

| <b>Planning Committee Report</b> |  |
|----------------------------------|--|
| <b>Planning Ref:</b>             | FUL/2020/0748  |
| <b>Site:</b>                     | Land at Bennetts Road  |
| <b>Ward:</b>                     | Bablake.   |
| <b>Proposal:</b>                 | Erection of 388no. dwellings (C3), public open space, landscaping, drainage attenuation areas, access from Bennetts Road and Penny Park Lane, access roads, land safeguarded for a new Link Road, and other associated works. This application is accompanied by an Environmental Statement. |
| <b>Case Officer:</b>             | 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 full, where all the details of the development are required to be approved upfront with no reserved matters.

### **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.

### **KEY FACTS**

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| <b>Reason for report to committee:</b> | Over five objections against Officer recommendation |
| <b>Current use of site:</b>            | Agricultural  |
| <b>Proposed use of site:</b>           | Residential   |

## **RECOMMENDATION**

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

Delegate authority to the Strategic Lead Planning to agree any amendments to these conditions and any S106 triggers/contributions set out within the report, which are considered necessary.

## **REASON FOR DECISION**

- The proposal is consistent with an allocation in an up-to-date development plan and is acceptable in principle.
- The proposal will not adversely impact upon highway safety, air quality, drainage/flooding, 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 on submission sought permission for the erection of 444no. dwellings on the site.

After negotiations which saw revisions to the layout to include

- a dedicated cycleway adjacent to Bennetts Road within the site, together with further sustainable transport routes
- Amended crossing points for the super cycle highway and its relationship with the Keresley Link Road (KLR)
- Formalised crossing points
- Street hierarchy has been downgraded and made less formal, with visitor and green spaces being introduced where possible.
- redesign of the area to the west of the proposed avenue road from Penny Park Lane with the inclusive of an area of informal open space and 2.5 storey town houses.
- On the Bennetts Road entrance a tree is proposed as a gateway feature to the estate.
- Inclusive of further Ancient Arden character traits in the form of arched headers and blue brick bases.
- Alternative facing materials
- Additional tree planting to all internal estate roads
- Car dominated streets have been amended to include no runs of more than four parking bays in a row and in the majority of instances a 2.7m gap is retained between each parking block to enable tree planting to be included within the street.
- Parking for individual houses not in front of another unit.
- Amendments have been made to accommodate the junction improvement required at the junction with Penny Park Lane and Bennetts Road.

The amended application seeks permission for: -

- The erection of 388no. residential dwellings, including a mix of terraced, semi-detached, and detached properties of which 25% will be developed as affordable housing. The dwellings range from 2no., 2.5no. and 3no storeys in height.
- a significant area of open green space adjacent to Hall Brook to include formal and informal children's play areas, comprising of a LEAP and a MUGA.
- three new vehicular site accesses (two from Bennetts Road South and one from Penny Park Lane);
- a spine road north-south through the Site, from Penny Park Lane connecting with the southern Bennetts Road access junction.
- ancillary infrastructure such as new residential estate roads and sustainable drainage systems (SuDS- including surface water attenuation ponds);
- retention of the existing PRow from Bennetts Road and Watery Lane, albeit a diversion is proposed for the PRow from Watery Lane to allow for construction of new homes.
- provision of pedestrian and cycle links to surrounding neighbourhoods; and
- safeguarded land in the northern parcel of the Site to accommodate a portion of the proposed strategic link road.

The final suite of amended plans was submitted on 6<sup>th</sup>, 9<sup>th</sup> and an updated location plan submitted 16<sup>th</sup> October 2023. The application has also been supported by a Road Safety Audit (RSA) Stage 1.

The application is supported by an Environmental Statement with chapters covering:

- Traffic and Transport
- Air Quality
- Noise
- Landscape and visual impact
- Biodiversity
- Water
- Soils and agriculture
- Access and open space

### **SITE DESCRIPTION**

The application site is located to the south of Watery Lane, and to the north of Penny Park Lane, extending to approximately 19.5ha and roughly rectangular in shape which is currently used as grazing land. Bennetts Road runs along the application site's western boundary with residential properties to the eastern.

The application site is characterised by a sloping valley which is defined by the Hall Brook, a small water course, which runs from east to west across the northern third of the site at its lowest point. The highest part of the site is in the southwestern corner.

From here, the site slopes in a north and easterly direction towards the Hall Brook, before rising towards the northern boundary of the site.

A mixture of mature hedgerows, that are actively managed and are interspersed with shrubs, bushes and mature trees, enclose the site and, in many locations, provide a

strong degree of screening into the site. Existing mature hedgerows subdivide the site into a number of smaller land parcels, with mature trees located within many of the hedgerows in the southern part of site.

There are two Public Rights of Way (PRoW) running through the Site; PRoW M315 extends in an east-west direction through the centre of the site linking to Hall Brook Road, and PRoW M317/2 extends from PRoW M315 in a north-westerly direction to the junction of Watery Land and Bennetts Road. A third PRoW (M317/1) runs along the site's eastern boundary. With the exception of a substation located on the eastern boundary close to Edward Road and a WWII Pill Box adjacent to Bennetts Road, there are no other built structures located on the site. Within some of the perimeter hedgerows are located agricultural access gates.

### **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 which all relate to the Keresley SUE.

The following are applications that relate to the entire SUE.

| <b>Application Number</b> | <b>Description of Development</b>  | <b>Decision and Date</b> |
|---------------------------|--|--------------------------|
| <u>Taylor Wimpey</u>      |  |                          |
| OUT/2014/2282             | Outline application for the erection of up to 800 dwellings, with associated Local Centre comprising Convenience Store (Class A1) Retail/Commercial Units (Class A1, A2, A3, A5 and/or D1); a Primary School; Public Open Space (including equipped play area); allotments; nature conservation area; and landscaping; with all matters reserved except for means of vehicular access to the site from Tamworth Road and Bennetts Road South.  | Approved<br>12/02/2018   |
| RMM/2019/1030             | Submission of reserved matters (layout, internal access arrangements, scale, appearance and landscape details) for Phase 1 comprising of 322 dwellings and details of green infrastructure strategy for all phases (excluding third party land) and a temporary construction access pursuant to OUT/2014/2282 for up to 800 dwellings, local centre, primary school, public open space (all matters reserved except vehicular access from Tamworth Road and Bennetts Road South). The outline application was an | Approved<br>20/11/2019   |

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|               | EIA application and an Environmental Statement was submitted with it.  |                        |
| S73/2020/0285 | Variation of condition 8 (to allow one retail unit within the local centre to have floorspace up to 500 sq m) imposed upon outline permission OUT/2014/2282 for the erection of up to 800 dwellings, with associated Local Centre comprising Convenience Store (Class A1) Retail/Commercial Units (Class A1, A2, A3, A5 and/or D1); a Primary School; Public Open Space (including equipped play area); allotments; nature conservation area; and landscaping; The outline application was accompanied by an Environmental Statement   | Approved<br>22/04/2020 |
| RM/2020/2399  | Submission of reserved matters (layout, internal access arrangements, scale, appearance and landscaping) for Phases 2A and 2B comprising 394 dwellings, pursuant to outline permission OUT/2014/2282. The outline application was accompanied by an Environmental Statement.   | Approved<br>29/11/2021 |
| RMM/2021/2514 | Submission of reserved Matters in accordance with condition 1 for layout, internal access arrangements, scale, appearance and landscape details for local centre, comprising of 1,505sqm across seven units pursuant to planning permission S73/2020/0285 granted on 22nd April 2020 for Variation of condition 8 (to allow one retail unit within the local centre to have floorspace up to 500 sq m) imposed upon outline permission OUT/2014/2282 for the erection of up to 800 dwellings, with associated Local Centre comprising Convenience Store (Class A1) Retail/Commercial Units (Class A1, A2, A3, A5 and/or D1); a Primary School; Public Open Space (including equipped play area); allotments; nature conservation area; and landscaping; The outline application was accompanied by an Environmental Statement. | Pending                |

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| S73M/2021/2515 | Variation of condition No. 56 (Hours of Delivery) and removal of condition No. 31 (Requirement for Green Roofs) imposed on planning permission S73/2020/0285 -Variation of condition 8 (to allow one retail unit within the local centre to have floorspace up to 500 sq m) imposed upon outline permission OUT/2014/2282 for the erection of up to 800 dwellings, with associated Local Centre comprising Convenience Store (Class A1) Retail/Commercial Units (Class A1, A2, A3, A5 and/or D1); a Primary School; Public Open Space (including equipped play area); allotments; nature conservation area; and landscaping; The outline application was accompanied by an Environmental Statement, granted on 22nd April 2020 | Pending                |
| <u>Bellway</u> |  |                        |
| 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, pedestrian/cycle and emergency accesses, diversion of public rights of way, highway improvements to Fivefield Road, parking, landscaping, drainage features, open space and associated infrastructure, with all matters to be reserved except access points into the site (in part).   | Approved<br>07/02/2022 |
| RMM/2022/0633  | Submission of Reserved Matters for 284 dwellings off Fivefield Road, for all matters outstanding pursuant to permission OUT/2019/0022 granted on 07/02/2022 for the demolition of all existing buildings and the erection of up to 550 dwellings, and creation of associated vehicular accesses to Tamworth Road and Fivefield Road, pedestrian/cycle and emergency accesses, highway improvements to Fivefield Road, parking, landscaping, drainage features, open space and associated infrastructure, with all  | Pending                |

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|               | matters to be reserved except access points into the site  |         |
| RMM/2022/0636 | Submission of Reserved Matters for 37 dwellings off Keresley Link Road, for all matters outstanding pursuant to permission OUT/2019/0022 granted on 7th February 2022 for the demolition of all existing buildings and the erection of up to 550 dwellings, and creation of associated vehicular accesses to Tamworth Road and Fivefield Road, pedestrian/cycle and emergency accesses, highway improvements to Fivefield Road, parking, landscaping, drainage features, open space and associated infrastructure, with all matters to be reserved except access points into the site. | Pending |
| RMM/2022/0678 | Submission of Reserved Matters for 205 dwellings off Tamworth Road, for all matters outstanding pursuant to permission OUT/2019/0022 granted on 7th February 2022 for the demolition of all existing buildings and the erection of up to 550 dwellings, and creation of associated vehicular accesses to Tamworth Road and Fivefield Road, pedestrian/cycle and emergency accesses, highway improvements to Fivefield Road, parking, landscaping, drainage features, open space and associated infrastructure, with all matters to be reserved except access points into the site      | Pending |
| RMM/2022/0679 | Submission of Reserved Matters for 18 dwellings off Tamworth Road, for all matters outstanding pursuant to permission OUT/2019/0022 granted on 7th February 2022 for the demolition of all existing buildings and the erection of up to 550 dwellings, and creation of associated vehicular accesses to Tamworth Road and Fivefield Road, pedestrian/cycle and emergency accesses, highway improvements to Fivefield Road, parking, landscaping, drainage features, open space and associated infrastructure, with all   | Pending |

