

Planning Committee Report	
Planning Ref:	OUT/2022/2259
Site:	Land at Browns Lane
Ward:	Bablake
Proposal:	Outline application for Residential development of up to 345 dwellings (Use Class C3a) and 2 hectares of housing with care/ residential care home provision (Use Class C2), together with associated infrastructure, open space, and landscape enhancements on land at Browns Lane in Coventry (with all matters reserved except access).
Case Officer:	Ayesha Saleem

SUMMARY

The application relates to a parcel of land that is contained within the housing allocation. H2:6, called Land at Browns Lane. The allocation is for a minimum of 475 dwellings. The allocation requires the retention of important trees and hedgerows and focuses primary access to Coundon Wedge Drive.

The application has been submitted in outline, with all matters reserved except access. Therefore, the application concentrates on the principal of development, the quantum of development and the proposed accesses to the site.

BACKGROUND

The majority of the site was previously reserved for the expansion of JLR and has been since 1975. The 2001 Local Plan also retained this land for the expansion of JLR. It was allocated for Housing in the 2017 Coventry Local Plan. In addition to the allocation of this land for housing, the 2017 Coventry Local Plan removed some land from the Green Belt (an area to the north-east and the east/south-east of the Jaguar land for housing and to the east of Lyons Park for employment).

Policy H2:6 of the Coventry Local Plan 2017 designates the site for housing.

KEY FACTS

Reason for report to committee:	Over five objections against the Officers recommendation
Current use of site:	Agricultural
Proposed use of site:	Residential

RECOMMENDATION

Planning Committee are recommended to delegate the grant of planning permission to the Strategic Lead for Planning subject to conditions and the completion of a s106 Legal Agreement to secure the obligations summarised in this report.

REASON FOR DECISION

- The proposal is consistent with an allocation in the development plan and is acceptable in principle.
- The less than substantial harm to heritage assets will be clearly outweighed by the benefits of the proposal.
- The proposal will not adversely impact upon highway safety, air quality, trees or ecology.
- The proposal makes provision for necessary developer contributions.
- The proposal accords with Policies DS1, DS3, DS4, H1, H2, H3, H4: H6, H9, GE1, GE3, GE4, DE1, HE2, JE7, HW1, AC1, AC2, AC3, AC4, AC5, EM1, EM2, EM3, EM4, EM5, EM6, EM7 and IM1 of the Coventry Local Plan 2016, together with the aims of the NPPF.

APPLICATION PROPOSAL

The proposals is for a residential development of up to 345 new homes at a density of 39.5 dwellings per hectare including the provision of 25% affordable housing and also includes plans for a 1.87-hectare site that will be reserved for the development of a care home. The illustrative layout and land use plan submitted shows the indicative layout for both the residential and care home provision, which will likely be delivered in two phases.

The application seeks permission for: -

- Demolition of all existing buildings
- Construction of up to 345 dwellings.
- Construction of care home facility
- Formation of access to the residential component of the site will be via Browns Lane in the west, and Wall Hill Road / Hawkes Mill Lane to the north.
- The care home development would be accessed through the existing RSPCA access off B4076 Coundon Wedge Drive.
- Landscaping, drainage features, and areas of open space.
- Associated ancillary infrastructure.

As indicated on the submitted building heights plan, the dwellings will be mainly 2 storeys with some bungalows to the western corner of the site and some three storey units adjacent to the care home site. The proposed care home development will be up to 3 storeys.

On the western boundary of the site, the proposed residential access will form the fourth arm of a new roundabout junction, to be located at the existing junction of Browns Lane / Burton Close. On the northern boundary of the site, the proposed residential access will form the fourth arm of a new roundabout junction, to be located at the existing junction of Wall Hill Road / Hawkes Mill Lane. These accesses will serve the residential component of the site. The care home development would be accessed through the existing RSPCA access off B4076 Coundon Wedge Drive. The existing public footpath will be retained.

The Illustrative layout Drawing No COV0449-005 Rev H and Land Use Plan Drawing No. COV0449-006 Rev D show the extent of required infrastructure for each phase, including

access arrangements, biodiversity and landscape enhancements, open space and areas for recreational activity and drainage infrastructure.

The proposal is supported by an Environmental Statement, with chapters covering the following issues: air quality, ecology, heritage and archaeology, noise, population and health, transport, and water resources.

The amendments to the scheme design have included revised access proposals to Wall Hill Road and Browns Lane following subsequent discussions with the Highway Authority. Amendments were submitted in relation buffers to locally listed buildings and non-designated heritage asset, the inclusion of a NEAP and MUGA. This resulted in a reduction of the number of dwellings on site to 345 from 350.

The following amended plans and information have been submitted:

- Tree retention plan Drawing No. COV0449-06
- Land use plan Drawing No. COV0449-006 Rev D
- Illustrative layout Drawing No. COV0449-005 Rev H
- Building heights plan Drawing No. COV0449-007 Rev B
- Addendum to Transport Assessment 2

SITE DESCRIPTION

The application site falls entirely within the administrative boundary of Coventry City Council and occupies approximately 18 hectares. The site is bounded by B4076 Coundon Wedge Drive to the east, Wall Hill Road and Hawkes Mill Lane to the north and Browns Lane to the west.

The site is currently used for agricultural purposes and is leased to tenant farmers. It is bounded by a series of dwellings at the northern, north-eastern, and south-western extents, and by commercial uses and the RSPCA centre to the south. An arrangement of trees and hedgerows bound the western and eastern extents of the site.

The south-eastern extent of the site is situated within an Archaeological Constraint Area. There is a footpath that runs through the site from Wall Hill Road to Sayers Drive and this is indicated as adopted highway.

The site adjoins the Brownhill Green Conservation Area and there are locally listed buildings either side of the site on the Browns Lane frontage.

The site topography is undulating with significant level changes across the site. The high points are located to the western edge of the site. The levels fall to the east and rises again towards the existing livestock shed. The land slopes further down towards the north and east of the site. The lowest point is towards the north east corner of the site.

PLANNING HISTORY

Application Number:	Description of development:	Decision and date:
SCR/2019/2059	EIA Screening opinion for residential development of up to 475 dwellings	28/01/2020
SCO/2020/0934	Scoping Opinion for proposed residential development for up to 350 dwellings, 1.87 hectares of extra care provision, together with associated open space, a Local Equipped Area of Play (LEAP), landscaping and highways infrastructure.	17/07/2020

POLICY

National Policy Guidance

National Planning Policy Framework (NPPF) updated July 2021. The NPPF sets out the Government's planning policies for England and how these are expected to be applied.

It sets out the Government's requirements for the planning system only to the extent that is relevant, proportionate, and necessary to do so. The NPPF increases the focus on achieving high quality design and states that it is "fundamental to what the planning and development process should achieve".

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

Local Policy Guidance

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

Policy DS1: Overall Development Needs

Policy DS3: Sustainable Development Policy

Policy DS4: (Part A) General Masterplan Principles

Policy H1: Housing Land Requirements

Policy H2: Housing Allocations

Policy H3: Provision of New Housing

Policy H4: Securing a Mix of Housing

Policy H6: Affordable Housing

Policy H9: Residential Density

Policy GB1: Green Belt and Local Green Space

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 EM2: Building Standards
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 Energy
SPD Coventry Connected
SPD Trees and Development
SPD Air Quality
SPD Affordable Housing
The Green Space Strategy 2019 – 2024

STATUTORY CONSULTATION RESPONSES

No objections received from:

Conservation (CCC)
Urban Design (CCC)
Natural England
West Midlands Fire Services

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

Highways (CCC)
Archaeology (CCC)
Housing Policy (CCC)
Public Health (CCC)
Drainage (CCC)
Ecology (CCC)
Trees (CCC)
Environmental Protection (CCC)
Economic Development Service (CCC)
Parks (CCC)
Sustainability (CCC)
Sports (CCC)
Sport England
Education
NHS Trust
NHS (ICB)
Environment Agency
Transport for West Midlands

PUBLIC RESPONSES

Notification letters were sent out to neighbouring houses and twenty-six site notices were displayed on the 2nd September 2022 and a press notice was advertised on the 8th September 2022.

73 letters of objection were received raising the following material planning considerations:

- The need for housing due to the population figures
- The loss of Green Belt and Agricultural land
- The Coundon Wedge should not be built on.
- Impact on traffic and concerns regarding highway safety and access
- Better bus services are required.
- Impact on Infrastructure, i.e. Schools, doctors, hospitals etc.
- Impact on air quality
- Impact on wildlife / ecology / biodiversity
- Impact on flooding and drainage
- Impact on archaeology
- Impact and removal of trees and hedgerows
- Impact upon privacy- new development overlooking existing dwellings.
- Create an access to Lyons Drive
- Overdevelopment
- Noise/ disturbance from development and construction
- Plans are inaccurate and do not show existing dwellings.
- Detrimental impact upon Ancient Arden
- Detrimental impact upon Conservation Area
- Loss of green space
- Loss of light
- Building line not in keeping
- No amenities in walking distance
- Cumulative impact given the existing developments within the area.
- Impact upon health and well of residents given loss of green space.
- Insufficient buffers to existing dwellings
- Too much development in the north of the city
- Houses should be on brownfield sites.

