
COMMITTEE REPORT

Planning Committee

13/10/2005

Report of Head of Development Regulations

APPLICATION No. - 52000

Description of Development - Outline planning Application for redevelopment of the former AGCO/Massey Ferguson site with a mixed use proposal comprising a science and technology business park, incorporating the retention of the tower block and including B1 and B2 uses and C3 residential development, local centre, relocated social club,(to be associated with sports and recreational facilities), recreation/amenity space, drainage,highways/utilities infrastructure and landscaping (outline - with all matters reserved except means of vehicular access to the site via a new junction with Broad lane, a new junction with Banner Lane (north) and a new junction with Banner Lane (south) (amended scheme).

Site - Land to the west of Banner Lane and south of Broad Lane

Applicant - Persimmon Homes (South Midlands) Ltd

Ward - Woodlands

INTRODUCTION.

- The purpose of this report is to consider the above planning application.

RECOMMENDATION.

Planning Committee are recommended to delegate to the Head of Development Regulations the grant of planning permission subject to conditions following the completion of appropriate legal agreements and providing that the First Minister does not decide to intervene.

DESCRIPTION OF APPLICATION SITE.

- 33.77ha site of the former Massey Ferguson/ AGCO tractor works.
- Site adjoins Broad Lane to the north, with residential properties, Guphill Brook; a children's nursery and car sales on the northern side of the road

and the Guphill Brook; an open culvert and tree and hedgerow belt adjoining the actual site on the southern side of Broad lane.

- Banner Lane adjoins to the east, with the original lane, an unmade track running parallel north to south, and Woodlands School playing fields beyond.
- Tile Hill Wood SSSI lies beyond Banner lane to the southeast and the Rough Close CNCS site lies to the southwest.
- Green Belt designated countryside within Solihull MBC adjoins to the west, with 6ha of sports playing fields within the applicant's land ownership to the southwest.
- The site previously comprised of a number of factory buildings associated with the former tractor manufacture use, with a main frontage and car parking to Banner lane.
- A 16-storey tower block is located immediately adjoining Banner lane and is currently used for AGCO headquarters. The manufacture of tractors ceased in 2002 and with the exception of the tower block, and adjoining frontage buildings and Sports and Social Club, the site has now been cleared of buildings.
- The Sports and Social club building lies within the north of the site adjacent to Banner Lane, with independent road access. There is one adjacent access on Banner Lane, on the Solihull boundary, and two main access points denoted by gates on Banner Lane, with a further vehicular access adjacent to the Broad lane culvert and an independent access to Bestway distribution.
- The Banner Park employment and housing development lies to the south.
- Footpaths run between Banner Park and the site east- west from Banner Lane and north south, along the Solihull boundary.
- Current land levels slope southwards, with an embankment on the western boundary of the site and a sloping boundary to the site, with part retaining wall and an acoustic fence to Banner Park.
- The site surrounds, but excludes the Bestway distribution warehouse.
- There are a number of trees and a small woodland area within the south part of the site and on the boundaries of the site some of which are the subject of a TPO.

PROPOSAL

- Outline planning permission is sought with all matters reserved except access (which is being discharged in part to show where junctions, footpaths and cycle ways will link into the site).
- The application proposes to redevelop the site for a science and technology park, local centre including potential community uses and housing. Straddling and separating these uses there is proposed a strategic open space up to 40 metres wide, which will run from the existing tower block, that is proposed to be retained, to the Green Belt boundary.
- Within the science and technology park approximately 52,370m² of B1 and B2 uses are proposed together with a local centre to accommodate 1400 sq m of floorspace for retail shop(s) and possibly a doctors or similar D1 use. The amount of gross area assigned to these uses (including roads, bus terminus, landscaping and drainage) would be 16.7ha.

- The housing land could accommodate 650 dwellings based on a density of 41.5 dwellings per hectare.
- The former Massey Ferguson sports playing fields are shown within the applicant's ownership and form part of the overall proposals, being indicated as 6 ha of land potentially available for sports use.
- The playing fields fall within the jurisdiction of Solihull MBC and an outline planning application has been made to Solihull as local planning authority for replacement changing rooms, parking area and ancillary development to serve the existing cricket and football pitches
- A concept plan and illustrative master plan has been submitted to support the Environmental Assessment. This indicates that:
 - the northern half of the site will form the Science Park, with the existing northern tree belt to Broad Lane retained and drainage balancing ponds provided within this area.
 - The local centre is proposed north of the tower block (within the employment land).
 - The southern part of the site will be housing land as this is closest to the playing fields.
- The existing AGCO tower block would be retained, with a bus terminus adjacent.
- The north (employment), south (residential) land split is put forward as being the best for linkages to the existing road network for the employment land and to ensure the inclusion of the tower block.
- The existing Sports and Social Club would be demolished. An alternative site for the Club has been suggested within the southern part of the site or alternatively within the local centre.
- The applicant is proposing the retention and maintenance through a management agreement of the sports pitches relating to the Massey-Ferguson sports & social club on land adjacent to this application site in Solihull MBC. The applicant is also proposing the provision of changing rooms as part of this separate planning application to Solihull and are proposing a separate section 106 agreement with the City Council, Solihull MBC and possibly Sport England to ensure the ongoing provision of the sports pitches and changing facilities.
- Three vehicular access points are proposed:
 - A northern access point will run from Broad lane, approximately 90 metres from the western site boundary, linking into the science park and connecting to the second new entrance off Banner lane.
 - The second access will be on Banner Lane 160 metres south of the Banner lane/ Broad Lane junction.
 - A further junction will be located a further 360 metres south on Banner Lane. This will link into the housing land and provide an access to the Massey Ferguson Sports fields (within Solihull). A road link will connect northward to the employment land.
- The details of where these junctions adjoin Broad Lane and Banner Lane are being discharged as part of this submission.
- The application is accompanied by a Traffic Assessment, which suggests that the traffic generated by the proposed development is not expected to create material traffic impacts beyond that which can be accommodated

by the introduction of a variety of adjustments to the road network and the introduction of green travel measures. Specifically, a planning obligation has been put forward, which proposes funds (£1.5m) to deal with traffic at several junctions in the area:

