

Planning Committee Report	
Planning Ref:	OUT/2022/0713
Site:	Land West of Bennetts Road, Keresley, Coventry.
Ward:	Bablake.
Proposal:	Outline application for the demolition of all existing buildings (save for Manor Farm Cottage) and the erection of up to 260 dwellings and creation of associated vehicular accesses to Bennetts Road, pedestrian/cycle accesses, highway improvements, parking, landscaping, drainage features, open space, and associated infrastructure, with all matters to be reserved except new vehicular access points into the site from Bennetts Road.
Case Officer:	Emma Spandley

SUMMARY

The application relates to a parcel of land that is contained within the housing allocation H2:1, called Keresley SUE. The allocation is for a minimum of 3,100 dwellings.

The entire allocation requires: -

- Retail space within local centres (policy R1).
- Distributor link road connecting Long Lane and Winding House Lane to be fully operational prior to the full completion of the SUE.
- Surrounding junction improvements as appropriate and identified through a robust TA.
- Provision of 1 x 2FE primary school and contributions towards a 8FE secondary school.
- Retention of medieval fishponds, ancient woodlands, important (ancient) hedgerows.
- Creation of publicly accessible green corridor along the Hall Brook and enhanced connectivity between the ancient woodlands.
- Protection of Jubilee Woodland.
- Inclusion of appropriate screening to existing residential areas.

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 site was previously designated Green Belt land; however, it was removed from the Green Belt following independent examination by an Inspector at Local Plan Examination in Public and allocated for Housing as a Sustainable Urban Extension (SUE). The specific housing requirements are allocated under H2:1.

The housing numbers contained within the allocation are considered to be a minimum, Policy DS1 of the Coventry Local Plan sets out the overall development needs that the plan is required to deliver and states at paragraph one: -

“Over the Plan period significant levels of housing, employment and retail development will be planned for and provided along with supporting infrastructure and environmental enhancements: -

a) A minimum of 24,600 additional homes”

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 contributions summarised in this report.

REASON FOR DECISION

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

APPLICATION PROPOSAL

The application has been submitted in outline form which requires only the principal of development, together with the number of dwellings proposed and the access to the site to be assessed.

The application seeks permission for: -

- Demolition of all existing buildings, except for Manor Farm Cottage.
- Construction of up to 260 dwellings.
- Formation of vehicular access to Bennetts Road (for which detailed planning permission is sought).
- Creation of a pedestrian/cycle and emergency accesses to Bennetts Road.
- Landscaping, drainage features, and areas of open space.
- Associated ancillary infrastructure.

The following plans set the parameters for the proposed development:

- AMENDED DRAWING - Land Use and Green Infrastructure Parameter Plan - Drawing No.C5041-005-02 Rev D
- AMENDED DRAWING - Access and Infrastructure Parameter Plan - Drawing No.C5041-005-01 Rev E.

These plans will form the basis of future reserved matters applications.

The proposed development will provide up to 260no. residential dwellings. The dwellings will mostly be 2no. storeys, with 2.5no. storeys used to enhance the streetscape at nodal points etc. There will be occasional 3no. storey buildings at key locations.

The main vehicular access into the site will be constructed on Bennetts Road. In addition to this, the existing access to Manor Farm Cottage is to be retained. A separate pedestrian/cycle and emergency access will also be provided on Bennetts Road and there will be a pedestrian access to the retained Public Right of Way through the site, this is shown on AMENDED DRAWING - Access and Infrastructure Parameter Plan - Drawing No.C5041-005-01 Rev E

The AMENDED DRAWING - Land Use and Green Infrastructure Parameter Plan - Drawing No.C5041-005-02 Rev D also shows the extent of green infrastructure to be provided. This comprises the retained Manor Farm dwelling, its curtilage and access, the proposed allotments, sustainable drainage systems and areas of public open space

The plan also shows the play area locations, and SuDs locations for the sustainable urban drainage system. The plan highlights the existing trees and hedgerows to be retained

An AMENDED DRAWING - Illustrative Masterplan - Drawing No.C5041-005-10 Rev C, has been prepared and provides one example of how the quantum of development proposed in the application could be delivered.

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

SITE DESCRIPTION

The application site relates to two parcels of land located within the south-eastern part of the entire Keresley SUE and amounts to 12.53ha of land.

Parcel A consists of a single irregularly shaped field, bound by mature field hedgerows with frequent hedgerow trees, and to the south of Hall Brook and the route of Public Right of Way M315.

Parcel B consists of a series of irregularly shaped fields, most of which are in agricultural use or grazed by horses and defined by field boundary hedgerows with hedgerow trees. Parcel B also contains buildings and areas of hard standing associated with Manor Farm off Bennetts Road.

A Public Right of Way (PROW) (Ref: M315) runs through the site between the two parcels, from Bennetts Road and along the southern edge of Hall Brook., before it crosses the Hal Brook and carries on the northern side of the Hall Brook A

A further Public Right of Way (PROW) (Ref: M316), dissects Public Right of Way (PROW) M315 at the north-eastern corner of parcel A and runs along its western boundary and then enters Phase 2 of the approved Taylor Wimpey development (approved under OUT/2014/2282 and RM/2020/2399).

There are also several other Public Rights of Way (PROW) around the site.

PLANNING HISTORY

There have been no applications relating to the actual parcel of land, however, there are a range of applications that have been approved or are pending which all relate to the Keresley SUE. The following are the most relevant:-

Application Number	Description of Development	Decision and Date
<i>Taylor Wimpey</i>		
OUT/2014/2282	Outline application for the erection of up to 800 dwellings, with associated Local.	Approved 12/02/2018
RMM/2019/1030	Reserved matters for 322 dwellings for Phase One of OUT/2014/2282.	Approved 20/11/2019
RM/2020/2399	Reserved matters for 394 dwellings for Phases 2A and 2B of OUT/2014/2282.	Approved 29/11/2021
RMM/2021/2514	Reserved matters for local centre for OUT/2014/2282 (S73/2020/0285).	Pending
<i>Bellway</i>		
OUT/2019/0022	Outline application for the demolition of all existing buildings and the erection of up to 550 dwellings and creation of associated vehicular accesses to Tamworth Road and Fivefield Road.	Approved 07/02/2022
RMM/2022/0633	Submission of Reserved Matters for 236 dwellings off Fivefield Road in respect of OUT/2019/0022.	Pending
RMM/2022/0636	Reserved Matters for 76 dwellings off Keresley Link Road in respect of OUT/2019/0022.	Pending
RMM/2022/0678	Reserved Matters for 205 dwellings off Tamworth Road in respect of OUT/2019/0022.	Pending
RMM/2022/0679	Reserved Matters for 18 dwellings off Tamworth Road in respect of OUT/2019/0022.	Pending
RMM/2022/0680	Reserved Matters for the Ancient Woodland Buffer off Tamworth Road in respect of OUT/2019/0022.	Pending
<i>Thompsons Farm</i>		
OUT/2019/0484	Outline application for the erection of up to 500 dwellings.	Approved 05/07/2022
FUL/2022/1981	Installation and formation of highway and drainage infrastructure works in respect of OUT/2019/0484.	Pending
RMM/2022/1982	Reserved Matters for the erection of 329 dwelling in respect of OUT/2019/0484.	Pending

RMM/2022/2615	Reserved Matters for the erection of 171 dwellings in respect of OUT/2019/0484.	Pending
Rookery Farm		
OUT/2019/2277	Outline application for up to 40 dwellings.	Approved 06/03/2020
RMM/2021/0314	Reserved matters in respect of OUT/2019/2277.	Approved 13/07/2021
Colliery Club		
FUL/2020/2615	Demolition of existing structures to facilitate residential development with associated access, parking, landscaping and drainage.	Approved 25/03/2021
David Wilson / Barratts Homes		
FUL/2020/0748	Erection of 388no. dwellings (C3), public open space, access from Bennetts Road and Penny Park Lane, access roads, land safeguarded for a new Link Road, and other associated works.	Pending
Manor Farm Cottages		
FUL/2021/3173	Erection of two new dwellings with upgraded access and parking (Use Class C3)	Approved 02/02/2022
FUL/2022/3213	Erection of One new dwellings with upgraded access and parking (Use Class C3)	Approved 05/01/2021
Richborough / Queen College Oxford (QCO)		
OUT/2022/0712	Outline application for the demolition of all existing buildings (save for Poddy Cottage) and the erection of up to 290 dwellings and creation of associated vehicular accesses to Bennetts Road and Fivefield Road, pedestrian/cycle accesses, diversion of public rights of way, highway improvements, parking, landscaping, drainage features, open space, and associated infrastructure, with all matters to be reserved except vehicular access points into the site.	Pending
Hall Hill Cottages		
OUT/2022/3246	Outline application for the erection of up to 40 residential dwellings.	Pending

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 policy relating to this application is:

- Policy DS1: Overall Development Needs
- Policy DS3: Sustainable Development Policy
- Policy DS4: (Part A) General Masterplan Principles
- Policy DS4: (Part C) – Keresley SUE Specific Masterplan Principles
- Policy H1: Housing Land Requirements
- Policy H2: Housing Allocations
- Policy H3: Provision of New Housing
- Policy H4: Securing a Mix of Housing
- Policy H6: Affordable Housing
- Policy H9: Residential Density
- Policy 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 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

CONSULTATION

No Objections received from:
Archaeology

Environment Agency
Natural England
Urban Design
West Midlands Fire Service

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

CADENT
CCG
Conservation
Drainage (LLFA)
Economic Development
Ecology
Education
Environmental Protection
Highways
National Highways
Parks
Sport (Internal)
Sport England
Sustainable Development

Objections from:

Keresley Parish Council (KPC)
Warwickshire County Council Highways

Immediate neighbours and local councillors were originally notified in April 2022 a site notice was posted on 14th April 2022. A press notice was published in the Coventry Telegraph on 14th April 2022.

