needs and preferences and specific site factors. Members may be aware of the legal challenge to the recent decision of the Council to grant outline planning permission on land adjacent to this site within the Eastern Green SUE. One of the two grounds of challenge relates to housing mix. As this challenge is currently pending, it is considered that the inclusion of a condition requiring submission of details of housing mix with each phase of development within this application is a prudent one.

The allocated employment land, primary school and major district centre are to be provided elsewhere within the SUE.

There have been objections 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 UK Statistics Authority (UKSA) has recently undertaken a review of how the ONS compile population projections. 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.

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 this Golf Course was established when the site was allocated for development in the Local Plan. The area of unallocated land to the west of the Windmill Village Hotel is previously developed land and currently comprises storage buildings and car parking associated with the golf course. The land is not located in the Green belt and will no longer be required for the Hotel to function. The land in itself is located in a sustainable location due to its location adjacent to the A45 but by being incorporated in to the wider development it would become more connected to the wider pedestrian and cycle links that would be provided as part of the SUE. The inclusion of this land would also help facilitate the removal of some unattractive buildings and allow the continuation of the landscape buffer to the A45.

A comment was made about there being significant amount of Brownfield land available and therefore this should be developed out before Green Belt land. Whilst there may be some Brownfield sites available within the city there simply is not enough to support the growth and number of households required to meet demand in the city by the end of 2031 hence the decision that was made to remove sections of the Green Belt into allocations for 2 Separate SUE's back in 2017.

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

Impact on visual amenity

Policy DE1 of the Local Plan seeks to ensure high quality design and development proposals must respect and enhance their surroundings and positively contribute towards the local identity and character of an area.

A Landscape and Visual Impact Assessment has been included within the Environmental Statement that accompanied the submission. This is a tool used to assess both the significance of, and effects of change upon both the landscape and peoples' views of it.

The assessment has indicated that the landscape character of the site itself does not reflect the current surrounding arable landscape to the south and west nor the existing settlement edge to the east of the site. The site has been developed as a recreational landscape, forming a heavily manicured golf course associated with the adjacent hotel. An aspect to take into account when considering the impact on the visual amenities would be the already approved larger development to the west of the site that will sit further into

the arable landscape from the settlement edge. The site in question would be viewed in context with that development from surrounding views.

The assessment has highlighted that the majority of views towards the site are from close or medium range with limited long-range views possible as a result of the existing intervening mature vegetation. For the majority of views of the site are seen in context the wider settlement edge of Allesley Green and A45 with notable industrial/commercial activities to the north.

It has been assessed that the majority of landscape and visual receptors would experience some adverse effects during construction, which is to be expected, however once complete the impact would reduce to a moderate adverse impact. The assessment then continues to highlight that the impact would then be reduced further once the proposed mitigation measures that are proposed mature leading to a long term negligible adverse impact. The site whilst being developed would provide a significant amount of open space and does provide a good buffer between the settlement edge to the East and the new built form especially in the South East corner. Taking this into account and the fact that the land beyond this site is also due to change in visual terms with development the Council is satisfied that there will be minor impact in the long term on the landscape and visual amenities complying with DE1 of the Local Plan.

Impact on residential amenity

The nearest residential properties to the development, with the exception of the two properties fronting the A45, are to the East of the site on Oakford Drive, Birch Close and Ridge Court. The parameter plans show there to be a landscaped buffer to be located around the edge of the development and in relation to the East boundary which abuts the settlement boundary there will be approximately between 20-50 metres separating the built form of the development parcels and that of the rear gardens/properties of the neighbouring residents which would be sufficient to retain privacy and not appear overlooked especially considering the existing mature landscaping which between which is to be maintained and the enhancements to be made.

With regards to the two dwelling houses that front the A45 the proposed development will be adjoining the residential curtilage. The plots of land to which the dwellings sit dwarf the dwelling houses and therefore provide a separate distance of nearly 100 metres to the rear. Whilst the development will sit adjacent to the side of Fairfield House the mature landscaping between the residential curtilage and the development will provide a softening and screening that will reduce the impact had.

With regards to noise the landscaping buffers would go some way to softening the output from the new development. Whilst some disruption during construction is inevitable, a construction management plan is proposed which will control matters such as construction hours, construction traffic routing and measures to control the emission of dust / dirt and noise during construction.

With regards to the impact on future residents from noise from the A45 and the proposed neighbouring commercial allocation within the Hallam Land site a noise condition is proposed which requires noise assessments and necessary mitigation to be submitted with reserved matters applications. The mitigation could be in the form of a bund which

has been highlighted as a possible solution to the north boundary against the A45. The Environmental Protection Officer has stated that the external amenity spaces close to the A45 would have to achieve a level no higher than the upper 55dB limit as recommended by the WHO.

Finally, the proposal, whilst replacing a recreational facility in the Golf Course, this facility wouldn't have been available for everyone to use for general exercise purposes without booking and having specialist equipment to be used. The new development however would lead to an increase in publicly accessible green space compared to the present day, therefore, upon completion, there would be more opportunity to exercise to keep physically and mentally fit.

Heritage character of the area and Heritage Assets

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

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.

The Heritage Asset that has been identified which is impacted upon to a degree warranting weight in the planning balance is the Windmill Hotel, also known as the Windmill Farmhouse within the Listing.

The building is a Grade II Listed Building to which its significance is mainly comprised of its date (mid-18th Century) and architectural interest derived from its remaining internal features and front elevation. It is of some historic interest as a former farmstead which is best appreciated through its name and association with the surviving outbuildings within its immediate setting. The heritage statement within the EIA supporting the application indicates that due to the large extension in 1992 to the rear of the building and subsequent modern extensions the historic core of the building has been largely enclosed by modern development, altering an appreciation of its heritage significance.