- A45/Broad Lane junction.
 - A45/Parkhill Drive junction.
 - Broad Lane/Jobs Lane/Alderminster Road junction.
 - Broad Lane/Banner Lane roundabout
- In addition through a planning obligation contribution the following measures are proposed, which are costed at around £510k:
 - New toucan crossing on Banner lane north of the Tile Hill Lane/Station Avenue/Banner Lane/Tanners Lane junction.
 - Introduction of a pedestrian phase on the west and south arms of the above junction.
 - New toucan at Banner Lane opposite the site providing the main link towards the east and city centre.
 - Upgrade the Broad Lane pelican near Woodlands school to a toucan.
 - Provision of a new cycleway along Broad Lane.
 - Provision of an enhanced cycleway along Banner Lane.
- In respect of public transport in addition to onsite infrastructure through planning contributions up £1.5 million, the applicant proposes to fund improvements and provide revenue support for a five-year period for bus services. In particular, bus services 10 and 11 are to be combined and renumbered as service 11, upgraded as a Primelines bus route via Eastern Green Lane and Hockley lane, through the Broad Lane access and then onto Banner Lane. The diversion of bus services linking the site to Tile hill Station and the university will also need to be considered within this funding.
- In addition to the Transport assessment the application is accompanied by a number of supporting documents including an Environmental Impact Statement, an Economic Viability Assessment, a Concept Plan, a Heights Assessment Plan, a Density Assessment Plan, a retail impact assessment and a Phasing Plan. These documents have been supplemented as the proposals have varied with significant amendments in June 2005 and September 2005
- The Environmental Assessment considered the redevelopment of the application site for 100% employment re-use; 100% employment redevelopment; 65% employment redevelopment and 50-55% employment redevelopment. The predominant other land use being residential. It considered all but the last proposal to be economically unviable. The applicants contend that the current proposal represents the best package aimed at securing rapid beneficial re-use of the site and securing approximately 2,702 new jobs.
- The Environmental Assessment states that the proposal will meet the key sustainable development objectives of social progress, effective use of natural resources and maintaining high and sustainable levels of economic growth and employment. This is achieved through the mixed-use approach and community benefits (re-use of playing fields, retention of a sports and social club and the provision of a local centre) on a

previously developed site. The transport improvements, in particular the green travel initiatives will benefit the larger community.

- As part of the Environmental Assessment the Implementation plan also proposes the retention of the existing footpath networks and new footpaths and cycle routes to aid permeability through the site for walkers and cyclists.
- In respect of landscape and ecology, the main landscape features (trees and ponds and a small woodland on the southern and western boundaries and trees and culvert to the northern boundary) are to be retained. The survey suggested little wildlife potential, but that potential tree bat roosts should be protected and the southern boundary monitored as a potential great crested newt habitat. Buildings would also need to be checked for bats prior to demolition.
- As factory buildings covered most of the site there is potential for greater landscape and ecological value to be created as part of the redevelopment via the creation of green spaces and landscape corridors (such as from Rough Close to Tile Hill Wood).
- In respect of contamination, the Environmental Assessment suggests that this is concentrated within the north of the site (some heavy metals and hydrocarbons, methane and carbon dioxide in addition to fuel and lubricating oil within underground tanks and within production areas. The land will need to be the subject of a whole range of treatments to clean it to safe standards, in addition to securing health and safety during the decontamination process. The report suggests that this remediation work will have significant benefits in terms of delivering a clean urban environment.
- The E.A. states that there is no evidence of archaeological features on the application site and that the shadow factory buildings are of interest not of listable quality, it recommends that a photographic survey should be undertaken, prior to demolition.
- The proposal wraps around the Bestway site although in the Environmental Assessment takes into account the potential development of the Bestway site.
- The Retail impact assessment considers and describes the closest centres and identifies the levels of vacancies. In respect of the
 - Jardine District Centre it indicates that the centre is well served by public transport and parking spaces and provides a range of small retail units and other community uses including a new medical centre. The community uses include a day nursery, library, St Oswald's Church and Vicarage, a new medical centre, Tile Hill Social Club and a police office. There are 21 retail units in the centre of which 20 are occupied and one vacant. 15 units are in use for A1 retail uses
 - Station Avenue Local Centre is described as predominantly retail and does not contain other community facilities. There are 17 units in total all of which are currently occupied with 9 being for A1 uses and also including a dentist and chiropodist.
 - Sutton Avenue Local Centre has only 9 units of which 3 are vacant and only 3 are in use for A1 purposes. A day nursery is in one on the larger units. The area is served by the number 34 bus, which

provides a regular 30 minute service during the day, and the centre provides for 12 parking spaces in front of the retail units.