25no. 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
- Impact on Traffic and the robustness of the traffic modelling
- Impact on Infrastructure, i.e. Schools, doctors, hospitals etc.
- Impact on pollution
- Impact on wildlife / ecology / biodiversity
- Impact on flooding and drainage
- Impact on archaeology
- Loss of trees and hedgerows
- Ancient woodland buffer insufficient.

One objection raised a non-material planning consideration relating to the impact on existing house prices.

APPRAISAL

The main issues in determining this application are the Principle of Development, Density, Open Space, Ecology and Biodiversity, Air Quality, Drainage, Impact on Visual Amenity

and Heritage Assets, Environmental Protection, Affordable Housing and Developer Contributions.

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 forms part of the Keresley SUE which is an allocated housing site under Policy H2:1 of the Coventry Local Plan 2017. The application relates to 260 no dwellings, as noted within the *history* section the total number of dwellings approved within the Keresley Sustainable Urban Extension (SUE) so far amounts to 1,948 with 983 dwellings pending, which includes this current application.

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.

Where possible, all proposals should be planned in a comprehensive and integrated manner reflecting partnership working with relevant stakeholders. Where proposals represent a phase of a larger development the Masterplan should have full regard to any adjoining land parcels and development proposals to ensure it delivers appropriate parts of the strategic or site-wide infrastructure and other relevant features. This should support the wider delivery of the comprehensive scheme.

Policy DS4 (Part C) - *Keresley SUE Specific Masterplan Principles*, states in addition to the general principles outlined in Policy DS4 (Part A), development proposals which relate to the Keresley SUE area should also have regard to the relevant requirements below:

- i) Incorporate the recommendations of the Council's SUE Design Guidance SPD;
- ii) Ensure that the planned Local Centres are located at separate ends (north and south) in accordance with Policy R1;
- iii) Ensure the new defensible boundaries to the Green Belt are clearly supported on the western side of the site to Tamworth Road and to the north around Thompsons Lane;
- iv) Establish a comprehensive green and blue infrastructure corridor focused around the Ancient Woodlands, Hounds Hill and the Hall Brook. This corridor should run north-south between the Burrow Hill Fort to the north and the Jubilee Woodland to the south east; and
- v) Identify clear access points to the site and make appropriate provisions for new transport infrastructure and highway improvements to support the comprehensive delivery of the site. This should include:
 - a) The provision of a new Link Road in accordance with Policy H2. The Link Road should be operational to traffic prior to the full completion of all development components within the SUE;
 - b) The delivery of the Link Road should not be to the detriment of ProLogis Park; and
 - c) The management of the existing highway junctions at Bennetts Road, Tamworth Road, Fivefield Road, Sandpits Lane, Thompsons Lane, Long Lane and Watery Lane to ensure they continue to operate in a safe and appropriate way.

Retail Space

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

Distributor link road and Junction Improvements

The Link Road does pass through the application site which the developer will build. The proposal also makes a planning contribution towards required junction improvements. For more information, please see *Developer Contribution* section.

Primary School

The new primary school is located elsewhere within the SUE within the Taylor Wimpey site and was approved under OUT/2014/2282 and subsequent S73 application S73/2020/0285.

ONS Figures/Population and Prematurity

There have been many objections received, which suggest that the housing allocations in the Local Plan are out of date or erroneous as they are based upon flawed Office for National Statistics (ONS) population and household projection data. The natural flow from that argument being that the existing Coventry Local Plan should be reviewed and that the SUE may not actually be required to meet housing need, the land can then be retained and put back into the Green Belt.

The Council has committed to a review of its Local Plan following agreement by full Council in December 2022. However, as stated above, as the Council is unable to demonstrate a 5-year housing land supply using the standard methodology and therefore the titled balance in favour of granting planning permission applies unless the proposal causes significant and demonstrable harm.

In conclusion, the principle of development is considered to be acceptable. The application has come forward in accordance with the masterplan principles as set down within Policy DS4(c); in accordance with the allocation requirements contained within Policy H2:7 and is therefore in accordance with the Council's adopted Local Plan.

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.

The assessment of recent developments has shown that the density and mix of residential development largely reflects local density patterns, and this should continue. In order to support urban regeneration and high-quality design, development must ensure that land is used as intensively as possible whilst remaining compatible with the quality, character and amenity of the surrounding area.

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 12.53ha, which will require 20% to remain undeveloped landscaped areas, managed by a company, this amounts to at least 2.5ha, of undeveloped land required. The application is showing 4.7ha which equates to 38% of the total site area remaining undeveloped. However, alongside this requirement is the allocation requirement of the retention of medieval fishponds, ancient woodlands, important (ancient) hedgerows.

These areas are discussed in more detail below.

Open Space and Parks

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 624no. 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:

- $0.84/1000 \times 624 = 0.52\text{ha}$ of Formal open space, and
- $2.12/1000 \times 624 = 1.32\text{ha}$ of Informal open space.

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

The nearest existing play facility which is a LEAP is located at Keresley End which is in Nuneaton and Bedworth Borough Council area and is located over 400m from the proposed application site. The recommendations set down within FiT recommends LEAPs are located within 400m of existing / new dwellings.

The application site and the area before the SUE allocation has a play deficit. Therefore, a LEAP is required to be located within the site.

LEAPs

A LEAP play area is an area of open space specifically designated, laid out and equipped with Play equipment mainly for older children but should also have play opportunities for younger children as well as children with disabilities. It should provide play equipment as well as a hard surfaced area for ball games or possibly wheeled activities such as roller skating or cycling.

FiT gives a standard size of approx. 400sqm of playing space as a minimum although a larger area would be of more use as there could be the chance to include some fitness equipment as well as the play area, which would be of benefit to the residents if this development. Location for any fitness equipment could be either alongside the LEAP or spread around the open space as part of a walking route / trim trail route younger children as well as children with disabilities. It should provide play equipment as well as a hard surfaced area for ball games or possibly wheeled activities such as roller skating or cycling.

FiT recommend that any LEAP sized play facility has a 20m minimum separation between the activity zone and the habitable room façade of dwellings. Location is key as it needs to be not too close to residential properties but not hidden out of view where anti-social behaviour can happen unobserved.

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 LEAP could be accommodated.

The indicative masterplan submitted in support of the application, DRAWING - Illustrative Masterplan (Site A & B) - Drawing No.C5041-005-10 Rev -, showed four locations annotated as 'Play Area' and one location shown as allotments. The location of these proposed play areas were not considered suitable or acceptable for a LEAP, they would have been considered a LAP at best.

After discussion with our internal parks department a revised land use and green infrastructure plan was submitted AMENDED DRAWING - Land Use and Green Infrastructure Parameter Plan - Drawing No.C5041-005-02 Rev D which now showed the location of a LEAPS, within the southern half of the site, to the south of the Hall Brook.

Therefore, the location of the LEAP is considered to be acceptable in the location as shown on the parameters plan, AMENDED DRAWING - Access and Infrastructure Parameter Plan - Drawing No.C5041-005-01 Rev E and AMENDED DRAWING - Land Use and Green Infrastructure Parameter Plan - Drawing No.C5041-005-02 Rev D which will be sited within public open space, away from main roads and on the alignment of the existing Public Rights of Ways (PROWs), and proposed new cycle / pedestrian routes which connects the southern and the northern portion of the site, along the Hall Brook.

Matters of the quality of the required LEAP are matters that can be conditioned to come forward at the Reserved Matters stage. For instance, the number and type of equipment, surface and boundary treatments together with a maintenance and management plan.

However, the location of the LEAP will be conditioned to come forward in accordance with AMENDED DRAWING - Land Use and Green Infrastructure Parameter Plan - Drawing No.C5041-005-02 Rev D

Open Space – Offsite Works

Officers have looked at the entire housing allocation called the Keresley SUE holistically, this includes mapping the locations of the existing NEAP at Keresley End located within Nuneaton and Bedworth Borough Council (NBBC) administration boundary, and the two NEAPS which have already been approved, which relate directly to the SUE.

One NEAP is to be provided on the Bellway development, approved in outline form for up to 550no dwellings under OUT/2019/0022 and one on the Taylor Wimpey site, approved in outline form for up to 800no. dwellings under OUT/2014/2282; subsequent variation of condition application S73M/2020/0285 and the reserved matters application RM/2020/2399 which relates to Phase 2A and 2B.

Neither of the Richborough developments are big enough in isolation to trigger an on-site NEAP, as the threshold is set at 500no. properties. Although both developments are proposing a LEAP standard Play area, according to Fields in Trust (FiT) standards for play (Which the City Council use as part of the Open Space SPD), one or both developments should also have some form of Multi Use Games Court or wheeled area (Skate Park or similar).