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

- Impact upon views
- Devaluation of properties

A paper petition against the proposal with 252 signatures has been received sponsored by Councillor Jandu and Councillor Birdi. An E petition against the proposal with 616 signatures has been received sponsored by Councillor Jandu. The petitions cover the following issues:

- Extra traffic generated on inadequate infrastructure.
- Inadequate traffic measures on Browns Lane
- Increased congestion
- Increased pollution & poorer air quality
- Potential for flooding due to inadequate drainage.
- New development will encroach existing properties.
- Permanent loss of Green Belt
- No provision of schools and GP surgeries and existing services are unable to cope with pressures.

Amendments were submitted and neighbours were re-consulted on the application on the 29th June 2023.

43 letters of objection were received raising the following material planning considerations:

- The need for housing due to the population figures
- Local Plan needs to be reviewed
- The loss of Green Belt and Agricultural land
- The Coundon Wedge should not be built on
- Impact on traffic and concerns regarding highway safety and access
- Better bus services are required
- Impact on Infrastructure, i.e. Schools, doctors, hospitals etc.
- Impact on air quality
- Impact on wildlife / ecology / biodiversity
- Impact on flooding and drainage
- Impact on archaeology
- Impact and removal of trees and hedgerows
- Impact upon privacy- new development overlooking existing dwellings
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- Detrimental impact upon Ancient Arden
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- Loss of green space
- Loss of light
- No amenities in walking distance
- Cumulative impact given the existing developments within the area
- Impact upon health and well of residents given loss of green space
- Insufficient buffers to existing dwellings
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- Houses should be on brownfield sites.

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

- Impact upon views

Cllr Jandu has raised the following concerns:

- Loss of Green Belt / Green space
- Increased traffic congestion
- Impact on air quality
- Increased flood risk
- Increased light and noise pollution
- Lack of services nearby will result in reliance on car

Cllr Birdi has raised the following concerns:

- Adjoining road network not suitable for extra traffic
- No connectivity between Lyons estate and new development
- The land is GB and Coundon Wedge
- Destruction of open fields, trees, hedgerows and ecology

Any further comments received will be reported within late representations.

ASSESSMENT

Principle of Development:

The National Planning Policy Framework, paragraph 11, states that “Plans and decisions should apply a presumption in favour of sustainable development. For Decision Making, this means: -

c) approving development proposals that accord with an up-to-date development plan without delay; or

d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless: i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or ii. Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.” Footnote 8 to paragraph 11 confirms that this includes situations where the local authority cannot demonstrate a five-year supply of deliverable housing sites.

The Coventry Local Plan was formally adopted on 6th December 2017. Since it was adopted, the Government introduced the Standard Method, a standardised way of calculating minimum housing need. As the Local Plan is now more than five years old the Standard Method is now the determining factor when considering local housing need. When using the Standard Method, the Council is not able to demonstrate a five-year housing land supply. As such, the tilted balance is engaged and therefore planning permission should be granted, unless “any adverse impacts of doing so would significantly and demonstrably outweigh the benefits” when assessed against the policies of the NPPF taken as a whole.

Principle of Residential:

Policy H1 of the Coventry Local Plan states future housing will be designed to create new and stable communities.

Policies H2 of the Coventry Local Plan Housing Allocations, table 4.2 Site Allocations for Housing of the Coventry Local Plan sets out the sites which are allocated for housing development. The site is an allocated housing site under Policy H2:6 of the Coventry Local Plan 2017.

The housing numbers contained with the allocation are considered to be a minimum. It is noted that the column within Policy H2 of the Coventry Local Plan states 'total' for the number of dwelling(s) proposed. In this specific instance, the "total" column is the volume of dwellings on each site that the Strategic Housing Land Availability Assessment (SHLAA) process has attributed to each allocation, some of which are made up of several parcels of land and/or future application areas. There is no inference, either implicit or explicit, in either the Plan or the SHLAA, that "total" should be read as "maximum". However, the preceding Coventry Local Plan policy, Policy H1 Housing Land Requirements and the introduction to the Coventry Local Plan and the housing chapter, it is clear that the housing need for the city is substantial, far in excess of what can be provided for within the city boundary, and that we are meeting a minimum volume of dwellings through the allocation process, as per the table in Policy H2 of the Coventry Local Plan. It is therefore a reasonable interpretation that the total column in the allocation table in Policy H2 of the Coventry Local Plan to be that minimum requirement.

Policy DS4 (Part A) – General Masterplan principles states where the site is identified as an allocation within the Local Plan it should plan positively to meet in full the requirements identified within the relevant policies associated with the allocation. Where the proposal represents a phase or phases of a wider scheme however, the quantum of development should reflect the relative size and characteristics of the phase, including its position within the wider site.

This is an allocated housing site in the Coventry Local Plan 2017 and the principle of residential development is acceptable.

Principle of Care Home/ C2 Use:

Policy H8 of the Coventry Local Plan Policy H8 states:

1. Proposals for care homes, nursing homes and other specialist and supported forms of housing for the elderly and those requiring care will be encouraged in areas that are accessible by a choice of means of transport and that are situated in close proximity to key local services.
2. Proposals should be of a high quality and design and be compatible with the character of the surrounding area.'

The application site is located in a relatively accessible location with two bus services that serve the perimeter of the scheme and provides a connection to the City Centre. The site has the following doctor's surgeries and convenience store in proximity to the site.

Name of Practice:	Address:	Distance
Allesley Village Surgery	Birmingham Road, CV5 9BD	Approx 1.9 miles
Park Leys Practice	Bennetts Road South, CV6 2FL	Approx 1.3 miles
Springfield Medical Practice	Bennetts Road South, CV6 2FL	Approx 1.3 miles

Convenience Retail:	Address:	Distance
Nisa Local	Keresley Green Road, CV6 2FG	Approx 1.2 miles
Co-operative Foods	Norman Place Road, CV6 2BQ	Approx 1.3 miles
Browns Lane Garage (petrol station with convenience store)	Bennetts Road South, Keresley CV6 2FL	Approx 1.0 mile

The site is located in an established residential area; however, it is noted that the main facilities such as doctor's surgeries and convenience retail stores are at more than a mile away from the site. The existing nearest bus terminal is located on Browns Lane adjacent to the North east to the application site. Referring to the Public Transport section below the bus service will be extended through the site to ensure the properties are all within the required distances to facilities. The proposals are therefore considered to be acceptable.

There is an identified need within Coventry for care homes, nursing homes and other specialist and supported forms of housing for the elderly and those requiring care. Although the housing allocation under Policy H2:6 did not include a care home, the Coventry Local Plan supports the need for care homes as stated by Policy H8.

Density

Policy H9 of the Coventry Local Plan is concerned with housing density and states that residential developments, including conversions, must make the most effective and efficient use of land whilst ensuring compatibility with the quality, character, and amenity of the surrounding area. Developments on brownfield sites outside of the Ring Road should achieve a minimum of 35 dwellings per hectare and dwellings on greenfield sites should achieve a minimum of 30 dwellings per hectare.

When considering density, it is also important to ensure it is considered alongside other

essential onsite provisions such as appropriate levels of amenity space, landscaping and any appropriate onsite infrastructure.

As such, the Council's policy is set in the context of net densities that seek to maintain:

- at least 20% of gross site area to remain undeveloped on sites in excess of 2ha, and
- at least 15% of gross site area to remain undeveloped on sites below 2ha.

The application is in outline form with only access being discharged. The site area is approximately 18.5 hectares which will require 20% to remain undeveloped landscaped areas, this amounts to at least 3.7ha, of undeveloped land required. The current masterplan has a total of 7.1 hectares of public open space provision which is approximately 40% of the site area.

The average proposed density for the residential parcels would be 39.5 dwellings per hectare, which exceeds the minimum stated in Policy.

Open Space – Development Provision

Policy GE1 of the Coventry Local Plan states 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.

The proposed development will generate an average population of 828no. This is worked out using the calculations contained within the Open Space SPD, which requires the number of dwellings to be multiplied by the average household size of 2.4.

Having calculated the number of people generated by development, the minimum requirement for each form of open space is to be calculated.

The site therefore generates a requirement of at least:
 $0.84/1000 \times 828 = 0.69\text{ha}$ of Formal open space, and
 $2.10/1000 \times 828 = 1.73\text{ha}$ of Informal open space

The formal open space requirement also includes the provision of a NEAP and a MUGA. The council uses the Fields in Trust (FiT), recommendation when it comes to play provision. This will be secured by a suitable worded condition.

NEAP and MUGA:

A NEAP is an area of open space specifically designated, laid out and equipped mainly for older children but potentially with play opportunities for younger children as well. It can provide play equipment and a hard surface area for ball games or wheeled activities such as roller skating or cycling. It may provide other facilities such as a ramp for skateboarding, a rebound wall, and a shelter for meeting and socialising.

FiT gives a standard size of a minimum activity zone of 1,000sqm comprising an area for play equipment and structures & a hard surfaced area of at least 465sqm. FiT recommend that any NEAP sized play facility has a 30m minimum separation between the activity zone and the boundary of the nearest property containing a dwelling.

A MUGA (multi-use games areas) are small sports pitches that you would typically play a variety of different sports such as football, tennis, and basketball.

FiT gives a standard size of a minimum pitch which would need to measure 40.0 by 20.0 metres. FiT recommend that any MUGA sized play facility has a 30m minimum separation between the activity zone and the boundary of the nearest property containing a dwelling.

The application is in outline form with only access being discharged, however, officers have to be assured that if the application was to advance to the Reserved Matters stage a NEAP and MUGA could be accommodated on site and these are indicated to be sited within the Green Infrastructure to the East of the site near the existing public footpath.

