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<td>Project Team</td>
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<td>Chris Rochfort</td>
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<td>Helen Franklin</td>
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Non-Technical Summary

INTRODUCTION

This Non-Technical Summary (NTS) provides a summary of the findings of the Environmental Statement (ES) and supporting documents which support the outline planning application for the Proposed Development of the Canley Regeneration Area (hereafter referred to as the ‘Study Area’) in Canley, Coventry. The ES has been produced by WSP Environmental Ltd (WSPE) and Alliance Planning on behalf of the Applicant, Coventry City Council (CCC), and is submitted in support of an outline planning application to CCC as local planning authority. The outline planning application is for the demolition of 30 residential properties and development of up to 731 new dwellings, public house/restaurant/motel building and new community facilities including new public library, community centre, health facilities, creche and neighbourhood offices alongside public realm and open space improvements and associated engineering and landscape works. The ES has been produced in accordance with the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999 (as amended) (the ‘EIA Regulations 1999’), which requires that, in certain cases, development proposals should be examined to measure their likely significant environmental effects upon the environment and to identify what action should be taken to mitigate those effects.

STUDY AREA DESCRIPTION

The Study Area is bounded to the north by the West Coast Mainline railway line (which is raised on an embankment) and to the east by the A45 (Fletchamstead Highway). Charter Avenue forms the southern boundary of the Study Area, whilst the western boundary of the Study Area is adjacent to the Charter Avenue Industrial Estate. The Study Area (identified by a green line) is shown on Figure 1 together with the Individual Proposed Development Parcels (identified with red line planning application boundaries).

The Study Area comprises predominantly residential properties (a mixture of public and private, mostly low-density housing), with open space (incorporating Canley Brook and its tributaries) separating the existing built environment from the West Coast Mainline railway line along the northern boundary. There are further pockets of open space interspersed throughout the Study Area, with Prior Deram Park (a former landfill site) located in the eastern part of the Study Area. Local shop facilities are present within the Study Area at Prior Deram Walk and Charter Avenue. Other community uses present include healthcare, community and education facilities including a library, community centre, Forrest Medical Centre and Charter Primary School. A former youth centre, as well as the former Sir Henry Parkes School and former Alderman Harris School have been demolished.

The surrounding area comprises mixed commercial / industrial land to the north and east of the Study Area including Torrington Industrial Estate, Coventry Business Park and Fletchwood Gate Industrial Estate. The land immediately to the south of the Study Area comprises green space, including Park Wood and Ten Shilling Wood. The Westwood School and the Xcel Leisure Centre are also located to the south and are accessed off Mitchell Avenue, while the University of Warwick and Cannon Park Shopping Centre lie further to the south and south-east.
Figure 1.1

Canley Regeneration Project – Outline Planning Application, Coventry
12261283-001
Coventry City Council

Drawn: CH
Checked: HP
Approved: HF
Revision: A
Date: October 2008

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PROJECT BACKGROUND

Stakeholder and community consultation has been central to the development of the Canley Regeneration Framework. A series of public consultation events were held during 2006 and the following key objectives were identified:

- Creating a new heart to Canley;
- Making better connections;
- Creating appropriate development opportunities; and
- Creating a new identity.

Five sets of proposals were subsequently put forward for the development of Canley, which included varying levels of intervention. Option 1 involved monitoring Canley’s progress and selling off the Council’s surplus land, whilst Option 5 proposed major physical intervention to create a new place. The five options were assessed and three draft ‘Opportunities’ were put forward for a six week public consultation in November and December 2006:

- Opportunity 1: Baseline;
- Opportunity 2: Using Land for Regeneration; and

The public consultation generated significant opposition to a proposal to demolish of some of the steel houses to provide north to south streets. This proposal was subsequently discarded as an option under consideration. The consultation confirmed that most residents favoured some level of development as a means of achieving reinvestment in benefits to improve Canley and tackle existing problems, with ‘Opportunity 2 – Using Land for Regeneration’, being the most favoured option of the three put forward.