Currently access to the nearest existing MUGA and Skate Park is over 1000m away from the proposed development (Holbrook's Park), the nearest existing Council site large enough to cater for either a MUGA or Skate Park is Coundon Park which partially falls under the 700m buffer for access to such a facility. Currently there is no MUGA or Wheeled facility at this site. Accordingly, the Fields in Trust (FiT) guidance expects a contribute towards offsite play.

This request is in line with the previous outline permissions granted, mentioned above, which make up part of the entire SUE allocation.

For more details please see the *Parks* section under the *S106* heading.

Allotments

The Green Space Strategy (GSS) covers all green spaces in Coventry, from large parks and playing fields to allotments, churchyards and riverbanks.

Policy GE1 of the Coventry Local Plan states new development will be expected to maintain the quantity, quality and functionality of existing green infrastructure. Where quantity is not retained, enhancement to quality is expected. Where the opportunity arises, and in line with the city's most up-to-date Green Space Strategy, the Council will also expect new developments to enhance green infrastructure and create and improve linkages between individual areas.

The suite of green infrastructure assets is classified under three overarching categories of 'formal', 'informal' and 'functional'.

Functional include allotments, community gardens, city farms, orchards, roof gardens, urban edge farmland, cemeteries and churchyards, sustainable urban drainage schemes and flood storage areas

Allotment provision in Coventry is provided under community management through a lease agreement with Coventry and District Allotments and Garden Council. The agreement covers 54 sites (93.6ha). Allotment provision has been identified and recorded through data capture and mapping, but this strategy has not looked in any details at the current levels of supply and demand.

The Coventry Local plan states that green infrastructure is considered equal to all other forms of infrastructure and will be viewed as a critical element in the determination of planning applications.

Further details of the allotment will be submitted under the Reserved Matters application.

Sporting Provision

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

Indoor sporting provision and AGP's

The population of the proposed development is estimated to be 624no 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 624 in this local authority area will generate a demand for:

- Pools: 6.84 sqm of pool space costing £120,704
- Halls: 0.19 courts costing £116,264
- Artificial Grass Pitches: 0.02 pitches costing £23,739 for 3G or £21,591 if sand.

The Council's Aquatic Strategy and Indoor Facilities Strategy highlights the importance of pool provision within the northwest of the city and meeting demand for housing growth in this part of the City.

Therefore, £120,704 is required to be secured via S106 agreement to meet the demand generated for the need of aquatic facilities is invested into a future public leisure facility in the northwest of the city to assist meeting the demand of the projected housing growth in this area.

Indoor Facilities Strategy – Sports Halls

With reference to the city's indoor facility strategy, it should be noted that most of the supply is on school sites with variable hours and most is in poor or very poor conditions.

Further to this, a large proportion of courts have been lost following the closure of Coventry Sports and Leisure Centre.

Therefore, £116,264 is required to be secured via S106 agreement to meet the demand generated for the need of sports halls is invested into a future public leisure facility in the northwest of the city to assist meeting the demand of the projected housing growth in this area

Playing Pitch Strategy – Artificial Grass Pitch (AGP)’s

The Council’s Playing Pitch Strategy (PPS) identifies that there is a shortfall in playing pitches provision or the need to improve the existing stock, no on-site playing pitch provision is proposed.

Therefore, £23,739 will be secured via S106 to meet demand generated for artificial grass pitches (AGPs).

Playing Pitches and Ancillary Facilities

In addition to the above offsite contributions will be sought for the following: -

- £50,184 towards sports playing pitches;
- £87,220 maintenance contribution based on a minimum 10- year maintenance period;
- £133,400 towards ancillary facilities, based on a two-team changing facility costing £290,000.

The contributions and the locations for the contributions will be secured via the S106 agreement and the applicant has agreed to all the contribution requests.

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 or its setting.

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

Paragraph No.202 of the NPPF, 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.

The NPPF does not provide a definition of what constitutes substantial or less than substantial harm.

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

There are no above ground heritage assets located within the site or within its immediate surroundings. The nearest heritage asset to the site is a locally listed building called The Limes, which is located on the east side of Fivefield Road, to the north east of the site. Therefore, the impact upon the significance of heritage assets is considered to be neutral.

Archaeology

Within the site there are three Archaeological Constraint Areas (ACA).

A programme of archaeological trenching was warranted and has been undertaken prior to determination as any findings could have an impact on the layout of the site and therefore the quantum of development proposed.

An archaeological evaluation carried out by University of Leicester Archaeological Services (ULAS) on land west of Bennetts Road, Coventry. The work was undertaken between 22nd August and 29th September 2022.

Ninety evaluation trenches were excavated across the site. Several undated features were recorded, and survival of medieval archaeology was seen in two main areas.

On the higher ground in the north-west of the site, a series of linear features were identified, including one large ditch-like feature with a stone setting.

In the other area, close to Hall Brook and Manor Farm, medieval finds were identified. Earthworks recorded here which survived until the mid-20th century, are thought possibly

to represent a medieval moated site. The evaluation indicated that the earthworks largely survive below modern fills and levels, and it is here that a concentration of medieval material was identified. A further stone setting was recorded on the edge of one of the earthworks, potentially a revetment wall or other structure, and several other earlier features were identified. To the west of these features a cobbled stone surface and another stone linear setting were also exposed, just south of Hall Brook

The medieval settlement of Keresley lay to the north of the Site. The site is likely to have formed part of the agricultural hinterland, with an area of ridge and furrow recorded within the western area of the site (MCT16670), and the enclosures within the site, excluding the easternmost field and south-eastern area of site containing the extant buildings and gardens, are all identified as having potential medieval origins. A small settlement or hamlet is thought to have existed at Hall Green from the early 15th century, extending to c.60 metres north-northeast of the proposed development site (MCT2115). Manor Farm contains a possible moated building platform (MCT2122) within the south-east of the site, to the west of the extant house and gardens; this is recorded as forming part of an Archaeological Constraint Area (ref. DCT927). It is recorded that a rectangular earthwork, possibly a moat, is visible on 1940s aerial photographs and that this might relate to 'le Hullplace', a medieval messuage that belonged to the Braytoft and Wymondswold families.

Early-20th-century maps of the area show earthworks indicative of a sub-rectangular, raised area of land located to the west of the farm buildings. This feature appears to respect contemporary features on the OS mapping and corresponds with the rectangular earthworks plotted by the HER but is not represented on earlier mapping, it is therefore considered more likely to relate to 20th century activity associated with the farm. The geophysical survey identified evidence of modern disturbance in this area (Sutherland 2022, 25).

An L-shaped earthwork is also recorded as being observed within the north-east of the site on a 1946 aerial photograph (MCT16770); this is recorded as an Archaeological Constraint Area (DCT1224). The feature is interpreted as potentially representing two arms of another possible medieval moat. The geophysical survey only identified anomalies indicative of modern materials in this area, however it is possible that this and the nearby service may be masking any underlying remains. Alternatively, the survey may have identified an unmapped, modern feature which has been misinterpreted as a possible moated site (Sutherland 2022, 25).

The site of Manor Farm is recorded within the east of the site and is identified as potentially representing the site of a former Manor House dating to the medieval period (MCT1024). However, this appears to have been slightly mislocated as the point lies c.55 metres to the north of Manor Farm, which lies within the south-east of the proposed development site (Sutherland 2022, 25). Three hedgerows within the site are recorded as being of possible early medieval origin.

The proposed development site is likely to have been under predominantly agricultural use throughout the post-medieval and modern periods. The only elements of heritage from these periods recorded within the site are several landscape records. Hall Brook, the watercourse which crosses the site, is recorded as dating to the mid-19th century (refs. MCT10080, and MCT10133).

On the basis of these finds, the medieval moated building platform to the west of Manor Farm, was required to be preserved in situ, with no development disturbing the remains.

Amended plans were submitted which have omitted this area from any development parcels and it is retained as a green landscaping. Please see drawings:

- AMENDED DRAWING - Illustrative Masterplan - Drawing No.C5041-005-10 Rev C
- AMENDED DRAWING - Land Use and Green Infrastructure Parameter Plan - Drawing No.C5041-005-02 Rev D, and
- AMENDED DRAWING - Access and Infrastructure Parameter Plan - Drawing No.C5041-005-01 Rev E.

No objections are raised with the application subject to a suitable worded condition requiring a written scheme of investigation (WSI) for the areas of land identified as requiring archaeological mitigation.

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.

There have been a number of objections to not only to the application but on how the entire SUE has been modelled and whether the modelling is correct, robust etc.

The Coventry Area Strategic Model (CASM) is a tool that has been developed to produce traffic figures and distribution for strategic development in Coventry. The Coventry Area Strategic Model CASM is run and maintained by WSP under contract to Coventry City Council, who are commissioned by developers to run the model for proposed sites.

The Coventry Area Strategic Model (CASM) is the base model, used for all applications, has been validated to WebTAG standards. It accurately represents what was being seen on the ground in 2019. Due to Covid restrictions and the ongoing effect this had on travel patterns the City Council has Local Highway Authority (LHA) are currently unable to update the model, the Department for Transport (DfT) advises Local Authorities that they should be able to update their models in early 2023.

The validated base Coventry Area Strategic Model (CASM) was used to produce a forecast model to the year 2026. The forecast includes all committed development, in and around the model area, and a growth in background traffic, using industry standard software called TEMPro.