The proposed land use plan indicates adequate open space to satisfy requirements, with no offsite contributions required for this.

Heritage and Archaeology

Section 66 of the Planning (Listed Buildings and Conservation Areas) 1990 imposes a duty to have special regard to the desirability of preserving a listed building or its setting when considering whether to grant a planning permission which affects a listed building, its setting or Conservation Areas. Section 72 of the Act requires special attention to be paid to the desirability of preserving or enhancing the character or appearance of a Conservation Area.

The National Planning Policy Framework, paragraph 197 states the LPA should take into account the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;

b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and

c) the desirability of new development making a positive contribution to local character and distinctiveness.

Paragraph 199 of the NPPF states when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

Paragraph 202 states "Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed

against the public benefits of the proposal including, where appropriate, securing its optimum viable use”.

Paragraph 203 states “The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset”.

Policy HE2 of the Coventry Local Plan ‘Conservation and Heritage Assets’ which is relevant to archaeological constraint areas (ACA) states that in order to help sustain the historic character, sense of place, environmental quality and local distinctiveness of Coventry, development proposals will be supported where they conserve and, where appropriate, enhance those aspects of the historic environment which are recognised as being of special historic, archaeological, architectural, artistic, landscape or townscape significance. Proposals likely to affect the significance of a heritage asset or its setting should demonstrate an understanding of such significance using currently available evidence.

Heritage Assets:

Since this application has been submitted Wall Hill Road and Hawkes Mill Lane located to the north of the site, are now within the Brownhill Green Conservation Area. The boundary of the Conservation Area is located along the northern edge of the proposal site.

The proximity of the development to the boundary of the proposed Conservation Area and the permanent alteration from the development on the views from the proposed Conservation Area indicates that there will be a permanent alteration to the setting of the proposed asset. The construction of the Scheme may also have a temporary change to the setting of the proposed Conservation Area, as a result of the construction works and the associated construction traffic. Overall, limited temporary adverse minor impacts on the heritage value of this designated asset are predicted. Consequently, the proposed works will result in less than substantial harm. In accordance with the NPPF, paragraphs 199, 200 and 202, the public benefit of these works should be weighed against the less than substantial harm to the value of the designated heritage assets. It is considered that the public benefits of the proposal clearly outweigh the harm which would be caused.

The only statutory listed building potentially affected by the proposal is Birch tree farmhouse, which is located to the north east of the site on the opposite side of Wall Hill Road. The northern fields of the application site comprise part of the setting of this building, although its main significance arises from its architecture. As the fields would be built on, the significance of this designated heritage asset would suffer a low level of harm.

Whilst the level of harm would be low, it does not follow that the weight to be attributed to the harm should also be low, with the statutory duty to preserve Listed Buildings and their

settings. Indeed, paragraph 199 directs great weight to be given to the assets conservation.

In this case it is considered that the public benefits of the proposal, in providing up to 345 dwellings and care home and the accompanying economic and social benefits would comfortably outweigh the harm resulting from the detrimental effect on the setting of Birch Tree Farm.

There are two locally listed building along the west side of site known as The Cottage, 1 Freshfields Close, Old Farm, 3 Freshfields Close and The Cottage Browns Lane. The proposals have been amended for the Inclusion of buffer zones around the locally listed buildings of circa 10-12 metres.

The site lies adjacent to the RSPCA building, which is a historic farmstead, which Conservation officers consider to be a non-designated heritage asset. The proposals have been amended to include planting a band of trees within the 11m gap between the two sites, in order to shield the development from the Brownhill Farm site.

It is not considered that the harm arising to any of the locally listed structures or other non-designated heritage assets would be any more than minor and certainly not of a scale to warrant refusal of the application.

Archaeology Provision:

The site is located within an area of potential archaeological interest, not least the field systems of medieval date. Although the field systems to the north of Brownhill Green are of higher significance, the ones within the Browns Lane site still retain interest and their historic legibility is a key aspect of this and will need to be preserved in any final layout. The applicant has submitted a desk-based assessment and geophysical survey as part of the application. Since the geophysical survey was undertaken, it has been established that magnetic gradiometer surveys are of lower efficacy than anticipated in the rural landscapes of Coventry. It is recommended that a resistivity survey is commissioned along with the required trenching. Officers have no objection subject to a condition in relation to trenching occurring prior to the submission of a reserved matters application, so that the results can be taken into account in the detailed layout.

Highways Impacts

Policy AC1 'Accessible Transport Network' of the Coventry Local Plan states that development proposals which are expected to generate additional trips on the transport network should:

- a) Integrate with existing transport networks including roads, public transport, and walking and cycling routes to promote access by a choice of transport modes.
- b) Consider the transport and accessibility needs of everyone living, working, or visiting the city.
- c) Support the delivery of new and improved high-quality local transport networks which are closely integrated into the built form.
- d) Actively support the provision and integration of emerging and future intelligent mobility

infrastructure.

Policy AC2 of the Coventry Local Plan states new development proposals which are predicted to have a negative impact on the capacity and/or safety of the highway network should mitigate and manage the traffic growth which they are predicted to generate to ensure that they do not cause unacceptable levels of traffic congestion, highway safety problems and poor air quality. Highway mitigation and management measures should focus firstly on demand management measures (Policy AC3) including the promotion of sustainable modes of travel, and secondly on the delivery of appropriate highway capacity interventions. Highway capacity interventions should be appropriate to the scale of development and expected impact and will be determined through the associated Transport Assessment.

Site Vehicular Access Points:

The two compact roundabouts now shown at the Browns Lane and Hawkes Mill Lane access points are significant improvement compared with the previous mini roundabouts option. The Designer's Response points the way in terms of mitigation measures. The LHA are satisfied that the design is acceptable for the planning stage with any minor refinement capable of being progressed during detailed design stage.

In the southeast corner of the site the existing RSPCA facility will be upgraded to serve the care home development. The proposed arrangements will maintain separation between the care home development and the RSPCA facility and will utilise an existing junction, where the principle of an access is already established.

Mitigation Measures:

Initially Highways officers raised concerns that the development has an impact on the A4114/B4076/B44106/Birmingham Road roundabout. In previous comments Highways officers made a request for "a fully costed mitigation scheme should be advanced by the applicant to bring this junction to an RFC of 0.85 or below". Subsequently, in correspondence to the applicant, a contribution request for "£180,995.40s (the cost of 2 new Toucan crossings – 1 on each carriageway of the Coundon Wedge Drive arm of the junction)" was made.

With reference to information presented within the first Addendum to Transport Assessment (junction performance results and network flow diagrams), it has been demonstrated that:

- The proposed development will result in an additional 26 two-way trips through the A4114/Birmingham Road/Coundon Wedge Drive/Holyhead Road/Allesley Old Road/B410 roundabout junction in the AM peak hour and 20 two-way trips in the PM peak hour. This equates to a 0.6% increase in vehicle movements through the junction in the 2026 AM peak hour and 0.4% increase in the PM peak hour.
- The junction will operate within capacity in the AM peak hour in both the Do Minimum and Do Something scenarios, with a maximum RFC of 0.74 on Pickford Way. In the PM peak hour, the assessment demonstrated that the junction is forecast to operate at capacity in the Do Minimum scenario, with a maximum RFC of 0.88 and will

continue to operate at capacity, with no change to the RFC in the Do Something scenario.

- There is forecast to be no discernible increase in the maximum queue length (a change from 7.2 PCU to 7.3 PCU) or delay to vehicle occupants (from 11.75 seconds to 11.82 seconds).

As such, it is maintained that the Applicant does not consider that the additional traffic associated with the proposed scheme will materially impact the operation of this junction and considers that it is not appropriate to provide mitigation or a contribution towards works at this junction. Highway officers have now accepted this stance.

Detailed junction capacity assessments have been undertaken for eight local junctions including the Long Lane / Wall Hill Road / Brownhill Green Road and the three proposed site access junctions, using recently undertaken observed turning counts, as well as supplementary CASM data. The assessment demonstrates that each of the junctions would operate within capacity. Overall, the scheme is considered to have a negligible impact on the operation of the highway network. The impact of the development proposals has been assessed and the impacts are not considered to be severe.

Walking and Cycling Connections:

Highway officers requested that the proposed strategic pedestrian connection from the development, across the land adjacent to Coundon Wedge Drive is made into a cycle track to complement the concept of a Toucan crossing. This has been accepted by the Applicant and presented on the revised parameters plan.

Highways officers have recommended that the existing public footpath within the site is upgraded to bridleway which the applicant considers to be a reserved matter. If this is viable solution in terms of securing it, then the officers would support this approach.

Highways officers requested that a pedestrian link between the development site and Browns Lane, in the vicinity of Freshfield Close should be provided. This is now presented on the revised parameters plan and is acceptable.

A pedestrian and cyclist connection between the application site and Lyons Drive has been indicated on the parameters plan and is agreed.

Public Transport:

In comments dated 12th October 2022, Highway officers at the time indicated that the existing no. 7 bus service, operated by National Express, could be extended to serve the proposed development and the Keresley SUE. It is expected that the extension of this service would require further investment in new vehicles to ensure that the frequency can be maintained or improved, with the associated costs shared between the consented developments at Keresley and the proposed development. Reference is also made to the recent introduction of on-demand transport services, which are now available across Coventry, including the site. Highway officers at that time indicated that a financial contribution may be required.