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|                       | matters to be reserved except access points into the site  |   |
| RMM/2022/0680         | Submission of Reserved Matters for the Ancient Woodland Buffer off Tamworth Road, for all matters outstanding pursuant to permission OUT/2019/0022 granted on 7th February 2022 for the demolition of all existing buildings and the erection of up to 550 dwellings, and creation of associated vehicular accesses to Tamworth Road and Fivefield Road, pedestrian/cycle and emergency accesses, highway improvements to Fivefield Road, parking, landscaping, drainage features, open space and associated infrastructure, with all matters to be reserved except access points into the site. | Approved<br>03/08/2023  |
|                       |  |   |
| <u>Thompsons Farm</u> |  |   |
| OUT/2019/0484         | Outline permission for the erection of up to 500 residential dwellings with all matters reserved with the exception of access and comprising of: The demolition of Thompsons Cottage and associated buildings; Provision of green infrastructure including strategic open space, sustainable urban drainage, green networks, play space and associated structural and general landscaping; A vehicular access point and emergency access point onto Bennetts Road North; Network of pedestrian and cycle routes; and All associated infrastructure and enabling works                            | Approved<br>05/07/2022  |
| FUL/2022/1981         | Installation and formation of highway and drainage infrastructure works pursuant to OUT/2019/0484 granted on 05/07/2022 for erection of up to 500 residential dwellings with all matters reserved with the exception of access and comprising of: The demolition of Thompsons Cottage and associated buildings; Provision of green infrastructure including strategic open space, sustainable urban drainage, green networks, play space and   | Approved<br>5 <sup>th</sup> October<br>Planning<br>Committee.<br>Decision Notice<br>issued 06/10/23 |

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|               | associated structural and general landscaping; A vehicular access point and emergency access point onto Bennetts Road North; Network of pedestrian and cycle routes; and All associated infrastructure and enabling works.  |         |
| RMM/2022/1982 | Submission of reserved matters (appearance, landscaping, layout and scale) for the erection of 329no. dwellings and associated infrastructure pursuant to planning permission OUT/2019/0484 granted on 05/07/2022 for erection of up to 500 residential dwellings with all matters reserved with the exception of access and comprising of: The demolition of Thompsons Cottage and associated buildings; Provision of green infrastructure including strategic open space, sustainable urban drainage, green networks, play space and associated structural and general landscaping; A vehicular access point and emergency access point onto Bennetts Road North; Network of pedestrian and cycle routes; and All associated infrastructure and enabling works. | Pending |
| RMM/2022/2615 | Submission of Reserved Matters (appearance, landscaping, layout and scale) for the erection of 171no. dwellings and associated infrastructure pursuant to planning permission OUT/2019/0484 granted on 05/07/2022 for erection of up to 500 residential dwellings with all matters reserved with the exception of access and comprising of: The demolition of Thompsons Cottage and associated buildings; Provision of green infrastructure including strategic open space, sustainable urban drainage, green networks, play space and associated structural and general landscaping; A vehicular access point and emergency access point onto Bennetts Road North; Network of pedestrian and cycle routes; and All associated infrastructure and enabling works. | Pending |

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| <u>Rookery Farm</u>                             |  |  |
| OUT/2019/2277                                   | Proposed residential development (up to 40 dwellings) with associated landscaping/open space, drainage and highway infrastructure (outline application - all matters reserved except access into the site)   | Approved<br>06/03/2020   |
| RMM/2021/0314                                   | Submission of reserved matters under condition 1 for details of appearance, landscaping, layout and scale for 40 dwellings together with associated landscaping/open space, drainage and highway infrastructure and temporary construction access from land to the north west pursuant to planning permission OUT/2019/2277 granted on 6th March 2020 for outline permission with access.  | Approved<br>13/07/2021   |
|   |  |  |
| <u>Colliery Club</u>                            |  |  |
| FUL/2020/2615                                   | Demolition of existing structures to facilitate residential development with associated access, parking, landscaping and drainage.   | Approved<br>25/03/2021   |
|   |  |  |
| <u>Manor Farm Cottages</u>                      |  |  |
| FUL/2021/3173                                   | Erection of two new dwellings with upgraded access and parking (Use Class C3)  | Approved<br>02/02/2022   |
| FUL/2022/3213                                   | Erection of one detached dwelling with upgraded access and parking (Use Class C3)  | Approved<br>05/01/2023   |
|   |  |  |
| <u>Richborough / Queen College Oxford (QCO)</u> |  |  |
| 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. | Approved<br>23 <sup>rd</sup> February<br>Planning<br>Committee.<br><br>Decision issued<br>23/06/23 |

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| PL/2023/0001888/RESM                            | Submission of Reserved Matters for 290no. dwellings for all matters outstanding pursuant to permission OUT/2022/0712 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 including substation (vehicular access points into the site having been approved at outline stage). (Outline application was accompanied by an Environmental Statement). Includes information to discharge conditions 1, 2, 4, 5, 7, 8, 9, 19, 21, 22, 23, 25, 26 and 33 attached to outline planning permission OUT/2022/0712. | Pending   |
| <u>Richborough / Queen College Oxford (QCO)</u> |  |   |
| OUT/2022/0713                                   | 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.   | Approved<br>23 <sup>rd</sup> February<br>Planning<br>Committee.<br><br>Decision issued<br>02/06/23. |
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| <u>Hall Hill Cottages</u>                       |  |   |
| FUL/2022/3246                                   | Outline planning permission with all matters reserved save for access, for the demolition of existing dwelling and associated agricultural units, and the erection of up to 40 residential dwellings (Use Class C3), with parking and associated works.  | Withdrawn   |
| PL/2023/00001155/OUTM                           | Outline planning permission with all matters reserved save for access, for the demolition of existing dwelling and associated agricultural units, and the  | Pending   |

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|  | erection of up to 40 residential dwellings (Use Class C3), with parking and associated works. (Resubmission of FUL/2022/3246) |  |
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## **POLICY**

### **National Policy Guidance**

National Planning Policy Framework (NPPF), updated 5<sup>th</sup> September 2023. 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 6<sup>th</sup> 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 EM1: Planning for Climate Change Adaptation
- Policy EM2: Building Standards
- Policy EM4 Flood Risk Management
- Policy EM5 Sustainable Drainage Systems (SuDS)
- Policy EM7 Air Quality
- Policy IM1: Developer Contributions for Infrastructure

**Supplementary Planning Guidance/ Documents (SPG/ SPD):**

SPD Sustainable Urban Extension  
SPD Design Guidance for New Residential Development  
SPD Householder Design Guide  
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:

- Canal and River Trust
- Natural England
- West Midlands Fire Service

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

- Archaeology
- CCG
- Drainage (CCC) (LLFA)
- Ecology
- Education
- Environmental Protection
- Highways (CCC) (LHA)
- National Highways
- Open Space and Parks
- Trees
- Urban Design
- Warwickshire County Council (WCC) Highways

Objections from:

- Keresley Parish Council (KPC):
  - Lack of detail and impact on the Keresley Link Road
  - Impact of the planned access points and how it fits in with the surrounding development and their access points.
  - Public Rights of Way lost
  - Lack of footpaths and cycleways
  - Location of the LEAP
  - Lack of bus stops and provision within the site
  - Impact on drainage

No comments received from:

- Environment Agency

Immediate neighbours and local councillors were originally notified on 6<sup>th</sup> April 2020 with a site notice being posted and a press notice being published in the Coventry Telegraph on 23<sup>rd</sup> April 2020.

The original proposal was for 444no dwellings.

Ward Councillor Birdi objections to the application on the following grounds:

- The Link Road is not tied to the development.
- The access to the surrounding road is inadequate.
- The existing roads are not suitable to take the extra traffic.
- The existing footpaths have been ignored and will not serve the purposes.
- Jubilee woods site has been isolated.
- The drainage provision is not adequate and therefore flooding is likely to happen.

115no. letters of objection were received, raising the following material planning considerations:

- Need
- Principle
- Loss of green spaces
- Increased traffic
- Damage to Wildlife
- Loss of existing footpaths
- Lack of infrastructure to support the development.
- Impact on residents during the building works
- Need adequate car parking provision.
- Impact on drainage and flooding
- Loss of trees
- Impact on archaeology
- Lack of bus stops

Further consultations took place 29<sup>th</sup> April 2022.

51no. letters of objection were received; no new reasons were included then as above.

Cllr Stephen Gray objected to the scheme for the following reasons: -

- Need
- Loss of Green Belt
- Impact on Infrastructure - health care, GPs, schools etc
- Impact on climate change
- Lack of Energy efficiency measures
- Lack of a masterplan
- Lack of details over the link road
- No cycle provision.
- Lack of bus provision
- Impact on biodiversity
- Concerns raised by Highways England
- Impact on road network

- Impact on Air Quality
- Impact on archaeology

The latest round of consultations took place on the amended drawings for 388no houses. 17no letters of objection was received raising no new material considerations.

## **APPRAISAL**

### **POLICY BACKGROUND**

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 DEVELOPMENT**

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

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

The housing numbers contained with the allocation are considered to be indicative. 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 an indicative 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.

Policy DS4 (Part C) - In addition to the general principles outlined in Policy DS4 (Part A) of the Coventry Local Plan, the development proposals which relate to this area should also have regard to the relevant requirements which include the incorporation of the recommendations of the Council’s SUE Design Guidance SPD. 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.

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

#### Principle of Residential

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 application site is part of housing allocation Policy H2:1 *Keresley* SUE. Policy H2:1 sets out the allocation requirements. 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 Wood
- Inclusion of appropriate screening to existing residential areas.

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. This local centre will be located immediately to the West of this site.

### Distributor link road and Junction Improvements

The Distributor Link Road called the Keresley Link Road (KLR) dissects the northern parcel of the site. This will be discussed in more detail under the *Highway* section of this report.

### 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. This will be located immediately to the West of this site.

In conclusion, the principle of development is considered to be acceptable.

