

## **4 THE PROPOSED DEVELOPMENT & ALTERNATIVES**

### **4.1 INTRODUCTION**

4.1.1 This chapter of the ES sets out the description of the Proposed Development and its construction and identifies the main reasonable alternatives to the Proposed Development that have been considered and the main reasons for selecting the chosen option.

### **4.2 THE PROPOSED DEVELOPMENT**

4.2.1 The planning application seeks outline permission for up to 500 residential dwellings, the demolition of Thompson's Cottage and associated buildings, green infrastructure (including sustainable urban drainage and play space), a vehicular access point, an emergency vehicular point and associated infrastructure and enabling works.

4.2.2 More specifically, the formal description of the Proposed Development as set out in the planning application is as follows:

***"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."***

4.2.3 As discussed in Chapter 2, in accordance with Environmental Impact Assessment (EIA) case law, the EIA has been carried out with regards to a range of fixed development parameters to enable a robust assessment of the proposals to be completed.

4.2.4 These parameters are defined by:

- Land use, including residential dwellings and green infrastructure;
- Indicative locations for SuDs infrastructure and play space;
- Means of vehicle access into the Site and emergency access;
- Indicative internal vehicle/pedestrian/cycle access; and
- Maximum building heights

4.2.5 The Proposed Development which has been the subject of this EIA is shown within the following Parameters Plans:

- **Figure 4.1 Parameters Assessment Plan: Land Uses**
- **Figure 4.2 Parameters Assessment Plan: Access & Movement**
- **Figure 4.3 Parameters Assessment Plan: Building Heights**

4.2.6 These plans have been assessed against baseline conditions within each environmental discipline.

**The Proposed Development & Alternatives**

4.2.7 Details of the Proposed Development at this outline stage are provided below, with further information contained with the Design and Access Statement (DAS) accompanying this planning application. An **Indicative Concept Masterplan** which illustrates one way in which the Site could be developed based on the stipulated parameters is provided in **Figure 4.4**.

**Land Use**

4.2.8 The quantum of each land use proposed is provided in **Table 4.1**.

**Table 4.1: Land Use**

<b>Land Use</b>	<b>Quantum / Description</b>
Residential Dwellings	Up to 500 dwellings over c. 15.3ha, including incidental open space, roads and parking
Green Infrastructure	c5.67 ha including parks and open space, natural green space, play space and drainage attenuation
Infrastructure e.g. roads	Remaining areas

**Residential**

4.2.9 The Proposed Development will provide up to 500 dwellings across the Site in the areas depicted in **Figure 4.1**. The Proposed Development will provide a range of types and tenures of varying sizes, including an element of 25% affordable housing which is likely to include affordable rented and shared ownership. The housing mix will be determined at the reserved matters stages. All residential dwellings will have access to private amenity space either as a garden/terrace balcony or communal area relating to the building around it.

4.2.10 The homes will vary in height, with the majority being two storey (max 10m above proposed ground level) with potential for 2.5 and 3 storey dwellings (max 13m above proposed ground level) for key buildings and nodal points. The proposed maximum building heights are shown on the Building Heights Plan at **Figure 4.3**, with further information provided within the Design and Access Statement accompanying this application.

**Public Open Space and Green Infrastructure**

4.2.11 A green infrastructure strategy has been carefully designed to minimise landscape and visual effects and has been an integral part of the design of the Proposed Development. Across the Site as a whole, the proposed green infrastructure extends to c. 5.67ha, incorporating parks and open spaces, accessible natural green space and play space in accordance with the standards outlined in Coventry City Council (CCC) Green Space Strategy (2008-2018). Allotments and grass pitches are not proposed onsite, with off-site contributions to be paid where deemed relevant. The public open space has been designed in order to cater for the recreation needs of the existing and new community at Keresley, and it is intended that there will be a Local Landscaped Area of Play and Trim Trail with play experiences throughout the Site. The detail of this will be finalised at the Reserved Matters stages.