The three options were subjected to further analysis undertaken by Council Officers and local Ward Members. The preferred masterplan, prepared by David Lock Associates in 2007, was based on Opportunity 2 from the public consultation exercise, refined using elements of Opportunity 3. Further information is provided in the Statement of Community Involvement and the Design and Access Statement, submitted separately in support of the outline planning application.

EVOLUTION OF THE MASTERPLAN

In 2008, Alliance Planning and WSPE were appointed to refine the preferred Masterplan, where necessary, following a detailed analysis of existing conditions to identify environmental and other constraints to development.

The key constraints which have resulted in further refinement to the Masterplan at this outline design stage include the identification of:

- Flood risk areas (Flood Zones 2 and 3) associated with the Canley Brook and its tributaries;
- Existing utilities such as underground sewers, gas mains and overhead power lines;
- The Environment Agency’s requirement to access the Canley Brook and its tributaries requiring an 8 m easement either side from top of bank; and
- Trees worthy of retention (Category A and B as identified from the British Standard (BS) 5837:2005 tree survey).

These primary and secondary constraints are analysed in detail in the ES and Design and Access Statement and will be considered further as part of detailed design proposals for the individual Development Parcels.
DESCRIPTION OF THE PROPOSED DEVELOPMENT

The Proposed Development involves the demolition of 30 existing residential units (the residential building at the corner of Charter and Mitchell Avenue, 25-51 Donegal Close and 53-75 Donegal Close) and construction of 731 new homes. In addition, the sports changing rooms located at Prior Deram Park, the Forrest Medical Centre at Prior Deram Walk, Public Library at Prior Deram Walk, Community Centre at Prior Deram Walk, Council Neighbourhood Office, Social Services Building and Day Nursery are to be demolished. All of these services, with the exception of the sports changing rooms, will be replaced and incorporated into dedicated Community Hub building(s).

The built footprint of the Proposed Development will extend to some 16 ha of the overall 114.6 ha Study Area with the balance remaining as managed residential and public open space. The location of the individual
Development Parcels are identified on Figure 1 and summarised in more detail in Table 1. The Masterplan for the Proposed Development is included at Figure 2.

### Table 1: Area Schedule for Proposed Development Parcels

<table>
<thead>
<tr>
<th>Proposed Development Parcel</th>
<th>Description</th>
<th>Total Area (ha)</th>
<th>No. of New Residential Units Proposed</th>
</tr>
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<tbody>
<tr>
<td>A</td>
<td>Former Alderman Harris School Site</td>
<td>0.6</td>
<td>18</td>
</tr>
<tr>
<td>B</td>
<td>North end of Mitchell Avenue</td>
<td>2.2</td>
<td>143</td>
</tr>
<tr>
<td>B</td>
<td>North end of Mitchell Avenue</td>
<td>0.3 Community Hub</td>
<td></td>
</tr>
<tr>
<td>C</td>
<td>Infill site at end of Gerard Avenue</td>
<td>1.0</td>
<td>25</td>
</tr>
<tr>
<td>D</td>
<td>Former Sir Henry Parkes School Site</td>
<td>3.9</td>
<td>195</td>
</tr>
<tr>
<td>E</td>
<td>Prior Deram Park</td>
<td>5.0</td>
<td>250</td>
</tr>
<tr>
<td>E</td>
<td>Prior Deram Park</td>
<td>0.5 Pub / Restaurant / Motel</td>
<td></td>
</tr>
<tr>
<td>F</td>
<td>Community Centre adjacent to Prior Deram Shops</td>
<td>0.1</td>
<td>4</td>
</tr>
<tr>
<td>G</td>
<td>Existing Library Site</td>
<td>0.1</td>
<td>4</td>
</tr>
<tr>
<td>H</td>
<td>Existing Doctors Surgery (Forrest Medical Centre)</td>
<td>0.1</td>
<td>4</td>
</tr>
<tr>
<td>I</td>
<td>Former Youth Centre</td>
<td>0.5</td>
<td>23</td>
</tr>
<tr>
<td>J</td>
<td>Edge of Gerard Avenue</td>
<td>0.5</td>
<td>18</td>
</tr>
<tr>
<td>K</td>
<td>Heart of Canley</td>
<td>0.1</td>
<td>8</td>
</tr>
<tr>
<td>L</td>
<td>Howcotte Green</td>
<td>0.8</td>
<td>24</td>
</tr>
<tr>
<td>M</td>
<td>Land at Charter Avenue</td>
<td>0.3</td>
<td>15</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td><strong>16.0</strong></td>
<td><strong>731</strong></td>
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Vehicular access will be via Charter Avenue, which extends from the junction with the A45 (Fletchamstead Highway) to the east and Cromwell Lane to the west.
EIA APPROACH