In terms of its setting the Windmill Hotel and associated outbuildings are located directly south of the A45 and are approached via a slip road. The buildings are located in an immediate area of hardstanding for car parking. This extends to the north and east of the

main building and outbuildings. The assessment indicates that the golf course comprises the wider setting and has eroded its setting through the removal of field boundaries and has given the land a different character to its former agricultural use. Taking into account the alterations and changes to the building and setting the heritage asset indicates that the development will cause a slight visual change to the setting, but this will not result in a significant impact on its heritage values. The slight change to views have been considered and in order to minimise the visual change the design has taken account of the building and keeps development away, as well as providing new planting to filter views toward it and therefore will not result in a significant impact.

The Council's Conservation Officer has agreed with the assessment in as such the Grade II Windmill Hotel has already been much altered by development of the adjacent golf course and as such development of the area is acceptable in principle. However, with regards to the statement that the golf course has eroded the setting of the listed building this has been rebuffed. The officer states that the farmstead remains sited within a peri-urban context, close to the city's suburbs but not yet wholly subsumed by them. In this regard, whilst the function of the golf course is a fairly significant departure from the agrarian fields of the farmstead's historical setting, the land-use has sustained a verdant aesthetic and a semi-rural buffer between the historically rural farmstead and Coventry. The proposed development will wholly infill this open landscape, subsuming the farmstead into the modern city.

Taking account of this it is considered that the proposed development is therefore found to constitute a detrimental impact to the significance of the listed building via development within its setting. However, the degree of harm is considered to be low, accounting for the asset's existing altered setting, falling within the "less than substantial" bracket as defined by the NPPF.

Paragraph 200 of the NPPF states that "any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification".

Paragraph 202 of NPPF, in circumstances where there is less than substantial harm to the significance of a heritage asset, requires a decision maker to weigh the harm against the public benefits of the proposal. Set out above is the strong statutory presumption against granting planning permission that causes harm to the setting of a listed building even where, as in this case, the harm is considered to be "less than substantial". This approach should be the starting point. In this case, there are significant public benefits deriving from the proposal, including the provision of a high level of market and affordable housing and contributions towards improving local infrastructure and services. There would also be benefits to the local economy from additional expenditure from new residents and employment during construction. It is concluded that the public benefits of the scheme are sufficient to overcome the statutory presumption against the grant of planning permission and clearly outweigh the limited harm to the significance of the heritage assets identified above

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

Highway considerations

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

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

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

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

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

Access to this site will be from the link to the new approved grade separated access from the A45 which provides the main access to the Eastern Green SUE. The Hallam Land application assessed the build out of the full SUE (to include the redevelopment of the Windmill Hotel Golf Course site) and therefore to an extent the level of infrastructure and contributions sought from the wider SUE has been established.

The parameter plans submitted by the applicant show the connectivity and accessibility between modes through the site connecting to the SUE and wider local area. As part of the approved Hallam land application a number of key infrastructure improvements and measures are to be delivered alongside the SUE aimed at integrating public transport, walking, cycling and other elements of promoting more sustainable mode of transport reducing the reliance on the private car. A commitment through the S106 to provide contributions to the funding or delivery of these improvements has been made. As highlighted above this application forms part of the allocation of the Eastern Green SUE and the level of infrastructure and contributions derived from the discussions with the Hallam Land were made to include this site, therefore the applicant of the Windmill Hotel site will contribute proportionately towards those improvements which include the following:

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

- Bus frequency improvements;
- Demand Responsive Transport (DRT) scheme; and
- Mobility Credits.

The table below provides further clarification on the highway infrastructure improvements and contributions to be made by the applicants

Highway Measures/Improvements	Contribution
Busway/cycleway through Juniper Park	£105,016
A45 Pickford Way Roundabout Improvements	£189,152
Farm access to Alspath Lane Cycle Path	£40,710
Tile Hill Station Cycle Route	£132,750
Eastern Green to Coventry City Centre Cycle Route	£453,219
Transport Hub	£177,000
Travel Plan Co-ordinator	£31,000
EV Charging Point Voucher	£254,700
Car Club Contribution	£84,900
Sustainable Transport Contribution	£896,346
Bus Frequency Improvement	£170,192
Demand Responsive Transport	£192,885
Cycle Hire Contribution	£15,000
Mobility Credits	£495,250
Travel Plan Monitoring	£20,400
ANPR Cameras	£9,735
Traffic Monitoring Cameras Contribution	£7,080

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

The Highway Authority are satisfied with the information within the Transport Assessment submitted with the application which they indicated provides a robust analysis of the level of traffic predicted to use in particular the A45 and the A114. Due to the location of the site within the SUE it is recognised and agreed that the majority of the vehicular traffic associated with the development will likely use the new A45 interchange. The document provides an assessment of the A45/A114 Pickford Way and A114/Holyhead Rd/Allesley Old Rd junctions and the level of impact both with and without the development in a future year of 2034, which is in line with the assessment year provided as part of the Hallam application.

The assessments undertaken are considered by the Highway Authority to be robust given that they do not take into account any reduction in traffic due to internal trips to the SUE

and measures undertaken as part of the travel plan to create modal shift away from the private car.

The other assessment undertaken at the A4114/Holyhead Rd/Allesley Old Rd junction is considered very robust by the Highway Authority for the reasons mentioned above, and this shows that the junction will continue to operate within capacity both with and without the proposed development and the wider SUE. The Highway Authority do highlight that the queues do increase however on the Holyhead Rd arm of the junction, however given that this currently provides a two lane ahead approach this is not considered to create a significant impact at the junction and no improvements will be necessary.