## **DENSITY**

Policy H9 of the Coventry Local Plan is concerned with housing density and states in order to promote sustainable urban regeneration. 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.

Therefore, outside of the Ring Road (The A4053) a minimum of 30 dwellings per hectare (net) should be provided on Greenfield sites.

When considering density, it is also important to ensure it is considered alongside other essential onsite provisions such as appropriate levels of amenity space, landscaping and any appropriate onsite infrastructure.

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

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

The application is in outline form with only access being discharged. The site area is approximately 19.5ha which will require 20% to remain undeveloped landscaped areas, managed by a company, this amounts to at least 3.9ha.

AMENDED DRAWING - Management Company Plan - Drawing No.H6343/100/MCP shows the areas in green which are to be in the ownership of the management company. The application is in accordance with Policy H9.

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.

## **HOUSING MIX**

Policy H4 of the Coventry Local Plan requires proposals for residential development to include a mix of market housing which contributes towards a balance of house types and sizes across the city as set out within the 'Coventry & Warwickshire Housing & Economic Development Needs Assessment' (HEDNA), dated November 2022.

The HEDNA suggests a mix of market housing as the following:

| <b>1 bedroom</b> | <b>2 bedrooms</b> | <b>3 bedrooms</b> | <b>4+ bedrooms</b> |
|------------------|-------------------|-------------------|--------------------|
| 10%              | 40%               | 40%               | 10%                |

The application proposes the following:

| <b>Housebuilder</b> | <b>No. of Bedrooms</b> | <b>Open Market</b> | <b>Affordable Housing</b> | <b>Total</b>  |
|---------------------|------------------------|--------------------|---------------------------|---------------|
| Barratts            | 1no.                   | 8no.               | 4no.                      | 12no.         |
|                     | 2no.                   | 17no.              | 23no.                     | 40no.         |
|                     | 3no.                   | 65no.              | 20no.                     | 85no.         |
|                     | 4no.                   | 49no.              | 3no.                      | 52no.         |
|                     | 5no.                   | 11no.              | 0                         | 11no.         |
| <b>Total</b>        |                        | <b>150no.</b>      | <b>50no.</b>              | <b>200no.</b> |
| <b>Housebuilder</b> | <b>No. of Bedrooms</b> | <b>Open Market</b> | <b>Affordable Housing</b> | <b>Total</b>  |
| David Wilson        | 1no.                   | 0                  | 8no.                      | 8no.          |
|                     | 2no.                   | 22no.              | 18no.                     | 40no.         |
|                     | 3no.                   | 46no.              | 17no.                     | 63no.         |
|                     | 4no.                   | 61no.              | 4no.                      | 65no.         |
|                     | 5no.                   | 12no.              | 0                         | 12no.         |
| <b>Total</b>        |                        | <b>141no.</b>      | <b>47no.</b>              | <b>188no.</b> |

The table below shows the percentage of the housing mix and how it compares with the suggested mix within the HEDNA.

| <b>No. of Bedrooms</b> | <b>Total</b>  | <b>% as proposed</b> | <b>% HEDNA</b> |
|------------------------|---------------|----------------------|----------------|
| 1no.                   | 20no.         | 5.15%                | 10%            |
| 2no.                   | 80no.         | 20.62%               | 40%            |
| 3no.                   | 148no.        | 38.14%               | 40%            |
| 4no.                   | 117no.        | <b>36.08%</b>        | <b>10%</b>     |
| 5no.                   | 23no.         |                      |                |
|                        | <b>388no.</b> | <b>100%</b>          |                |

The table highlights that the site is providing more 4+ houses than the HEDNA suggests, and less one and two bedrooms.

The HEDNA is a suggestion for a housing mix across the City, however in assessing the proposals officers are mindful of the location, being a green field site, which is better able to accommodate the larger family houses whereas some other sites in the existing urban area will not be able to. Taking all of the above into account, on balance the application is in accordance with Policy H4.

## **AFFORDABLE HOUSING**

The development at 388no. units is above the threshold of 25 units as set out within Policy H6 of the Coventry Local Plan. Therefore, 25% affordable housing would be required. This amounts to a net figure of 97no dwellings.

| <b>No. of Bedrooms</b> | <b>Social Rent</b> | <b>Affordable Rent</b> | <b>Shared Ownership</b> | <b>DMV</b> | <b>Affordable Housing Total</b> | <b>%</b> |
|------------------------|--------------------|------------------------|-------------------------|------------|---------------------------------|----------|
| 1no.                   | 12                 | 0                      | 0                       | 0          | 12no.                           | 12.3     |
| 2no.                   | 3                  | 19                     | 8                       | 11         | 41no.                           | 42.2     |
| 3no.                   | 7                  | 10                     | 7                       | 13         | 37no.                           | 38.1     |
| 4no.                   | 7                  | 0                      | 0                       | 0          | 7no.                            | 7.2      |
| <b>Total</b>           | <b>29</b>          | <b>29</b>              | <b>15</b>               | <b>24</b>  | <b>97no.</b>                    |          |

Whilst the overall amount of 4 bed affordable units would be lower than the HEDNA desires, there would be the correct amount of 3 and 4 bed social rented properties, which is where the need is most acute. There is also an issue whereby large shared ownership and affordable rent properties can still be unaffordable for people in need of housing, even at a discounted rate / sale value. As such, the mix is considered to be acceptable. This will be secured by the signing of a S106 agreement.

## **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 application submission proposes 388no. units.

The site has been split between two house builders Barratt Homes (B) and David Wilson Homes (DWH).

The proposed population of the development is 1000 people.

Having calculated the number of people generated by development, the minimum requirement for each form of open space is to be calculated using the information contained within the Open Space SPD.

The site therefore generates a requirement of at least:

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

The formal open space requirement also includes the provision of one LEAP and one MUGA. The council uses the Fields in Trust (FiT), recommendation when it comes to play provision.

## 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.

AMENDED DRAWING - Composite Planning Layout - Drawing No.H6343/100/03 Rev R. shows the location of a LEAP and a MUGA shown within the northern parcel within the area earmarked for open space and SuDs. The location is considered acceptable.

The design of the LEAP is a matter that can be conditioned.

## MUGA

FiT also recommends that a development of this size has a Multi-Use Games Area (MUGA) or some kind of Skate / Wheeled facility. There is currently a gap in this type of provision in this location. Currently the nearest MUGA and Skate facility to the proposed development are at Holbrook's Park which is outside of the Ward for this development and too far away for reasonable travel and does not have any decent off-road network links to that park from this development.

Coundon Park is closer to the proposed development and will benefit from the new transport links from this development making it the preferable Park for offsite provision. Coundon Park does not have a MUGA or Skate Facility.

The application site is providing a LEAP and a MUGA on the site, therefore as Coundon Park already has a NEAP sized play area a contribution of £70,000 is required to improve this facility.

As shown on AMENDED DRAWING - Composite Planning Layout - Drawing No.H6343/100/03 Rev R, a MUGA is in the location requested. The full details of which could be secured by a suitable worded condition.

## **SPORTING PROVISION**

In accordance with Policy GE1 of the Coventry Local Plan, a key element of Coventry's approach to green infrastructure will be the continued development of a network of

green spaces, water bodies, paths and cycle ways, with priority given to those parts of the city where there is an identified deficiency of green space. The Council's Playing Pitch Strategy identifies that there is a shortfall in playing pitches provision or the need to improve the existing stock and in viewing the submitted documents no on site playing pitch provision is proposed with the draft heads of terms highlights off site sports provision.

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

#### Indoor sporting provision and Artificial Grass Pitch (AGP)'s

The population of the proposed development is estimated to be 1000 people. 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.

The council adopts the use of Sport England's Sport Facilities Calculator (SFC).

The Sport England's Sports Facilities Calculator (SFC) indicates that a population of 1000no. in this local authority area will generate a demand for:

- Pools: 10.95 sqm of pool space costing £193,436.
- Halls: 0.30 courts costing £186,321.
- Artificial Grass Pitches: 0.04 pitches costing £38,042 for 3G or £34,601 if sand.
- Playing Pitches and Ancillary Provision: £283,925 (£80,425 on playing pitches and £203,500 on ancillary provision)
- Maintenance: £139,770 maintenance (based on a minimum of a 10-year maintenance period)

#### Indoor facilities strategy - Pools

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.

The strategies highlight that the current pool at President Kennedy, in close proximity to the application site, has a limited role in meeting the anticipated increase in demand for pool provision, given its current condition and hours of availability. Indeed, it is understood that it is due to be demolished. Therefore, provision within the northwest of the city is required.

A contribution amount of £193,436 is required to meet the demand generated is invested into a facility in the northwest of the city.

#### 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, £186,321 is required to meet the demand generated towards a public leisure facility in the northwest of the city.

#### Playing Pitch Strategy – AGP's

The Playing Pitch Strategy 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, £38,042 is required to meet the demand generated for AGPs is invested into a future public leisure site in the northwest of the city.

#### Playing Pitches and Ancillary Provision

In light of the above mitigation required to meet the demand generated by the development a contribution of £283,925 is required towards playing pitches and ancillary provision and a maintenance figure of £139,770 (based on a minimum of a 10-year maintenance period).

These monies will be invested into the northwest of the city in accordance with the most up to date playing pitch strategy.

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.

#### **ARCHAEOLOGY**

A programme of archaeological trenching was warranted. This was done prior to determination of the application as any findings could have had an impact on the layout of the site and therefore the quantum of development proposed.

A Written Scheme of Investigation was submitted and approved for the site, REPORT - Written Scheme of Investigation (WSI) for Archaeological Field Evaluation, dated 22nd July 2022 - Report Ref:22-233.

On the submission of the WSI further works were undertaken to explore further areas of interest.

AMENDED REPORT - An Archaeological Evaluation for Land east of Bennetts Road - Report Ref.2022-140, AMENDED REPORT - Written Scheme of Investigation for Archaeological Field Excavation, dated 12th June 2023 - Report Ref.23-199 and AMENDED REPORT - Written Scheme of Investigation for Archaeological Field Evaluation, dated 22nd July 2022 - Report Ref.23-233 were submitted it showed that a burnt mound was found which required the area to be preserved in situ, within the Public Open Space (POS). This required the edge of one of the SUDs to be realigned.

A WW2 Pill Box was found within the western boundary adjacent to Bennetts Road and 29mm Blacker Bombard spigot mortar was found, located within a hedgerow on land off Bennetts Road – Historic England have been involved and have decided not to formal list the spigot, however, an application to have the spigot locally listed has been submitted.