4.2.12 The proposed green infrastructure strategy will deliver long-term landscape, biodiversity, recreation and sustainability benefits through the introduction of new habitats, landscape enhancement and the creation of accessible natural green space, contributing to the wider green infrastructure network. The approach to the landscape strategy provides a high quality landscape setting and strong green

infrastructure framework to the proposed buildings. The landscape objectives of the Proposed Development are to:

- Retain boundary vegetation, where possible, to maintain screening and filtering of the Proposed Development;
- Retain the existing hedgerow network, where possible, to create 'green corridors' throughout the Proposed Development. This will assist in breaking up the massing of development and articulating the skyline;
- Creation of a central open space that will provide a landscape-led drainage strategy and will ensure that Thompsons Farm Copse is retained;
- Provide additional planting to generate a landscape context that shows a variety of stages of vegetation establishment and maturity, ensuring succession of planting and biodiversity; and
- Enhancement of existing landscape elements with new planting and appropriate management to help integrate the Proposed Development into the local landscape character.

### **Vehicular Access and Circulation, Parking and Pedestrian/Cycleway Provision**

- 4.2.13 Full details of the Proposed Development's access and accessibility are provided within the separately prepared Transport Assessment (TA) and accompanying Travel Plan (TP) (Appendix 12.1 and 12.2 within Volume 3).

#### Principal Means of Vehicle Access

- 4.2.14 The Proposed Development will be served via an access point in the form of a new four-armed roundabout which links with Bennetts Road North and Grove Lane. This access will lead to a central avenue corridor which will provide a loop within the Proposed Development and from which spurs would then provide access to the wider parcels via a clear movement hierarchy. This street hierarchy has been designed to accord with the guidance of the Coventry City Council 'Urban Design Guide' (2018) and recognises the need to combine the function of the street as a movement corridor alongside its place function. A further secondary access for emergency vehicles only is also proposed onto Bennetts Road North approximately 20m south of the access roundabout, as illustrated on **Figure 4.2 Access & Movement**. The internal layout has been designed to include a series of internal loop roads, ensuring that all parts of the Site are accessible to emergency vehicles in the event that the primary access is blocked.

#### Pedestrian and Cycle Access

- 4.2.15 The Proposed Development has been designed to provide high quality access for all pedestrians, cyclists, disabled people and wheelchair users and to promote journeys on foot or by bicycle. The Proposed Development will include a comprehensive network for pedestrians and cyclists that will comprise both on and off road paths.
- 4.2.16 The Proposed Development retains the existing public right of way on the north western boundary and includes significant areas of green space which will include new, informal pedestrian and cycle links. Walking / cycling routes will also lie adjacent to the main central avenue through the Proposed Development, in addition to paths within the proposed green infrastructure in the south western corner of the Site, with the potential for connection to the off-site network. Highway crossing points will be designed to cater for all types of pedestrian users. The walking and cycling paths will connect to the individual housing blocks into the main route through the Site that will ensure full connectivity and route choice throughout the development.

### The Proposed Development & Alternatives

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- 4.2.17 The onsite network will also seek to connect into the existing (and pending application for) offsite public rights of way where possible. **Figure 4.2 Access & Movement Plan**, provides an indication of such proposed links.

#### Public Transport

- 4.2.18 There are existing bus stops close to the Site and services to Keresley, Nuneaton and Bedworth. It is likely any required improvements to existing services will be discussed with CCC and addressed via contribution where and if required.

#### Parking

- 4.2.19 A flexible approach to parking design and provision will be adopted, however the majority of allocated parking is likely to be on-plot, with further parking provision in individual garages, parking courtyards serving only a few units, and on street parking. Unallocated parking spaces will be provided for visitor parking where relevant. Given the outline nature of the application, parking numbers and type will be determined at the reserved matters stages, including any electric charging points.
- 4.2.20 It is anticipated that every dwelling will have access to safe, and secure cycle parking. It is assumed that garages, where provided, will provide suitable cycling parking and for the dwellings without garages, it is anticipated that secure facilities will be provided either within the building or in rear gardens.