- In addition the RA identifies a small convenience shop (the off-license) 750m to the east along Broad Lane.
- In considering the Policy S11 of your CDP the RA indicates
 - In respect of the need for the proposal the applicants contend that the development will have the potential to generate somewhere in the order of 2700 new jobs on site and with a further 800 indirect additional jobs created in the locality. 650 houses would generate approximately 1560 additional residents. A local centre will provide facilities to serve the needs of the development and may also provide facilities and services for the immediate surroundings as well. Its primary purpose would be to serve the needs of the development. The 1400m² set aside for a local centre is intended to provide for both local shops and community facilities with the precise mix to be agreed at the detailed planning stage. They further indicate that the existing local centres are located some distance from the site (between 500m and 1km) rendering them within walking and cycling distance but being more likely to encourage unsustainable car trips from the Broad Lane/Banner Lane site than if facilities were to be provided on-site. They therefore conclude that there is a need for the proposed local centre, arising from the housing and employment development proposed on site.
 - in respect of the availability of more central sites they contend that the purpose of the proposed local centre is to serve the needs of the redeveloped site and therefore sequentially they do not consider it appropriate to look for alternative sites that would not serve the development and would be likely to encourage unsustainable travel patterns.
 - In respect of accessibility by a choice of means of transport they indicate that the proposed local centre will be served by buses with a relocated terminus proposed adjacent to the local centre (relocated from the Broad Lane/Banner Lane junction) and that it is anticipated that the Primeline services will be extended to encompass the site. They further indicate that the local centre will be well connected to the surrounding area via a network of new pedestrian and cycle links throughout the site and with connections to the existing network in the surrounding area. A possible link to the Sustrans cycle network has been identified along the northern part of the Banner Lane site and this will provide further connectivity for the local centre with the surrounding area. This combined with other traffic measures (crossing points on Banner Lane for example) will ensure that the local centre is accessible to the surrounding residential areas as well.
 - In respect of impact on existing local centres they conclude that by and large they are thriving, with low vacancy rates. Only one centre has a relatively high vacancy rate (Upper Eastern Green local centre on Sutton Avenue) with three vacant units out of a total 9 although one is currently to let for refurbishment and there is no reason to suggest that the others will not also be occupied again in due course. They consider that it is normal for a relatively regular turnover of units

in such centres and they clearly provide an important local service to the surrounding residential areas. They acknowledge that there will be some additional catchment from the surrounding existing residential areas although this will always be dependent upon convenience and accessibility. The site is most likely to attract people who live close to the Broad Lane/Banner Lane junction. Given the purpose of the local centre is to serve the immediate environment it is unlikely, for example, that those residents in the vicinity of the Sutton Avenue local centre would travel 500m or more to the Banner Lane proposed local centre for convenience goods etc, when there are facilities providing the same services closer to hand. Even if the proposed local centre were to include a small supermarket (e.g. Tesco express or similar) that would tend to provide a service for the development itself with only a limited impact beyond the immediate area. Certainly for convenience goods existing residents would be likely to continue to use the nearest facility for purchasing milk, newspapers etc., and the introduction of additional small retail units in the proposed local centre would compliment the services in other local centres rather than undermine them. Without the provision of some local shops within the proposed development shopping for convenience goods and lunch time food shopping would be likely to be undertaken by private car rather than on foot or by bicycle because the distances would dissuade many people from making the 500m or more trip to the next nearest local centres on foot or bicycle. Given this and given the limited catchment area it is considered that there will be no harmful impact upon the vitality and viability of any of the existing defined local centres in the surrounding area.

- In respect of the impact on wider travel patterns and car use the applicants state that were the proposal not to include the provision of local facilities on the site then that would have a significant adverse impact upon travel patterns and car use as noted in the previous sub section above. The provision of facilities on-site will however ensure that the majority of trips associated with local convenience shopping and lunch time food shopping will be capable of being undertaken on foot or by bicycle, therefore resulting in a significant beneficial effect on travel patterns and car usage.
- The Retail Impact assessment concludes that to the above it has been demonstrated that a small local centre as part of the development will provide an important mixed use element to support and serve the proposed future residents and workers on the site. It has been demonstrated that the existing local centres at Sutton Avenue, Station Avenue and Jardine Crescent are generally speaking, thriving, and provide important local services for their immediate hinterland. Whilst there may be a small degree of crossover of catchment boundaries between the proposed local centre and the catchment for the other existing local centres it is unlikely that the proposed local centre will have any adverse impact on the viability of those centres as it's primary purpose will be to serve the needs of the redevelopment site itself. It has been demonstrated that the proposed local centre will have a significant

beneficial effect upon the travel patterns and travel by sustainable transport modes in circumstances where this would not be possible were the residents and employees of the redevelopment site to have to rely upon other local centres in the area for convenience shopping etc. It has been demonstrated that there is a need for the proposal and that the proposed local centre will be compatible with the surrounding uses. Finally it has been demonstrated that the proposals are compatible with the strategy in the adopted unitary development plan and do not detract from the policies contained therein or indeed from national policy in PPS6.

- The development package includes a number of obligations to address and mitigate the impacts of the development. This package has been the subject of discussions and these are continuing although the applicants position is that the scheme can only sustain a maximum of £6,250,000 of contributions. The obligations discussed to date are:
 - A fund of £5 intended to fund (a) off site highway works as detailed above; (b) a further feasibility study relating to the opportunity to provide a link road to provide access to the A45; (c) traffic calming measures on Broad Lane; (d) the making of any weight restrictions in the locality; (e) enhancements to bus provision
 - the provision on site of 15% of the dwellings as affordable units and a contribution to facilitate the provision of a further 10% of affordable housing off site in accordance with details to be agreed
 - a contribution of £250,000 towards education facilities within the area
 - an obligation that 15% high quality or aspirational housing on the site
 - an obligation that the tower block will be refurbished following the relocation of AGCO and will be marketed and remain available for use for employment uses
 - a commitment to maintain the structural open spaces in perpetuity as urban green spaces with public access.
 - A commitment to ensure the provision of replacement sports and social facilities of at least equivalent quality and their continued availability for public use

RELEVANT PLANNING HISTORY

- There is a substantial planning history related to manufacturing at the site.
- The original factory buildings were erected in the 1930's for the Standard Motor Company; these buildings were altered for Shadow Factory use during the war. Further development associated with Massey Ferguson followed to the north and south and then AGCO post 1994.
- The 16-storey tower block was granted permission in 1964 (18258/A), with subsequent permissions in 1994 and 1995 for the refenestration and overcladding of the tower block, demolition of portico and erection of replacement lobby (C/45872).
- Tractor manufacturing ceased in 2002.
- A Screening Opinion in accordance with the Town and Country Planning (Environmental Impact Assessment)(England and Wales) Regulations 1999 has been undertaken on the application.