Policy AC3 states that "Travel Plans will be required for new developments which generate significant additional traffic movements". A Residential Travel Plan has been provided with the application and the Highway Authority is encouraged that the applicant is committed to the wider SUE modal shift targets of an initial 15% up to 19% shift from the private car. The Travel Plan contains suitable measures which will be complimented by more sustainable measures to be implemented by the wider SUE. However, the Highway Authority have stated that it doesn't contain a clear action plan so further information will be required but this will be acceptable to be provided via condition to be submitted and agreed with the Local Planning Authority prior to occupation of any dwellings.

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

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

This site, along with the wider SUE, will be expected to achieve a mode shift target of 19% reduction in the use of the private car by the time that the site is fully developed, and therefore it is important that the sustainable measures are monitored to gauge success. The travel plan submitted states that the developer will be employing a travel plan co-ordinator who will be responsible for monitoring progress in implementing the Travel Plan. This would include collating the monitoring data for analysis and summarising this information for submission to Coventry City Council.

The Council will be providing a dedicated officer to act as a Travel Plan Co-ordinator for the Council who will be responsible for engaging and working with the relevant developers of the SUE and determining where the sustainable transport fund contribution is used.

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

Taking into consideration the above, it is considered that subject to planning conditions and a S106 agreement the application now conforms with all relevant policies within the Local Plan as described above and therefore the Highway Authority offers no objection to the current proposals.

Public Rights of Way

There is an existing public right of way located within the site which runs along the Eastern boundary which adjoins the settlement of Allesley Green. The PRow A11, as it is known, is set in slightly in from the rear of the gardens of the properties of Oakford Drive and Birch Close. It is proposed to retain the public right of way along this boundary which will run through the green buffer that is proposed. There will be landscape enhancements along the route.

Through the process of the application discussions with the public rights of way officer were had and requests made to improve the aspects of the existing PRow A11, to which negotiations for a contribution are still being undertaken, connectivity to the proposed development from the existing PRow route to provide a circular walk. The existing footpath terminates at the A45 to the north so it not ideal at present, so if a new route could loop through the new proposed development and back to the existing footpath further South this would improve the situation. An indicative plan of a new route was submitted and has been agreed with by the PRow officer. The finer detail of its exact route will be decided through the Reserved Matters Stage, but a condition will be included referencing the indicative route to make any prospective developer aware of the need to provide the route.

Flood Risk

Policy EM4 states that all major developments must be assessed in respect of the level of flood risk from all sources. If development in areas at risk of flooding is the only option following the application of the sequential test, it will only be permitted where the criteria set out in Policy EM4 are met.

Paragraph 159 of the NPPF states “Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future). Where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere.”

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

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

There are large sections of the site that are within flood zone 1 however there are linear areas running through the site associated with Pickford Brook that fall within flood zone 2 and 3 which have as per the illustrative masterplan helped form the proposed areas for development. In respect of the Sequential and Exception Test this has already been considered as passed for this site as it is sited within allocated land in the Local Plan and would have been applied at that time.

The application is supported by a Flood Risk Assessment (FRA) and demonstrates that management of extreme event flood risk can be achieved through ensuring the finished floor levels of the proposed building are set at a minimum of 150mm above adjacent roads and open space levels in areas where designated overland flood routes are identified. The proposed drainage strategy aims to mimic the behaviour of the site predevelopment (greenfield) through the utilisation of pervious pavements, attenuation storage (to which there are 10 attenuation features proposed) and flow control devices.

The initial FRA was reviewed by the Environment Agency (EA) and issues with the flood modelling were raised with the applicant. A further Hydraulic Modelling Report was submitted to the Council. The further modelling work tested 4 design events for flooding, 1 in 30yr, 1 in 100yr, 1 in 100yr plus 35% climate change allowance and 1 in 1000yr. The results concluded that the maximum in channel water levels and maximum flood extents do not significantly change between the different modelled design events with the resultant flooding primarily constrained to the land immediately adjacent to the watercourses and the ponds that exist on site. The recommendation of the report was that any proposed development is located outside of the 1 in 100yr plus 35% allowance for climate change maximum flood extent, and that the existing waterbodies are maintained, since they provide significant storage potential in flood conditions. This report was assessed by the EA and found to be acceptable and therefore have no objection subject to a condition ensuring that the development adhere to the recommendation of the report. It is clear to see from the parameter plans and indicative masterplan that the areas highlighted for development and those for informal open space define the areas well that should not be developed upon.

The Local Lead Flood Authority (LLFA) have noted the drainage strategy showing the surface water flow routes and indicative location of planned drainage features and welcome the allocation of these spaces and green and blue corridors in advance of the detailed development planning. The LLFA have also noted the crossing points for the Slipperside and Pickford Brooks and have recommended that these be designed to allow for a clear span bridge or sunken box culverts to allow the full flood flow of the relevant watercourses.

Taking into account the above it is considered that the proposed development would be

acceptable in flood risk aspects and comply with the policies identified in the NPPF and Local Plan.

Contaminated land

Policy EM6 seeks to ensure that redevelopment of previously developed land does not have a negative impact on water quality, either directly through pollution of surface or ground water or indirectly through the treatment of wastewater by whatever means.

A geo-environmental desk study has been undertaken to assess the likely geotechnical and chemical characteristics of the soil and ground water on site. The conclusions of this found that contamination may be present in the north of the site through the former use as a sewage works in the north and potential for Made Ground. However widespread contamination is not expected based on the historical agricultural land use and current use as a golf course. The recommendation in the report following these conclusions is that intrusive ground investigations will likely be required on the site to support the development design and for discharge of planning conditions. The Environmental Protection officer is content that any intrusive investigations can be submitted prior to commencement of development in the relevant phases.

Unexploded Ordnance risk assessments have been undertaken and included part of the Environmental Impact Statement. These are found to be acceptable however a mitigation strategy for any contamination will be requested prior to any commencement of phase or sub phase of the development.

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.