It is the Applicants view that the proposed design of the site, which will enable bus services to operate through the site is adequate and proportionate. The arrangements will effectively operate as a turn-back facility for the no. 7 bus service, with negligible delay or increased journey time as a result. Given that the majority of services operated along the no. 7 route are commercially viable services, the operator will be best placed to determine whether there is sufficient demand to warrant re-routing the service through the site. It is considered that if the no.7 service is to be extended through the Keresley SUE development, this should be funded through the S106 contributions already agreed with the developer.

Highway officers have agreed this approach and have confirmed no financial contribution is required for the public transport element.

Sustainable Transport Measures

Various sustainable transport measures have also been requested in order to encourage modal shift from the private car to walking, cycling and public transport. These include contributions towards the cycle superhighway which will run along Coundon Wedge Drive; mobility credits for future householder to utilise; a car club contribution, the provision of a cycle docking station for the West Midlands cycle hire scheme; and upgrading of a public footpath to Sayer Drive. The amounts are listed in the developer contribution section of the report.

Ecology, Biodiversity and Trees

Policy GE3 of the Coventry 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.

Policy GE3 establishes that developments should provide a net gain and where this is not possible provide some form of offsetting.

The Environmental Statement (Mott MacDonald, ref 408218-MMD-01-XX-ENV-EIA-0001, July 2022) includes a summary and discussion of the ecology surveys of the site (Middlemarch Environmental and Mott MacDonald). The ecological surveys are comprehensive and provide a sufficient understanding of the site. Overall, the ecological information suggests that the development will have a minor impact but will lead to an overall loss in biodiversity which would be mitigated by off-site projects.

The contribution required for any offsite mitigation has been calculated using the Warwickshire Biodiversity Impact Assessment metric which provides the required financial contribution. Officers have now adopted the DEFRA metric V4 which provides the number of biodiversity units required rather than a financial contribution. More recently DEFRA has released the cost of biodiversity credits for offsite mitigation, there is a range of costs depending on habitat eg £42k/credit for grassland and £125k/credit for ponds.

Ecology has agreed that the Browns Lane residential development will not be required to make any financial contribution for mitigation. Instead, a nearby area of land will be provided for enhancement and long-term management for wildlife and the local community. An appropriate area of land has been agreed which is currently relatively poor grassland with limited informal access. The additional biodiversity required to offset the loss at the development site can be provided by enhancing the grassland and creating new features such as wetland and trees. The creation and ongoing management costs can be provided from a variety of sources, eg River Sherbourne Project is creating a series of wetland features. Public access will be integrated into the enhancements.

There is no objection to the proposed development on ecology grounds subject to conditions ensuring that wildlife on the site is safeguarded.

Trees:

Policy GE4 of the Coventry Local Plan states that trees make a valuable contribution to the city's green landscape. New developments should seek to retain existing trees and other landscape features, incorporating them into a high-quality design and landscape proposals where possible. Should loss be unavoidable, compensatory provision of new trees should be proposed as part of a well-designed landscape scheme.

The application has been supported by an Arboricultural Report (Rev A)- dated 30th September 2019 and a Tree retention plan Drawing No COV0449-06.

An Arboricultural Report has been undertaken to accompany the planning application. The report confirms that there were 49 individual trees, 4 tree groups, 11 hedgerows and 1 woodland surveyed in relation to this site. The following tree retention categories were assigned:

- Category A i.e. trees of high quality, 5 individual trees;
- Category B i.e. trees of moderate quality, 23 individual trees, 2 tree groups;
- Category C i.e. trees of low quality, 20 individual trees and 2 tree groups, 11 hedgerows and 1 woodland; and,
- Category U i.e. trees to be removed for arboricultural reasons, 1 individual tree.

The Arboricultural Report also confirms that there is one tree within the redline boundary of the site covered by a Tree Preservation Order. There are also a further seven trees protected by a Tree Preservation Order which are located in the garden of a private property bordering the application site.

Category A trees on site are all to be retained. One Category B (Identified as No.3) is to be removed. 3 Category C trees (Identified as No.1, 2 and 46) are to be removed and Category C hedgerows are also to be removed. The most noticeable hedgerows to be removed are along Hawkes Mill Lane/ Wall Hill Road to facilitate the proposed roundabout and a section on Coundon Wedge Drive to facilitate the care home development.

There are a number of important trees and hedgerows at the site, some which are veteran. Based on the current illustrative layout, the development is acceptable from an Arboricultural perspective. There are no objections subject to a condition in relation to a site-specific tree survey, Arboricultural impact and method statement, and new tree planting scheme.

Drainage

Policy EM4 of the Coventry Local Plan states all major development must be assessed in respect of the level of flood risk from all sources.

Policy EM5 of the Coventry Local Plan states all development must apply SuDS and should ensure that surface water runoff is managed as close to its source as possible.

The application was supported by a Flood Risk Assessment and Drainage Strategy contained in Volume II of the ES and a section within the Planning Statement.

Surface water drainage for the majority of the site will outfall into the Brook North watercourse and the area to the west of the site will outfall into the existing surface water sewer in Browns Lane. Where existing ponds are located on site, if these are being retained, the future drainage design will allow for water to still flow towards these areas. Attenuation storage will be split between two outfall locations, the Brook Drain watercourse, and the surface water sewer in Browns Lane. The proposed majority of foul water will connect into the public foul sewers in Wall Hill Road. The western area of the site which falls towards Browns Lane will connect into the public foul sewer located within that road.

The principle of the drainage design (which would have to achieve a Greenfield run off rate) is agreed and no objections are raised with regards to the proposed development subject to a detailed drainage scheme being submitted and approved by the city council.

Landscape and Visual Amenity

Landscape:

Chapter 15 of the NPPF is concerned with conserving and enhancing the natural environment (Paragraphs No.174 – No.178).

The site also does not represent a 'valued' landscape in the context of paragraph No.174 of the NPPF. In terms of the recognised hierarchy of internationally to locally designated sites (NPPF para. No.175) and the greater weight to be applied to conserving and enhancing the top tier of protected landscapes (NPPF para. No.176), the site falls outside such classifications. It is not subject to any designations relating to landscape value or quality and it has been allocated for housing within the local development plan.

The application has been considered in relation to landscape and visual impacts from the actual application site, notwithstanding the allocation.

A Landscape and Visual Impact Assessment has been prepared and submitted with the planning application. It provides an assessment of the site relative to landscape and visual receptors and has been used to inform and identify the significant constraints to inform the indicative design for the proposed development.

The application site is located within the Ancient Arden. The site and its immediate context display many features of this landscape character type, with a varied undulating topography evident, along with winding lanes, tall roadside hedgerows, a distinctly irregular field pattern of small to medium sized fields and an abundance of hedgerows and trees. The application site is bounded by residential dwellings north, west and south to the application site.

The site's character can be divided into two elements which generally correspond to the western and eastern parts of the site. The western part of the site is accessed off Brown's Lane and is the higher part of the site. It consists of three arable fields divided by a series of hedgerows which meet at a field pond and small section of woodland at the highest point of the site. The eastern and northern part of the site consists of eight fields divided by a series of hedgerows with large mature hedgerow trees. The hedgerows become more space to the east apart from the mature hedgerow boundary along the eastern edge of the site.

The site topography is undulating with significant level changes across the site. The high points are located to the western edge of the site. The levels fall to the east and rises again towards the existing livestock shed. The land slopes further down towards the north and east of the site. The lowest point is towards the north east corner of the site.

The application is in outline form with all matters reserved except access. However indicative plans have been submitted, namely:

- Illustrative layout Drawing No. COV0449-005 Rev H
- Building heights plan Drawing No. COV0449-007 Rev B

These plans together demonstrate how the proposed quantum of development could fit on the site. Together with all the allocation requirements.

During the construction phase there would be permanent minor adverse effects on the landscape features within the site. However, they would be temporary minor adverse effects on the landscape as only a small proportion of the wider landscape character areas are affected and no fundamental, defining characteristics would be lost. Visually, the users of the public footpaths crossing the site would be the most impacted upon by the construction works, experiencing temporary substantial adverse effects.

Once the houses are built there would be minor adverse effects on the landscape. The retention and management of existing trees and hedgerows as well as the proposed planting would have minor beneficial effects on landscape features. The proposals are considered to fit well with the surrounding settlement edges.

The visual impact of the proposed development from Browns Lane and Wall Hill Road with the construction of a new accesses and residential dwellings clearly visible above the existing hedgerow. In the long term with mitigation the impact is likely to be moderate adverse.

The effects on views from Coundon Wedge Drive would be negligible and views from other public footpaths would be minor adverse or negligible given a landscape buffer will be provided along the Public Right of Way.

The matters of layout, scale, appearance, and landscaping are reserved matters and therefore these details will be submitted at a later date and therefore do not form part of the assessment of this current application.

When taken together it is considered that the proposal will lead to a moderate adverse impact upon the landscape.

Air Quality

Policy H1 of the Coventry Local Plan states future housing will be designed to create new and stable communities.

Policy H3 of the Coventry Local Plan states that new development must provide a high-quality residential environment which assists in delivering urban regeneration or creating sustainable communities and which overall enhances the built environment. A suitable residential environment includes safe and appropriate access, adequate amenity space and parking provision and be safe from pollution.

Policy EM7 of the Coventry Local Plan states major development proposals will require the submission of an air quality assessment, as they may lead to a significant deterioration in local air quality resulting in unacceptable effects on human health, local amenity, or the natural environment.