- The screening opinion determined that the proposal could be defined as a Schedule 2, Category 10 Project (Infrastructure Development Project) and that an Environmental Impact Assessment should accompany the application.
- There is a full application (52000/A) relating to the details of highway infrastructure which is being held in abeyance pending consideration of the principles of the development

DEVELOPMENT PLAN POLICIES

- RPG: PA1; PA3; PA 4;PA6; PA11; PA13; QE2; QE3; QE4; QE6; QE7; QE9;
- CDP: OS 1;OS4; OS5; OS6; OS7; OS8; OS9; OS10; EM2; EM5; EM6; E2; E3; E5; E8; H1; H7; H9; H10; H12; S5; S9; S11; AM1; AM2; AM3; AM8; AM9; AM12; AM14; AM16; AM17; AM22. BE 20; GE1; GE9; SCL1; SCL2 and SCL13.
- SPG: Coventry Green Space Strategy; Urban Design Guidance; Draft Car Parking Standards.
- PPS: PPS1; PPG2;PP3;PPG4: PPS6; PPS 9;PPG13; PPG 17.

STATUTORY CONSULTATION RESPONSES

- **West Midlands Regional Assembly:** the site is a windfall and the City Council is best placed to assess its value in terms of future employment land. The proposal supports policy PA3 in the RSS as a science and technology park in the Coventry, Solihull and Warwickshire High Technology Corridor. The mixed housing and employment development would support the implementation of RPG11 in terms of delivering urban renaissance. In order to comply with policy PA11, with the exception of the retained tower block, a limit of 5,000sqm B1 (a) floor space should be imposed on buildings predominantly to be used for offices purposes.
- **Advantage West Midlands:** Application considered to be a departure from the development plan. Agency welcomes increase in employment land in revised details, but notes that it falls short of 65:35 set out in commentary to Policy E8. Agency is cautious about the retention of the tower block given its age, but notes that it adds to the employment opportunities at the site.
- Agency does not consider the site falls within a Sub- Regional Employment Site (Policy PA6 of the RSS). But will add locally significant employment to the City portfolio. Site would fall within PA3 High Technology Corridor Guidelines, given c.87% of employment land is for B1 use and c.10% for B2 use, but cautions that predominant B1 use would not promote some cluster developments where a full range of research, prototyping, manufacturing and supply chain elements co-locate.
- AWM would encourage the City council to:
 - secure the use of the tower block for employment purposes through a suitably enforced mechanism;
 - continue to press for additional employment opportunities if appropriate in the context of policy E8

- consider greater flexibility in the range of employment opportunities particularly to serve potential cluster use of the land; and
 - await conclusion of and apply the finding of the Coventry Solihull and Warwickshire Partnership study into demand for technology related development in making a decision on the application.
- **Solihull Metropolitan Borough Council:** Objects because they consider that :
 - (i) the applicant’s transport assessment does not enable an adequate assessment to be made of the traffic and transport implications for Solihull;
 - (ii) the proposal conflicts with green belt policy that seeks to protect the visual amenities of the green belt; and
 - (iii) the development conflicts with the Coventry UDP that requires a higher proportion of land to be retained in business use than proposed. As such, the proposals could harm, or conflict with, the Regional Spatial Strategy that requires scarce land resources in the Coventry/Solihull/Warwickshire HTC to be used for purposes that will reinforce the potential of the corridor and for provision to be made for a portfolio of available employment land.
- **CABE:** No comments.
- **Environment Agency:** no objections detailed comments awaited.
- **English Nature:** Main concern is on possible habitats of protected species – bats, badgers and great crests newts mentioned as being sighted in E.I.A. Measures to exclude newts from development site needed. Trees to be checked for bats before felling, western landscaping to be retained and steps to ensure Tile Hill Wood SSSI is conserved and enhanced. Surprised at recommendation that development will not affect great crested newts given the distribution of the animal in the area. Proposed landscape and design represents a major opportunity to increase biodiversity and the extent and quality of natural green space associated with improved health and socio-economic quality of life.
- Consideration should be given to how the development can accord with RSS 11 and PPS9. Recommend a condition be imposed requires no development shall take place until the submission of a scheme for the conservation, enhancement and additional provision of habitats related to the Warwickshire, Coventry and Solihull Biodiversity Action Plan.
- **Highways Agency:** No objections.
- **Centro:** Generally supportive. Opportunity to extend bus services into site exists subject to provision of relevant infrastructure and service funding. A Travel Plan should be developed to encourage walking, cycling and public transport.
- **Severn Trent: No objections subject to conditions**
- **Sport England:** Objects on the grounds that
 - Developers need to address the requirements of the Coventry UDP for open space and sports provision and the requirements of PPG17. The current sports provision is in Solihull administrative boundary. There is no control over this use or otherwise of these facilities in relation to this or any other application lodged in Coventry.

- The LEAP and NEAP shown on this land should be located within the application site boundary. Sport England would not normally support this type of development on playing fields. The NEAP and LEAP are now provided in the strategic open space and next to the Social Club (Option 1 near the playing fields). Policy GE1 of the CDP needs to be applied to this new development and the needs of those within the employment area should also be taken into account in accordance with PPG17. From a sustainability point, any community centre would be better linked to external play space/playing pitches.
- The Sports Facility Calculator suggests that contributions of £329,720 for sports halls; £24,258 for indoor bowls and £174,155 for swimming would not be unreasonable for this development. Sport England have confirmed that following discussions with the agents they may be able to withdraw the objections subject to developer commitments to open space and sports provision being included.
- **Warwickshire Wildlife:** No objections.
- **West Midlands Fire Service:** Proposals appear satisfactory from a Fire Authority Point of View.