TEMPro is a software package that uses National Traffic Forecasts and amends them with National Trip End Model forecasts, local data, to predict traffic figures for committed and expected developments. In the West Midlands Local Plans are in most cases mature and are delivering development as expected. As such TEMPro growth factors are considered robust in this area.

A number of sites are of particular concern to the objectors, namely, Birmingham Airport, HS2 hub and the Amazon warehouse.

These three sites are dealt with differently within the Coventry Area Strategic Model (CASM) for the following reasons:

- The HS2 Hub is not planned to come onto the highway network until 2029 at the earliest and therefore is not included within the 2026 Coventry Area Strategic Model (CASM).
- The Amazon warehouse is planned to come onto the highway network by 2026 and is therefore included within the 2026 Coventry Area Strategic Model (CASM).
- Birmingham Airport is planned to come onto the highway network by 2026 and is therefore included, with its expected growth to 2026, within the 2026 Coventry Area Strategic Model (CASM).

Notwithstanding the above, all the applications relating to the SUE allocation have also been modelled using TEMPro to create a 2031 model. These figures include all the sites mentioned above and reflect the respective traffic movements both within and to and from the model for that time.

While developing the mitigation strategy for the current allocations within the Coventry Local Plan, the City Council undertook an exercise called the Coventry North Project. This created a 2041 Coventry Area Strategic Model CASM model which included Birmingham Airport and HS2 Hub at full capacity; all the allocations within the Coventry Local Plan, including the Amazon Warehouse together with growth factors to consider potential development beyond the Local Plan.

This project demonstrated that the Keresley Link Road (KLR) is the best solution for development traffic expected in this area.

Therefore, to recap, all planned development not only within our administration boundary and beyond has been modelled correctly and robustly.

The application has been supported by a Transport Assessment, REPORT - Transport Assessment - Report Ref:T21517, which assesses the impact of the development on the local highway network using the Coventry Area Strategic Model (CASM) mentioned above.

Traffic Generation

The trip rates that have been used in the analysis have been agreed with Coventry City Council Highway Authority at the scoping stage. These rates have been used across the greater Keresley SUE area and have been incorporated within the CASM modelling for the area.

The trip generation for the site is 205 2-way vehicle trips in the AM peak and 234 2-way vehicle trips in the PM peak. The trip generation forecast is considered appropriate for this development.

Distribution and Assignment

The Coventry Area Strategic Model (CASM) has been used to determine the distribution and assignment of traffic generated by the development.

The Coventry Area Strategic Model (CASM) analysis has been undertaken for the current application and OUT/2022/0713 (Land West of Bennetts Road) which has been submitted by the same applicants. They have been assessed together as they are closely situated and will potentially be constructed simultaneously.

The Coventry Area Strategic Model (CASM) analysis has produced the following outputs that have been used in the Traffic Impact Assessment:

- Traffic flows generated by the development;
- Traffic distribution on the local highway network;
- Area of Influence of the development.

The CASM has been run for two scenarios:

- 2026 Do Minimum – 2026 Committed developments (Keresley Lioncourt 800 consented dwelling + three Keresley SUE development sites) not including Bennetts Road sites.
- 2026 Do Something – 2026DM + Proposed Keresley SUE development including Bennetts Road sites.

The analysis of the CASM outputs has been used directly in the traffic impact assessment of the Bennetts Road sites. It is considered that the CASM outputs have been used appropriately and consistently within the analysis by the applicant.

Traffic Impact

The Transport Assessment, REPORT - Transport Assessment - Report Ref:T21517, considers both the Land between Bennetts Road and Fivefield Road (OUT/2022/0712) and the Land West of Bennetts Road (OUT/2022/0713) sites together which are both part of the wider Keresley SUE as set down within Policy H2:1 of the Coventry Local Plan.

The traffic impact assessment therefore considers the impact of 625 new dwelling onto the highway network which is the full allocation on both the sites:-

- 325no. dwellings at Land between Bennetts Road and Fivefield Road site (OUT/2022/0712) and,

- 300 at Land West of Bennetts Road site (OUT/2022/0713).

The current proposal are for:-

- up to 290 dwellings at Land between Bennetts Road and Fivefield Road (OUT/2022/0712) and,
- up to 260 dwellings at the Land West of Bennetts Road (OUT/2022/0713).

The Coventry Area Strategic Model CASM report identified 18no. junctions that are affected by the development. The initial assessment identified the following junctions as not requiring further analysis:

- Bennetts Road/Watery Lane – Watery Lane is to be closed off as part of the Keresley Link Road (KLR) construction from this junction.
- Long Lane/Wall Hill Road – Less than 5.0% junction impact overall in both peak periods.
- Tamworth Road/Keresley Road – Less than 5.0% junction impact overall in both peak periods.
- Keresley Road/Wallace Road – Less than 5.0% junction impact overall in both peak periods.

Of the remaining 14no. junctions the following four are site accesses, three are new with the Keresley Link Road and the remaining seven are existing junctions on the wider network. These junctions are as follows:

- Site Accesses
- Bennetts Road/Site Access North
- Fivefield Road/Site Access North
- New Keresley Link Road/Site Access South #1
- New Keresley Link Road/Site Access South #2
- New Keresley Link Road Junctions
- Bennetts Road/New Keresley Link Road
- New Keresley Link Road/Bellway Site Access
- Tamworth Road/New Keresley Link Road
- Wider highway network junctions
- Fivefield Road/Bennetts Road junction
- Bennetts Road/Exhall Road junction
- Fivefield Road/Tamworth Road junction
- Bennetts Road/Penny Park Lane junction
- Tamworth Road/Long Lane junction
- Bennetts Road/Sandpits Lane junction
- Tamworth Road/Sandpits Lane junction

These junctions have been assessed for capacity in four scenarios for 2026 and 2031. The 2026 scenarios are taken from The Coventry Area Strategic Model (CASM) with the 2031 based on the 2026 numbers but with a TEMPro growth factor applied. The scenarios are considered to be appropriate for the assessment of this site.

The scenarios are as follows:

- 2026 Do Minimum – 2026 Committed developments (Keresley Lioncourt 800 consented dwelling + 3 Keresley SUE development sites) not including Bennetts Road sites.

- 2026 Do Something – 2026DM + Proposed Keresley SUE development including Bennetts Road sites.
- 2031 Do Minimum – 2026 DM + TEMPro Growth
- 2031 Do Something – 2026 DS + TEMPro Growth.

Proposed Access Junction Assessments

The four proposed site access junctions have been assessed using Junctions 10 software. The analysis shows that these junctions will operate well within capacity in both 2026 and 2031.

The junction assessments for these junctions are considered to be acceptable and the results reliable.

Off-Site Highway Junction Capacity Assessments

All the off-site junctions have been modelled using Junctions 10 or LinSig software. The analysis shows that the Bennetts Road/Exhall Road and Bennetts Road/Penny Park Lane junctions are over capacity and therefore will require mitigation measures.

Mitigation schemes have been developed for these junctions and costed by Coventry City Council monetary contributions are required and are discussed in a later section of this report under *S106* section.

The other junction assessed all operate within capacity in all scenarios and therefore do not require any mitigation measures.

Keresley Link Road Junction Assessments

The three junctions on the proposed Keresley Link Rad have been assessed using Junctions 10 and LinSig software. The analysis shows that these junctions will operate well within capacity in both 2026 and 2031. The junction assessments for these junctions are considered to be acceptable and the results reliable.

Mitigation Measures

Mitigation measures are proposed for the Bennetts Road/Exhall Road junction and the Bennetts Road/Penny Park Lane junction as these were over capacity in the junction assessments. The original mitigation measures proposed for the junctions was to reconfigure both of the junctions into mini roundabouts.

However, after further discussions with the Highway Authority the junctions will be signalised. With the Bennetts Road/Exhall Road junction staying as a mini roundabout.

In addition to providing the mini roundabout and traffic signals, a series of S106 contributions have been sought to allow the City Council to monitor traffic in the area and provide enhancements to active and sustainable travel initiatives for new and existing residents.

Further monies will be secured via the S106 for contributions for National Highways and the works they are doing at J3 of the M6 and monies for Winding House Lane Junction for Warwickshire Country Council.

WCC have raised questions with regards to how the modelling work has been undertaken by the developer for the Winding House Lane Junction. On the basis of the additional information supplied, WCC Highways were happy with the conclusion from the modelling work, that this current application and OUT/2022/0712 will have a negligible impact on the Winding House Lane Junction.

The Local Highways Authority (LHA) and National Highways (NH) raise no objections to the application, subject to the mitigation measures proposed, conditions and S106 contributions. These are discussed in more detail under *S106* heading.

However, Warwickshire County Council (WCC) Highways have raised objections to the application on the basis that the final mitigation scheme has not been fully costed, due to the lack of engagement with statutory undertakers.

However, when the Bellway application (OUT/2019/0022) was approved, it was based on the mitigation scheme which had been costed and agreed with the City Council. This was submitted with the Bellway outline application and assumed the works were fully funded by Bellway (OUT/2019/0022), Lioncourt, now Taylor Wimpey (OUT/2014/2282) and David Wilson Homes / Barratt Homes (FUL/2020/0748) applications on a pro rata basis. This informed the S106s signed by the City Council for both the Bellway (OUT/2019/0022) and Lioncourt, now Taylor Wimpey (OUT/2014/2282) applications earlier this year which each made a pro rata contribution of £222 per dwelling.