#### Surface Water Drainage

- 4.2.21 A strategy for surface water drainage at the Site has been developed to meet national and local policy and will manage storm water by way of a Sustainable Drainage System (SuDs) to ensure that the maximum surface water flow rate leaving the Proposed Development will be no greater than the flow rates that currently leave the Site.
- 4.2.22 Surface water from the Proposed Development will be stored on-site in basins in the general locations shown on **Figure 4.1** before draining into watercourses via the local surface water sewer network. This system will also passively treat run off from the development, so to maintain the quality of water discharged from the Proposed Development, and to have a positive impact on the surrounding natural environment.
- 4.2.23 The existing pond on the Site is to be retained as part of the surface water drainage system and the new basins designed to provide a range of wildlife habitats to enhance the biodiversity of the Site.
- 4.2.24 A separate Flood Risk Assessment, including the drainage strategy, is submitted separately with the planning application.

#### Services and Utilities

- 4.2.25 A separate utilities assessment is submitted as part of the planning application and at the time of writing the report (following discussions with utility companies), it was concluded that there is sufficient capacity in the gas, electricity and telecoms networks and no off-site reinforcement for these utilities is considered necessary. Off-site reinforcement will be required for water supply, the details of which will be confirmed with Severn Trent Water.
- 4.2.26 Whilst the exact points of connection are not finalised, it is likely that all supplies will be taken from the services within Bennetts Road North at a suitable point along the Site's frontage.

**4.3 CONSTRUCTION****Programme and Phasing**

- 4.3.1 Planning for construction is necessarily flexible at this outline stage and subject to modification during site development. Consequently, the likely significant effects of the construction stage have been identified with the best possible degree of accuracy at this time.
- 4.3.2 Given the strategic nature of the project, it is acknowledged that the Proposed Development will be phased over a number of years, in tandem with the surrounding allocation. For the purposes of assessment, it has been assumed that construction of the Proposed Development could commence on Site 2020/2021 and last for approximately 10 years. This would result in completion c. 2030/2031.
- 4.3.3 It is acknowledged however that the transport model, the Coventry Area Strategic Model (CASM) required to be used for transport assessment purposes, considers 'with development' in 2026. To ensure consistency with the transport work, the air and noise operational assessments also use this 2026 'with development' year.

**Construction Methodology**

- 4.3.4 Preliminary works in the form of site set-up, the demolition of Thompsons Cottage and the implementation of any required ecological protection works would initially be carried out and would be undertaken in accordance with construction standard best practice and ecological guidance as appropriate to the species/habitat.
- 4.3.5 It is anticipated that a site compound providing site office, welfare facilities, storage cabins and external materials setting down areas, would initially be set up in proximity to the application site's entrance, albeit the site compound is likely to be relocated throughout the construction programme as appropriate for the works being carried out. It is anticipated that the site compound would be hard-surfaced, security fenced with CCTV cameras and external lighting for use during hours when illumination falls below safe working levels and for security.
- 4.3.6 It is likely construction would commence with the principal means of access and main spine road, along with incorporating the services, utilities and drainage provisions, before the majority of built form begins.
- 4.3.7 The procedures will be provided to CCC (and other relevant bodies) in the form of a Construction Management Plan (CMP) and/or Construction Environmental Management Plan (CEMP) where required prior to commencement of the works. The proposed measures form part of the 'Standard measures and the adoption of construction best practice methods'. This is likely to include information such as:
- Details of the site set-up, site compound facilities and services;
  - The plan of the phasing of the works;
  - Prohibited or restricted operations (location, hours etc.);
  - Details of construction operations highlighting any operations likely to result in disturbance and/or working hours outside the core working period, with an indication of the expected duration of key phases and dates;
  - The details of proposed routes for HGVs travelling to and from the Site;
  - Details of all works involving interference with a public highway, including temporary carriageway/footpath closures, realignment and diversions;
  - Housekeeping procedures and environmental control measures;
  - Procedures for managing environmental risks and responding to environmental incidents;

**The Proposed Development & Alternatives**

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- Standard measures to control and mitigate potential for noise, dust, air quality and water pollution;
- Standard measures for the management of run-off due to construction activities to reduce the risk of pollution and elevated flood risk both on and off site;
- Any requirement for monitoring and record keeping;
- Contact details during normal working hours and emergency details outside working hours;
- The mechanism for the public to register complaints and the procedures for responding to complaints;
- Provision for reporting, public liaison, prior notification etc; and
- Procedures for regular dialogue with the Council, relevant authorities and the local community.