The Air Quality SPD simplifies the consideration of air quality impacts associated with development schemes and focus on incorporation of mitigation at the design stage, countering the cumulative impacts of aggregated developments, providing clarity to developers, and defining 'sustainability' in air quality terms.

The Site is located within the Coventry citywide Air Quality Management Area which was designated for the potential exceedance of the annual mean nitrogen dioxide (NO₂) air quality objective.

An Air Quality Assessment has been submitted within the Environmental Statement. There are no significant adverse air quality effects anticipated from either the construction or operational phases of the Scheme. The assessment has deemed the Site suitable for residential purposes and the introduction of new receptors. Table 6.18 and Table 6.19 summarise the predicted impacts and residual effects on the environment during the construction and operation phases. It is therefore considered that development-specific mitigation will not be required to reduce or offset road traffic emissions.

In line with the Air Quality SPD, key to reducing impacts is to ensure that road emissions related to the proposed development are fully minimized. With regard to the guidance set out in the SPD, measures relevant to this development are as below:

- Electric vehicle charging:
- Residential - 1 electric vehicle charging point per dwelling
- Gas boilers shall be ultra-low NO_x emissions.

A Construction Environmental Management Plan shall be submitted demonstrating how noise / vibration and dust emissions will be minimised during construction and site clearance. This will be controlled by condition.

Noise

Policy H1 of the Coventry Local Plan states future housing will be designed to create new and stable communities.

Policy H3 of the Coventry Local Plan states that new development must provide a high-quality residential environment which assists in delivering urban regeneration or creating sustainable communities and which overall enhances the built environment. A suitable residential environment includes safe and appropriate access, adequate amenity space and parking provision and be safe from pollution.

An assessment has been made on the suitability of the Browns Lane site for residential and care home use. The dominant noise sources impacting the site are from road traffic noise, some industrial noise and the RSPCA centre.

A Noise Risk Assessment revealed the site to have a negligible to low noise risk except for the northern boundary which has the potential for low to medium noise risk. Further assessment in the form of an Acoustic Design Statement is needed during the detailed design stage in which mitigation will be required to reduce the noise risk. Only dwellings which require sound insulating glazing and possibly the Care Village will require mechanical ventilation.

Construction noise and vibration and noise from operational plant within the proposed site are not anticipated to give rise to significant adverse effects.

Road Traffic noise changes have been assessed for the scheme, and cumulatively with other schemes in the area. No significant adverse effects are predicted.

Overall, the site would be suitable for residential use subject to a noise assessment being submitted for each phase of development.

Contaminated Land

Policy EM6 of the Coventry Local Plan 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.

The application is supported by a Geo Environmental Desk Study dated 28th July 2022.

Based on the reported history of the site and surrounding area, a low to moderate risk is identified. The main potential sources of contamination are considered to be made ground, infilled ground and reworked ground containing demolition, material; hydrocarbon contamination from a former garage to the north and automotive factories to the south; and leaks and spills of hydrocarbons associated with farming activities including the use of fuel tanks and drums.

Given the findings of this Desk Study, it is recommended that a Phase II Intrusive Investigation is undertaken, to determine the extent of contamination and to enable completion of a ground gas risk assessment. This can be controlled by a suitably worded condition.

Infrastructure Requirements

Comments and objections have been submitted raise concerns regarding the impact on services such as schools and doctors, the highways network, drainage and flooding and other infrastructure pressures.

Paragraph 55 of the NPPF states local planning authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations.

This includes setting out the levels and types of affordable housing provision required, along with other infrastructure (such as that needed for education, health, transport, flood and water management, and green and blue infrastructure). Where planning conditions are considered the acceptable way to mitigate against any harm that may arise, they have been noted under the relevant sections, with the specific condition given.

However, there are other areas which cannot be mitigated against solely by the imposition of conditions. These are discussed in more detail below.

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 which make a development proposal acceptable in planning terms, that would not otherwise be acceptable. They are focused on site specific mitigation of the impact of development.

Policy IM1 'Developer Contributions for Infrastructure' of the Coventry Local Plan 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 if the application was found to be acceptable.

Affordable Housing:

Policy H6 of the Local Plan requires the provision of 25% affordable housing across the whole site, including the care home element of the proposals.

The development of 345 units will require the provision of 86 dwellings for affordable housing, to be secured through the s106 Agreement. The affordable housing should be split 15% social/affordable rent and 10% intermediate housing. The national planning guidance also requires that 25% of affordable housing (so 6.25% of the overall number of units on this site) should be First Homes.

The First Homes or 10% affordable home ownership will not apply to the housing with care element. The housing with care is more likely to be social/affordable rent.

NHS Trust:

The contribution request would be £568,265.00 which will go towards the gap in the funding created by each potential patient from this development.

Officers are awaiting an updated response following the amendments to reduce the number of dwellings from 350 to 345. Officers have also requested further information to demonstrate that this contribution is necessary in light of recent case law. An update on this request will be provided as part of the late representations document.

NHS (ICB):

The contribution request would be for £530,783 which would be used on local improvement works to deliver additional capacity in local primary care facilities to support the population from this development.

In the locality shows that there are several practices providing primary care medical services to the area. The practices have been identified where they are within a 3km radius of the location as shown below:

Name of Practice	Address
Allesley Park Medical Centre	Whitaker Road, Coventry CV5 9JE
Allesley Village Surgery	Birmingham Road, Allesley CV5 9BD
Engleton House Surgery	Villa Road, Coventry CV6 3HZ
Holbrooks Health Team	Wheelwright Lane, Coventry CV6 4HN
Jubilee Health Centre (Coventry GP)	Jubilee Crescent, Coventry CV6 3FA
Moseley Avenue Surgery	Moseley Avenue, Coundon CV6 1HS
Park Leys Practice	Bennetts Road South, Keresley CV6 2FL
Springfield Medical Practice	Bennetts Road South, Keresley CV6 2FL
The Gables Medicentre	Holbrook Lane, Coventry CV6 4DD

Ecology:

This residential development will not be required to make any financial contribution for mitigation. Instead, a nearby area of land will be provided for enhancement and long-term management for wildlife and the local community. The additional biodiversity required to offset the loss at the development site can be provided by enhancing the grassland and creating new features such as wetland and trees.

Education:

The Education contribution below breaks down the education contribution in terms of total houses and on a per 2+bed dwelling basis. A total contribution of £3,040,257 is required.

Phase of Education	Total Contribution - based upon 302 2+plus bed dwellings	Cost Per 2+ bed dwelling	Proposed Location of Contribution
Primary Education	£1,108,954	£3,672.03	Towards improving education facilities (which may include the purchase, improvement and expansion of land and buildings) at the proposed Primary School as part of the Keresley SUE or towards John Shelton Primary School.
Secondary Education	£1,310,540	£4,339.54	Towards improving education facilities (which may include the purchase, improvement and expansion of land and buildings) at Barr's Hill School, President Kennedy, Coundon Court, or Cardinal Newman Schools.
Post 16 Education	£292,068	£967.11	Towards improving education facilities (which may include the purchase, improvement and expansion of land and buildings) at Barr's Hill School, President Kennedy, Coundon Court, or Cardinal Newman Schools.
Primary SEN Education	£131,478	£435.36	Towards improving education facilities (which may include the purchase, improvement and expansion of land and buildings) at Woodfield Special School.
Secondary/ Post 16 SEN Education	£197,217	£653.04	Towards improving education facilities (which may include the purchase, improvement and expansion of land and buildings) at Woodfield Special School.
Total	£3,040,257	£10,067 per 2+ bed dwelling	

Highways:

The Highway and Public Right of Way contributions are as set out below:

- Toucan Crossing on Coundon Wedge Drive £90,498
- Cycle Superhighway contribution £313,860
- The upgrade of the footpath to Sayer Drive amounting to £261,291.08 for a route going on the current walked line, plus £10,000 for the cost of the diversion Order
- 2 x WMCH docking stations £98,100
- Mobility credits £306,250
- Car Club contribution £52,500
- Travel Plan Monitoring Fee £6,800

Further clarification is being sought in respect of the request for the contributions towards the public footpath. Whilst an upgrade to the path is considered acceptable in principle, officers are seeking to clarify whether or not these works are CIL compliant and necessary to mitigate the impact of development/make the development acceptable. There are also concerns about the requirement for lighting to the footpath and the impact this could have on ecology and the potential works that may be required to remove hedgerow and the landscape buffer to make way for the upgraded footpath. An update will be provided in respect of this request as part of the late representations document.

Sporting Provision-

The proposal contains no indoor sporting provision nor any formal playing pitches.

The population of the proposed development is estimated to be 828no based on an average household occupancy rate of 2.4. This additional population will generate additional demand for sports facilities. If this demand is not adequately met then it may place additional pressure on existing sports facilities, thereby creating or exacerbating deficiencies in facility provision. In accordance with the NPPF, Sport England seeks to ensure that the development meets any new community sports facility needs arising as a result of the development.

The City Council has adopted Sport England's Sports Facilities Calculator (SFC) which seeks to ensure that the development meets any new community sports facility needs arising as a result of the development.

The Sport England's Sports Facilities Calculator (SFC) indicates that a population of 828 in this local authority area will generate a demand for:

- Pools: 9.07 sqm of pool space costing £177,636
- Halls: 0.25 courts costing £170,985
- Artificial Grass Pitches: 0.03 pitches costing £31,907
- Playing Pitches: 0.57 grass pitches costing £57,602
- Pitch maintenance costing £13,264 per annum (based on a 10-year maintenance period £132,640 in total)
- Ancillary Facilities: contribution towards a two-team changing facility costing £156,567

Sport England have requested an off-site contribution of £727,337 towards indoor sports facilities and outdoor playing pitches.