As Members will be aware, the City Council is subject to an Air Quality Direction issued by DEFRA's Joint Air Quality Unit (JAQU). A direction was issued in 2019, requiring the Council to implement a Clean Air Zone (CAZ) where high polluting vehicles would be charged to enter the City Centre. The purpose of the direction was to reduce Nitrogen Dioxide (NO₂) levels to an acceptable level.

The Council has subsequently undertaken detailed air quality modelling to ascertain whether alternative measures will achieve NO₂ compliance. With regard to Holyhead Road, the following measures (amongst others) were shown to successfully reduce NO₂ concentrations at receptor locations to levels that are below the threshold: • Opening of Upper Hill Street onto the A4053 Ring Road giving left in/left out access to the Ring Road via the anti-clockwise on-slip road at Junction 8; • Closure of Barras Lane between the A4114 Holyhead Road and Coundon Road / Upper Hill Street; and • Peak time traffic restrictions and additional interpeak time traffic restrictions on the eastern section of A4114 Holyhead Road on the approach to Junction 8.

The 2019 Ministerial Direction for Coventry has now been revoked and replaced by a new Ministerial Direction which includes these measures and requires compliance with the EU limit value for NO₂ by 2021.

There were issues originally with the air quality assessment in that the receptors in the report differed from those used for the outline application for the entire SUE area (which included the Windmill Hotel Land) and therefore did not include a receptor on the critical stretch of the Holyhead Road between the ring road and Barras Lane where compliance with the Ministerial Direction is most challenging. However, at the request of the Council a revised assessment that was undertaken to align the modelling by using the same receptors including those on the Holyhead Road and the PCM receptors used by the Council. The revised assessment has been reviewed by the Environmental Protection Officer and they are satisfied that, with the LAQAP measures in place, the impact is negligible. Therefore, the proposed development is deemed compliant with policy EM7 of the Coventry Local Plan 2016.

Conditions are recommended to ensure that any gas boilers installed on site are low emission, and dust emissions from site will be controlled by a Construction Management Plan.

Ecology

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.

Within the EIA an ecology assessment was undertaken which was largely accepted by Coventry City Council's ecologist. There was a request for further information with regards to biodiversity gain which the applicant submitted during the process. This showed a net gain of 4.23 units largely through creation and enhancement of water bodies and creation of areas of wildflower meadow.

The Council Ecologist agreed that the proposal would not have any direct impact on any statutory wildlife sites. Tile Hill Wood (SSSI, LNR, LWS, Ancient Woodland) is approx. 1500 away, separated by existing and proposed housing. There are a number of further LNRs within 2000m. Pickford Brook Meadows (LWS) is adjacent to the site and is likely to be affected by increased access in the future. There are a number of further LWS within approx. 1000m of the site, these are separated by roads and housing and any impacts would be minimal.

Surveys have established that there is a badger sett on site and that bats use the site for foraging and dispersal. However, the surveys suggest that other legally protected species and biodiversity generally are a minor constraint on the development. The site layout (Illustrative Masterplan, BMD, Drawing no 18. 021.DR.P003, August 2019) shows extensive green corridors along the 2 brooks linking with areas within adjacent developments and Pickford Brook Meadows.

The Council Ecologist has stated that the ecology information submitted is comprehensive and there is no requirement for any further information other than any recommended within the submitted reports and that the general assessment of the ecology reports is accepted.

The BIA has been accepted by the Council Ecologist who has stated that any loss of biodiversity will be adequately mitigated by landscaping on site and there will be no need for any offsite contributions. Enhancements to buildings and garden (eg. Bat and bird boxes etc) will allow a sufficient net gain to be achieved. The proposed green infrastructure is seen by the ecologist as providing valuable greenspace and wildlife corridors linking the city to the wider countryside, however through the development further detail will be required regarding how the connectivity can be maintained where roads dissect these corridors.

The submitted landscaping scheme does not show effective continuity with adjacent areas in the ecologist view and suggests relatively small changes will be required to allow a more open continuous landscape along the brook but acknowledges that any such changes will have no significant impact on the biodiversity and will not lead to any need to reassess the BIA. Overall, there is no objection on ecology grounds to the outline application and it would comply with policy GE3 the Coventry Local Plan 2016. The specific issues regarding protected species, biodiversity enhancement and management and connectivity can be addressed through conditions requested CEMP's and LEMP's.

Open Space

Policy GE1 states that “new development proposals should make provision for green infrastructure to ensure that such development is integrated into the landscape and contributes to improvements in connectivity and public access, biodiversity, landscape conservation, design, archaeology and recreation.

It goes on to state that “Coventry's existing and planned network of green infrastructure should be used as a way of adapting to climate change through the management and enhancement of existing habitats. This must be demonstrated through the creation of new habitats wherever possible to assist with species movement, to provide a source of locally grown food through allotments and community gardens, to provide sustainable and active travel routes for people, to provide shade and counteract the urban heat island effect, and to assist in improving public health and wellbeing”.

Furthermore, “A key element of Coventry's approach to green infrastructure will be the continued development of a network of green spaces, water bodies, paths and cycle ways, with priority given to those parts of the city where there is an identified deficiency of green space. Where a development proposal lies adjacent to a river corridor or tributary, a natural sinuous river channel should be retained or, where possible, re-instated. Culverts should be removed unless it can be demonstrated that it is impractical to do so”.

The proposal includes circa 11 hectares of public open space, which if the access through the Hallam site is discounted, accounts for over 38% of the site area. This area includes new parks, allotments, areas of natural green space.