4.3.8 The standard construction best practice measures are likely to include:

- Selection of construction methodologies to minimise generation of noise, vibration and/or dust;
- All vehicles and/or plant to be switched off when not in use;
- All vehicles and/or plant to be used in accordance with the manufacturer's instructions and subject to regular maintenance;
- The site compound / storage of materials to be appropriately sited to reduce environmental risk and appropriately secured;
- Stockpiles of soil materials to be appropriately sited to reduce environmental risks, of an appropriate height/batter to avoid slippage, with appropriate surface water management and subject to dust control measures;
- Implementation of surface water drainage traps/attenuation, where required, with appropriate arrangements for discharge and/or collection (as appropriate);
- All liquids and solids of potentially hazardous nature (e.g. diesel fuels, oils and solvents) to be stored on surfaced areas with appropriate bunding to reduce the risk of spillage;
- Use of plant that may give rise to nuisance (noise and/or dust) to be adequately screened (where deemed necessary);
- Wheel and/or vehicle body washing facilities to be used to prevent tracking out of mud/dust onto the public highway using wheel wash or wash skip out as appropriate (where deemed necessary);
- Deployment of a road sweeper/road cleaning for use on the public highway (where deemed necessary);
- Programme of cleaning traffic management cones, lights and signs where deployed (as necessary); and
- Vehicles carrying materials to/off-site to be enclosed and/or sheeted as appropriate.

4.3.9 Any proposed departures from the approved CEMP will be submitted to relevant authorities and affected parties in advance.

4.3.10 The construction of the Proposed Development would use standard construction plant and machinery. Likely plant and equipment would include (but not limited to):

- Long-reach Excavators;
- Bulldozers;
- Tippers;
- Front-end loaders;
- Scrapers;
- Hydraulic excavators; and/or
- Backhoe Loaders

Hours of Work

- 4.3.11 It is anticipated that the working hours are likely to be as below, however will be agreed prior to construction:
- 07.00 – 18.00 Monday to Friday; and
  - 07.00 – 13.00 Saturday
- 4.3.12 All work outside these hours will be subject to prior agreement, and/or reasonable notice, with CCC, who may impose certain restrictions. Night time working will be restricted to exceptional circumstances.
- 4.3.13 These working hours will be agreed with CCC prior to the commencement of the works.

Traffic Management and Vehicle Routing

- 4.3.14 It will be the responsibility of the Applicant or their Contractor to finalise consultations with the Highways Authority. Notice regarding any planned closures and diversions of roads and footpaths shall be given by the Applicant or their Contractor to the Highways Authority, the Police, the Fire Brigade and other emergency services sufficiently in advance of the required closure or diversion dates.
- 4.3.15 All construction traffic entering and leaving the Site will be closely controlled. Vehicles making deliveries to the Site and/or removing spoil or demolition material etc, will travel via designated routes, which would be agreed with the Highways Authority. A Construction Traffic Management Plan should be in place to define the hours during which deliveries and construction vehicles can access the Site, along with an identification of suitable routes which are expected to include a combination of Bennetts Road North, Tamworth Road, Exhall Road, Coundon Wedge Drive, the A4114 and the A45.
- 4.3.16 In order to minimise the amount of construction vehicles using the public highway, the following factors will be considered:
- Recycling of materials on site, where possible; and
  - Preparation of a Site Waste Management Plan (SWMP).
- 4.3.17 Site management and workers would be encouraged to travel to the Site by public transport. The use of public transport for workers will be a consideration during pre-tender discussions.

Construction Materials and Resources Use

- 4.3.18 Materials and resources used during construction of the Proposed Development would be sourced from sustainable and/or local sources where practicable.
- 4.3.19 Where possible materials arising from the demolition of buildings and breaking out of hard surfaced areas would be recycled and reused on-site or transferred to an appropriately licensed recycling facility.

Waste Management, Recycling and Disposal

- 4.3.20 The construction process is likely to give rise to a range of waste arisings including demolition spoil (concrete, brick rubble, steel, aluminum, plastics, wood etc.), soils, packaging (plastics, pallets, expanded foams etc.), and liquids (dirty water, fuels

### The Proposed Development & Alternatives

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etc.). In addition, waste materials may be generated from inaccurate ordering, poor usage, badly stored materials, poor handling, spillage etc. if not controlled.