Furthermore, the Sport (CCC) team have identified the following requirements and locations for the contributions:

- It is recommended the contribution towards pools and halls are allocated to meet the demand generated and is invested into a potential future public leisure facility in the north west of the city or improvements in line with the Indoor Sports and Aquatics Facilities Strategy Action Plan. This is in line with the contributions being sort at the Eastern Green and Kersley urban extensions.
- The contribution toward the artificial grass pitches will be allocated in line with the latest playing pitch strategy which anticipated to be at wither the Woodlands or Cardinal Newman to meet the demand of the current 3G pitch shortfall.
- The contribution towards the playing pitches, maintenance, and ancillary facilities (such as changing rooms) would be invested into a potential future public leisure site in the north west of the city, or one of the football hubs created on one of the council parks facilities or at Woodlands to improve the quality of pitches, in line with the latest playing pitch strategy.

Other Matters:

With regards to the neighbour concerns in relation to impact upon amenity loss of light, privacy to be caused by the proposal. These details cannot be addressed under this application as this is an outline application in which access is only being considered. These details will be considered in the subsequent reserve matters applications. In relation to the neighbour's comments relating to additional noise and light pollution this is inevitable when developing a Greenfield site, however the level of impact is not unusual or so significant as to warrant refusal of the application.

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.

There are no known equality implications arising directly from this development.

CONCLUSION

The site is allocated for housing under Policy H2:6 of the Local Plan. The Council is not in a position to demonstrate a 5-year housing land supply when using the Government's Standard Method. It is not considered that there are any adverse impacts of granting planning permission that would significantly and demonstrably outweigh the benefits of the development when assessed against the policies of the NPPF taken as a whole. Therefore, in line with the NPPF, Planning Permission should be granted.

The application is in outline form, with all matters relating to appearance, landscaping, layout, and scale reserved for a later date, with only access being discharged.

The less than substantial harm to heritage assets is clearly outweighed by the benefits of the proposal.

The proposed development is considered to be acceptable in principle and will not result in any significant impact upon neighbour amenity, highway safety, ecology, or infrastructure, subject to relevant conditions and contributions. The reason for Coventry City Council granting planning permission is because the development is in accordance with: Policies DS1, DS3, DS4c, H1, H2, H3, H4, H6, H9, HE2, GE1, GE2, GE3, GE4, JE7, DE1, AC1, AC2, AC3, AC4, AC5, EM4, EM5, EM7 and IM1 of the Coventry Local Plan 2016, together with the aims of the NPPF.

CONDITIONS / REASONS

1.	Approval of the details of the appearance, layout, scale, access in relation to the means of access within the site to the buildings and the pedestrian/cycle accesses into the site, and landscaping (hereinafter called 'the reserved matters') shall be obtained from the local planning authority in writing before any development is commenced and the development shall be carried out in full accordance with those reserved matters as approved.
Reason	<i>To conform with Article 5(1) of the Town and Country Planning (General Development Procedure) Order 2015</i>
2.	Application for approval of the reserved matters listed at condition 1 shall be made to the Local Planning Authority before the expiration of 3 years from the date of this permission.

Reason	<i>To conform with Section 92 of the Town and Country Planning Act 1990 (as amended)</i>
3.	The development hereby permitted shall begin within 3 years of the date of this permission or within 2 years of the final approval of the reserved matters, whichever is the later.
Reason	<i>To conform with Section 92 of the Town and Country Planning Act 1990 (as amended)</i>
4.	<p>The reserved matters shall be in accordance with the Land Use Plan DWG COV0449-006 Rev D and shall include the following specific requirements and/or be supported by the following documents in so far as relevant to that matter:</p> <p>Retention of trees, tree groups and hedgerows as indicated for retention on Tree Retention Plan DWG COV0449-06; Provision of NEAP; Provision of MUGA; Health Impact Assessment; Sustainable Building Statement; Inclusion of car club spaces at locations to be agreed within the development; Bus stops with shelters and real-time information; Preparations for cycle hire docking station(s) including hard-standing and power supply; Provision of communal EV charging points and Provision of car club parking and information boards/displays.</p>
Reason	<i>In the interests of achieving sustainable development, having particular regard to the potential impact of the development in accordance with Policy DS3 of the Coventry Local Plan 2016.</i>
5.	<p>The development hereby permitted shall be carried out in accordance with the following approved plans:</p> <p>Site Location Plan DWG COV0449-001 Rev A Land Use Plan DWG COV0449-006 Rev D Tree Retention Plan DWG COV0449-06 Building Heights Plan DWG COV0449-007 Rev B Proposed Wall Hill Road Site Access DWG 408218-MMD-HW-XXDR-C-0001 Rev P5 Proposed Browns Lane Site Access DWG 408218-MMD-HW-XX-DR-C-0011 Rev P5 Coundon Wedge Access and Visibility Plan DWG 408218-MMD-HW-DR-0021 Rev P1</p>

	<p>Topographical Survey DWG 53527-1- 10 Planning Statement Rev B- August 2022 Design and Access Statement Rev B- July 2022 Environmental Impact Assessment- July 2022 Volume 1 – Environmental Statement – Main Report Volume 2 – Environmental Statement – Technical Appendices Volume 3 – Environmental Statement – Non-Technical Summary Statement of Community Involvement Rev B- July 2022 Arboricultural Report Rev A- Dated 30th September 2019 Geo-environmental Desk Study Rev B- Dated 28th July 2022 Landscape and Visual Impact Assessment Rev B- July 2022 Historic Environment Desk Based Assessment Rev D- July 2022 Addendum to Transport Assessment- Dated 18th January 2023 Addendum to Transport Assessment 2- Dated 26th June 2023</p>
Reason	<i>For the avoidance of doubt and in the interests of proper planning</i>
6.	<p>Prior to the commencement of the development hereby permitted, a site wide phasing programme shall be submitted to and approved in writing by the Local Planning Authority, which shall include:• Details of the precise location and extent of individual development phases;• The extent of development within each phase and a description of the intended timing of the development and completion of each phase;• Permanent and temporary access arrangement to serve each phase of the development;• Any interim surface or boundary details relating to each phase of the development;• Timings of provision of Green Infrastructure and footpath / cycle routes within each phase. The development shall only be carried out in full accordance with the approved site wide phasing programme.</p>
Reason	<i>To ensure that in the event of the development being carried out on a phased basis, satisfactory access and interim environmental treatment is provided to address the impact in the interests of public safety and amenity in accordance with Policies DS4, DE1, AC1 and AC2 of the Coventry Local Plan 2016.</i>
7.	<p>No habitable buildings, structures, roadways, car parks, fencing, lighting, or anything else, shall be erected within 3m of the gas pipeline, which crosses the site.</p>
Reason	<i>In the interests of health and safety of future occupiers in accordance with Policy H3 of the Coventry Local Plan 2016.</i>
8.	<p>Prior to the commencement of the relevant phase of development hereby permitted, full details of the proposed NEAP and MUGA shall be</p>

submitted to and approved in writing by the Local Planning Authority, which shall include / provide for the following:

MUGA:

- Is minimum of 40m x 20m in size.
- Has a sufficient buffer zone to allow a minimum distance of 30 metres between the edge of the activity zone and the boundary of the nearest residential property
- The court can be a porous macadam (tarmac) surface with an acrylic non-slip paint applied in accordance with SAPCA Code of Practice.
- Requires markings for Football, and Basketball, using acrylic line markings, 50mm wide and to include a goal at each end for football and a basketball hoop

NEAP:

- It caters for children from 8 to 14 years of age.
- Has a minimum activity zone area of 1000 square metres.
- Play equipment will not overlook nearby gardens
- Is positioned beside a pedestrian pathway on a well-used, well-lit route
- Has a sufficient buffer zone to allow a minimum distance of 30 metres between the edge of the activity zone and the boundary of the nearest residential property
- Occupies a well-drained site with a grass or a hard surface and features an appropriate impact absorbing surface beneath and around the play equipment conforming to EN1177.
- Contains a minimum of 8 types of play equipment and each type of play equipment should be designed to stimulate one of the following activities:
 - Balancing,
 - Rocking,
 - Climbing/Agility,
 - Sliding,
 - Social play,
- Additional items may focus upon rotating, swinging, jumping, crawling, viewing, counting or touching.
- The playground equipment must conform to EN1176
- Contain the appropriate amount of seating for parents and/or carers
- Contain an appropriate number of litter bins for the size of the Play area
- Has a dog proof fence (preferably metal bow topped) with a minimum of two self-closing gates on opposite sides of the play area, to deter entry by dogs and to restrict opportunities for bullying
- An appropriately worded information sign outside entrances to the play area.