PUBLIC RESPONSES

- The application was first submitted in October and was advertised in the Coventry Evening Telegraph on 21st October 2004. Twenty-four site notices were displayed around the site and on Broad lane, Banner lane, Tile Hill lane and Station Avenue.
- A public exhibition was also held on 27th and 28th October 2005.
- The following public comments were received:
- **Coventry and Warks Accessible Transport Committee:** oppose plans as major over development of site. Could cause more pollution, more congestion on already busy road. Problems with existing flooding made worse.
- **Mr. and Mrs. Bonsor 956 Eastern Green lane:** concerned about Bestway site. Noise and traffic problem. Needs to be an open debate where we can hear all opinions. Brook needs to be culverted. Bus terminus should remain as close to lot of OAP's. Doctors and chemist would be useful on site. Balancing ponds need to be secured
- **Mrs. Helen Ward 2 Nova Croft:** Proposals need children's nursery and sheltered housing for the elderly. Concern about extra traffic on Broad lane (Persimmon said new access will accommodate a third of all traffic). Hopes Planning Department will take note, as everyone locally is of the opinion that we will not have a say in what happens.
- **B.K. Anderson:** Proposals need children's nursery, sheltered housing for the elderly (e.g. Rosegreen in Cheylesmore), questions what shops to be provided – post office? Extra traffic on Broad lane a worry, road is narrow, serviced by two buses and traffic drives too fast.
- **P.M. Orledge 1002 Broad Lane** (on behalf of Broad Lane Neighbourhood Watch):

- Main area of concern is the access off Broad lane. Irresponsible to create another access when unless traffic calming has been undertaken. Access sited at bend on the Solihull boundary, motorists use excessive speed both on leaving and entering this area. Traffic calming measures required, including speed restriction signs. Traffic has increased on this road since traffic calming took place in Park Hill, Allesley. Concern about lorries and large containers using this access, problems already with the composting site within Solihull. Large HGV should not be allowed to use Hockley lane.
- **Mrs. J.E. Choudhury 1018 Broad lane:** Requests that any development on former social club site is office based rather than industrial to keep noise disturbance to a minimum. Request any development is adequately screened and landscaped to reduce visual impact. Speed restrictions need to be moved beyond proposed Broad lane access – suggest traffic management needed (30mph flashing signs). Overall plans positive.
 - **J.D. and A.F Beresford 960 Broad lane:** Fairly happy in principle, but concerned that on large scale developments extensive planting is shown to ease plans past planning dept and general public, once planted they have little maintenance and die with overall poor visual appearance (such as the poor frontage of the adjoining Wickmans site in Banner lane). Requests a condition be imposed requiring a comprehensive maintenance contract be held for first five years.
 - **Enodis Group Ltd:** Holding objection. Developing employment site to south of site on Banner lane with two extant B8 permission sites. The development brief incorrectly refers to the adjoining site as science and technology, rather than industrial and less suitable adjacent to proposed residential units. Noise barrier erected on the boundary was to protect Enodis site from Massey Ferguson noise and it should not be assumed that it will now be retained. Noise assessment fails to take into account impact of B8 uses on new residential.
 - **D.T. Wall 43 Goldthorn Close:** Water from application site currently runs into Guphill Brook and from west Eastern Green. Concerned that development does not increase water levels within the Guphill Brook which runs on the northern side of his property (3 metres from front door) and increase erosion and flows within it affecting his property and others in Hanwood Close.
 - **D. Rose 8 Kenthurst Close:** AGCO exploited workers and whole of Coventry and walked away from site with undisclosed profits. The 1932 conference centre in Banner Lane is of superb craftsmanship and should be kept. The tower block is a blot on the landscape and should be dismantled instead. There is no need for office space in Coventry. The movement of asbestos and the resiting of the club need to be assessed.
 - **Morningstar 33 Garrick Close:** Raises concerns about pollution on the site: effect of building works on local wildlife (run-off into Till Hill Nature Reserve). Effect on growth and food animals after development (e.g. it toxic waste not properly removed). Suggest allotment area close, local composting facilities by and energy efficient and sustainable housing design, lifetime standards housing should be provided. Wildlife habitat and transition between the site and habitats should be increased. Home working should be encouraged. E.g. the community facilities could accommodate a library or community rooms.