In terms of the split of open space and the required areas in terms of formal, informal and functional the site delivers as follows:

Formal Open Space

Formal open space includes parks and gardens, outdoor sports facilities, provision for children & young people. There is a very small under provision of 0.06ha. The site caters well for young children play provision with 3 strategically placed LEAPs providing good coverage across the site. The deficiency comes in the form of outdoor sports facilities which has been picked up by Sports England in their comments. The applicant does intend to pay an offsite contribution towards sports pitches of £540,000 which would cover land, maintenance and changing facilities. It is deemed by the Council that this offsite payment would be sufficient to cover that deficiency. There are other contributions being made towards sporting facilities such as pools, halls and 3G pitches. The contributions can be seen in the contributions section of this report.

In respect of the loss of the golf course Sport England have objected as the application fails to demonstrate that the existing golf course is surplus to requirement and no mitigation has been forward for the loss of the facility or improvements to other sites to accommodate displaced users. Whilst the Council understand the stance that Sport England have made with the regards to the loss of the golf course policy GE2, Green Space, states that “Development involving the loss of green space that is of value for amenity, recreational, outdoor sports and/ or community use will not be permitted unless specifically identified as part of the strategic land use allocation”. The loss of the Golf Course was established when the site was allocated for development in the Local Plan and a report was submitted during the examination of the Plan that demonstrated that the existing golf course is surplus to requirement. Therefore, as this site is allocated for development within the Local Plan the loss of this recreational space would be acceptable in line with the policy and therefore would be acceptable without demonstrating otherwise.

Informal Space

Informal open space includes amenity green space and Natural and Semi Natural Green Space. The site over provides significantly on informal open space by over 6ha. The informal open space cuts through the centre of the site and provides a significant buffer to the south and East boundaries. The informal space will provide green links through the site. The greenspace and street scene team have in their consultation responses requested an offsite contribution towards informal open space, however as the site over provided considerably on informal space, the site has mitigated the direct impact on green open space generated by the Proposed development and therefore offsite contributions cannot be requested.

Functional Space

Functional open space includes allotments and community gardens and cemeteries and churchyards. There is a provision on site for a potential allotment/community garden but this falls short by 0.14ha of the requirement indicated in the Green Space Strategy 2019.

However there has been an opportunity identified, via an approach from the local resident's group, to the East of the site to provide land in relation to Functional space. At present there is land within the applicant's ownership which is being cultivated by some residents of Oakford Drive, albeit unlawfully, who back onto this land. The applicant is currently exploring the opportunity to possibly transfer this land to local residents for the continued use of cultivation. The offer of this land for this purpose would resolve the deficiency highlighted above, however if discussions were not successful in the transfer

of the land the applicant has offered to provide an offsite contribution. The Greenspace and Street Scene team are currently reviewing this in order to provide a costing for the offsite contribution that would be proportionate to the area of the deficiency.

It is currently unknown whether the proposed open space provided within this site will be offered up for adoption to the Local Authority or whether a private management company will be installed as the maintainers of those areas. If it were the Local Authority that were to take on maintenance, there would be costs attributed to the Council from the developer which would be identified and requested within the S106.

Taking into account the above it is considered the proposed site complies with policies GE1 and GE2 of the Coventry Local Plan 2016 in the provision of open space on site and contributing off it.

Developer Contributions

Planning obligations under Section 106 of the Town and Country Planning Act 1990 (as amended), commonly known as s106 agreements, are a mechanism for securing mitigation against the impacts of development.

The form of mitigation can comprise, for example, monetary contributions (towards public open space or education, amongst others), the provision of affordable housing, on site provision of public open space / play area and other works. Planning obligations must meet the three legal tests as outlined within Regulation 122 of the Community Infrastructure Levy Regulations 2010:

- necessary to make the development acceptable in planning terms;
- directly related to the development; and
- fairly and reasonably related in scale and kind to the development

These legal tests are also set out as policy tests in paragraph 57 of the National Planning Policy Framework.

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:

The developer has agreed to the requested contributions.

CCC Highways	Various as Listed in the Highways Section of the Report	£3,275,335
Education CCC	Secondary and Post 16 SEN	£328,695
	Post 16	£535,449
	Secondary	£2,415,138
	Primary SEN	£262,956
	Primary and EY School	£1,530,000

NHS CCG	Primary Medical care and Healthcare	£542,263
NHS	Acute and Emergency Care	£566,000
CCC Sports Team	Pools	£242,103
	Halls	£233,910
	Artificial 3G	£50,109
	Sports Pitches, Maintenance and Changing Facilities	£565,337
CCC Greenspace and Streetscene	Allotments/Cemeteries/Churchyards	Under Negotiation
Public Rights of Way	ProfW improvements	Under Negotiation
CCC Housing	Affordable Housing	25%

To ensure that all contributions and obligations proposed are paid and undertaken when expected the development and S106 will have to be monitored. A contribution therefore towards this monitoring will be made within the S106 as it has been for the other sites within the allocation.

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

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

It is considered the amended scheme has addressed Officer concerns subject to conditions and the substantial package of S106 measures discussed above in this report. The proposed development would make good use of land, provide a high-quality development that meets the needs of Coventry.