4.3.21 All contractors will be required to investigate opportunities to minimise waste arisings at source and, where such waste generation is unavoidable, to maximise the recycling and reuse potential of demolition and construction materials. Wherever feasible, such arisings will be dealt with in a manner that reduces environmental impact and maximises potential re-use of materials. Recycling of materials will largely take place off-site where noise and dust are less likely to result in impacts.

4.3.22 A SWMP would be prepared to set out the procedures to sort, reuse and recycle construction waste. Adherence to the SWMP would support better control over materials handling and waste, compliance with relevant waste legislation for the handling, transport and disposal of wastes, compliance with environmental management systems and management of waste-related costs.

4.3.23 No burning of demolition or construction waste would be undertaken on the Application Site. Building materials containing asbestos would be fully assessed in advance of demolition works commencing. Any identified asbestos or other controlled waste would be removed by a licensed contractor in accordance with the relevant legislation and regulations.

#### Prior Notice

4.3.24 In the event of unusual activities or events that can be anticipated, these will be notified to the Council and to any relevant property owners or occupiers wherever possible, in advance of the activity.

#### Management of Contracts

4.3.25 Individual contracts (for example for demolition and waste removal) will incorporate relevant requirements in respect of environmental control, based largely on the standard of 'good working practice' as well as statutory requirements. Any sub-contractors (where used) will be required to demonstrate how they will achieve best practice, how targets will be met and how potential effects will be minimised.

#### Public Liaison

4.3.26 There will be a designated Construction Liaison Officer who will deal with public and other complaints and enquiries. This nominated individual will be identified to CCC prior to the start of site activities, and whenever a change of responsibility occurs.

#### Responses to Complaints

4.3.27 Any complaints will be logged on Site, where necessary. The procedures will specify the roles and responsibilities of the Construction Liaison Officer and the Council in respect of breaches and complaints from the public. The required actions will be different in each specific case, depending on the operation, equipment or location or applying additional controls.

#### Decommissioning

4.3.28 Given the design life of the Proposed Development, decommissioning has been scoped out of this EIA (as agreed at the Scoping stage).

**4.4 ALTERNATIVES**

4.4.1 The EIA Regulations (Schedule 4, paragraph 2) require for inclusion in an ES:

***"A description of the reasonable alternatives (for example in terms of development design, technology, location, size and scale) studied by the developer, which are relevant to the proposed project and its specific characteristics, and an indication of the main reasons for selecting the chosen option, including a comparison of the environmental effects"***

4.4.2 The main alternatives to the Proposed Development which the Applicant has considered include:

- The 'No Development' Alternative;
- Alternative Locations for the Proposed Development;
- Alternative Uses for the site; and
- Alternative Designs.

**The 'No Development' Alternative**

4.4.3 This scenario would maintain the status quo and current agricultural use of the Site. However, as the Site has now been allocated for housing, and forms an integral part of Coventry Council's housing strategy in The Local Plan, the 'no development scenario' would fail to assist in meeting these housing targets.

4.4.4 The Proposed Development will make a significant contribution towards meeting housing needs of the area, along with providing support for facilities in the wider allocation and employment opportunities which ensure that the scheme constitutes sustainable development.

4.4.5 A "no development" scenario could seriously undermine the effectiveness of the Local Plan and the Site's contribution towards the achievement of sustainable development.

**Alternative Locations for the Proposed Development**

4.4.6 As part of the Local Plan process alternative approaches for strategic residential development were considered including increasing the density of development on brownfield land and locating development beyond the Green Belt outside of Coventry. The Inspectors Report on the Local Plan concluded that it had been demonstrated that increasing densities would not provide sufficient capacity to deliver the housing requirement at the accelerated pace nor would it provide sufficient opportunities to diversify the housing supply. In terms of locating development beyond the Green Belt outside of Coventry, the Memorandum of Understanding between Coventry and the surrounding local authorities notes the importance of locating development along key transport corridors to facilitate access to the City. The Inspectors Report concluded that seeking to deliver development beyond the Green Belt in areas detached from Coventry would increase unsustainable patterns of commuting.