Nevertheless, the revised drawings show the burnt mound preserved in situ, within the open space area; the WW2 Pill Box is being retained in situ and the spigot mortar retained within the existing hedgerow.

On this basis archaeology have raised no objections subject to conditions.

### **HIGHWAYS, ACCESS AND PARKING**

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

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

Policy 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.

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 initial application was supported by a Transport Assessment, REPORT - Transport Assessment (TA), dated October 2019 - Report Ref:40498i1r018/1 which assesses the impact of the development on the local highway network. Since the TA 2019 and after extensive discussions with the Highway Authority, an updated transport technical note was submitted on 27<sup>th</sup> June 2023, AMENDED REPORT - Technical Note - Transport Assessment Addendum, as submitted 27th June 2023.

#### Transport Assessment

From here on in the TA submitted with the current application will be referred to as the 'TA 2019'.

The TA 2019 was based on a number of future scenarios which were modelled in the Coventry Area Strategic Model (CASM) by the traffic model consultants for CCC, WSP. The future year scenarios were as follows:

- 2026 Do Minimum (DM) – 2026 committed development including Keresley 800 consented dwellings;
- 2026 Do Something Scenario 1 (DS1) – 2026 DM + individual developer site without Keresley Link Road; and
- 2026 Do Something Scenario 2 (DS2) – 2026 DM + all developer sites with Keresley Link Road.

Since the submission of the application, further outline permissions for other sites within the SUE housing allocation have been approved.

An updated Transport Technical Note was submitted, called the 'TA Addendum'

The TA addendum has used the traffic data from the TA submitted in supporting of those two planning applications for residential development submitted by Richborough Estates and The Queen's College (Oxford), OUT/2022/0712 and OUT/2022/0713.

The TA submitted with OUT/2022/0713 and OUT/2022/0712, dated 28th February 2022 assessed both sites together to ensure that the cumulative impacts were addressed comprehensively.

The traffic modelling was based on the impact of a cumulative 625 dwellings, although the applications are for up to 290 and 260 dwellings respectively, totalling 550 dwellings. On this basis the assessment is considered robust.

For ease of reference the TA for the two sites will from herein be referred to as 'the Hub TA'.

The approach has been as follows:

1. Use 2031 Do Something traffic flows set out in Figures 6.7 and 6.8 of the Hub TA. The Do Something scenario includes the Proposed Development.
2. Extract Land off Bennetts Road traffic flows (based on DS2 in the WSP Tech Note for Land off Bennetts Road site) to derive the without Proposed Development scenario.
3. Assess the traffic flows at each junction on the study area network to understand the level of traffic as a result of the Proposed Development.
4. Identify junctions with capacity issues in the 2031 Do Something scenario based on the junction modelling results in the Hub TA.
5. Undertake junction capacity modelling to understand the scale of impact of the Proposed Development.
6. Identify any mitigation requirements if applicable.

The junctions included in this assessment are the key junctions on the local road network in the vicinity of the Site that were included in the Hub TA and for which there is origin and destination data for the Proposed Development in the DS2 scenario. The junctions are as follows:

1. Fivefield Road/Bennetts Road

2. Bennetts Road/Exhall Road
3. Fivefield Road/Tamworth Road
4. Bennetts Road/Penny Park Lane
5. Tamworth Road/Long Lane
6. Bennetts Road/Sandpits Lane
7. Tamworth Road/Sandpits Lane
8. Bennetts Road/New Keresley Link Road
9. Tamworth Road/New Keresley Link Road

### Junction Capacity

The results of the junction modelling from the Hub TA, and the Proposed Development traffic flows show the following:

Junctions 1 (Fivefield Road/Bennetts Road), 3 (Fivefield Road/Tamworth Road), 5 (Tamworth Road/Long Lane), 6 (Bennetts Road/Sandpits Lane), 8 (Bennetts Road/New Keresley Link Road) and 9 (Tamworth Road/New Keresley Link Road) have spare capacity in both the AM and PM peaks. There is therefore no need for assessment of the impact of the Proposed Development.

Junction 2 (Bennetts Road/Exhall Road) exceeds the capacity threshold in both the AM and PM peaks. A mitigation scheme in the form of a mini roundabout is set out in the Hub TA. The Proposed Development traffic is less than 30 vehicles in both periods, and therefore not considered to have a material impact on the junction capacity.

Junction 4 (Bennetts Road/Penny Park Lane) has spare capacity in the AM peak but is over capacity in the PM peak. A mitigation scheme in the form of a signalised junction has been agreed by the Local Highway Authority under the consideration of OUT/2022/0712 and OUT/2022/0713. Discussions with the Local Highway Authority during the development of the transport assessment had resulted in agreement to the transfer of land from the Applicant to Coventry City Council (CCC) in order to improve safety at the junction.

Junction 7 (Tamworth Road/Sandpits Lane) is marginally over the capacity threshold in the AM peak. The Proposed Development traffic is less than 30 vehicles in both periods, and therefore not considered to have a material impact on the junction capacity.

### Summary

Highways England initially, back in 2020, advised that permission should not be granted for a specific period to enable Highways England to assess the impacts of all the planned development in and around Coventry on the M6 Junction 3.

The above matters have now been addressed through the agreement between the Highway Authorities to identify and set out a mechanism for contributions for an interim mitigation scheme at M6 Junction 3 which can accommodate the development proposals. This is being secured via the S106 agreement.

Further mitigation is also being sought for Warwickshire County Council (WCC) for the Winding House Lane/Wheelwright Junction. This too is being secured via S106.

The overall impact of the additional traffic generated by not only this site, but the entire SUE allocation has been robustly assessed together with surrounding proposed and existing access points and is considered acceptable subject to the required mitigation stated above.

## **LAYOUT**

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.

Policy DS4 (Part C) - In addition to the general principles outlined in Policy DS4 (Part A) of the Coventry Local Plan, the development proposals which relate to this area should also have regard to the relevant requirements which include the incorporation of the recommendations of the Council's SUE Design Guidance SPD. 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.

As originally submitted, there were a number of issues raised with regards to the proposed layout from a highway safety point of view.

### **Keresley Link Road**

At the time of the application submission, the alignment of Phase 2 of the KLR had not been set and therefore the land required to be 'safeguarded' could not be established satisfactorily.

The comments raised by Cllr Gray, Keresley Parish Council (KPC) and members of the public are noted with regards to the proposed Keresley Link Road (KLR) however, the City Council as Local Highway Authority (LHA) have produced a design and alignment as 'worst case scenario'. This has been fed into the design and layout of the site.

There will be no direct road connection from this site to the KLR, instead the northern parcel of the site will be served by its own access point, via Bennetts Road. Instead, a segregated pedestrian and cycle way will be provided from the junction of the KLR and Bennetts Road going north and south.

The southern 'leg' will extend into the site and sit to the east of the existing hedgerow along Bennetts Road.

### **Public Rights of Way (PRoW)**

As stated above there are a number of footpaths which dissect the site. There are two

PRoWs which run within the site. PRoW M317/2 runs in a general diagonal direction northwest to southeast, before meeting with PRoW M315, as it dissects the site east to west. PRoW M317/1 runs along the eastern boundary of the site before meeting at the southern boundary with Penny Park Lane.

These PROWs will be retained, rerouted and upgraded to pedestrian / cycle paths.

### Pedestrian / Cycle Network

Officers have mapped the network of existing routes in and around the development site, including the entire SUE allocation. To this end extensive discussions have been undertaken to ensure that the cycle and pedestrian network is suitable with all the necessary links within and outside the development.

In relation to this site only, and once the KLR is opened cyclist and pedestrians will be able to use this site with a route along its western boundary, the route would then snake around the perimeter of the site accessing onto Penny Park Lane, there are further pedestrian and cycle routes through the site, with the highest quality cycle infrastructure within the main access road corridor. This will be discussed further in the Street Typologies section below.

### Bus Provision

Travel for West Midlands (TfWM) do not object to the application due to a collaborative approach being taken for the entire SUE. S106 monies are being sought which will extend the No.16 / 16A service. The applicant has agreed to this contribution.

### Street Typologies

The main road through the southern parcel as amended is in accordance with the "Avenue" typology from the SUE SPD. Accordingly, a 3m cycle track and 2m footway is provided on one side and with a 2m footway on the other side. All other roads will be either internal roads, lanes or edge roads.

### Parking

Each property has the required number of parking spaces as set out within the Coventry Connected SPD. Where all one-bedroom properties have one parking space and all properties with two or more bedrooms have two off road, dedicated parking spaces.

In addition, 61no visitor parking spaces are being proposed, out of a 70no space requirement, which is considered acceptable.

### Fire and Refuse Vehicles

The application has been supported by the following:

- AMENDED DRAWING - Refuse Vehicle Tracking Plan, Sheet 1 - Drawing No.H0000-040-02
- AMENDED DRAWING - Refuse Vehicle Tracking Plan, Sheet 2 - Drawing No.H0000-040-03
- AMENDED DRAWING - Refuse Vehicle Tracking Plan, Sheet 3 - Drawing No.H0000-040-04

These drawings illustrate that the site can accommodate the required fire engines and refuse vehicle.

## Conclusion

Members can be assured that the entire Sustainable Urban Extension (SUE) at Keresley has been robustly modelled in terms of its traffic impacts on the local and strategic highway network. All appropriate mitigation has been agreed with not only the Local Highway Authority (LHA) but also neighbouring Highway Authorities (Warwickshire County Council (WCC)) and Highways England who are in charge of the national strategic highway network.

The accesses into the site two from Bennetts Road; one to serve the northern parcel only and the second serves the southern portion with an access also on to Penny Park Lane have been holistically looked at with the other approved access which will serve the surrounding parcels of land which also make up the Keresley SUE.

The Public Rights of Way (PRoWs) have been realigned and incorporated into the development within their own landscape corridors. There is a small section which will run along a shared roadway; however, this has been designed so that it too has landscaping around it.

Pedestrian and cycle routes are provided in and around the site. The site provides a safe route for people to walk and cycle not only along Bennetts Road, but also through the site, accessing Watery Lane and to the south of the site along Penny Park Lane.

The existing bus provision is being extended, funded by all the parcels of the SUE, including this current application. Two bike hire stations are being provided within the site and spaces for a car club.

Each residential property is being provided with the policy compliment parking, with all one-bedroom properties having one dedicated car parking spaces and all two plus bedroomed properties having at least two dedicated parking spaces. There are also 61no visitor spaces dotted around the site.