- **Colin Houlton Coventry Diocese:** interested in developing a church on the site.
- **Dean O'Brien 21 Fow Oak:** Supports proposal.
- **Hollybrook, 99 Broad Lane, Coventry:** Main concerns: increased traffic along Broad lane, including HGV; increased drainage problems; impact of vibration and noise from heavy lorries on the narrow part of Broad lane. Exit onto Broad lane should only be for traffic turning left to Solihull/Birmingham. Use of lorries at the site at night should also be restricted. Measures to reduce speeding along Broad lane introduced. Proposal should include a day nursery, sheltered housing for the elderly, a health centre and a decent food shop.
- **938 Broad Lane:** A roundabout is needed at the junction of Broad Lane and Banner lane.
- **J. C and J Williams 6 Aspen Close:** Reduce number of houses by 150. Too many cars and traffic movements on Banner lane More green space needed between dwellings. Name of development could cause problems with other older estates. What provision has been made for doctors, dentists and schooling?
- **Rosemary and Keith Pettigan 3 Beechnut Close:** Well design site, lots of trees, welcome GP surgery, mixed of housing including top of range housing good.
- **Rev. M. Hobgen, on behalf of Limbrick Wood Baptist Church:** concerned about impact on road system, community facilities need to include competitive local shops, full range medical facilities needed, community hall needed which can be used by partnership of local churches.
- **Alan Briscoe, Home Farm, Berkswell:** Questions Green Energy and sustainability policies being promoted by the Government will be met He is farming alongside the development and funding a feasibility study into combined heat and power to be built to supply the development.
- Following the receipt of revised documents in June 2005 a further advertisement and consultation process took place. The application was re-advertised on site and then within the press on 7th July 2005. The Developers held a further public exhibition on Thursday 30th June. The following responses have been received:
- **Mr M Roberts of 53 Nova Croft:** Concerned about noise and disturbance from the proposed industrial (B2 uses) shown adjacent to the northern boundary on the master plans. This land would be better suited for housing land. Concerned about noise and disturbance from the demolition works. He is concerned that these concerns are not being addressed. The relocation of the sports and social club would result in the loss of a local community facility, the proposed location adjacent to sports playing fields would be unsustainable, it would be too far to walk and existing patrons would have to drive to get there.
- **T. Orledge, 1002 Broad Lane (on behalf of Broad Lane residents):** The revised (Broad Lane) junction is on a blind bend. Residents have previously submitted with the help of Cllr O'Neil a 90-signature petition raising concerns about speeding and traffic conditions on this part of Broad Lane. A meeting held on 1st July and Public Report issued.

Although steps are being taken to slow down traffic the added junction will encourage more traffic (especially HGV) to use this entrance to the estate. Broad Lane as described as an arterial road, but this part of the road is very narrow.

More and more container lorries from the site in addition to composting site lorries are using Broad lane and Hockley Lane.

The potential future access to Bestways will increase traffic on this part of Broad Lane.

No one from CCC was available at the June public meeting.

Non-cooperation from Solihull MBC has been a major part in changing the plans.

- **Kath Spare, 1016 Broad Lane:** the new road and access onto Broad lane would have been better placed, near Back Lane, with a roundabout island, which would help solve the problem of traffic speed. Access is situated on the curve of the road.
- **Mr and Mrs J Shorney:** Loss of social club will have marked effect on community and neighbourhood... Science and Technology Park, storage and distribution and offices will be directly opposite their house. New access from Broad Lane closer to house – told it had to be moved because of Solihull objections. Have lived on Broad Lane for 30 years, many cars from Balsall common take no account of speed limit as struggle to take bend, resulted in cars in the ditch to the front of gardens and some people even lost lives. 650 houses also have access to this road and a bus route. Broad Lane cannot cope with traffic, brook is collapsing. A traffic island or diverting traffic onto Broad Lane would be preferred. There are new factory units proposed, but several units lay empty across the city and on the former Wickman's site.
- **Rev Brian Regan:** (writing as Parish Priest Tile Hill, local secretary to Council of Churches and on behalf of Cathedral and Diocesan Offices) have been in consultation with applicant for several months, wish scheme to accommodate health and dental care, education, transport and ecumenical place of worship which could also be used for other community functions. Concerns about car journeys per household being lower than projected, hope public transport well catered for.
- **D. Britain, 3A Hockley Lane, Eastern Green:** Concerned about moving the social club away from Eastern Green residents to other side of site. Too far to walk. Concerns about the vitality of the club and noise for new residents.
- **Mr. and Mrs. Shepherd 1022 Broad Lane:** Question why existing Broad Lane access not to be used. What provision for traffic calming, implications of the new Broad lane access have not been thought through. Additional school places needed as schools at capacity.
- **Mr. and Mrs. J.E. Choundhury 1018 Broad Lane:** Overall pleased with proposals, but concerned that Broad Lane access moved closer to residents with less visibility. Strongly urges Council and developer to consider traffic calming as accidents occur regularly due to speed. Please consider pedestrians and residents trying to get on/off driveways.
- **P.M and R.J. Orledge 1002 Broad Lane:** Very concerned about extra traffic on Broad Lane/Hockley Lane near revised access to the site. Need traffic calming in liaison with Council.

- **J. Whelan 1012 Broad lane:** Concern about revised Broad Lane access, considering amount of speeding
- **M.A. Whelan 1012 Broad lane:** Does not agree that revised Broad Lane access is safe due to speeding. Original access proposal should be retained. Consultation between Solihull and Coventry Council's should be started.
- **J and E.R. Fryatt 996 Broad lane:** Traffic calming needed motorists travel up to 90mph on Broad Lane. A doctor's surgery and day nursery needed and a decent shop e.g. Tesco Express and a chemist.
- **J.D. Ward 2 Nova Croft Broad lane:** Need good shop, children's nursery and doctors surgery and something will need to be done about speeding.
- **Mr. J. T Bradbury 11 Nova Croft:** Original trees on bank to Broad Lane planting for noise – should not be removed. Would like details of long term off site financial contributions. Number of houses proposed will be excessive demand on schools.
- **Mr J Larassen 8 Fow Oak:** Tower block should be demolished, it was bad planning and is out of place. Time for today's planners to rectify mistakes of their misguided policy them in being.
- **A petition** bearing 227 signatures objecting to the relocation of the Sports and Social Club was received on 28th September. Petition states that the Club is a thriving well established family business, a living heritage of the Massey Ferguson tractor factory and boast artefacts and historical pictures of the site. It is a safe and friendly environment for all to enjoy as a community centre, youth club and meeting place. Many local residents are involved in team activities held at the social club. The relocation would jeopardise the long standing history and success of teams as the location would not be accessible by foot to all team members. The relocation would destroy the good community spirit that has built the Club into a successful business. Cllr Mrs Johnson has also submitted a petition in respect of the detailed application for the highway works and as those details evolve from this proposal wishes that petition to also be considered