4.4.7 In addition, to support the Local Plan Review, the Council undertook three Green Belt reviews to assess land parcels within the Green Belt and assessed a number of constraints through the SA/SEA process. Both processes included the consideration of alternative sites.

4.4.8 The Local Plan process demonstrated that the allocation of the Keresley SUE is justified, effective and consistent with national policy.

**The Proposed Development & Alternatives**

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**Alternative Uses for the Site**

- 4.4.9 The Site's allocation for residential use within The Local Plan clearly demonstrates its suitability for residential development and its importance in meeting Coventry's housing need. It is therefore considered that other uses would unlikely be reasonable alternatives. In terms of employment development, there are already a number of existing and proposed employment sites in the surrounding area including Prologis Park to the south of the Site, and employment within the proposed Eastern green SUE. Furthermore, retail development on a large scale in this location would inevitably lead to competition with Coventry City centre and hence not desirable, nor policy compliant.
- 4.4.10 Consideration has been given to whether the Site could accommodate a mix of uses, in addition to residential dwellings, that were identified as part of the wider allocation e.g. local centre, primary school, employment. On review of the entire allocated Site however, taking into account those parcels already with permission and the vision set out within the draft Urban Extension Design Guide SPD, it was considered that in order to produce a sustainable, logical and cohesive overall development, this site is best suited to provide residential development. The outline approval in the south of the allocation for 800 dwellings, as discussed in Chapter 2, provides land for a primary school and a local centre. Whilst the allocation does require two local centres at either end of the allocation, the exact location has not been set out in either the policy or the Council's Masterplan. The location of this was discussed with the Council at pre-application stage and it was agreed that, given the proximity of existing local shops to the Site, this was not the optimal location for the second local centre.

**Alternative Designs**

- 4.4.11 The Design and Access Statement (DAS) that accompanies the planning application describes the design evolution and concepts. However in essence, over the period of the development of the masterplan and the associated environmental work, the early design of the Proposed Development has been influenced by the key constraints and opportunities, which in turn have helped refine and structure the scheme. The key constraints and opportunities at the Application Site were identified as:
- 4.4.12 Constraints:
- The retention, where possible, of existing trees, hedgerows and other landscape features, particularly those of ecological interest and those that act as wildlife habitats;
  - Protect the existing residential amenity of adjoining properties and ensure the proposals integrate with the existing and future development in the surrounding allocation;
  - Respect key views into the Site from the south west and north east;
  - Respond to the Site's sloping topography;
  - The provision of SuDs and attenuation features within the scheme; and
  - Respond to the Site's SUE allocation policy;
- 4.4.13 Opportunities:
- Provision of a sustainable development that can accommodate residential dwellings supported by amenity space and new infrastructure;
  - Make efficient use of land through the application of appropriate densities in accordance with adopted policy;
  - Provision of a range of dwelling types and tenures that offers accessible and acceptable choice of lifestyles;
  - Provision of landscape infrastructure that builds upon positive aspects of the local landscape character as an integral part of the development;

- Retention of existing hedgerows provides a clear natural parcel structure to the scheme;
- Existing copse and pond provide natural green centrepiece to the scheme; and
- Provision of new connections to Bennett's Road and creation of pedestrian routes through the development which connect to the existing PROW network.

4.4.14 Since the initial stages of the proposals, the masterplan has evolved through the different application of the development principles and through consultation with the project team. Further discussions and previous versions of the masterplan are presented within the DAS, however key elements which were considered in alternative designs include:

- Land Use: Location of built form and green infrastructure across the Site have evolved to seek to retain the majority of vegetation and other features;
- Building Heights: The height of buildings has been refined to take into account sensitive edges and adjacent built form;
- Street hierarchy: this has been refined over time, and detail added to better reflect the hierarchy set out in the Urban Extension Design Guide;
- Drainage strategy: this has been developed over time, which resulted in various development parcels around the scheme having to be re-worked in order to function alongside the basins;
- Road alignment: this has been rationalized in places to help optimize the indicative block structure and seek to retain key areas of vegetation;
- Emergency Access: the connectivity arrangements for the emergency access have been changed, to ensure better access into the scheme if needed.

4.4.15 The preferred option which forms the Proposed Development conforms to the Development Parameters that have been subject to environmental impact assessment, as reported in this ES.