Taking all of the above into account, the application is in accordance with the aforementioned policies of the Coventry Local Plan together with the aims and objectives of the NPPF.

## **ECOLOGY, BIODIVERSITY AND TREES**

### Ecology and Biodiversity

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 would be increased when the recommended biodiversity enhancements are included.

The application has been supported by:

- Ecology Report, dated October 2019 - Report Ref:40498R022i1
- Ecology Technical Note for Great Crested Newts, dated 26th June 2022

- Photographs of Ponds P1, P2, P3 and P4, dated 13th May 2022 - Report Ref.Land off Bennetts Road/CAG
- Biodiversity Net Gain Report, dated 8th August 2023 - Report Rev A
- Biodiversity Impact Assessment - Excel Worksheet, as 6th October 2023

#### Retained and Enhanced Habitats

A substantial area of grassland to the north of the proposed Keresley Link Road (KLR) and associated bank (located outside the site) will be retained and enhanced through the over-sowing of a General Purpose Meadow seed mix (or other similar approved) and managed in the long term.

In addition, the wet ditch (running water) through the northern extent of site will largely be retained (with a small section culverted), whilst all the existing scattered trees will also be retained within areas of Public Open Space (POS).

#### SuDS Features

The sustainable urban drainage (SuDS) features within the site will be sown with Meadow mixture for wetland (or similar approved) and are anticipated to be dry for the majority of the year.

#### Retained Hedgerows

The majority of the existing hedgerows are to be retained within the proposed development and those with gaps will be infilled with native species. Whilst this is considered an ecological enhancement, these are not recognised as an uplift in hedgerow units.

#### Proposed Native Hedgerows

New native species-rich hedgerow planting with trees is proposed within the on-site POS between existing trees.

#### Conclusion and Mitigation

The proposed development has sought to retain hedgerows and to retain and enhance habitats where possible. In addition, the landscape scheme has been designed to provide habitats of ecological value where appropriate.

Overall, based on the detailed landscape proposals and appropriate management in the long-term, it is considered the proposed development will result in a net loss in habitat units of -7.75 and a loss of 1.23 hedgerow units.

These losses will be mitigated through a payment to the Council of £252,111 for habitats and £144,217 for hedgerows, a combined contribution of £396,328. This will be secured via the S106.

The application is in accordance with Policy GE3 of the Coventry Local Plan.

#### 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 southern portion of the site contains a number of TPO trees. 28no Oaks are protected by City of Coventry (Bennetts Road South No.1) TPO 1987, Order No.137. One is located on the eastern side of Bennetts Road to the south of Manor Farm; A row of 17no running east (Bennetts Road) to west to (to the rear of properties located in Bantam Grove); a hedgerow dissects the southern portion which contains a row of 4no, one located within the corner of a field and 5no located in an L shape opposite 109 and 111 Bennetts Road South.

The Tree Survey and Constraints Report - Report Ref:AFW- 5085-18.05.2015-Version 1-SB was submitted on submission, however, it did not contain a Tree Constraints Plan (TCP) superimposed onto the proposed layout. An updated drawing was submitted on 20<sup>th</sup> October 2023 DRAWING - RPA Overlay - Drawing No.H6343/100/RPA Rev B, which shows the areas of hedgerows to be removed and illustrates how the trees are retained on site.

There are 93no trees identified on the site.

- 47no are Category A
- 27no are Category B
- 19no are Category C

The development proposes the removal of 4no trees.

Two trees (T25 and T26) require removal as a result of the Bennetts Road South central access and S278 works (both category C), and a third category C tree (T55) will be removed to facilitate the cycle access onto Penny Park Lane in the south eastern corner.

The fourth tree (T73) to be removed is within the central POS area and is only to be removed due to being marked as 'tree is fallen' on the survey.

The Plan also shows the removal of 259 linear metres of hedgerow removal. The removal is only to facilitate site accesses, roads, cycleways and footpaths.

Suitably worded conditions can be added which secures the protection measures for the trees and hedgerows during construction and the method of construction if it extends into the Root Protection Area (RPA) of any tree(s) or hedgerow(s) to be retained.

## **DRAINAGE**

Policy EM4 of the Coventry Local Plan states all major development must be assessed in respect of the level of floor 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.

We approve of the use of open attenuation features; however it is suggested that the use of permanently wet features will benefit the development as a whole and enhance

the use of Public Open Space areas by integrating a mix of biodiversity. Indeed, a mix of wet/dry features together with a blue corridor along transit routes would enhance all aspects of the design.

Following the confirmation of schedule 3 of the FWMA:2010, Coventry City Council is in the process of becoming a SuDS Approving Body (SAB) and will be actively seeking to adopt and maintain all new SuDS features constructed in the city.

The Local Lead Flood Authority (LLFA) will now require all SUDs to conform to the following: -

- Side slopes of open attenuation features to be varying to create an organic feature between 1:3 and 1:5. This allows useability of the space when not full of water and allows maintenance by a ride on grass mower for ease of maintenance.
- Maintenance access to be provided around the top edge of the feature.
- Headwalls to match the profile of the bank slopes and to be discreet.
- Ideally, some of the basin beds should be set low to encourage permanent water and biodiversity planting.

AMENDED DRAWING - Preliminary Drainage Strategy Plan - Sheet 1 - Drawing No.ENG\_070-01 Rev E and AMENDED DRAWING - Preliminary Drainage Strategy Plan - Sheet 2 - Drawing No.ENG\_070-02 Rev D, indicate that the proposed SUDs features are being partially constructed above local ground levels. A condition will be imposed that will require that any ponds constructed in this fashion are keyed into native sub-soils (not topsoil's) and that a full engineering specification is prepared, submitted, and approved by the Local Planning Authority (LPA) authority prior to commencement.

If the slackening of side slopes on attenuation features results in excessive loss of volume, cellular storage could be provided below the bed of the feature. This would of course mean that we wouldn't see a permanently wet feature in that location, because the outfall would also be at a lower level, but the balance of additional water storage and biodiversity features needs to be balanced within the design.

The site also proposes permeable paving within local access areas, roadside swales and rain gardens as part of the drainage infrastructure.

Taking all of the above into account the application is in accordance with Policies EM4 and EM5 of the Coventry Local Plan.

### **IMPACT ON VISUAL AMENITY**

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

The National Planning Policy Framework, paragraph 130 states that "Planning policies and decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;

- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

The NPPF further states (at paragraph 134) “Permission should be refused for development of that is not well designed that fails to reflect local design policies and government guidance on design. Conversely, significant weight should be given to:

- a) development which reflects local design policies and government guidance on design; and/or
- b) outstanding or innovative designs which promote high levels of sustainability or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.

LPA should seek to ensure that the quality of approved development is not materially diminished between permission and completion, as a result of changes being made to the permitted scheme (for example through changes to approved details such as the materials used).” (Paragraph 135no.).

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:

- 3.9ha of undeveloped landscaped areas
- One LEAP
- One Muga
- SuDs
- Retention of all existing trees and substantial hedgerows on site
- Dedicated pedestrian/cycle routes through the site and connections – some routes within their own landscaped corridors other routes utilising the existing ‘Avenue’ street typology as set out within the SUE SPD.
- Sustainable transport options

Starting from the northern portion of the site. The Keresley Link Road (KLR) dissects this section, and it is shown as the worst-case scenario as no final decision have been made.

This section, which is north of the Hallbrook will be accessed via Bennetts Road just to the south of the proposed access for OUT/2022/0713.

A main road will loop in and around the site. A pedestrian / cycle route will be provided along the western boundary of the site adjacent to Bennetts Road South. A pedestrian / cycle route will cross the site where the SUDs, LEAP and MUGA are located which is set within informal public open space. The cycle connections will provide an access onto Watery Lane to the eastern boundary.

To the south of the SUDs and POS is the southern parcel. This is accessed via a looped 'avenue' road topology that has an access onto Penny Park Lane, traverses north before turning west and access onto Bennetts Road South. The access onto Bennetts Road South is just south of the access which leads to the Local Centre, School and the Taylor Wimpey housing site.

A number of pedestrian / cycle routes are provided in and around the site which link up to the existing surrounding residential properties. A dedicated route is provided within the site along Penny Park Lane and northwards up Bennetts Road South / Bennetts Road.

The TPO trees are located within this section and are all being retained within a landscaped corridor which runs adjacent to the 'avenue' road. Small sections of the existing hedgerows are removed to facilitate some access roads.

On submission the house types were considered lacking in ancient Arden details. As amended a diverse approach to housing design has now been provided. This ensures that there is a variety of character and texture across the developments as opposed to a homogeneous swathe of development. The house types include pitch gabled roofs, blue brick bases, a complimentary brick along with variation of external materials with the inclusion of weatherboarding and render.

The way in which dwellings sit alongside each other, how they address corners and bends, the location and design of bin and cycle storage and the location of any retaining structures has also been extensively considered with the proposal now more closely following the street hierarchy as set out within the SUE SPD. This has enabled the different character areas to be brought out.

The proposal provides suitable garden areas for all houses and all flats either have a private balcony or a private garden area.

All properties have the required number of off-road car parking spaces and there are sufficient visitor spaces being provided around the site.

All separation distances are met within and outside the site. There is no impact on existing neighbouring properties through visual intrusion or loss of light.

Members will note the application was first validated in 2020, Officers have worked extensively with the applicant, who have been amenable to the suggestions put forward. The proposals have been through various iterations and revisions. The layouts have been tracked for a bin lorry and fire engine; updated tree constraints plans have been submitted which show how the development can come forward whilst not only retaining the existing trees for now but for the lifetime of the development.

Taking into account all of the above, it is considered that the proposed development will function well and has achieved fantastic permeability throughout the site, which not only links the proposed development but also links to the wider area for greater benefit; have been designed with the ancient Arden in mind but whilst also providing its own character by being sympathetic to the local area. All existing trees are being retained and the majority of the existing hedgerows are also to be retained, with only small sections removed to facilitate access roads. The site is using its topography by providing the SUDs and therefore a dedicated public open space which is interactable and useable within the low-lying level of the site.

The street typologies have mirrored the guidance as set down within the SUE SPD with pedestrian / cycle routes and sustainable transport options at the forefront of the design, the proposal therefore creates a high-quality, beautiful, and sustainable place and is in accordance with the NPPF and Policy DE1 of the Coventry Local Plan.