ISSUES

- Policy OS1 sets out the overall objectives and outcomes of your CDP of promoting economic regeneration, social equity and environmental quality in order to create a regenerated, sustainable and high quality city.
- Your CDP looks to ensure that there is sufficient employment land to secure full employment during and beyond the Plan period. It predicted the amount of land required for employment uses (specifically defined in Para 5.11 as land for uses falling within Classes B1, B2 and B8 of the Use Classes Order) on the basis of the long terms trends of employment land take up. However provision was made through Policy E6 and E8. The need for employment land necessitated the release of green belt land at Jaguar Whitley and at the former Coventry Colliery site, now Prologis.
- The April 2005 Monitor indicates that in respect of employment land there is currently a very limited supply of available land to meet the need of inward investors and local demand. As the table below shows there are very few sites and these are relatively small:

| Sub-Regional Employment Sites | | | | | |
|--------------------------------------|--------------|-------------|------|-----|---|
| Coventry Business Park | 2.37 | 0.0 | PD | Yes | |
| Westwood Business Park | 1.50 | 0.0 | G | Yes | |
| Parkside 1 | 0.26 | 0.00 | PD | Yes | |
| Parkside 2 | 0.00 | 0.90 | PD | Yes | |
| University of Warwick Science Park | 0.30 | 0.00 | G | Yes | |
| Cross Point | 2.45 | 0.00 | G | Yes | |
| Keresley Strategic Regeneration Site | 12.31 | 1.59 | PD/G | Yes | |
| Binley Business Park | 1.85 | 0.00 | PD | Yes | |
| Meriden Business Park | 0.00 | 0.62 | PD | Yes | |
| Sub Total | 21.04 | 3.11 | | | |
| Good Quality Employment Sites | | | | | |
| Banner Lane (Wickmans) | 2.23 | 0.00 | PD | Yes | |
| Aldermans Green Phase 2 | 2.30 | 0.00 | G | Yes | |
| Leofric Business Park | 0.25 | 0.00 | G | Yes | |
| New Century Park | 4.70 | 0.00 | PD | Yes | Forms part of a proposed employment redevelopment site. |
| Websters/EMR | 2.50 | 0.00 | PD | No | Involves relocation |
| Sub Total | 11.98 | 0.00 | | | |
| TOTAL | 33.02 | 3.11 | | | |

- Up to April 2005 some 97.6 ha has been developed leaving a requirement of 110.5 ha (of which 4.1 is currently under construction). Very little redeveloped land has yet emerged but is likely to come forward in the second half of the Plan period. The 23.4 ha from New Century Park and Peugeot Humber Road will be committed to existing users and not be available to the general market.
- Conversely monitoring of the supply of housing land indicates that minimum targets are being exceeded at present and recent substantial schemes will add to that supply.
- The Banner Lane site comprises 33.7 ha of land formerly used by AGCO / Massey Ferguson for the manufacture of tractors and as their European HQ but that use has substantially ceased and AGCO will relocate their headquarters to premises at Stoneleigh.
- Policies PA4 and 6 of the Regional Spatial Strategy (RSS) and Policy E8 of your CDP do provide specific guidance on the redevelopment of employment sites and are the lead policies for this application. Policy E8 seeks to protect and maintain employment land in employment use, but it does provide a basis for it to be demonstrated that complete retention or redevelopment for employment uses is not a realistic prospect. It provides a sequential basis for determining the extent to which quasi employment or non-employment uses could be supported. It requires that an applicant will be required to justify the extent of non-employment uses through an

economic, environmental or traffic assessment, and that often the preparation of a master plan.

- The sequential approach in the first instance looks for quasi-employment uses (other uses that provide employment such as car showrooms, hotels, leisure, training centres). However the text (Para 5.40) indicates that such uses should not exceed 10% of the developable site area. When it is demonstrated that the mix of employment and quasi employment uses will not bring about development a mixed use approach with a predominance of employment is required. It is expressly stated that predominance means at least 65%. However Para 5.42 recognises that allowing residential use on former employment sites can facilitate effective redevelopment of the area providing a choice of new homes in close proximity to local facilities and the public transport network.
- The concept plan identifies that the extent of employment and quasi employment uses would be confined to 16.7 ha although it also proposed to retain the tower block providing further employment floorspace (8,600 sq.m) to add to the projected 52,370 sq m on the redeveloped land
- The tower block (8,600 sq.m) is a dominant feature on the skyline and whilst Policy E5 seeks to encourage the development of new offices in or adjacent to centres and RSS Policy PA6 conformity criteria do seek to restrict office development outside centres to no more than 5000sqm. However, because the office block is already in existence as part of the previous use of the site its continued use as offices is accepted.
- The applicant has commissioned an assessment of the market potential and physical suitability of the tower block in order to show its viability for office re-use. This indicates the physical capability of the building for sub-division and states that electrical / mechanical and asbestos assessments indicate its viability. Whilst representations indicate that this “blot on the landscape” should be removed it has the potential to create a considerable number of jobs particularly linked to research and development and incubators
- Ultimately there must remain some doubt over the viability of the re-use of the tower block in the market place. Whether the office building makes a contribution to employment floor space depends upon the building being let and this is dependent upon there being a party willing to take on the risk of owning, managing and operating the building.
- Recognising this risk negotiations sought to agree an approach where a quid pro quo area that could accommodate 8,600 sq m of floorspace, would be held in reserve and would only be released for housing development when the block has been refurbished and after a minimum occupancy of 50% had been secured. The applicant has firmly opposed this on the basis of the lack of certainty to them and the impact on the financial viability of the overall scheme.
- The economic assessment submitted in support of the application states that the extent of housing is necessary to meet the abnormal costs of demolition, site decontamination and remediation and new infrastructure works (including extensive off-site works and measures). The applicant is seeking to offset the site costs of demolition, decontamination and remediation, and the off-site costs mainly connected with highways and