The Planning System is plan led. The Local Plan is up to date in policy terms being consistent with the NPPF. It was adopted in December 2017 after extensive publicity, consultation and independent scrutiny. The application site is part of a SUE that through the plan making process was removed from the Green Belt and specifically allocated for

development. The consideration of retaining the land as open and undeveloped and the assessment of whether the land comprised of the SUE allocation should be developed was tested at the Examination in Public of the Local Plan by an independent planning Inspector. The development proposed in this application is consistent with the strategy of the Local Plan and accords with the provisions of the adopted Local Plan. The test is that the determination of the application should accord with the development plan unless material considerations indicate otherwise. Determining the application in accordance with the Local Plan would mean approval of the application unless other material considerations were such as to indicate that it should be refused. Having considered the matters raised in the course of the application and consultations summarised in this report it is the view of the officers that no other material consideration(s) are identified that are sufficient to outweigh the presumption in favour of an up to date development plan. The proposed development is considered to be acceptable in principle and will not result in any significant impact upon neighbour amenity, character of the area, heritage assets, highway safety, air quality, ecology or infrastructure, subject to relevant conditions and Section 106 contributions. The reason for Coventry City Council granting planning permission is because the development is in accordance with: Policies DS1, DS3, DS4, H1, H2, H3, H4: H6, H9, CO1, HW1, R1, R3, GB1, GE3, GE4, DE1 HE2, AC1, AC2, AC3, AC4, AC5, EM1, EM2, EM3, EM4, EM5, EM6, EM7, JE2, JE7, IM1 of the Coventry Local Plan 2016, together with the aims of the NPPF

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") for each phase or sub-phase shall be submitted to and approved in writing by the local planning authority before any development takes place on the relevant phase or sub phase and the development shall be carried out as approved.

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

2. Application for approval of the reserved matters for the first phase approved pursuant to condition 1 shall be made to the local planning authority not later than five 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 12 years from the date of this permission

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

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

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

4. Outline planning permission is hereby granted for no more than 566 dwellings

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

5. Unless non-material variations are agreed in writing with the Local Planning Authority, the development hereby permitted shall be carried out in accordance with the following approved plans:

- BMD.18.021.DR.P006E - Red Line Site Boundary
- BMD.18.021.DR.P005B - Parameters Plan (002)
- Dwg No: 16461-16e-A0 - Site Access (as amended by Road Safety Audit or detailed design)
- PF 9372.01 Demolition Plan

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

6. Notwithstanding any indicators given on the approved parameters plan and prior to the commencement of any development hereby permitted, a site wide phasing plan shall be submitted to and approved in writing by the Local Planning Authority.

Reason: *To ensure that in the event of the development being carried out on 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*

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

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

8. No development (including any demolition or preparatory works) shall commence unless and until a Biodiversity Method Statement for Badgers and Bats within each phase, including Reasonable Avoidance Measures, has been submitted to and approved in writing by the Local Planning Authority. The development shall only be carried out in strict accordance with the approved Biodiversity Method Statement.

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.*

9. Prior to the first occupation within each phase or subphase hereby permitted, details of Bat and Bird Boxes shall be submitted to and approved in writing by the Local Planning Authority. The Bat and Bird Boxes shall be fully installed in strict accordance with the approved details prior to the first occupation of the development and thereafter shall be retained and shall not be removed or altered in any way.

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.*

10. A Construction Environmental Management Plan (CEMP) shall be submitted with the reserved matters for each phase or sub 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.*

11. No development shall take place on any phase or sub-phase of the development until a Landscape and Ecological Management Plan (LEMP) for that phase or sub-phase has been submitted to and approved in writing by the Local Planning Authority. The content of the LEMP shall include the following:
 - a) Description and evaluation of features to be managed together with how they are co-ordinated with other phases within the SUE;
 - b) Ecological trends and constraints on site that might influence management including the possible effects of other phases of development within the SUE;
 - c) Aims and objectives of management, including mitigation and enhancement for species identified on site;
 - d) Appropriate management option for achieving aims and objectives;
 - e) Prescriptions for management actions;
 - f) Preparation of a work schedule (including an annual work plan capable of being rolled forward in perpetuity);

- g) Details of the body or organisation responsible for implementation of the plan, along with funding mechanism(s) for that body or organisation;
 - h) Ongoing monitoring and remedial measures, including where monitoring shows that conservation aims and objectives of the LEMP are not being met.
 - i. Description of any temporary habitats created during development to provide biodiversity and landscape benefit. (Any such habitat will be entirely excluded from any need for further biodiversity mitigation or offset).
- The LEMP plan shall be implemented in strict accordance with the approved details within three months of the first occupation of the development and thereafter shall not be withdrawn or amended in any way.

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

12. No development (including any demolition) shall take place within any phase or subphase unless and until a Construction Management Plan (CMP) has been submitted to and approved in writing by the Local Planning Authority for that phase or subphase. The CMP shall include details of:
- construction travel plan
 - hours of work;
 - hours of deliveries to the site;
 - the parking of vehicles of site operatives and visitors during the demolition/construction phase;
 - the delivery access point;
 - the route for delivery vehicles to the delivery access point;
 - the loading and unloading of plant and materials;
 - anticipated size and frequency of vehicles moving to/from the site;
 - the storage of plant and materials used in constructing the development;
 - the erection and maintenance of a security hoarding including decorative displays and facilities for public viewing where appropriate;
 - wheel washing and other measures to ensure that any vehicle, plant or equipment leaving the application site does not carry mud or deposit other materials onto the public highway;
 - measures to control the emission of dust and dirt during demolition and construction;
 - measures to control the presence of asbestos;
 - measures to minimise noise disturbance to neighbouring properties during demolition and construction;
 - details of any piling together with details of how any associated vibration will be monitored and controlled; and
 - a scheme for recycling / disposing of waste resulting from demolition and construction works.
- Thereafter, the approved details within the CMP shall be adhered to throughout the construction period

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

13. Within three months of the first occupation / use of any development within any phase or sub-phase, a Travel Plan Action Plan, in relation to the Residential Travel Plan ref RMCC/NS/16461-02c, shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan Action Plan shall set out proposals (including a timetable, targets, measures and methods of monitoring and performance of the Plan) to promote travel by sustainable modes and shall be implemented in accordance with the details specified therein and shall not be amended in any way.

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

14. Details of the proposed cycle storage , including details of a location for the West Midlands Combined Authority bike hire scheme shall be submitted with the reserved matters for each phase or sub phase. The cycle parking details shall include the siting, design, appearance and type of stands/shelter and should accord with Cycle Parking Standards within Appendix 5 Coventry Local Plan 2016. Then prior to occupation the approved cycle storage shall be implemented, retained therein after and kept available for this use at all times.