### **LANDSCAPE AND VISUAL IMPACT**

The majority of existing landscape features within the site are retained and would be protected during construction through the adoption of the Construction and Environment Management Plan (CEMP), Tree Protection measures and method statements. New landscaping would be incorporated into the scheme to soften views of the built development and ensure it is in keeping with its surroundings.

During construction and on completion there would be minor (not significant) effects on the landscape character of the site.

The visual assessment concludes that only three areas within the site which would experience significant effects as a result of the proposed development. These are users of two local Public Rights of Way (PRoW) located within the site, residents along Bennett's Road South and Bennetts Road and residents along the western edge of the residential area (Hall Brook Road, Bantam Grove, Brookford Avenue, Edward Road, and Penny Park Lane), which are all within close proximity (within 50m) of the application site.

Users of the PRoW within the site would experience a major change in their views as new development would replace existing views across grassland fields and at times obstruct wider views toward the countryside. The PRoWs have been incorporated within extensive green corridors to maintain the green character of their route however built development would inevitably form dominant features within the view.

Residents along Bennett's Road South and Bennetts Road would have direct views (predominantly from upper floors) of built development replacing existing views across grassland fields. However, there is already a precedent for built form within views and additional tree planting would in time mature to filter and break up the massing of the development. A large number of residents on the western edge of the site would also experience views (primarily from upper floors) of new development that would appear as dominant built features and remove views across grassland fields.

The PRoW network to the west will incur minor harm to views. Only elevated sections of footpaths within the wider area experience views toward the site and whilst visible,

new development would represent a small or barely discernible change in panoramic views toward the existing urban edge of Coventry. Cumulatively these experience significant effects due to the new developments proposed as they would appear as dominant new built elements within views replacing immediate views across agricultural land.

Taking into account the size of the cumulative development, it is expected that there would be locations from which views of the Bellway Homes development may be gained, in combination or sequentially. These views are likely to be limited to the local context, generally from existing residential areas (i.e. Bennetts Road / Bennetts Road South, Tamworth Road) while interim views would be experienced by users using the PRow network.

The application site does not lie within, or contain, nationally or locally designated landscapes. It comprises an agricultural landscape with urban edge influences across the eastern and southern edges. The site has no features that could be described as rare in the landscape. It is also an allocated housing site within the Coventry Local Plan where the principle of developing the land for housing has been accepted at the Local Plan stage.

The allocation requires: -

- Distributor link road connecting Long Lane and Winding House Lane
- Surrounding junction improvements as appropriate and identified through a robust TA.
- 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.

This application retains all existing hedgerows apart from the section required for the access onto Penny Park Lane; a section at the corner of Penny Park Lane and Bennetts Road for the proposed junction improvements, two separate sections on Bennetts Road to facilitate accesses and a small section on watery lane to facilitate the pedestrian / cycle connections. The hedgerows within the site are being retained save for a few accesses for private drives.

All trees are being retained with an abundance of additional tree planting planned. However, there is no escaping, putting housing on a once greenfield would inevitably have adverse landscape and visual impacts.

## **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 (NO<sub>2</sub>) air quality objective.

The application was supported by REPORT - Environmental Statement - Volume 2: Main text, dated October 2019 - Report Ref:40498R024i2, which contained an assessment on the impacts of the development of Air Quality.

The assessment found that dust will be present during the construction phase. However, this can be suitably mitigated against with the submission of a Construction Environmental Management Plan (CEMP).

The likely route of construction traffic could be a source of impact. However, as above, this can be controlled by a suitable worded condition. Please see the condition securing a Construction Management Plan/Statement (CMP/CMS).

There will be no significant impacts on air quality due to traffic associated with the proposed development.

Taking all of the above into account, the application will not cause demonstrable harm to Air Quality subject to the conditioned listed above and with a condition requiring each property to have one electric charging point and any gas boiler used as to ultra-low NO<sub>x</sub> emissions.

## **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 was supported by AMENDED REPORT - Acoustic and Overheating Assessment, dated October 2023 - Report Ref.27379-ENV-0401.

The entire layout has been modelled including the worse case scenario for the proposed Keresley Link Road (KLR). The modelling has demonstrated that with the

provision of standard 1.8m high close boarded timber fencing to the boundary of the properties this will provide the necessary acoustic insulation to achieve the required external noise levels.

To achieve the internal noise levels thermal double glazing with trickle vents will be required to be conditioned.

### **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 Phase one Geo-environmental report.

Based upon the initial assessment it is considered that the identified potential risks are typical of an agricultural site. Subject to further intrusive works, risk assessment and minor remediation it is considered that contamination would not pose a significant constraint to the proposed residential development. However, there may be some localised contamination which may require remediation and/or risk assessment to ensure suitability for use. The report recommends a site investigation in the interests of protecting human health and the environment.

Given the findings of this Desk Study, it is recommended that a Phase an investigation and risk assessment with any required remediation and verification is submitted prior to commencement. This can be controlled by a suitably worded conditions.

### **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.

## **OTHER MATTERS**

### **Loss of Best and Most Versatile (BMV) agricultural land**

The proposed development would result in a permanent loss of approximately 19.5ha of BMV agricultural land. The loss of 19.5ha of BMV agricultural land represents a maximum of 0.08% of the 23,979 ha of grades 1 and 2 BMV agricultural land within the Coventry City Authority and Warwickshire County Council.

However, circling back to the point, that the loss of the agricultural land has been assessed as being acceptable at the local plan stage. The site is an allocated site for housing development. Therefore, the principle of losing the site for agricultural purposes has been established and is acceptable.

### **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.

The legal tests for when you can use a s106 agreement are set out in regulation 122 and 123 of the Community Infrastructure Levy Regulations 2010 as amended.

The tests are:

- Necessary to make the development acceptable in planning terms;
- Directly related to the development; and
- Fairly and related in scale and kind to the development.

As well as the legal tests, the policy tests are contained in the National Planning Policy Framework (NPPF):

**Paragraph 55.** Local planning authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations. Planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition.

**Paragraph 56.** Planning conditions should be kept to a minimum and only imposed where they are necessary, relevant to planning and to the development to be permitted, enforceable, precise and reasonable in all other respects. Agreeing conditions early is beneficial to all parties involved in the process and can speed up decision making. Conditions that are required to be discharged before development commences should be avoided, unless there is a clear justification.

**Paragraph 57.** Planning obligations must only be sought where they meet all of the tests mentioned above.

Policy IM1 'Developer Contributions for Infrastructure' of the CLP 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 – **97no. units.**
- Biodiversity offsetting - **TBC**
- CCG - **£283,254** index linked and would be used on local improvement works to deliver additional capacity in local primary care facilities to support the population from this development.
- Education

|                                   |   |
|-----------------------------------|---|
| Primary Education                 | <b>£1,050,000</b><br>Towards the provision of the new 2FE Primary School as part of the larger Keresley SUE. Primary school provision will include the Early Years requirement.                                     |
| Secondary Education               | <b>£1,610,092</b><br>Towards improving education facilities (which may include the purchase, improvement and expansion of land and buildings) within President Kennedy School, or Cardinal Newman, or Coundon Court |
| Post 16 Education                 | <b>£365,085</b><br>Towards improving education facilities (which may include the purchase, improvement and expansion of land and buildings) within President Kennedy School, Cardinal Newman, or Coundon Court      |
| Primary SEN Education             | <b>£131,478</b><br>Towards the commissioning of places in the local area at either Sherbourne Fields or Corley Centre   |
| Secondary / Post 16 SEN Education | <b>£197,217</b><br>Towards the commissioning of places in the local area at either Sherbourne Fields or Corley Centre   |
| <b>TOTAL</b>                      | <b>£3,353,872</b>   |

- Highways

| <b>INFRASTRUCTURE</b>                                    |                      |
|--|----------------------|
| Cycle Superhighway: Long Lane to Holyhead Road           | <b>£408,623.16</b>   |
| Cycle Superhighway: City Centre                          | <b>£784,577.79</b>   |
| Keresley Link Road (KLR)                                 | <b>£2,698,948.86</b> |
| Travel Plan Co-ordinator                                 | <b>£29,304.81</b>    |
| Residential Travel Plans                                 | <b>£14,125.00</b>    |
| <b>ACTIONS TO ENCOURAGE MODAL SHIFT</b>                  |                      |
| 5 years of Mobility Credits inc Car Club                 | <b>£450,589.50</b>   |
| Increase frequency for Bennetts Road Bus Service (No.16) | <b>£25,700.00</b>    |
| Demand Responsive Transport (DRT)                        | <b>£187,963.03</b>   |
| Cycle Hire / E bikes / E scooters                        | <b>£107,910</b>      |
| <b>SURVEYS AND MONITORING</b>                            |                      |
| Travel Plan Monitoring                                   | <b>£68,000.00</b>    |
| Traffic Surveys for Progress towards Modal Shift Targets | <b>£20,318.21</b>    |
| Household Surveys  | <b>£11,915.96</b>    |
| Traffic Monitoring Cameras at non-signalised junctions   | <b>£7,500.00</b>     |
| <b>TOTAL</b>   | <b>£4,815,476.30</b> |

- Highway England - £733 per dwelling = **£284,404 towards M6 Junction 3 Interim Scheme'**
- Parks - **£70,000** towards the existing NEAP at Coundon Park
- Sport Provision
- Pools: 10.95 sqm of pool space costing **£193,436**
- Halls: 0.30 courts costing **£186,321**
- Artificial Grass Pitches: 0.04 pitches costing **£38,042** for 3G or **£34,601** if sand.
- Playing Pitches and Ancillary Provision: **£283,925** (£80,425 on playing pitches and **£203,500** on ancillary provision)
- Maintenance: **£139,770** (based on 10 years maintenance period)
- TOTAL – **841,494**
- WCC Highways - £222 per dwelling = **£86,136 towards Winding House Lane/Wheelwright Junction**

## **CONCLUSION**

The Council cannot demonstrate a 5-year housing land supply, therefore the tilted balance is engaged, and permission must be granted unless 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.

The application site is located within the Keresley Sustainable Urban Extension (SUE), an allocated housing site within the Coventry Local Plan, specifically H2:1. The principle of development is therefore accepted.

The entire SUE has been robustly modelling with regards to traffic impacts together with the proposed accesses. Highways England, Coventry City Council (CCC) Highways as Local Highway Authority (LHA) and Warwickshire County Council (WCC) Highways raise no objections to the proposals subject to conditions and monies towards a number of different highway improvement / mitigation projects / schemes.