The development proposals for the Study Area have evolved together with the completion of comprehensive technical studies, including a Flood Risk Assessment (FRA), Utilities Constraints Study, BS5837:2005 Tree Survey, Open Space Assessment, Energy Strategy, Extended Phase 1 Habitat Survey, Protected Species Surveys, Phase 1 Geo-Environmental Survey; and Landfill Statement, which have also been prepared to inform preparation of the ES. This NTS outlines the findings of the ES and supporting studies, which describes the potential for significant environmental effects (both positive and negative) to arise as a result of the Proposed Development and identifies mitigation and enhancement measures to minimise or negate any likely significant effects.

Following confirmation from CCC in June 2008 that an EIA was required, an Environmental Scoping Report was prepared by WSPE in August 2008, which set out the scope of relevant studies requiring further assessment in the EIA, and was submitted to CCC with a request for a Scoping Opinion. A Scoping Opinion was received from CCC in October 2008.

Further consultation with statutory and non-statutory consultees was undertaken throughout the EIA, which has informed the ES for the Proposed Development. The purpose of consultation is to identify the existing conditions of the Study Area and, therefore, the likely significant environmental effects that need to be assessed and to obtain views on the Proposed Development which may need to be considered in the design process.

The following organisations were consulted during the EIA process:

- CCC – various departments and officers;
- Canley Regeneration Forum;
- Warwickshire County Council;
- Whitefriars Housing Association;
- Primary Care Trust;
- Groundwork;
- English Heritage;
- Severn Trent Water Ltd;
- National Grid Gas, E-on and other utilities and telecoms providers;
- Environment Agency;
- Natural England;
- Warwickshire Biological Records Centre; and
- Warwickshire Wildlife Trust.

PLANNING POLICY CONTEXT

The detailed planning policy framework provided by the relevant national, regional and local planning policy and guidance seeks to ensure a sustainable pattern of development commensurate with the various policy objectives, including that of Planning Policy Statement 1 ‘Delivering Sustainable Development’ (2005).

In the first instance, development in urban areas is favoured and in Coventry in particular, where such investment can make a positive contribution to the Coventry Major Urban Area and achieving a sustainable regional hierarchy of settlements. The effective use of land is promoted via the reuse of previously developed land as well as the effective use of land via the promotion of accessible locations, particularly those well served by public transport.

The Proposed Development fulfils the principles of sustainability, whilst minimising the environmental effects of the scheme and enhancing local environmental, social and economic conditions.
ENVIRONMENTAL EFFECTS OF THE PROPOSED DEVELOPMENT

Studies undertaken to assess the likely environmental effects of the Proposed Development comprise transportation and access; noise and vibration; air quality; townscape and visual impacts; ecology and nature conservation; flood risk, drainage, water quality and water resources; ground conditions and contamination; archaeology and historic environment; community and socio-economic impacts and cumulative impacts. These and other studies have also advised on engineering aspects including the layout of the Proposed Development, building design measures, measures to minimise impacts on the local highway network, drainage and services and to integrate sustainability principles (including those with respect to energy and waste) into the Proposed Development.

Transportation and Access

The analysis of existing conditions reveals that severance (i.e. the separation of residents from facilities and services caused by new or improved roads or by changes in traffic flows) on the highway network assessed is slight. Driver stress is currently moderate on all links. Analysis of recent accident records reveals no discernable trends of clustering with the significant majority of accidents being classified as slight. An analysis of Personal Injury Accident (PIA) data reveals no significantly high levels of accidents on any particular part of the local highway network. The level of pedestrian amenity in the vicinity of the Study Area is currently good and a network of pedestrian links extends throughout much of the rest of the local highway network.