It is acknowledged that this cost was agreed in 2020 and therefore costs may have risen since that time. It is therefore considered reasonable for Richborough to make the same pro rata contribution of £222 per dwelling to make up for any potential shortfall in funding arising from an increase in costs. This would amount to a 25% uplift in fees available for the mitigation scheme once it has been finalised.

Taking all of the above into account and to be consistent with the other parcels within the Keresley SUE, it is considered that the impact on the highway network can be suitably mitigated for via S106 route.

The following section will concentrate on the assessment of the proposal in terms of the proposed access to the site and the permeability around and through the site.

Vehicle Access to the Site

A Road Safety Audit (RSA) was submitted which the Highway Authority has assessed and deemed acceptable in its findings and the proposed solutions to the problems found.

Initially there are two accesses proposed for the site.

Manor Farm Access

The first phase of the development will be accessed via the existing access to Manor Farm. It will be upgraded to a simple priority junction which includes a 3m segregated footway/cycleway on either side of the carriageway with a central refuge island incorporating uncontrolled pedestrian crossing facilities set back on the access road.

This junction will be used as a construction access for the first phase of development and then it will be converted to a pedestrian/cycle and emergency access.

The main access will be formed by the Keresley Link Road (KLR) which also be a priority junction initially before it will be upgraded by the City Council as part of the works to construct the link road from this point, eastwards.

Keresley Link Road (KLR)

A section of the proposed Keresley Link Road (KLR) dissects the site east to west. The Keresley Link Road (KLR) will be accessed via Bennetts Road from the west, traverse the site before coming to the Bellway application site, approved under OUT/2019/0022; with pending reserved matters applications RMM/2022/0633 and RMM/2022/0636.

The Keresley Link Road (KLR) cross section will be considerably wider than the one that was shown on drawing, Indictive Bennetts Road/Link Road Signalised Junction - Drawing No.T21517 – 004.

On submission, DRAWING - Indictive Bennetts Road/Link Road Signalised Junction - Drawing No.T21517 – 004 indicated a total corridor width of 17m, made up of 11m of carriageway and 6m of cycle tracks. In line with standards related to Department for Transport Cycle Infrastructure Design Local Transport Note 1/20, the cycle tracks were required to be separate from the footways on both sides of the Keresley Link Road (KLR) plus there will be a need for a separation margin on either side of the carriageway.

Since the submission of the application AMENDED DRAWING - Access and Infrastructure Parameter Plan - Drawing No.C5041-005-01 Rev E has been submitted which shows the alignment of the Keresley Link Road (KLR) and an area hatched black which is safeguarded.

An important aspect at this location is the requirement for non-motorised user movements in all directions.

This is discussed in more detail below.

Pedestrian and Cycle Access

Objections and concerns have been received which relate to the connectivity of the site and to the wider area for non-motorised vehicle routes.

During the course of the application assessment process, Officers have worked with the applicant to form sustainable transport routes in and around the site which not only link up with the adjoining parcels of land which make up the entire SUE allocation, but also existing Public Rights of Way (PRoW)s in and around the site.

At the location of the first phase access near Manor Farm, there will ultimately be a non-motorised user and emergency vehicle access off Bennetts Road once the main site accesses are opened along the Keresley Link Road (KLR).

Public Right of Way (PROW) M315, runs to the south of Manor Farm; links into the David Wilson Homes / Barratts site, FUL/2020/0748 to the east and runs along the southern border of the Bellway application site OUT/2019/0022 and specifically the reserved matters application RMM/2022/0636, which seeks permission for the erection of 76no dwellings of OUT/2019/0022, will be upgraded

In some cases the public footpaths will need to be converted to cycle tracks to achieve this improved connectivity.

The amended Access and Movement Parameter plan, Amended DRAWING - Access and Infrastructure Parameter Plan - Drawing No.C5041-005-01 Rev E now accommodates the required crossing points for cycles and pedestrians, into and out of the site and also now links into the Bellway – RMM/2022/0636 and RMM/2022/06233 site, to the west and northwest of the application site.

With regards to the cycle and pedestrian routes through the site, it will be more appropriate to provide the highest quality cycle infrastructure within the main access road corridor. This will be discussed further in the Street Typologies section below.

However, all other non-motorised use routes, including cycle tracks and all public rights of way should be located within wide landscaped corridors away from motorised traffic. This was hinted at on the initial Parameters Plan that was submitted.

To the northeast of the site, adjacent to No.41 Bennetts Road is a parcel of land where an application has been submitted to develop the land for five detached houses. OUT/2022/1398.

This site plan accommodates a 3m wide pedestrian cycle track to their southern boundary.

Similarly, the site to the west, is the Bellway development site approved under OUT/2019/0022 for up to 550 no dwellings. This application has been split into four parcels of land. Two of the parcels of land are located to the western border of this application site and relate to RMM/2022/0633 and RMM/2022/0636.

The Keresley Link Road (KLR) is located within the central portion of the site and will provide a dedicated pedestrian and cycle route alongside the roadway. Leading off the KLR links into an avenue typology which will also include dedicated pedestrian and cycle routes alongside the roadway.

The first phase access and construction access is located to the north of Manor Farm and is maintained as a pedestrian cycle routes, this will link into PROW M315 which is located to the south of Manor Farm. This then links into PROW M316 which then links into Phase 2 of the Taylor Wimpey site.

A further route has been added to the south-eastern corner of the site to link into the site reserved for the local centre and primary school.

The Amended Access and Infrastructure Parameter Plan - Drawing No.C5041-005-01 Rev E, has added in, at the request of officer, a number of other cycle and pedestrian routes within the site and also the location of the sustainable transport hub.

The cyclist and pedestrian access at the main site entrances are now in line with the street typology, the Avenue, as set out in the SUE, SPG. And now align with the

Department for Transport Cycle Infrastructure Design Local Transport Note 1/20 (LTN 1/20).

This is discussed in more detail below.

Street Typologies

Through the application site it is anticipated that the main spine road joining the 2 purple arrows on the Amended Access and Infrastructure Parameter Plan - Drawing No.C5041-005-01 Rev E will be of the "Avenue" typology in accordance with the Urban Extension Design Guide SPD (UEDG). Since this was published however, the Department for Transport has released Local Transport Note 1/20 (LTN 1/20) which is relevant for cycle infrastructure design which now recommends segregation for cyclists and pedestrians.

The 'Avenue' street typology will also require bus stops and potentially shelters in order to ensure satisfactory walking distances for residents. This element will be determined under the reserved matters of layout.

The Amended Access and Infrastructure Parameter Plan - Drawing No.C5041-005-01 Rev E now show a segregated footway/cycle track along the 'Avenue' street typology.

The segregated footway/cycle track comprises a 2m footway, followed by a 2m verge; a 6.5m carriageway; with a 2m verge, 3m cycle track and 2m footway on the other side.

Given the importance of public transport for the promotion of sustainable travel modes, it is considered that the bus stops form part of a focussed sustainable transport hub where the buses stop, cycle hire station and the car club vehicle(s) will be located. It is suggested that this transport hub is centrally located with good pedestrian accessibility from all directions. The Amended Access and Infrastructure Parameter Plan - Drawing No.C5041-003-01 Rev C shows the approximate location of the sustainable transport hub.

The bus stop locations, along with the infrastructure in the way of shelters and information displays will be incorporated into the site as part of the Section 38 Agreement which deals with the adoption of estate roads.

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 application site is part of the wider Keresley SUE and covers approx. 13ha.

The application has been supported by a REPORT - Environmental Statement - Appendix 7.1 - Ecological Impact Assessment, dated 18th February 2022 - Report Ref:2021-02(10) which uses the DEFRA metric. The BIA shows that the development would provide a 1.7% increase in biodiversity units and would not meet the requirements to provide biodiversity net gain with no need for any off-site provision.

However, the City Council's Ecologist also disputes the contents of the BIA owing to details of the BIA calculation and apparent discrepancies with the Illustrative Masterplan.

The Ecologist has worked out using the DEFA metric the development will result in the loss of 35no. units, which expressed as a monetary amount, using the Warwickshire metric, is £1,122,378.00.

There would be no objection on ecological grounds to any proposed development which can demonstrate that there would be no negative impact on adjacent sites and that there would be the required net gain in biodiversity. This will be secured by the S106 agreement.

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 Impact Assessment, REPORT - Environmental Statement - Appendix 5.3 - Arboricultural Impact Assessment, dated 4th February 2022 - Report Ref:220210 1276 AIA V1 Site A&B.

The Tree Officers comments are noted with regards to the retention of T17, unfortunately the tree is on the alignment of the Keresley Link Road (KLR) which is a major piece of infrastructure that is required for the SUE. All other trees requested to be retained are being retained.

The following tables the loss of the trees and hedgerows.

Category	Tree	Action Required
A	T17	Fell for KLR
B	T1, T2, T3, T6, T7 and T15	Fell for proposed development (T3, T6, T7, T15 for KLR)
C	T4, T5, T27, H1, H2, H8, H10, G8 and G9	Fell for proposed development (T4 for KLR)
C	H7, H12, H14, H15, H17 and H20	Partial removal for proposed development (H20 for KLR)
U	T16	Fell for proposed development (T16 for KLR)

The Tree Officer has requested a Landscape plan is submitted to show details of tree planting and mitigation for lost hedgerows. The application is in outline form with landscape as a Reserved Matter. However, a condition is attached to ensure that the landscaping reserved matters come forward in accordance with the Strategic Landscape Masterplan.