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

15. Prior to development within any phase or sub-phase the following shall be submitted to and agreed in writing by the Local Planning Authority:

A. Site Characterisation

An investigation and risk assessment, in addition to any assessment provided with the planning application, must be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents of the scheme are subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority. The report of the findings must include:

(i) a survey of the extent, scale and nature of contamination;

(ii) an assessment of the potential risks to:

- human health,

- property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,

- adjoining land,

- groundwater and surface waters,

- ecological systems,

- archaeological sites and ancient monuments;

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

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

B. Submission of Remediation Scheme

Where the site characterisation demonstrates a need, a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment must be prepared, and is subject to the approval in writing of the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

C. Implementation of Approved Remediation Scheme

Where the site characterisation demonstrates a need, the approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development (in that phase) other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval in writing of the Local Planning Authority.

D. Reporting of Unexpected Contamination

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of part 1 of this condition, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of part 2 of this condition, which is subject to the approval in writing of the Local Planning Authority.

Following completion of any measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with part 3 of this condition

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

16. The development hereby permitted shall not commence within any phase or subphase unless and until a Potential Unexploded Ordnance Contamination mitigation strategy has been submitted to and approved in writing by the Local Planning Authority, The development shall only proceed in strict accordance with the approved details.

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

17. Any gas boilers installed on site shall have a dry NO_x emission rate of no more than 40mg/kWh.

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

18. 'Prior to the submission of the Reserved Matters a written scheme of Archaeological Investigation (WSI) based upon the findings of the Geophysical Survey Report (Magnitude Surveys Ref: MSSP835 February 2021) shall be submitted to and approved in writing by the Local Planning Authority. The WSI shall include the statement of significance and research objectives and:
- The programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works
 - The programme for post investigation assessment and subsequent analysis, publication and dissemination and deposition of resulting materials.

The resulting evaluation report shall be submitted for approval with the reserved matters application. The development shall only proceed in full accordance with these approved details. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the WSI'

Reason: *The submission of these details prior to the commencement of development is fundamental to mitigate the effect of the works associated with the development upon any heritage assets and to ensure that information regarding these heritage assets is preserved by record for this and future generations in accordance with Policy HE2 of the Coventry Local Plan 2016*

19. Notwithstanding the FRA, should ground works take place within the modelled 1 in 100 year plus climate change extent an additional model run is required to demonstrate that flood risk has not been increased elsewhere to third party land.

Dwellings should be located outside of the modelled 1 in 100 year plus climate change year flood extent. These mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the scheme's timing/phasing arrangements. The measures detailed above shall be retained and maintained thereafter throughout the lifetime of the development.

Reason: *To reduce the risk of flooding to the proposed development and future occupants and to prevent flooding elsewhere by ensuring that compensatory storage of flood water is provided*

20. Prior to commencement of the watercourse crossings, within any phase or sub-phase containing a watercourse crossing, plans shall be submitted to, and approved in writing by the Local Planning Authority for the watercourse crossings. These shall be designed to allow for crossings that can be sized to permit the full flood flow of the relevant watercourses. The crossings shall be constructed in accordance with the plans submitted to and approved in writing by the Local Planning Authority.

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

21. Prior to the commencement of development within any phase or sub-phase hereby permitted the following drainage details shall be submitted to and approved in writing by the Local Planning Authority:

- i. A scheme for the provision of sustainable surface water drainage with consideration to open air SuDS and particular emphasis on attenuation techniques. There must be consideration of features such as green roofs (where applicable), rain gardens and swales, for the management of all 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 must be provided 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. 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.
- v. The development must be considered for the implementation of permeable paving or similar permeable material for the partial reduction of flow and the improvement of water quality in accordance with Coventry City Council's adopted Supplementary Planning Document for 'Delivering a More Sustainable City'.
- vi. Evidence must be provided to show the management of overland flow routes in the event of exceedance or blockage of the drainage system. Details should include demonstration of how the building will be protected in such an event.
- vii. For development zones immediately adjacent to brook courses, finished floor slab levels must be 300mm above the 1 in 100 year pluvial flood levels, and above the 1 in 1000 year fluvial flood levels.
- viii. 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.
- ix. Foul drainage plans

The development shall be undertaken in accordance with the approved details

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

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

ground/ over-ground services, level changes within RPA's etc.;

e) Arboricultural Method Statement (6.1); and

f) a Dimensioned Tree Protection Plan (to include protection measures during and after construction and any construction exclusion zones) (in accordance with 5.5/ Table B.1), site monitoring (6.3) of British Standard BS5837:2012 - Trees in relation to design demolition and construction - Recommendations, which shall also include any proposal for pruning or other preventative works.

The approved mitigation and / or protection measures shall be put into place prior to the commencement of any works and shall remain in place during all construction work.

Reason: *To protect those trees which are of significant amenity value to the Conservation Area and which would provide an enhanced standard of appearance to the development in accordance with Policy GE3, GE4 and HE2 of the Coventry Local Plan 2016.*

23. Prior to 75% occupation of each phase or sub phase of the development hereby permitted, hard and soft landscaping including footpaths, cycleways, Leaps, allotments and green infrastructure works shall be installed/planted in accordance with the approved details. Any tree(s) or shrub(s) which within a period of five years from the completion of the development dies, is removed or becomes; in the opinion of the Local Planning Authority; seriously damaged, defective or diseased shall be replaced in the next planting season with another of similar size and species. All hedging, tree(s) and shrub(s) shall be planted in accordance with British Standard BS 8545:2014 Trees: from nursery to independence in the landscape - Recommendations and BS4428 - Code of Practice for General Landscape Operations.