During the construction phase of the Proposed Development it is expected that there will be changes of negligible significance in terms of transport impacts. The minor increase in flows and change in traffic composition caused by the addition of Heavy Goods Vehicle (HGV) traffic is expected to cause changes of negligible significance to severance and pedestrian delay. Implementation of traffic management measures as part of a Construction Environmental Management Plan (CEMP) is expected to limit the impact of construction traffic on the local network.

The analysis of traffic flow increases resulting from the Proposed Development demonstrates that Sherriff Avenue, Prior Deram Walk and Mitchell Avenue (north) will experience growth in traffic volumes upon completion of the Proposed Development of at least 30%.

The increases in traffic flows in the operational year (2017) with the Proposed Development, compared to the existing situation (2008), are not of sufficient magnitude to cause a significant change in any pedestrian delay or associated effects than currently experienced.

The operational phase of the Proposed Development is predicted to cause some increases in traffic flows on parts of the local highway network. As such, impacts of minor negative significance are identified in respect of severance, driver stress and delay and pedestrian delay. The implementation of a Travel Plan will promote sustainable transport alternatives and is expected to reduce some of the impacts of the Proposed Development.

Noise and Vibration

The existing noise levels were determined throughout the Study Area by a combination of short-term and long-term measurements and computer modelling undertaken in accordance with Planning Policy Guidance Note 24 (PPG24) (2004). In accordance with the relevant policy and guidance, the likely impacts associated with the Proposed Development have been assessed (in terms of both the effects on existing and future sensitive receptors) and measures proposed to ensure that they are minimised.

Whilst road, rail and plant (industrial) noise sources were audible across the Study Area in varying degrees and in different combinations, crucially the industrial noise was not found to be dominant at any of the proposed Development Parcels. The PPG24 Noise Exposure Categories (NECs) were determined and it was found that the Study Area falls into a combination of NECs A (Negligible), B (Low) and C (Medium effect). Such that mitigation measures will be required in some areas, in particular the Development Parcels nearest to the West Coast Mainline railway line (Development Parcels B, C, D, I, J and L), A45 (Fletchamstead Highway) (Development Parcels D and E) and Charter Avenue (Development Parcels A, K and M). Notwithstanding this, given the advice in PPG24, and that the Proposed Development will be no worse affected by noise than existing dwellings in the area, it is considered that the Study Area is suitable for residential development.
Due to the distance between the nearest proposed dwellings to the railway, no significant impacts with existing sources of vibration are anticipated. Accordingly, no train vibration measurements or predictions were undertaken.

The assessment of the site preparation and construction phase has highlighted that potentially significant noise and vibration impacts are likely, particularly during the demolition of existing buildings and clearance of areas of hardstanding in the vicinity of Development Parcels B, D, F, G, K and M. However, it should be possible through the adoption of best practice and other recommended mitigation measures to keep noise and vibration levels to a minimum. Notwithstanding this any impacts will be temporary and have no lasting effect.

For the majority of the sensitive receptors in the vicinity of the Study Area, the additional road traffic movements generated by the Proposed Development by the completion year (2017) will result in a negligible increase in noise or vibration levels. The only road where this may not be the case is Mitchell Avenue (section north of Charter Avenue), although the impact on the existing residents in the vicinity is still expected to be minor. No practicable noise mitigation measures are available, although it is recommended that Mitchell Avenue (north), as a minimum is surveyed and any defects in the road surface repaired to minimise vibration levels.

Suitable noise limits have been outlined, which should be used to control noise from any proposed buildings services plant. Assuming the adherence to these limits, impacts due to plant noise should be of minor significance.

To meet the required external noise targets within Development Parcels, falling within NEC B or C, it is recommended that rear gardens and any balconies be located on the opposite side of the proposed dwellings nearest to Charter Avenue, the A45 (Fletchamstead Highway) and the West Coast Mainline railway line, or that suitable screening is put in place, where required.