The site provides for the Keresley Link Road (KLR) which will provide an access off into the site for pedestrians and cyclists. There is a network of cycle and pedestrian paths in and around the site, whilst only diverting the existing Public Rights of Ways (PROWs) at the point it crosses the proposed KLR. The most important being a safe and convenient route along the inside of the existing hedgerow along Bennetts Road and along Penny Park Lane. The route that goes along Bennetts Road will link up to Cardinal Newman Secondary School and the junction with Sandpits Lane and Bennetts Road South.

Almost all existing trees on the site are being retained with the least number of hedgerows possible that are required to be removed.

The application has gone through many iterations, and I am firmly of the view that the scheme is of a very high standard of design, in terms of the buildings themselves, and the spaces between them.

The application is therefore in accordance with the Coventry Local Plan and no material considerations indicate that a different decision should be reached, even without engaging the tilted balance.

## **CONDITIONS / REASON FOR REFUSAL**

|               |  |
|---------------|--|
| <b>1.</b>     | The development hereby permitted shall begin not later than 3 years from the date of this decision.    |
| <b>Reason</b> | <i>To conform with Section 91 of the Town and Country Planning Act 1990 (as amended)</i>               |
| <b>2.</b>     | The development hereby permitted shall be carried out in accordance with the following approved plans: |

- AMENDED DRAWING - Location Plan - Drawing No.H6343-013-01 Rev B
- AMENDED DRAWING - Composite Planning Layout - Drawing No.H6343/100/03 Rev S
- AMENDED DRAWING - Planning Layout, Northern Parcel - Drawing No.H6343/100/01 Rev Q
- AMENDED DRAWING - Planning Layout, Southern Parcel - Drawing No.H6343/100/02 Rev Q
- AMENDED DRAWING - RPA Overlay - Drawing No.H6343/100/RPA Rev B
- DRAWING - Tree and Hedge Retention Plan - Drawing No.H6343/100/THR
- AMENDED DRAWING - KLR Safeguarded Land Overlay - Drawing No.H6343/100/LRO
- AMENDED DRAWING - Composite External Finishes Layout - Drawing No.H6343/005/03 Rev E
- AMENDED DRAWING - External Finishes Layout, Northern Parcel - Drawing No.H6343/005/01 Rev E
- AMENDED DRAWING - External Finishes Layout, Southern Parcel - Drawing No.H6343/005/02 Rev E
- AMENDED DRAWING - Composite Surface Finishes - Drawing No.H6343/004/03 Rev E
- AMENDED DRAWING - Surface Finishes Layout, Northern Parcel - Drawing No.H6343/004/01 Rev E
- AMENDED DRAWING - Surface Finishes Layout, Southern Parcel - Drawing No.H6343/004/02 Rev E
- AMENDED DRAWING - Character Areas - Drawing No.H6343/800/01 Rev D
- AMENDED DRAWING - Storey Heights Layout - Drawing No.H6343/020/01 Rev E
- AMENDED DRAWING - Composite Street Hierarchy Plan - Drawing No.H6343/021/01 Rev E
- AMENDED DRAWING - Management Company Plan - Drawing No.H6343/100/MCP Rev A
- AMENDED REPORT - Written Scheme of Investigation for Archaeological Field Excavation, dated 12th June 2023 - Report Ref.23-199,
- AMENDED REPORT - Written Scheme of Investigation for Archaeological Field Evaluation, dated 22nd July 2022 - Report Ref.23-233
- AMENDED REPORT - An Archaeological Evaluation for Land east of Bennetts Road - Report Ref.2022-140
- AMENDED REPORT - Acoustic and Overheating Assessment, dated October 2023 - Report Ref.27379-ENV-0401
- AMENDED REPORT - Affordable Housing Mix - Excel Worksheet, as 6th October 2023

**Reason**

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

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| <p>3.</p>            | <p>Prior to the commencement of the development hereby permitted, a site wide phasing programme shall be submitted to and approved in writing by the Local Planning Authority, which shall include:</p> <ul style="list-style-type: none"> <li>• Details of the precise location and extent of individual development phases;</li> <li>• The extent of development within each phase and a description of the intended timing of the development and completion of each phase;</li> <li>• Permanent and temporary access arrangement to serve each phase of the development;</li> <li>• Any interim surface or boundary details relating to each phase of the development;</li> <li>• Details of major internal infra-structure including roads, footpaths and cycle ways and the timing of the provision.</li> <li>• Details of sustainable drainage systems and associated infra-structure.</li> </ul> <p>The development shall only be carried out in full accordance with the approved site wide phasing programme</p> |
| <p><b>Reason</b></p> | <p><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></p>  |
| <p>4.</p>            | <p>The existing tree(s) and hedge(s) indicated on the approved plan namely, DRAWING - Tree and Hedge Retention Plan - Drawing No.H6343/100/THR to be retained shall not be cut down, grubbed out or otherwise removed or topped or lopped so that the height of the hedge(s) falls below 2m at any point. Any tree(s) and/or hedge(s) removed without consent or dying, or being severely damaged or diseased or becomes; in the opinion of the Local Planning Authority; seriously damaged or defective, shall be replaced within the next planting season with hedging, tree(s) and/or shrub(s) of such size and species details of which must be submitted to and approved by the Local Planning Authority. 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 (excluding hard surfaces).</p>                                    |
| <p><b>Reason</b></p> | <p><i>To protect those landscape features which are of significant amenity value to the area and which would provide an enhanced standard of appearance to the development in accordance with Policies GE3, GE4 and HE2 of the Coventry Local Plan 2016.</i></p>   |

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| <p>5.</p>            | <p>No development or other operations (including any demolition, site clearance or other preparatory works) shall commence, within in any phase, unless and until the following shall be submitted to and approved in writing by the Local Planning Authority:</p> <ul style="list-style-type: none"> <li>• 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.;</li> <li>• Arboricultural Method Statement (6.1); and</li> <li>• a Dimensioned Tree Protection Plan (to include protection measures during and after construction and any construction exclusion zones) (in accordance with 5.5/ Table B.1), site monitoring (6.3) of British Standard BS5837:2012 - Trees in relation to design demolition and construction - Recommendations, which shall also include any proposal for pruning or other preventative works.</li> </ul> <p>The approved mitigation and / or protection measures shall be put into place prior to the commencement of any works and shall remain in place during all construction work.</p> |
| <p><b>Reason</b></p> | <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>   |
| <p>6.</p>            | <p>Any on-plot landscaping (other than the planting of trees and shrubs) including the erection of boundary treatment, and the installation of paving and footpaths shown on the approved plans namely AMENDED DRAWING - Composite Planning Layout - Drawing No.H6343/100/03 Rev S, unless alternative details have been approved via a discharge of condition application, shall be completed in all respects within three months of the first use of that dwelling(s) and the tree(s) and shrub(s) shall be planted within the first planting season of that first use. Any tree(s) or shrub(s) removed, dying, or becoming; in the opinion of the Local Planning Authority; seriously damaged, defective or diseased within five years from the substantial completion of the scheme shall be replaced within the next planting season by tree(s) or shrub(s) of similar size and species to those originally required to be planted. 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>                |
| <p><b>Reason</b></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>   |

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| <p>7.</p>            | <p>The soft landscaping hereby approved on:</p> <ul style="list-style-type: none"> <li>• AMENDED DRAWING - Soft Landscape Infrastructure Proposals, 1 of 8 - Drawing No.GL1220 01F</li> <li>• AMENDED DRAWING - Soft Landscape Infrastructure Proposals, 2 of 8 - Drawing No.GL1220 02F</li> <li>• AMENDED DRAWING - Soft Landscape Infrastructure Proposals, 3 of 8 - Drawing No.GL1220 03F</li> <li>• AMENDED DRAWING - Soft Landscape Infrastructure Proposals, 4 of 8 - Drawing No.GL1220 04F</li> <li>• AMENDED DRAWING - Soft Landscape Infrastructure Proposals, 5 of 8 - Drawing No.GL1220 05F</li> <li>• AMENDED DRAWING - Soft Landscape Infrastructure Proposals, 6 of 8 - Drawing No.GL1220 06F</li> <li>• AMENDED DRAWING - Soft Landscape Infrastructure Proposals, 7 of 8 - Drawing No.GL1220 07F</li> <li>• AMENDED DRAWING - Soft Landscape Infrastructure Proposals, 8 of 8 - Drawing No.GL1220 08F</li> </ul> <p>unless alternative details have been approved via a discharge of condition application, shall be completed in all respects prior to occupation of the 75th dwelling(s) related to that particular phase as approved under condition No.2. The tree(s) and shrub(s) shall be planted within the first planting season of that first use. Any tree(s) or shrub(s) removed, dying, or becoming; in the opinion of the Local Planning Authority; seriously damaged, defective or diseased within five years from the substantial completion of the scheme shall be replaced within the next planting season by tree(s) or shrub(s) of similar size and species to those originally required to be planted. 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> |
| <p><b>Reason</b></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 Policy DE1 of the Coventry Local Plan 2016.</i></p>  |
| <p>8.</p>            | <p>Notwithstanding the submitted details, prior to the first occupation of the development hereby permitted, a landscape management plan, including long term design objectives, long term management responsibilities and maintenance schedules for all landscape areas (other than domestic gardens within the curtilage of a single dwellinghouse), shall be submitted to and approved in writing by the Local Planning Authority. The landscape management plan shall be implemented as soon as the approved landscaping is carried out and shall not be withdrawn or altered in any way.</p>   |
| <p><b>Reason</b></p> | <p><i>To ensure a satisfactory standard of appearance over the lifetime of the development in the interests of the visual amenities of the area in</i></p>  |