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

24. Noise reports will be submitted with reserved matters applications for all phases of development. The reports shall demonstrate that internal and external noise levels within the residential areas meet the criteria set out in BS8233:2014 and provide details of the mitigation measures that are required to achieve this, including any bund or landscape buffers. Where windows are needed to be kept closed to achieve the internal levels, then specification for alternative ventilation must be included.

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

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

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

approved details and retained thereafter

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

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

Reason: *To safeguard the amenities of the adjoining occupiers of the development in accordance with Policies GE3 and DE1 of the Coventry Local Plan 2016.*

27. Prior to occupation of any dwelling hereby permitted, the vehicular access from the A45, shall be completed to at least binder course.

Reason: *In the interests of highway safety and to ensure the free flow of traffic using the adjoining highway in accordance with Policies H3, AC1 and AC2 of the Coventry Local Plan 2016.*

28. A Sustainable Building Statement shall be submitted with reserved matters applications for each phase or sub-phase of development. The statement shall demonstrate how the requirements of Policy EM2 (Building Standards) have been met, including a timetable for implementation of the identified measures.

The development shall not be occupied unless and until all the works within the approved scheme have been completed in strict accordance with the approved details and thereafter the works shall be retained at all times and shall not be removed or altered in any way.

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

29. The reserved matters for each relevant phase or sub-phase of development shall include details of the provision of LEAPs, footpaths, cycleways, allotments and/or any other amenity feature indicated on the approved parameter plans.

Reason: *In the interests of providing enhanced connectivity and amenities to future and existing residents.*

30. Prior to first occupation of any phase, details of a pedestrian connection on the application site and site boundary from the PRofW A11 to Oakford Drive between properties 52 Oakford Drive and 19 Birch Close, together with its timing of installation, shall be submitted to and agreed in writing by the Local Planning Authority. The connection shall thereafter be provided in accordance with the approved details.

Reason: *In the interests of providing enhanced connectivity and amenities to future and existing residents*

31. Prior to the submission of the first Reserved Matters application, a plan showing how the Site will connect to the Public Right of Way A11, as indicated in the illustrative layout plan SK01 June 2021, shall be submitted and approved by the Council. The development shall not be carried out other than in accordance with the approved details'

Reason: *In the interests of providing enhanced connectivity and amenities to future and existing residents*

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

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

33. Prior to use of the grade separated junction hereby approved, the existing bus stop /layby on the northern carriageway of the A45 shall be relocated in accordance with details to be submitted and approved in writing by the local planning authority.

Reason: *To ensure a satisfactory standard of development and to ensure highway safety, in accordance with Policies AC2 and AC4 of the Coventry Local Plan 2016*

34. Prior to commencement of development of the grade separated junction with A45, full engineering drawings of the: (i) carriageway; (ii) footpaths; and (iii) cycleways forming part of the A45 junction works, shall be submitted to and approved in writing by the local planning authority. The submitted details shall include routes along Pickford brook and to Pickford Green Lane, as well as those depicted on drawing numbers 10290-SK-100A; 10290-SK-101A. Within one month of vehicular use of the grade separated junction commencing, the approved footpaths and cycle paths shall be completed, in accordance with the details approved under this condition, and open for use by the general public.

Reason: *To ensure a satisfactory standard of development and to ensure highway safety, in accordance with Policies AC2 and AC4 of the Coventry Local Plan 2016*

36. Prior to commencement of development of the elements of the grade separated junction to the south of the A45, details of road crossing points for species, including great crested newts, shall be submitted to and approved in writing by the local planning authority. The details shall include the timing of works. The works shall be implemented in accordance with the approved details.

Reason: *To ensure a satisfactory standard of development and to ensure highway safety, in accordance with Policies AC2 and AC4 of the Coventry Local Plan 2016*

37. Before any development commences on the construction of the grade separated junction with A45, (including any demolition, site clearance or other preparatory

works) the following shall be submitted to and approved in writing by the Local Planning Authority:

- a) a Dimensioned Tree and Hedgerow Protection Plan (to include protection measures during and after construction and any construction exclusion zones) (in accordance with 5.5/ Table B.1), site monitoring (6.3) of British Standard BS5837:2012 - Trees in relation to design demolition and construction - Recommendations. The plan shall include an active site monitoring sheet for the sign offs of tree pen construction and take-down, prior to site activity taking place, and again following physical build phase; and
- b) Specialist survey methodology (SSM) veteran tree survey and management plan, levels 1-6.
- c) A landscape maintenance schedule to confirm water maintenance visits and duration, plus the phase at which the final removal of tree stakes and tree ties will take place.

The approved mitigation and / or protection measures shall be put into place prior to the commencement of any works and shall remain in place during all construction work. The measures contained within the approved management plan and maintenance schedule will be implemented in accordance with the approved details

Reason: *To ensure a satisfactory standard of development and to ensure highway safety, in accordance with Policies AC2 and AC4 of the Coventry Local Plan 2016*

38. Prior to the submission of any reserved matters applications, illustrative sections of the Primary Road network (as indicated on drawing BMD.18.021.DR.P005B) shall be submitted to and approved in writing by the local planning authority. Thereafter, reserved matters applications shall accord with the approved material

Reason: *To ensure a satisfactory standard of development and to ensure highway safety, in accordance with Policies AC2 and AC4 of the Coventry Local Plan 2016*

39. The submission of any reserved matters application relating to any phase of development, pursuant to this outline permission, shall include a schedule of the mix of dwellings proposed within that phase demonstrating how the proposed mix relates to the overall mix of dwellings within the development site as a whole. The mix shall take into account the latest housing needs assessment and local knowledge of market demand.

Reason: *To ensure the provision of an appropriate mix of housing on the site, in accordance with Policy H4 of the Coventry Local Plan 2016.*