To protect any proposed bedrooms and living rooms overlooking the railway and the A45 (Fletchamstead Highway), acoustically treated passive ventilation devices should be used. To protect bedrooms and living rooms overlooking Charter Avenue, better than standard glazing should be used and the use of mechanical ventilation considered. For bedrooms and living rooms that are fully screened from these roads and the railway, which should be a principal design objective at the detailed planning stage, no mitigation measures are required (i.e. standard glazing and ventilation units can be used). Assuming the use of suitable mitigation measures, the impact of the future occupants will be negligible.

**Air Quality**

The baseline air quality assessment comprised a review of available air quality monitoring data and other relevant information. The assessment concluded that existing background concentrations of Nitrogen Dioxide (NO\textsubscript{2}) and Particulate Matter (PM\textsubscript{10}) relevant to the Study Area are well below their respective Air Quality Strategy (AQS) objective levels.

The key impacts of the Proposed Development are emissions of dust and PM\textsubscript{10} arising from the site preparation and construction activities phase and emissions of NO\textsubscript{2} and PM\textsubscript{10} arising from the exhaust of construction vehicles and traffic generated during the operational phase of the Proposed Development.

A qualitative assessment of the potential impacts arising from the site preparation and construction phase indicates that releases of dust and PM\textsubscript{10} are likely to occur. However, the implementation of good site practices and appropriate mitigation measures delivered through the CEMP will minimise these releases and the associated impacts. Recommended mitigation measures include sheeting of all vehicles carrying loose aggregate; careful siting and screening of material stockpiles; use of appropriate machinery; and identified routes for construction traffic, etc. Following the implementation of the recommended mitigation measures, the residual effect of dust and PM\textsubscript{10} generated by the on-site construction activities is likely to range from minor negative to negligible.
The detailed model ADMS-Roads was used to quantitatively assess the impact of road traffic generated during the operational phase of the Proposed Development on local air quality. The results of the assessment indicates that the Proposed Development will cause a small increase in NO$_2$ concentrations at the majority of existing sensitive receptors and a moderate increase at two locations (Receptor 12 - 154 Charter Avenue and Receptor 13 - 1 Grafton Close). With regards to PM$_{10}$ concentrations, the modelling indicates the Proposed Development will cause either a very small increase or no discernible change in concentrations at all existing receptor locations considered. Concentrations of NO$_2$ and PM$_{10}$ are predicted to be below the statutory air quality objective levels at all but one receptor (Receptor 5 - 225 Sir Henry Parkes Road), both ‘With’ and ‘Without’ the Proposed Development. The Proposed Development is not predicted to cause any additional exceedences of the statutory AQS objective levels.

The residual impact of NO$_2$ concentrations arising from the operational phase of the Proposed Development is considered to be minor adverse to negligible. The residual impact of PM$_{10}$ concentrations is considered to be negligible.

**Townscape and Visual Impacts**

The existing built form within the Study Area is predominately two storey residential with pockets of flats up to four storey. In addition, small areas of commercial and community facilities are also interspersed throughout the Site. The height grain and massing is predominately low across the Site due to the existing land use. The Study Area benefits from a large quantity of open space, consisting of both formal and informal areas.

The use and implementation of high quality design, planting of street trees and the planting of new or replacement trees within the Study Area will ensure the Proposed Development will integrate appropriately in landscape terms. The existing vegetation along the northern and eastern boundaries will offer some screening, as will existing buildings. Nonetheless, the regeneration of derelict or unmanaged parts of the Study Area, as well as hard and soft landscaping improvements will enhance the appearance of the Study Area.

Construction phase visual impacts will be managed through the proposed CEMP, and will include the use of high quality hoardings to screen ground level clutter, appropriate protection of trees to be retained, and landscape planting to supplement or replace existing vegetation.

Operational phase visual impacts will be mitigated through the use of high quality finishes to building facades, incorporation of new, local provenance soft landscaping, ecological mitigation, retention and replacement of trees. Positive impacts will occur as a result of the regeneration of visually unattractive areas of the Study Area.