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|               | <i>accordance with Policy GE1 and DE1 of the Coventry Local Plan 2016.</i>   |
| <b>9.</b>     | Prior to the first occupation, of the dwelling(s) hereby permitted, within in that particular phase, details of the bin storage for that dwelling shall be submitted to and approved in writing by the Local Planning Authority. The bin storage shall be laid out and provided in full accordance with the approved details and thereafter those facilities shall remain available for use at all times. All bins which serve that dwelling 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. |
| <b>Reason</b> | <i>In the interests of the amenities of future occupants of the residential accommodation and neighbouring occupiers in accordance with Policies DE1 of the Coventry Local Plan 2016.</i>  |
| <b>10.</b>    | Prior to the first occupation of the dwelling(s) hereby permitted, within that particular phase, details of the cycle parking for that dwelling shall be submitted to and approved in writing by the Local Planning Authority. The cycle parking shall be laid out and provided in full accordance with the approved details and thereafter those facilities shall remain available for use at all times and shall not be removed or altered in any way.   |
| <b>Reason</b> | <i>In the interests of encouraging the use of alternative modes of transport with the aim of creating a more sustainable city in accordance with Policies DS3, AC3 and AC4 of the Coventry Local 2016.</i>   |
| <b>11.</b>    | None of the dwelling(s) hereby permitted shall be occupied unless and until the car parking provision for that dwelling has been constructed and / or laid out, and made available for use by the occupants and / or visitors to the dwelling and thereafter those spaces shall be retained for parking purposes at all times and shall not be removed or altered in any way.  |
| <b>Reason</b> | <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>   |
| <b>12.</b>    | No development (including any demolition) shall take place within each 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: <ul style="list-style-type: none"> <li>• hours of work;</li> <li>• hours of deliveries to the site;</li> <li>• the parking of vehicles of site operatives and visitors during the demolition/construction phase;</li> </ul>   |

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|               | <ul style="list-style-type: none"> <li>• the delivery access point; - the loading and unloading of plant and materials;</li> <li>• anticipated size and frequency of vehicles moving to/from the site;</li> <li>• HGV routing agreement showing how the delivery vehicles will access the site from the Key Route Network.</li> <li>• the storage of plant and materials used in constructing the development;</li> <li>• the erection and maintenance of a security hoarding including decorative displays and facilities for public viewing where appropriate;</li> <li>• 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;</li> <li>• measures to control the emission of dust and dirt during demolition and construction;</li> <li>• measures to control the presence of asbestos;</li> <li>• 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</li> <li>• a scheme for recycling / disposing of waste resulting from demolition and construction works.</li> </ul> <p>Thereafter, the approved details within the CMP shall be strictly adhered to throughout the construction period and shall not be amended in any way.</p> |
| <b>Reason</b> | <p><i>The agreement of a Construction Management Plan prior to the commencement of development is fundamental to ensure a satisfactory level of environmental protection; to minimise disturbance to local residents 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></p>   |
| <b>13.</b>    | <p>Any gas boilers installed on site shall have a dry NOx emission rate of no more than 40mg/kWh.</p>   |
| <b>Reason</b> | <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>  |
| <b>14.</b>    | <p>No development shall commence within any phase, unless and until a Sustainable Building Statement has been submitted to and approved in writing by the Local Planning Authority. The statement shall demonstrate how the requirements of Local Plan Policy EM2 (Building Standards) have been met. The development 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.</p>  |

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| <b>Reason</b> | <i>To comply with the provisions of the NPPF and in accordance with Policy EM2 of the Coventry Local Plan 2016.</i>   |
| 15.           | Before any phase of development hereby permitted commences, 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) |
| <b>Reason</b> | <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.           | The development, within each phase, shall only be undertaken in accordance with a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment, which shall be submitted to and approved in writing by the local planning authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.  |
| <b>Reason</b> | <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>  |
| 17.           | Prior to the commencement of development, a method statement detailing the control of emissions into the air during the demolition/construction phase should be submitted to and approved in writing by the Local Planning Authority. The method statement should accord with the Best Practice Guidance - 'The control of dust and emissions from construction and demolition' and include:- a) proposed hours of work; b) map with nearest receptors and distances for dust and noise; c) noise impact on nearest neighbours and control measures as required; d) monitoring methods and measurement locations for dust and noise recording details; e) dust  |

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|               | 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.  |
| <b>Reason</b> | <i>To protect the amenity of the occupiers of neighbouring residential occupiers in accordance with Policy EM7 of the Coventry Local Plan 2016.</i>   |
| <b>18.</b>    | The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development, within any phase, other than that required to carry out the remediation. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.  |
| <b>Reason</b> | <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>  |
| <b>19.</b>    | Prior to occupation of the development hereby permitted and following completion of the measures identified within the remediation scheme approved under condition No. [INSERT CONDITION NO. FOR GC3], 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  |
| <b>Reason</b> | <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>  |
| <b>20.</b>    | In the event that contamination is found, within any phase, 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.1], and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition [NO.2], 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.3]. |
| <b>Reason</b> | <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>  |
| <b>21.</b>    | Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), or any   |

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|               | statutory instrument amending, revoking and/or replacing that Order, no further development shall take place within the curtilage of any dwellinghouse hereby permitted without the prior grant of planning permission by the Local Planning Authority.  |
| <b>Reason</b> | <i>Having regard to the design, layout and general nature of the proposed development it is important to ensure that no further development is carried out which would detract from the appearance of the area and affect the amenity of adjacent properties. Therefore, no additional development is to be carried out without the permission of the Local Planning Authority in accordance with Policies H3 and DE1 of the Coventry Local Plan 2016</i>  |
| <b>22.</b>    | Prior to the commencement of the development hereby permitted, full details of the proposed LEAP shall be submitted to and approved in writing by the Local Planning Authority, which shall caters for children from 4 to 8 years of age. The LEAP shall be completed in full accordance with the approved details before occupation of 50% of the dwelling(s) within that phase, are first occupied and thereafter shall be retained and shall not be removed or altered in any way   |
| <b>Reason</b> | <i>To ensure that the proposed development provides for outside play in accordance with Policy H3 and GE2 of the Coventry Local Plan</i>   |
| <b>23.</b>    | Prior to the commencement of the development hereby permitted, within that phase, full details of the proposed MUGA shall be submitted to and approved in writing by the Local Planning Authority. The MUGA shall be completed in full accordance with the approved details before the dwellings are first occupied and thereafter shall be retained and shall not be removed or altered in any way.   |
| <b>Reason</b> | <i>To ensure that the proposed development provides for outside play in accordance with Policy H3 and GE2 of the Coventry Local Plan</i>   |
| <b>24.</b>    | Notwithstanding the following drawings/Reports- <ul style="list-style-type: none"> <li>• AMENDED DRAWING - Pond Sections - Sheet 1 - Drawing No.H0000-080-01</li> <li>• AMENDED DRAWING - Pond Sections - Sheet 2 - Drawing No.H0000-080-02</li> <li>• AMENDED DRAWING - Pond Sections - Sheet 3 - Drawing No.H0000-080-03</li> <li>• AMENDED DRAWING - Pond Sections - Sheet 4 - Drawing No.H0000-080-04</li> <li>• AMENDED DRAWING - Preliminary Levels and Drainage Concept - Sheet 1 - Drawing No.H0000-010-01 Rev F</li> <li>• AMENDED DRAWING - Preliminary Levels and Drainage Concept - Sheet 2 - Drawing No.H0000-010-02 Rev E</li> </ul> |

- AMENDED DRAWING - Preliminary Levels and Drainage Concept - Sheet 3 - Drawing No.H0000-010-03 Rev E
- AMENDED DRAWING - Preliminary Drainage Strategy Plan - Sheet 1 - Drawing No.ENG\_070-01 Rev E
- AMENDED DRAWING - Preliminary Drainage Strategy Plan - Sheet 2 - Drawing No.ENG\_070-02 Rev D
- REPORT - Flood Risk Assessment and Outline Drainage Strategy, dated 3rd October 2019 - Report Ref:40498RR002i3 (Report, Appendix A and Part of Appendix B)

The following shall be submitted to the Local Planning Authority for each phase of development, the provision of a Sustainable urban Drainage System (SuDS) in accordance with the latest available design guidance. 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:

- 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 storm water discharge rates from the development shall be managed in order to reduce flood risk to surrounding sites, downstream areas or the wider environment by means of a flow control mechanism (or mechanisms) limiting the total site discharge offsite to  $Q_{bar}$  greenfield runoff minus 20% 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.

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|               | <ul style="list-style-type: none"> <li>• Foul drainage plans.</li> </ul> <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>  |
| <b>Reason</b> | <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>  |
| <b>25.</b>    | <p>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.</p>   |
| <b>Reason</b> | <i>To secure local employment in accordance with the City Council jobs strategy and Policy JE7 of the Coventry Local Plan 2016.</i>   |
| <b>26.</b>    | <p>Prior to their incorporation into the development hereby permitted, full details of the noise mitigation measures required as set out within AMENDED REPORT - Acoustic and Overheating Assessment, dated October 2023 - Report Ref.27379-ENV-0401, namely:</p> <ul style="list-style-type: none"> <li>• 1.8m high close-boarded fences required to the rear gardens of dwellings hereby permitted, and</li> <li>• thermal double glazing,</li> <li>• and either direct airpath window-mounted trickle ventilators, or acoustically attenuated trickle ventilators or louvers,</li> </ul> <p>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</p> |
| <b>Reason</b> | <i>To protect the amenity of the occupiers of the residential accommodation hereby approved in accordance with Policies DS3 and EM7 of the Coventry Local Plan 2016.</i>  |

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| 27.           | Prior to the first occupation of the development hereby permitted, a Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall set out proposals (including a timetable and methods of monitoring the performance of the Plan), to promote travel by sustainable modes, and shall be implemented in accordance with the details specified therein and shall not be amended in any way.  |
| <b>Reason</b> | In the interests of encouraging the use of alternative modes of transport with the aim of creating a more sustainable city in accordance with Policies DS3,AC3 and AC4 of the Coventry Local 2016.   |
| 28.           | <p>The vehicular accesses hereby approved as shown on drawings:-</p> <ul style="list-style-type: none"> <li>• DRAWING - Proposed Site Access - Drawing No.80561-WOOD-HGN-ZZ-DR-CH-0001 S0 P01</li> <li>• DRAWING - Southern Vehicular Access Design, dated March 2022</li> <li>• DRAWING - Northern Vehicular Access Design, dated March 2022</li> </ul> <p>shall commence only in accordance with the approved engineering details</p>  |
| <b>Reason</b> |  |
| 29.           | <p>Notwithstanding the external materials details as shown on drawings:</p> <ul style="list-style-type: none"> <li>• AMENDED DRAWING - External Materials Layout - Drawing No.H6343/002/03 Rev D</li> <li>• AMENDED DRAWING - External Materials Layout, Southern Parcel - Drawing No.H6343/002/02 Rev D</li> <li>• AMENDED DRAWING - External Materials Layout, Northern Parcel - Drawing No.H6343/002/01 Rev D</li> </ul> <p>Prior to their incorporation into the development hereby permitted, details of the external 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.</p> |
| <b>Reason</b> | <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>  |