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, dated February 2022 - Report Ref: 26381-04-FRA-01 REV A. No objections are raised with regards to the proposed development subject to a detailed drainage scheme being submitted and approved by the city council. The detailed drainage design will provide for the Greenfield runoff rate and will provide for the use of permeable hard standing and open-air attenuation techniques in the form of SuDs and swales.

This will be controlled by a Planning Condition.

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.

The site is identified as the Ancient Arden Landscape Character Type (LCT) within the Warwickshire Landscape Guidelines, and immediately adjacent to the Industrial Arden LCT.

The site and its immediate context display many features of both landscape character types, 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 roadside oaks. The presence of the Prologis Park employment development to the north-east of the site and the presence of electricity pylons crossing the site reinforces the sense of proximity to the urban edge and the urban periphery character of the site.

Despite the site's agricultural usage, the site is influenced by its location within an SUE, with the rising agricultural landscape to the west of the site containing areas being developed out for housing already as part of the SUE and this construction work is visible from within the site and from the public rights of way that cross it. This presents a situation within which there is a sense of the changing character of the area.

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

- AMENDED DRAWING - Illustrative Masterplan - Drawing No.C5041-005-10 Rev C
- AMENDED DRAWING - Access and Infrastructure Parameter Plan - Drawing No.C5041-005-01 Rev E
- AMENDED DRAWING - Land Use and Green Infrastructure Parameter Plan - Drawing No.C5041-005-02 Rev D

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

However, AMENDED DRAWING - Land Use and Green Infrastructure Parameter Plan - Drawing No.C5041-005-02 Rev D sets the green infrastructure required for the proposed development. This plan will be conditioned for the reserved matters to come forward in accordance with. On this basis it is considered that the application will not cause any unduly adverse landscape or visual impacts on the Ancient Arden LCT or on the visual amenity of nearby users of the landscape and settlement edge.

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, hedgerows and adjoining woodland, 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. With the retention of the existing boundary hedgerows and new tree planting within the landscape buffers and at the developments frontage onto Bennetts Road will partially filter views of the housing resulting in moderate adverse visual effects at worst.

The incorporation of a landscape buffer along the public footpaths within the site would allow for development to be set back from the route and effects on users would be moderate adverse at worst

The effects on private residents on Bennetts Road and the agricultural users of Manor Farm would be substantial adverse and moderate adverse as the close proximity of the new built form inevitably impacts a very limited number of users. However, effects will be confined to the immediate local area and are not considered to be significant despite a small number of private residents experiencing it.

The effects on views from Fivefield Road and Bennetts Road would be negligible and views from other public footpaths would be minor adverse or negligible.

In conclusion, there would be no significant cumulative effects on the landscape as a result of the proposed development in conjunction with the wider Keresley SUE and

consented developments within it, as although there would be a sense of increased urbanisations, this would be moderated by the enhancements delivered to the green infrastructure over the SUE area. There would be some cumulative visual effects, primarily sequential effects on users of Fivefield Road, Bennetts Road, Tamworth Road and recreational users of the local footpath network. But these effects will have not been determined to result in any significant cumulative effects overall.

The first half of this report has assessed what the constraints are of the site and the suitable mitigation required in order to make a sustainable residential environment.

To recap, the site must provide:

- 2.5ha of undeveloped landscaped areas;
- 1 LEAP in the location as indicated on the AMENDED DRAWING - Land Use and Green Infrastructure Parameter Plan - Drawing No.C5041-005-02 Rev D
- Retention of all existing trees and substantial hedgerows on site
- Connection to the site to the northeast and north west for ped/cycles as shown on AMENDED DRAWING - Access and Infrastructure Parameter Plan - Drawing No.C5041-005-01 Rev E
- Dedicated ped/cycle routes through the site – some routes within their own landscaped corridors other routes utilising the existing ‘Avenue’ street typology as set out within the SUE SPD, as shown on AMENDED DRAWING - Access and Infrastructure Parameter Plan - Drawing No.C5041-005-01 Rev E
- A sustainable transport hub – AMENDED DRAWING - Access and Infrastructure Parameter Plan - Drawing No.C5041-005-01 Rev E
- SuDs.

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.

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 with the application REPORT - Air Quality Assessment, dated February 2022 - Report Ref: 26381-04-AQA-01 REV A.

This Air Quality Assessment examines the impact of development traffic road emissions from the proposed development upon existing and future sensitive receptors.

Nitrogen Dioxide (NO₂)

The results indicate that for a baseline do-nothing scenario in 2026 and 2031, receptors adjacent to all roads have values below the current annual mean air quality objectives (40 µg/m³) for NO₂.

With traffic generated by development, i.e. the do-something scenario in 2026 and 2031, the absolute concentrations still remain below the current air quality objectives and the incremental change due to traffic generated by development is small (0.48 µg/m³ or less to annual mean concentrations of NO₂), which would not have a significant impact upon local air quality.

The impact significance in accordance with the EPUK/IAQM guidance is also presented in the report for each receptor. The impact due to development is classed as 'Negligible', and none of the changes exceed 1% of the AQAL.

Particulate Matter (PM₁₀)

The modelled annual mean concentrations of PM₁₀ results indicate that annual mean PM₁₀ concentrations are predicted to remain below the objective for all receptor locations and for all scenarios. The incremental change due to traffic generated by development is small (less than 0.12 µg/m³ to annual mean concentrations of PM₁₀), which would not have a significant impact upon local air quality.

The Air Quality Assessment submitted has shown that the annual mean air quality objectives will be met at the most exposed receptor locations, and the site is acceptable for residential development. 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.

In addition to these proposed mitigation measures, the SPD requires a pollutant damage cost estimate to be undertaken. Contribution funding to the Council's Air Quality Action Planning work, or the implementation of off-site mitigation measures equivalent to the

damage cost estimate, will assist in reducing air pollutant concentrations.

A number of Sustainable Transport measures will be included within the S106 agreement which will secure a Sustainable Transport Hub, which will likely to contain a Car Club, Cycle Hire Docking Station, Bus stops, electric charging points etc.

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.

The application has been supported by a noise assessment, REPORT - Acoustics Assessment, dated February 2022 - Report Ref: 26381-04-NA-01 REV A. The principal sources of noise affecting the site will be road traffic from existing adjacent roads (Fivefield Road and Bennetts Road), the proposed Keresley link road coupled with any contributions from the neighbouring commercial uses to the east of the site.

It is considered that subject to a noise assessment being submitted for each phase of development, a satisfactory residential environment can be created.

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 was supported by Site Investigation, REPORT - Phase 1 Geo-Environmental Desk Study, dated February 2022 - Report Ref:26381-04-DS-01 REV A.

Based on the reported history of the site and surrounding area, a low to moderate risk is identified associated with the following potential sources of contamination:

- Agricultural activity on-site;
- Allotment gardens;
- Potential asbestos containing material associated with the shed and storage area within the allotment gardens and the residential buildings and waste material at the entrance to Poddy Cottage;
- Migration of contamination from areas of historical and existing commercial and industrial activities, particularly the sewage tank adjacent to the north, the briquette works and Coventry Colliery to the east including associated tanks; and
- Ground gas generated from pond infill and Made Ground on-site and in the surrounding area.

It is considered that the environmental risk at the site is low to moderate with the principal risk drivers being potential contamination associated with historical agricultural activity

on-site, migration of contamination from historical and existing nearby commercial and industrial activities and localised Made Ground.

Based on existing information, it is not considered that significant remediation will be required for the proposed development although there may be a requirement for localised removal and or capping of contaminated soils, particularly in the south-east.

Gas protection measures may be required and should be confirmed by a programme of monitoring and a detailed ground gas risk assessment.

Traditional shallow foundations are likely to be appropriate, subject to confirmation by further investigation.

Ground bearing floor slabs are likely to be feasible for a proportion of the site however, suspended floor slabs may be required in the south-east given the likely presence of buried construction and shallow Made Ground, across former pond areas or where site levels vary significantly.

Foundation and floor slab designs will need to be adjusted taking into account the influence of trees and hedgerows on cohesive soils. The relative distribution of cohesive and granular soils should be confirmed by investigation.

The feasibility of soakaway drainage is likely to vary considerably across the site taking into account the anticipated presence of both granular and cohesive soils near surface.

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 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. The development of 260 units will require the provision of 65 dwellings for affordable housing, to be secured through the s106 Agreement.

CCG (Doctors)

The NHS Coventry and Warwickshire ICB estimates that the proposed development of up to 260 dwellings will generate 624 residents, using the ratio of 2.4 residents per dwelling.

The entire Keresley SUE will deliver approximately 3,100no dwellings, generating an estimated population of approximately 7,440 people.

The primary care facilities in the locality shows that Park Leys Medical Practice (including a branch practice) and Springfield Medical Practice which are located at Keresley Green Medical Centre, Bennetts Road South provide the primary care medical services to the area relating to the Keresley SUE.