**Ecology and Nature Conservation**

The Study Area is dominated by residential buildings and associated amenity grassland and hardstanding with scattered mature trees. Other habitats present include scrub, poor semi-improved grassland and the Canley Brook and its tributaries. The habitats present support a limited range of species, providing habitat for water vole and otter, amphibians, nesting habitat for birds and foraging and commuting habitat for bats.

Part of two locally designated sites (Wolfe Road Ecosite and Prior Deram Walk Local Nature Reserve/Site of Importance for Nature Conservation/Ecosite) and the complete loss of one Ecosite (Sir Henry Parkes Primary School) will be lost to the Proposed Development. Measures to compensate for the loss of these habitats, which are considered to be of limited ecological value, (due to poor management and a degradation in the quality of habitats since their original designation) are proposed.

The Proposed Development will not result in significant impacts on the surrounding biodiversity as the majority of the habitats present within the Study Area are of minimal ecological value or will be retained. The most ecologically valuable feature within the Study Area, Canley Brook and its tributaries (known to support water vole and otter), will be retained and an 8 m buffer zone from the top of either side of the bank provided to ensure no direct impacts on the habitat and disturbance is minimised. A number of the buildings proposed for demolition are suitable to support roosting bats and therefore pre-demolition inspections/surveys would be undertaken on any buildings with roosting potential.
The construction of new buildings within the Study Area provides opportunities for habitat creation within the built environment in the form of bird boxes and opportunities for bats to roost. Sensitive design of the layout of these areas will enhance their value for wildlife. The operational conditions will attract a range of species suited to the new conditions and could include species not currently represented.

Other measures to enhance habitat and maximise the biodiversity value of the Proposed Development include the following:

- Enhanced planting of boundary features including hedgerows and tree management;
- Enhance retained Ecosites to maximise biodiversity value with particular emphasis on amphibian requirements;
- Maximising the biodiversity value of the built environment through the installation of bird and bat boxes/bricks and sensitive landscaping through native planting; and
- Habitat management of the sections of Canley Brook and its tributaries to maximise the value for water vole and otter.

Overall, there is likely to be no net loss of biodiversity as the majority of habitats present are to be retained and mitigation and enhancements are proposed.

**Flood Risk, Drainage, Water Quality and Water Resources**

This assessment has determined the potential effects of the Proposed Development on flood risk, drainage, water quality and water resources. Measures to prevent or minimise any negative impacts have been determined and the subsequent residual effects after these measures have been implemented assessed.

The potential effects can be summarised as:

- Temporary construction phase impacts including potential contamination of surface water resources (Canley Brook and its tributaries) and increase in localised flood risk;
- Permanent operational phase impacts including potential contamination of water resources;
- Alteration of the surface water drainage regime (and associated effects, including discharge rates and flood risk);
- Increase in water demand; and
- Increased pressure on the foul sewerage network.

The Environment Agency maintains monitoring stations at a number of locations on Canley Brook to assess water quality under the General Quality Assessment (GQA) scheme. A desktop review of pertinent existing information relevant to the Study Area indicates that there has been a general improvement in the overall water quality of the Canley Brook between 1990 and 2006.

The Proposed Development will avoid building within Flood Zones 2 (1:1,000 year flood risk) and 3 (1:100 year flood risk) and the implementation of Sustainable Drainage Systems (SuDS) techniques will accommodate increased surface water run-off associated with new areas of hardstanding and ensure there is no significant residual flood risk.

Water conservation measures are outlined to reduce the volume of water consumed associated with the Proposed Development and, therefore, minimise the amount of wastewater requiring treatment. Measures recommended include the installation of water meters, water efficient appliances and sanitary fixings.
To mitigate against the contamination of surface water and altering the drainage regime during construction, a CEMP will be developed for the Study Area, in consultation with CCC.

Following the implementation of the recommended mitigation measures, no significant residual effects in terms of flooding, drainage, surface water quality and surface water resources are anticipated during the site preparation, construction or operational phase.

**Ground Conditions and Contamination**

The ground conditions across the Study Area are superficial Alluvium over Tile Hill Mudstone Formation, both of which are minor aquifers. Locally Made Ground is known to be present to depths of 3.5 m below ground level beneath Prior Deram Park (a former landfill).