Any play area will need to be managed and maintained to current ROSPA guidelines - <https://www.rospa.com/play-safety/advice/code-of-practice>

Reason	<i>To ensure adequate play equipment is provided in accordance with Policy GE1 of the Coventry Local Plan 2016.</i>
9.	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; and any report of the findings must be submitted to and approved in writing by the local planning authority prior to the commencement of development (including any demolition). The report of the findings, to be conducted in accordance with Environment Agency Guidance Land Contamination: Risk Management (2021) and must include (i) a survey of the extent, scale and nature of contamination; (ii) an assessment of the potential risk to; human health, property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes, adjoining land, groundwaters and surface waters, ecological systems, archaeological sites and ancient monuments; (iii) an appraisal of remedial options and proposal of the preferred option(s)
Reason	<i>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</i>
10.	The development shall only be undertaken in accordance with a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment, which shall be submitted to and approved in writing by the local planning authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.
Reason	<i>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</i>
11.	The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development other than that required to carry out the remediation. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.
Reason	<i>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</i>

	<i>NPPF</i>
12.	Prior to occupation of the development hereby permitted and following completion of the measures identified within the remediation scheme approved under condition No. 11, a verification report that demonstrates the effectiveness of the remediation carried out must be produced and submitted to the Local Planning Authority for approval in writing
Reason	<i>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</i>
13.	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 condition 9, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition 10, which shall be submitted to and approved in writing by the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with condition 12.
Reason	<i>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</i>
14.	Any gas boilers installed on site shall have a dry NOx emission rate of no more than 40mg/kWh. One electric vehicle recharging point per dwelling shall be provided prior to occupation and shall not be removed or altered in any way and shall be kept available for such use by residents at all times.
Reason	<i>To mitigate the impacts of development on air quality in accordance with Policy DS3 of the Coventry Local Plan 2016 and the aims and objectives of the NPPF.</i>
15.	Prior to the commencement of development, a method statement detailing the control of emissions into the air during the demolition/construction phase should be submitted to and approved in writing by the Local Planning Authority. The method statement should accord with the Best Practice Guidance - 'The control of dust and emissions from construction and demolition' and include:- a) proposed hours of work; b) map with nearest receptors and distances for dust and noise; c) noise impact on nearest

	neighbours and control measures as required; d) monitoring methods and measurement locations for dust and noise recording details; e) dust mitigation measures; f) contact details for responsible persons and site personnel training; and g) information provision and liaison with local residents. The development shall only proceed in full accordance with the approved details.
Reason	<i>To protect the amenity of the occupiers of neighbouring residential occupiers in accordance with Policy EM7 of the Coventry Local Plan 2016.</i>
16.	A noise assessment shall be submitted with the appearance, layout, and scale reserved matters applications for each phase of development, and which also has regard to the adjacent RSPCA site. The noise assessment shall include results for LAeq, LA max, and LA90 noise descriptors, together with a calculated arithmetical average for the LAeq. The assessment will demonstrate by calculation that internal noise levels for the proposed residential property meet the 'Good' criteria set out in British Standard 8233 'Sound Insulation and Noise Reduction for Buildings' together with any mitigation measures that are required to achieve this. The report shall also demonstrate that outdoor garden and leisure areas associated with this development meet the 55dB limit as required by the World Health Organisation (WHO). Prior to the first occupation of the buildings any necessary mitigation measures shall have been implemented in full accordance with the recommendations of the noise assessment and thereafter shall not be removed or altered in any way.
Reason	<i>To protect the amenities of future occupiers from road traffic noise and general disturbance in accordance with Policy H3 of the Coventry Local Plan 2016.</i>
17.	The development hereby permitted shall only proceed in strict accordance with a scheme for targeting and utilising local people for construction and employment, which shall be submitted to an approved in writing by the Local Planning Authority.
Reason	<i>To secure local employment in accordance with the City Council jobs strategy and Policy JE7 of the Coventry Local Plan 2016.</i>
18.	A written scheme of archaeological investigation shall be submitted to and approved by the local planning authority prior to submission of the reserved matters for each phase or sub-phase of development. This shall include a detailed programme of archaeological works. An evaluation report shall be submitted for approval with reserved matters applications for development within all phases. The development shall only proceed in full accordance with these approved details.

Reason	<i>The submission of these details 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</i>
19.	No development (including any demolition or preparatory works) shall commence unless and until a Biodiversity Method Statement for bats and breeding/ wintering birds, 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	<i>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.</i>
20.	Prior to the first occupation of the development hereby permitted, details of general ecological habitat enhancement measures and hedgehog mitigation measures shall be submitted to and approved in writing by the Local Planning Authority. Such measures shall include; retention and management of boundary vegetation, and hedgehog friendly boundary fencing and gates. The habitat enhancement measures shall be undertaken 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	<i>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.</i>
21.	No removal of trees/ hedges/shrubs/ or demolition of buildings/ structures shall take place between 1st March and 31st August (inclusive) unless a survey to assess the nesting bird activity on the site during this period has been undertaken by a qualified surveyor, and a scheme to protect any nesting birds identified on the site has first been submitted to and approved in writing by the Local Planning Authority. No trees/ hedges or shrubs shall be removed or buildings/ structures shall be demolished between 1st March and 31st August (inclusive) other than in strict accordance with the approved bird nesting protection scheme.
Reason	<i>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.</i>

22.	No development (including any demolition or preparatory works) shall commence unless and until a scheme ('the offsetting scheme') for the offsetting of biodiversity impacts at the site has been submitted to and approved in writing by the Local Planning Authority. The offsetting scheme shall include: a) a methodology for the identification of receptor site(s); b) the identification of receptor site(s); c) details of the offset requirements of the development (in accordance with the recognised offsetting metrics standard outlines in the Defra Metrics Guidance dated March 2012, or any document that may update or supersede that guidance). d) the provision of arrangements to secure the delivery of the offsetting measures (including a timetable for their delivery); and e) a management and monitoring plan (to include for the provision and maintenance of the offsetting measures in perpetuity). The offsetting scheme shall be implemented in strict accordance with the approved details within three months of the first occupation of the development hereby permitted and thereafter shall not be withdrawn or amended in any way.
Reason	<i>In order to safeguard and enhance habitat and secure an overall biodiversity gain in accordance with Policy GE3 of the Coventry Local Plan 2016.</i>
23.	Prior to the installation of any street lighting or any external lighting to be fixed to any building(s), an external lighting strategy (including a plan) shall be submitted to and approved in writing by the Local Planning Authority. The strategy shall demonstrate that lighting shall be kept to a minimum at night in order to minimise impact on emerging and foraging bats, and to restrict light spillage onto foraging corridors. The lighting shall be installed in full accordance with the approved strategy and all lighting thereafter shall be subsequently maintained in strict accordance with the approved details.
Reason	<i>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.</i>
24.	Prior to the first occupation of the development within each phase hereby permitted, details of bin storage areas for that phase shall be submitted to and approved in writing by the Local Planning Authority. The bin storage areas shall be provided in full accordance with the approved details prior to first occupation of the development. All bins which serve the development within the red line site area must be stored within the approved bin storage area and not positioned on the public highway or in the open, unless on bin collection days. The bin storage areas thereafter shall remain available for use at all times and shall not be removed or altered in any way.

Reason	<i>In the interests of the amenities of future occupants of the residential accommodation and neighbouring occupiers in accordance with Policy DE1 of the Coventry Local Plan 2016.</i>
25.	No lighting or illumination of any part of any building or the site 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	<i>To safeguard the amenities of the adjoining occupiers of the development in accordance with Policy DE1 of the Coventry Local Plan 2016.</i>
26.	Prior to the first occupation of the development within each phase hereby permitted, details of a scheme which sets out where and how 'Secured by Design' standards will be incorporated into the development, shall be submitted to and approved in writing by the Local Planning Authority. These measures should be installed in full accordance with the approved details prior to first occupation of the development and thereafter shall be retained and shall not be removed or altered in any way
Reason	<i>To ensure Secured by Design standards are met, in the interests of safety and security and the health and wellbeing of future occupiers of the development in accordance with Policies DS3, H3 and DE1 of the Coventry Local Plan 2016.</i>
27.	The landscaping details within each phase to be submitted and approved by Condition 1 of this approval shall be installed and planted in accordance with those details to be submitted. Any tree(s) or shrub(s) which within a period of ten 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	<i>To ensure a satisfactory standard of appearance of the development in the interests of the visual amenities of the area in accordance with Policies GE1 and DE1 of the Coventry Local Plan 2016.</i>
28.	None of the dwellings hereby permitted shall be occupied unless and until the car and cycling parking provision for that dwelling has been constructed or laid out and made available for use by the occupants and / or visitors to the

	<p>dwellings and thereafter those spaces shall be retained for parking purposes at all time and shall not be removed or altered in any way.</p>
Reason	<p><i>To ensure the satisfactory provision of off-street vehicle parking facilities in accordance with the Council's standards and in the interests of highway safety and the satisfactory development of the site in accordance with Policies AC1,AC2 and AC3 of the Coventry Local Plan 2016.</i></p>
29.	<p>Prior to the first occupation of the development within each phase hereby permitted, details of cycle parking facilities shall be submitted to and approved in writing by the Local Planning Authority. The cycle parking facilities shall be provided in full accordance with the approved details prior to first occupation of the building and thereafter those facilities shall remain available for use at all times and shall not be removed or altered in any way.</p>
Reason	<p><i>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.</i></p>
30.	<p>No development (including any demolition) shall take place unless and until a Construction Management Plan (CMP) has been submitted to and approved in writing by the Local Planning Authority. The CMP shall include details of: - hours of work; - hours of deliveries to the site; - the parking of vehicles of site operatives and visitors during the demolition/construction phase; - the delivery access point; - the loading and unloading of plant and materials; - anticipated size and frequency of vehicles moving to/from the site; - the storage of plant and materials used in constructing the development; - the erection and maintenance of a security hoarding including decorative displays and facilities for public viewing where appropriate; - wheel washing facilities and other measures to ensure that any vehicle, plant or equipment leaving the application site does not carry mud or deposit other materials onto the public highway; - measures to control the emission of dust and dirt during demolition and construction; - measures to control the presence of asbestos; - measures to minimise noise disturbance to neighbouring properties during demolition and construction; - details of any piling together with details of how any associated vibration will be monitored and controlled; a lorry routing agreement with prohibited route details & location of appropriate signage and - a scheme for recycling / disposing of waste resulting from demolition and construction works. Thereafter, the approved details within the CMP shall be strictly adhered to throughout the construction period and shall not be amended in any way.</p>
Reason	<p><i>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</i></p>