A review of current capacity, population and housing growth through to 2031 indicates these practices do not have the physical capacity to cover the increased requirements arising from the development without significant improvement works.

A review of the primary care and local health estate within a 3km radius of the Keresley SUE indicates there is potential for improvement works to be undertaken on existing current healthcare estate.

Therefore, in order to support the additional growth anticipated from the proposed housing development, a financial contribution of £212,527 is required.

This will be secured via the s106 Agreement.

Ecology

The s106 will secure biodiversity mitigation on the basis £32,067.94 per biodiversity unit loss. The Bio-Diversity Contribution for the Development as a whole shall not exceed £1,122,378.00.

Education

A total education contribution of £2,523,521 is required, as set out below:-

Provision stage	Number of children generated	Provision	Contribution requested
Early Years / Pre-School	20	Increase provision within 2 miles of the development	£288,040
Primary School	103	Contribute to the new primary school in Keresley.	£587,096.80
Primary SEN	2	Contribute to ongoing projects at surrounding SEN schools such as Woodfield, Sherbourne.	£131,478
Secondary	61	Contribute to ongoing projects at surrounding schools such as Barr's Hill, President Kennedy, Coundon Court and Cardinal Newman.	£1,142,042
Post 16	10	Contribute to ongoing projects at surrounding schools such as Barr's Hill, President Kennedy, Coundon Court and Cardinal Newman.	£243,386
Secondary and Post 16 SEN	2	Contribute to ongoing projects at surrounding SEN schools such as Woodfield, Sherbourne and Corley.	£131,478

Highways

Coventry City Council

Contribution	Amount
Cycle Superhighway: Tamworth Road to Holyhead Road Cycleway via Coundon Wedge Drive.	£ 263,462.89
Cycle Superhighway: Bennetts Road to Barker's Butt Road via Beake Avenue.	£ 505,863.71
Keresley Link Road if CCC construct	£1,742,628.37
Keresley Link Road if developer construct	£ 363,083.69
Travel Plan co-ordinator.	£ 17,556.00
Residential Travel Plans.	£ 15,537.50
5 Years of Mobility Credits inc Car Club.	£ 333,855.50
Frequency Increase for Bennetts Road Bus Service (16).	£ 37,375.00
DRT (Demand Responsive Transport).	£ 145,598.05
Cycle Hire / E-bikes / E-scooters.	£ 53,955.00
Travel Plan Monitoring.	£ 68,000.00
Traffic Surveys for Progress towards Modal Shift Targets.	£ 22,349.80
Household Surveys	£ 8,190.00
Traffic Monitoring Cameras at non-signalised junctions	£ 8,475.00
Off-Site Junction Mitigation – Penny Park Lane	£ 57,000.00
Total	£3,642,930.51

National Highways

M6 J3 (£733 per dwelling)	£ 190,580.00
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Warwickshire County Council Highways

Wheelwright Lane/Winding House Lane (£222 per dwelling)	£ 57,720.00
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Parks

£50,000 is required to go towards the cost of providing a MUGA or Skate Park at Coundon Park which is the nearest council owned site to these developments

In summary, the following will be secured via S106 agreement.

- Affordable housing – 65no. units.
- Biodiversity offsetting – £32,067.94 per biodiversity unit loss, not exceeding £1,122,378.00.
- CCG totalling £212,527
- Education totalling £2,865,537.00
- Highways totalling £3,891,230.51
- Parks - £50,000 towards a MUGA.
- Sporting Provision totalling £531,511.00

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 was removed from the Green Belt when the site was allocated for housing as part of the Keresley Sustainable Urban Extension under Policy H2:1 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 entire SUE's proposed traffic has been modelled robustly using the appropriate models; relevant mitigation has been identified and accepted by the statutory consultees this has been included within the S106.

The impacts on the existing trees on the site has been assessed, with the appropriate mitigation applied in the form of retention of the majority of existing trees and hedgerows on site. Biodiversity offsetting has been applied and accepted.

Furthermore, all proposed impacts on doctors, hospitals, schools and all other infrastructure has been assessed and mitigation accepted this too has been included within the S106.

Therefore, the principle of development is acceptable, and the access to the site has been modelled and tested robustly by the Local Highway Authority and agreed that a safe and convenient access can be provided. Furthermore, it is imperative that this site comes forward as it provides a crucial section of the Keresley Link Road.

Notwithstanding, the above, Officers have also worked with the applicant to provide two parameter plans which will be approved documentation. These plans will ensure that the reserved matters come forward in accordance with them. This provides for the protection of hedgerows, the inclusion of the Keresley Link Road, of LEAPs, SuDs, sustainable transport routes, vehicle routes etc.

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, EM4, EM5, EM7 and IM1 of the Coventry Local Plan 2016, together with the aims of the NPPF.

CONDITIONS / REASON FOR REFUSAL

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 Section 92 of the Town and Country Planning Act 1990 (as amended)</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 carried out in accordance with the following approved plans:</p> <ul style="list-style-type: none"> • DRAWING - Site Location Plan - Drawing No.C5041-001-02 Rev A. • AMENDED DRAWING - Amended Land Use and Green Infrastructure Parameter Plan - Drawing No.C5041-005-02 Rev D. • AMENDED DRAWING - Access and Infrastructure Parameter Plan - Drawing No.C5041-005-01 Rev E. • AMENDED DRAWING - Proposed Site Access Arrangements - Drawing No.T21517-001 Rev G. • AMENDED DRAWING - Proposed Emergency Access - Swept Path Analysis 01 - Drawing No.T21517-003 Rev C. • DRAWING - Proposed First Phase Access Bennetts Road South - Drawing No.T21517-012 Rev A. • DRAWING - Proposed First Phase Access Swept Path Analysis 01 - Drawing No.T21517-013 Rev A. • DRAWING - Proposed Site Access Swept Path Analysis 01 - Drawing No.T21517-002 Rev A. • Shall have full regard to the Sustainable Urban Extension Design Guidance SPD and include the following specific requirements: <ul style="list-style-type: none"> • provision of LEAP; • retention of trees, tree groups and hedgerows indicated for retention in the submitted Arboricultural Impact, REPORT - Environmental Statement - Appendix 5.3 - Arboricultural Impact Assessment, dated 4th February 2022 - Report Ref:220210 1276 AIA V1 Site A&B and AMENDED DRAWING - Land Use and Green Infrastructure Parameter Plan - Drawing No.C5041-005-02 Rev D. • Inclusion of car club spaces for the SUE wide car club at locations to be agreed within the development • Provision of a Sustainable Transport Hub within the site to include: <ul style="list-style-type: none"> - Super 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 - Provision of car club parking and information boards/displays - Provision of cycle hire storage facility.
Reason	<i>For the avoidance of doubt and in the interests of proper planning</i>
5.	Prior to the commencement of the development hereby permitted, a site wide phasing programme shall be submitted to and approved in writing by the Local Planning Authority, which shall include:

	<ul style="list-style-type: none"> • 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. <p>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>
6.	The submission of reserved matters applications relating to any residential phase of development pursuant to this outline permission shall include a schedule of the mix of dwellings proposed within that phase, demonstrating how the proposed mix relates to the overall mix of dwellings within the wider site approved under the outline permission. The mix shall take full account the latest evidence of housing needs (whether contained in a housing needs assessment or otherwise) and local market demand.
Reason	<i>To ensure the provision of an appropriate mix of housing on the site, in accordance with Policy H4 of the Coventry Local Plan 2016.</i>
7.	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.
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 LEAP shall be submitted to and approved in writing by the Local Planning Authority, which shall include / provide for the following:</p> <ul style="list-style-type: none"> • It caters for children from 4 to 8 years of age. • Has a minimum activity zone area of 400 square metres. • Play equipment will not overlook nearby gardens • Is positioned beside a pedestrian pathway on a well-used, well-lit route • Has a buffer zone of not less than 10m in depth between the edge of the activity zone and the boundary of the nearest dwelling and a

	<p>minimum of 20m between the activity zone and the habitable room façade of the dwelling.</p> <ul style="list-style-type: none"> • 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 5 types of play equipment, 2 of which at least are individual pieces rather than part of a combination multi play unit, and each type of play equipment should be designed to stimulate one of the following activities: <ul style="list-style-type: none"> • 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 fencing of at least 1m in height around the perimeter of the activity zone, with two outward opening 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 both entrances to the play area. <p>Any play area will need to be managed and maintained to current ROSPA guidelines - https://www.rospea.com/play-safety/advice/code-of-practice</p>
<p>Reason</p>	
<p>9.</p>	<p>Notwithstanding any approved details, no development of the vehicular access with Bennetts Road shall commence unless and until full engineering and constructional details of the proposed first phase access via Bennetts Road South as shown on DRAWING - Proposed First Phase Access Bennetts Road South - Drawing No.T21517-012 Rev A, 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.</p>
<p>Reason</p>	<p><i>In the interests of highway safety in accordance with Policies AC1 and AC2 of the Coventry Local Plan 2016.</i></p>

10.	<p>Within three months of the Proposed Site Access Arrangements shown indicatively on AMEDNED DRAWING - Proposed Site Access Arrangements - Drawing No.T21517-001 Rev G being completed to the satisfaction of the local planning authority, the Proposed First Phase Access Bennetts Road South as shown on AMEDNED DRAWING - Proposed Site Access Arrangements - Drawing No.T21517-001 Rev G, shall be closed to construction and general traffic and converted to an emergency access and pedestrian / cycle route only, as shown on AMENDED DRAWING - Proposed Emergency Access - Swept Path Analysis 01 - Drawing No.T21517-003 Rev C.</p>
Reason	
11.	<p>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)</p>
Reason	<p><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></p>
12.	<p>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.</p>
Reason	<p><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></p>