Site investigations on Prior Deram Park have recorded elevated concentrations of metals within Made Ground. Other localised contamination may be present within the Study Area, for example, associated with the West Coast Mainline railway line on the northern boundary and Charter Avenue Industrial Estate on the western boundary.

The potentially significant impacts identified relate to the potential for the presence of contaminated soils, groundwater and local surface waters from the current and historical uses of the Study Area and the potential for the release of contaminants as a result of the Proposed Development. Mitigation measures proposed comprise:

- Completion of supplementary intrusive site investigations at Prior Deram Park to identify and delineate contamination in soils;
- Update of the Quantitative Risk Assessments for Prior Deram Park to assess the significance of any contamination encountered;
- Production of a Remediation Strategy which will set out measures to remediate any contamination encountered;
- Remediation of soil and/or groundwater contamination, where necessary;
- Installation of ground gas protection measures in new development on Prior Deram Park (Development Parcel E);
- Completion of Ordnance Desk Top Threat Assessment; and
- Completion of asbestos surveys, prior to the demolition of structures.

Following the completion of all necessary site investigations and risk assessments, the factual and interpretive reports, a Quantitative Risk Assessment and Remediation Strategy will be submitted to the Environment Agency and CCC for approval. Once approval from the regulatory authorities has been obtained any remediation considered necessary will be undertaken. A completion report will be produced detailing the works undertaken and this will also be submitted to the regulatory authorities for approval.

The process of risk assessment, remediation and obtaining sign-off from the regulatory authorities will ensure that the Study Area is returned to a condition that is suitable for the proposed use and that the Study Area does not fall under the definition of ‘Contaminated Land’ as defined by the *Contaminated Land Regulations 2000*.

The anticipated residual effects of the proposed mitigation are generally positive and of moderate to major significance, in view of the benefits to human and environmental receptors associated with remediation of contamination.
Little evidence of prehistoric activity is known within the Study Area before the Iron Age. A possible enclosure was recorded on an aerial photograph from 1946, which was located beneath Prior Deram Park, and was subsequently sealed beneath landfill material without any archaeological investigation. The enclosures suggest that the land was being occupied and farmed prior to the Roman Conquest in AD43. No Roman remains are known in the vicinity of the Study Area.

An area of ridge and furrow, the earthwork remains of Medieval strip farming, survives in the northern central part of the Study Area to the north of Canley Brook. The former location of Nether Fletchamstead is located to the north of Queen Margaret's Road, within Proposed Development Parcel I and the western end of Proposed Development Parcel D. The village was depopulated in the 15th and 16th centuries when the area was converted to parkland. By the 18th century Fletchamstead Farm was the only surviving element of the former village. This was demolished in the 1950s and the former Canley Youth Centre was built (subsequently demolished).

In the south-east of the Study Area lies the site of Canley Moat, formerly known as Moore Hall Moat. The Moat survived as an earthwork until the 1970s, when it was infilled. The site of the moat now lies within dense woodland and will not be directly affected by the Proposed Development. To the west of the moat lies the site of Moat House and Moat House Barn Grade II Listed Buildings. The buildings will not be directly affected by the Proposed Development.

Mitigation in relation to buried remains of the Deserted Medieval Village of Nether Fletchamstead will need to be implemented and will take the form of initial evaluation of the area of Proposed Development within the vicinity of the former village, followed by an appropriate level of more detailed investigation.

Where surviving earthworks and buried remains of ridge and furrow will be impacted upon by the Proposed Development, mitigation in the form of recording of surviving earthworks will be necessary. It is not considered that buried remains will be of such significance to warrant further investigation.

The buildings of historic significance (steel houses) within the Canley Estate will not be directly affected by the Proposed Development. Potentially a long-term beneficial effect may occur through the regeneration of the estate, making it a more desirable place to live, increasing investment, maintenance and repair of the existing housing stock.

Community and Socio Economic Impacts

The Proposed Development is likely to have a positive impact on the community and socio-economic characteristics of the local area. In addition, the Proposed Development is broadly compliant with local and regional policies with regards to provision of housing, employment and open space.
During the site preparation/construction works, it is anticipated that the Proposed Development will provide up to 146 jobs, which would largely be filled by workers in the local area. In addition, the presence of these workers in the area is likely to boost the local economy through an increase in spending.