	<i>and in the interests of highway safety during the construction process in accordance with Policies AC1 and AC2 of the Coventry Local Plan 2016.</i>
31.	The Travel Plan within the Environmental Impact Assessment Volume 2 Section 1 hereby approved shall be implemented in full accordance with the details specified therein. The Travel Plan, as approved shall be monitored and reviewed in accordance with the approved Travel Plan targets and shall not be amended in any way.
Reason	<i>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.</i>
32.	Before any dwellinghouse is first occupied the road(s)/ footway(s)/cycleway(s) shall be constructed to binder course level from the dwellinghouse to the adjoining adopted highway network in accordance with the details to be approved in writing by the Local Planning Authority, in consultation with the Highway Authority.
Reason	<i>In the interests of highways safety in accordance with the aims and objectives of Policies AC1 and AC2 of the Coventry Local Plan 2016.</i>
33.	<p>Notwithstanding any approved details, no development of the vehicular access shall commence unless full engineering and constructional details of the proposed highway works listed as a) to e) below, shall be submitted to and approved in writing by the local planning authority and no part of the development shall be occupied or otherwise brought into use until the approved works have been completed to the written satisfaction of the local planning authority and opened to traffic. The approved works shall be retained until such time as the Proposed Site Access Arrangements have been completed to the satisfaction of the local planning authority. List of proposed highway works:</p> <p>a) Proposed Browns Lane Site Access Junction as shown indicatively on drawing 408218-MMD-HW-XX-DR-C- 0011 Rev P5</p> <p>b) Proposed Wall Hill Road Site Access Roundabout as shown indicatively on drawing 408218-MMD-HW-XXDR-C-0001 Rev P5</p> <p>c) Proposed Coundon Wedge Drive Pedestrian & Cyclist Access as shown indicatively on drawing 408218-MMD-HW-DR0021 rev P1</p>

	<p>d) Proposed Browns Lane Pedestrian & Cyclist Access (adjacent to Freshfield Close) as shown indicatively on Land Use Plan DWG COV0449-006 Rev D</p> <p>e) Proposed Access from Lyons Drive as shown indicatively on Land Use Plan DWG COV0449-006 Rev D</p>
Reason	<p><i>In the interests of highway safety and the free flow of traffic on the adjacent highway network in accordance with the aims and objectives of Policies AC1 and Ac2 of the Coventry Local Plan 2016.</i></p>
34.	<p>The following shall be submitted to the Local Planning Authority together with reserved matters applications for each phase of development:</p> <p>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. The Veteran trees require a x15 dbh stem multiplier for their Root protection area radius. The green buffer which runs along the site boundary with Coundon Wedge (W1 within tree survey) requires to be a minimum width of 15m in line with its widest section. A minimum set-back distance of 15m is required in order for the plots to be of a reasonable minimum distance away from the Coundon Wedge buffer;</p> <p>b) a schedule of the trees surveyed;</p> <p>c) Tree Constraints Plan to include tree retentions/ removed superimpose upon a proposed layout;</p> <p>d) Arboricultural Impact Assessment 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.;</p> <p>e) Arboricultural Method Statement;</p> <p>f) Dimensioned Tree Protection Plan and</p> <p>g) A CAVAT assessment will be required for any proposed tree removals.</p> <p>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.</p>

Reason	<i>To protect those trees which are of significant amenity value to the area and which would provide an enhanced standard of appearance to the development in accordance with Policy GE3 and GE4 of the Coventry Local Plan 2016</i>
35.	<p>Prior to the first occupation of the development in any phase hereby permitted a Landscape and Ecological Management Plan (LEMP) shall be submitted to and approved in writing by the Local Planning Authority. The content of the LEMP shall include the following: a) Description and evaluation of features to be managed; b) Ecological trends and constraints on site that might influence management; c) Aims and objectives of management, including mitigation and enhancement for species identified on site; d) Appropriate management option for achieving aims and objectives; e) Prescriptions for management actions; f) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a ten-year period); g) Details of the body or organisation responsible for implementation of the plan, along with funding mechanism(s) for that body or organisation; h) Ongoing monitoring and remedial measures, including where monitoring shows that conservation aims and objectives of the LEMP are not being met. The LEMP plan shall be implemented in strict accordance with the approved details within three months of the first occupation of the development and thereafter shall not be withdrawn or amended in any way.</p>
Reason	<i>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.</i>
36.	<p>Notwithstanding the details submitted the following details for each phase shall be submitted to, and approved in writing by, the Local Planning Authority (LPA) for the provision of a Sustainable urban Drainage System (SuDS) in accordance with the latest available design guidance for each reserved matters application. The submission shall include all relevant details and calculations to enable a full evaluation to be undertaken, and clear and accountable consideration shall be given to the following features:</p> <ul style="list-style-type: none"> • Open Air storage or attenuation in the form of a wet pond, dry basin, swale or other similar surface feature, aimed at managing water quantity, quality and introducing biodiversity at the ground surface. • General below ground attenuation, aimed solely at managing the quantity of water on site (Note: preference should be given to localised cellular storage unless there is no possible mechanism for doing so)

- Water quality control mediums such as permeable paving, filter drains, rain gardens, ponds or swales aimed at improving the quality of water passing through the system either above or below ground.
- The use of water harvesting and grey water reuse at individual plot level within the development. This consideration should include both the deployment of water butts, and dedicated tank-based storage where appropriate and any reasons for NOT using should be clearly stated. All in accordance with Coventry City Council's Supplementary Planning Document "Delivering a more Sustainable City".
- The deployment of green roof technology on suitable roof structures within the development
- The use of infiltration drainage either as above ground (open air) or below ground (buried) – to be accompanied by a full intrusive Geotechnical Site Investigation.
- The stormwater discharge rates from the development shall be managed in order to reduce flood risk to surrounding sites, downstream areas or the wider environment by means of a flow control mechanism (or mechanisms) limiting the total site discharge offsite to Q_{bar} greenfield runoff minus 20%. The discharge rates for brownfield sites shall be considered as greenfield in accordance with the CCC SFRA.
- A detailed strategy document must be submitted to, and approved in writing by, the LPA for the long-term inspection and maintenance of the SuDS and other surface water drainage elements on site. It should also mention any notable Health and Safety or specialist training, and special equipment required as part of the routine maintenance.
- Single outfall points will be discouraged on larger sites, as outfall points should be located to best mimic the natural discharge condition.
- An appropriately scaled intrusive ground investigation report must be provided to establish the depth and type of strata, including percolation results in accordance with BRE 365 and identifying the presence and risk associated with migrant or soluble contaminants. Please provide evidence of existing groundwater levels and seasonal variation, in order to inform the drainage design.
- Prior to the commencement of any works on site, 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. This should be covered under environmental risks in the Site-Specific CEMP.
- 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 buildings will be protected in such an event.
- Provisions must be made for the drainage of the site to ensure there is no discharge of surface water to the Public Highway.
- Where new or redevelopment site levels result in the severance, diversion or reception of natural (or engineered) land drainage flow, the developer shall maintain existing flow routes (where there are no flood risk or safety

	<p>implications) or intercept these flows and discharge these by a method approved by the Local Planning Authority.</p> <ul style="list-style-type: none"> • A wayleave of at least 5m must be provided from the top bank of any Ordinary watercourse to the building line. • Foul drainage plans <p>The drainage details shall be installed in full accordance with the approved documentation prior to occupation of the development and thereafter shall be maintained and shall not be removed or altered in any way.</p>
Reason	<p><i>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 Councils adopted Supplementary Planning Document for Delivering a More Sustainable City.</i></p>
37.	<p>Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015, as amended, or any Order revoking and re-enacting that Order with or without modification, the use indicated as a care home on Land Use Plan DWG COV0449-006 Rev D hereby permitted shall be used only as a Residential Care Home under Use Class C2 and for no other purpose (even if such other purpose would not otherwise require planning permission or would otherwise be permitted by any legislation).</p>
Reason	<p><i>It is considered necessary to strictly control the nature and intensity of the use of the site and only the approved use has been considered in establishing whether the proposal would have acceptable impacts in this location, and other use would require further detailed consideration in accordance with Policies DE1 and DS3 of the Coventry Local Plan 2016.</i></p>
38.	<p>No fixed plant and/or machinery shall be operated at the Residential Care Home unless and until details of the fixed plant and/or machinery, including any mitigation measures, has been submitted to and approved in writing by the Local Planning Authority. The rating level of the noise emitted from the plant and machinery shall not exceed the current background noise level at the nearest off-site residential receptor. The noise levels shall be determined by measurements or calculations at the nearest off site, noise sensitive premises. The measurements and assessment shall be made according to BS 4142:2014. All details shall be carried out as approved prior to first occupation of the development and any mitigation measures shall remain in place thereafter and shall not be removed or altered in any way.</p>

Reason

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