13.	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 NPPF</i>
14.	Prior to occupation of the development hereby permitted and following completion of the measures identified within the remediation scheme approved under condition No. 12, 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>
15.	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 No.11, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition No.12, which shall be submitted to and approved in writing by the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with condition No.13.
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>
16.	Prior to the commencement of development in any phase, 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>
17.	No development (including any demolition) shall take place in any phase 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; and - a scheme for recycling / disposing of waste resulting from demolition and construction works. Thereafter, the approved details within the CMP shall be strictly adhered to throughout the construction period and shall not be amended in any way.
Reason	<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 and in the interests of highway safety during the construction process in accordance with Policies [EM7], AC1 and AC2 of the Coventry Local Plan 2016.</i>
18.	No development (including any demolition or preparatory works) shall commence in any phase unless and until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The CEMP shall include the following: (a) a risk assessment of potentially damaging construction activities;(b) identification of biodiversity protection zones (e.g. buffers to trees and hedges or to protected wildlife habitat); (c) practical measures (both physical measures and sensitive working practices, such as protective fencing, exclusion barriers and warning signs) to avoid or reduce impacts during construction (particularly in relation to works within canopy and root protection areas for hedgerows or protected trees); (d) the location and timing of sensitive works to avoid harm to biodiversity features (in relation to

	<p>breeding birds in particular); (e) the times during construction when specialist ecologists need to be present on site to oversee works (as required); (f) responsible persons and lines of communication; and (g) the role and responsibilities on site of an Ecological Clerk of Works (ECoW) or similarly competent person (as necessary). The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details.</p>
<p>Reason</p>	<p><i>In order to safeguard protected and/or priority species from undue disturbance and impacts, noting that initial preparatory works could have unacceptable impacts; and in order to secure an overall biodiversity gain in accordance with Policy GE3 of the Coventry Local Plan 2016.</i></p>
<p>19.</p>	<p>Notwithstanding the Flood Risk Assessment and Drainage Strategy, the following 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 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 Qbar greenfield runoff minus 20% or 5 l/s whichever is greater. 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.

- 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 confirm that receiving water bodies or sewers are capable of accepting the attenuated flows specified by the Lead Local Flood Authority (LLFA) or Local Planning Authority (LPA) and that this will not exacerbate the flood risk on or off site. This will include capacity calculations and outcomes, not just the correspondence from Severn Trent Water Ltd in isolation, accepting the point discharges. Evidence of existing sub catchments within the site may be needed to support the connectivity survey and confirm the acceptability of proposed point discharges to the watercourses and infrastructure sewers. This must be submitted to, and agreed by, the LPA and LLFA.
- 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.
- Single outfall points will be discouraged on larger sites, as outfall points should be located to best mimic the natural discharge condition.
- Provisions must be made for the drainage of the site to ensure there is no discharge of surface water to the Public Highway.
- 300mm above the 1 in 100-year pluvial flood levels, and above the 1 in 1000-year fluvial flood levels.
- Evidence of the 1 in 100 year plus climate change events will be held within the site boundaries, by the designed drainage system and surface profile.
- No ordinary watercourse shall be culverted unless there is an overriding need to do so and justified in line with the Environment Agency's current policy. If possible, any existing surface water culverts should be opened and restored to a natural channel.
- Where watercourses are culverted as part of the development, adequate provision for maintenance and survey access must be provided.
- 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 implications) or intercept these flows and discharge these by a method approved by the Local Planning Authority.
- All opportunities to reduce flood risk in the surrounding area must be taken, including creating additional flood storage. In this instance reference should be made to the Councils IDP or Regulation 123 list.
- 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>
20.	<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 etc) with a stem diameter over the bark measured at 1.5 metres above ground level of at least 75 millimetres;</p> <p>b) a schedule of the trees surveyed as specified in chapter 4.1-4.5 of BS 5837: 2012 Trees in Relation to Design, Demolition and Construction - Recommendations;</p> <p>c) Tree Constraints Plan (5.1-5.3);</p> <p>d) Arboricultural Impact Assessment (5.4) to assess the direct and indirect implications of trees upon the proposal and visa-versa, including locations for under-ground/ over-ground services, level changes within RPA's etc.;</p> <p>e) Arboricultural Method Statement (6.1); and</p> <p>f) Dimensioned Tree Protection Plan (to include protection measures during and after construction and any construction exclusion zones) (in accordance with 5.5/ Table B.1), site monitoring (6.3) of British Standard BS5837:2012 - Trees in relation to design demolition and construction - Recommendations, which shall also include any proposal for pruning or other preventative works. The approved mitigation and / or protection measures shall be put into place prior to the commencement of any works and shall remain in place during all construction work.</p>
Reason	<p><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></p>

21.	No development (excluding any demolition, site clearance or other preparatory works including access works) within each phase shall commence unless and until a Sustainable Building Statement has been submitted to and approved in writing by the Local Planning Authority. The statement shall demonstrate how the requirements of Local Plan Policy EM2 (Building Standards) have been met. The development shall not be occupied unless and until all the works within the approved scheme have been completed in strict accordance with the approved details and thereafter the works shall be retained at all times and shall not be removed or altered in any way.
Reason	<i>To comply with the provisions of the NPPF and in accordance with Policy EM2 of the Coventry Local Plan 2016.</i>
22.	Prior to the commencement of the development hereby approved a Local Labour and Business Strategy shall be submitted to and approved in writing by the Local Planning Authority. The Strategy shall incorporate measures to promote employment opportunities arising from the development to, and encourage job applications from, residents of the City of Coventry and shall incorporate measures to promote opportunities for local businesses to gain contracts associated with the construction of the development. The Strategy shall be implemented in accordance with the approved details throughout the lifetime of the development.
Reason	<i>To secure local employment in accordance with the City Council jobs strategy and Policy JE7 of the Coventry Local Plan 2016.</i>
23.	A noise assessment shall be submitted with the appearance, layout and scale reserved matters applications for each phase of development. The noise assessment shall include results for LAeq, LA10, 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>

<p>24.</p>	<p>The following shall be submitted to and approved in writing by the Local Planning Authority for each reserved matters applications for each phase of development:</p> <ul style="list-style-type: none"> • details of both hard and soft landscaping works shall be submitted to and approved in writing by the Local Planning Authority. Details of hard landscaping works shall include boundary treatment, including full details of the proposed boundary walls, railings and gates to be erected, specifying the type of bricks and colour of the railings and gates; footpaths; and hard surfacing (which shall be made of porous materials or provision shall be made to direct run-off water from the hard surface to a permeable or porous area). The hard landscaping works shall be completed in strict accordance with the approved details within three months of the first occupation of the [INSERT DEVELOPMENT] hereby permitted; and all planting shall be carried out in accordance with the approved details within the first planting and seeding seasons following the first occupation. Any tree(s) or shrub(s) which within a period of five years from the completion of the development dies, is removed or becomes; in the opinion of the Local Planning Authority; seriously damaged, defective or diseased shall be replaced in the next planting season with another of similar size and species. All hedging, tree(s) and shrub(s) shall be planted in accordance with British Standard BS 8545:2014 Trees: from nursery to independence in the landscape - Recommendations and BS4428 - Code of Practice for General Landscape Operations.
<p>Reason</p>	<p><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></p>
<p>25.</p>	<p>Prior to the first occupation of the development hereby permitted within each phase 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</p>

	months of the first occupation of the development and thereafter shall not be withdrawn or amended in any way.
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>
26.	Prior to their incorporation into the development hereby permitted, details of all facing and roofing materials shall be submitted to and approved in writing by the Local Planning Authority. These details shall be installed only in full 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 the proposed development has a satisfactory external appearance in the interests of the visual amenities of the area in accordance with Policy DE1 of the Coventry Local Plan 2016.</i>
27.	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>
28.	None of the dwellings hereby permitted shall be occupied unless and until the car parking and cycle parking provision for that dwelling has been constructed or laid out and made available for use by the occupants and / or visitors to the dwellings and thereafter those spaces shall be retained for parking purposes at all time and shall not be removed or altered in any way.
Reason	<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>
29.	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

	<p>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.</p>
Reason	
30.	<p><i>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.</i></p>
Reason	<p><i>To safeguard the amenities of the adjoining occupiers of the development in accordance with Policy DE1 of the Coventry Local Plan 2016.</i></p>
31.	<p>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.</p>
Reason	<p><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></p>
32.	<p>No development (including any demolition or preparatory works) shall take place unless and until a written scheme of archaeological investigation (WSI) has been submitted to and approved in writing by the Local Planning Authority. The WSI shall include a detailed programme of archaeological works for the areas identified as requiring archaeological mitigation. For land that is included within the WSI, no development (including any demolition or preparatory works) shall take place other than in accordance with the agreed WSI, which shall include the statement of significance and research objectives; and:</p> <ul style="list-style-type: none"> • The programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works; • The completion of the programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the WSI'. The development shall only proceed in full accordance with these approved details

Reason

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