Local residents, in particular those in the eastern end of the Study Area, are likely to experience some disruption during the site preparation/construction works. These impacts will be managed through implementation of a CEMP and continued liaison with the local community to ensure that all complaints and issues are managed appropriately.

In addition, users of the public rights of way which traverse the Study Area may experience some temporary disturbance during the site preparation/construction works. However, all paths will be diverted, as necessary, and re-opened at the earliest possible time. In addition, improvements and additions to the footpaths and cycle network are proposed as part of the Proposed Development.

The Proposed Development will provide a variety of housing, including provision of approximately 20% affordable housing, which will help to meet the housing demand and housing targets for Coventry. The proposed commercial facilities (Pub/Restaurant/Motel) will create approximately 49 new jobs (community uses will be replaced on an approximately like for like basis resulting in no change to existing employment numbers). In addition, the new residents of the Proposed Development are likely to result in increased spending, providing a positive economic uplift to the Westwood Ward and Canley.

The proposed doctor’s surgery and other health services, outdoor play areas and open spaces will meet the demands of the new residents and will also serve the wider community.

**Sustainability, Energy and Waste**

The Sustainability Appraisal of the Proposed Development highlights key potential contributions of the scheme towards sustainable development to the benefit of the local community, such as improving health, wellbeing, employment and public transport and provides recommendations of additional measures that could be implemented to improve the sustainability credentials of the Proposed Development. An Energy Strategy and Waste Management Strategy has been produced to support the Sustainability Appraisal and identifies opportunities to enhance the sustainability of the scheme with respect to energy and waste.

**Cumulative Impacts**

Consideration has been given in the ES to the proposed developments at the University of Warwick and Tesco development at Cannon Park and, where appropriate, to the resulting likely significant cumulative impacts, for example with respect to future traffic growth and increased demand on water resources and sewers. In combination effects have also been considered (for example, the cumulative impact on sensitive receptors as a result of noise, dust, disturbance etc.). The assessment has identified that following appropriate mitigation (at Canley and on other developments) no significant cumulative impacts are likely to occur.

**SUMMARY**

The Proposed Development provides an opportunity to make a significant contribution to identified housing targets (including affordable housing need) in Coventry. The built footprint of the Proposed Development will extend to only 16 ha of the overall 114.6 ha Study Area with the balance remaining as public open space, providing opportunities for recreational and biodiversity enhancement.

The regeneration of Canley would provide benefits for the local community through the provision of a range of types and tenures of housing (including approximately 20% affordable housing), provision of new and improved healthcare and other community facilities, enhanced provision for pedestrians and cyclists and enhanced hard and soft landscaping. In addition, appropriate ecological mitigation and enhancement will be provided and opportunities for remediation of existing contaminated land have been identified.

The design of the Proposed Development has carefully considered existing constraints and incorporates enhancement and mitigation measures to minimise likely environmental effects, where possible, and ensure that opportunities to improve the sustainability of the Proposed Development are maximised. The residential element will secure Code for Sustainable Homes Level 4 or higher and will require innovative and sustainable design of homes, including measures to minimise resource consumption.
FURTHER ENQUIRIES

This NTS provides a general description and account of the likely environmental, social and economic impacts of the Proposed Development. The full details of the EIA are presented in the ES (Volume 1 – Text and Figures and Volume 2 – Appendices), and other documents submitted separately in support of the outline planning application, including the FRA, Transport Assessment and Sustainability Statement (incorporating an Energy Strategy and Waste Management Strategy).

Copies of the NTS, the ES and other documentation submitted in support of the outline planning application are available for viewing for a limited period of time at the Neighbourhood Office on Charter Avenue, Coventry and at the Canley Library, Prior Deram Walk, Coventry. They will also be available for viewing on Coventry City Council’s website.

If you wish to order further copies of this document or a copy of the ES, please contact:

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A charge will be made to cover the cost of printing. These costs are available on request.
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