- green travel provision, by the development of 650 housing units on 14.9 ha of the land.
- Whilst a higher ratio of employment to residential uses would be preferred, and is less than that anticipated by your CDP (around 48% compared to 65%) the early provision of 16.7ha of serviced employment land which can be required by condition before any housing is occupied will provide more certainty for the future redevelopment of the land. There are several factors that lead me to conclude that the proposal probably represents the best package to deliver in the short term employment land:
 - The site is in a peripheral location and it has restricted direct access to high-speed distributor roads [although the applicant proposes to further scope opportunities].
 - The sites location does restrict the potential for quasi employment uses
 - the mix of uses as proposed does mean that traffic generation from the site has a minimised impact on the network in the surrounding area.
 - the concept plan provides sufficient flexibility to provide a range of needs in terms of plot sizes capable of B1(b), B1(c) and or B2 users to respond to the market
 - The nature of land uses along the radial routes to the site are mixed and this will deter potential investors.
 - Policy H1 encourages a range of housing and promotes a high quality environment. Policies H7 and H9 recognise the important contribution which windfall additions to the housing land supply make to the overall provision for housing in Coventry although as previously indicated monitoring indicates that there is a sufficiency to meet development plan requirements.
 - Policy H9 indicates that housing development will be permitted subject to:
 - Compatibility with nearby uses
 - The provision of an attractive environment
 - Convenient pedestrian access to local facilities
 - Being well served by public transport and
 - Compatibility with other Plan policies
 - I consider that subject to detail layout and design criteria that housing development can be compatible with the adjoining Banner Park industrial development on the former Wickman industrial site and with the proposed industrial development. Modern industry is “cleaner” than traditional industries but in any event buildings can be design to contain any potential noise and control smell and fumes. Specific residents concerns can therefore be addressed when considering reserved matters
 - Given the limitations of site access to the trunk road system I do not consider that the site is suitable for warehousing uses and a condition excluding any primary use for warehousing and distribution is recommended
 - The site provides the opportunity for an attractive residential environment and a quality design consistent with Policy H12. However, the provision of the proposed number of houses also needs to be serviced by possible local shops [which will also meet the daily needs of potential employees at the site] , open space, education and social facilities and needs to be

accommodated within the local neighbourhood in a sustainable manner with maximum accessibility for non-car transport and sustainable design.

- The proposed housing land needs to be developed in a sustainable manner, a design framework is proposed, with a grid pattern of roads linking of a main route to the sports playing fields, with adjacent footpath / cycleway to undulating residential roads and shared surface cul-de-sac. Given the need to minimise car travel and on street parking, maximum linkages to the existing footpath and cycleway network on Banner Lane and proposed cycleway on Broad Lane are to be proposed. New pedestrian crossing points on Banner Lane and improved pedestrian access across Banner Lane to Station Avenue are also envisaged as part of the off site highway works. There are existing footpath links running north south to the west of the site and also separating from the former Wickman's site which are maintained by the proposals

Education Facilities

- In respect of local facilities the site is within the catchment of Limerick Wood and Templars primary schools and Woodlands and Tile Hill secondary schools. Both primary schools are some distance from the site. The addition of 650 houses to the local catchments will create additional demand on the local school network and primary school places in particular. On the basis of the detailed assessment of surplus school places and catchments areas, the £250,000 contribution by the applicant through a planning contribution will assist in meeting needs. This funding will have to be paid at an early stage to ensure facilities are in place and it must be acknowledged that catchments may need to be revisited and choice will be reduced.

Local Centre

- A local centre of approx 1400sqm is proposed on the concept plan within the employment land adjacent to the northern Banner lane access. As part of the public consultation process interest was expressed in the provision of local facilities, doctors surgery and chemist and a community hall that could be used for a number of uses including ecclesiastical to serve the new housing.
- Policy S11 deals with edge of centre and out of centre retailing proposals and indicates that this will only be permitted if it is demonstrated that:
 - there is a need for the proposal;
 - more central sites are not suitable, viable and likely to become available within a reasonable timescale; and
 - the proposed site is accessible by a choice of means of transport.In addition, proposals are required to meet the following criteria:
 - they should not have a harmful impact on the vitality and viability of any defined centre either alone or cumulatively;
 - they should not have a significant harmful impact on wider travel patterns and car use;
 - they should be compatible with nearby uses; and
 - they should be compatible with other Plan policies.
- In respect of proposed retail units. The CDP sets a hierarchy of provision for retailing with the City Centre, major district centres, district centres and local centres. A retail impact assessment has been submitted to assess the impact of the development on the existing district centre at Jardine

Crescent and local centres at Station Avenue and Sutton Avenue. Sutton Avenue was identified as having a number of vacancies but subsequent surveys have indicated that there have been further take up of these units

- I consider that the location of the site and of the existing centres is such that a limited extent of retailing sufficient to provide solely for daily needs of residents and employees should be incorporated. However to ensure that the nearby centres are not prejudiced I believe that a maximum of 3 units totalling 750sq m gross should be supported. The residential development will help to underpin the nearest District Centre at Jardine Crescent, given the limit on the extent of any single retail unit within the proposed local centre to not more than 250 sq m.
- A possible D1 use such as a doctor's surgery or day centre is also envisaged within the local centre but at this stage there are no specific proposals. Public responses have identified such a need and there is a known requirement from local doctors which it is likely would require a land take of up to 0.4ha
- Local representatives have also identified a demand for a religious building but this need is not proposed to be met within the current scheme.
- The provision of a new local centre subject to the limitations in respect of the size of units and maximum over gross retail floorspace would not in my view be contrary to CDP policy as it would serve the daily needs generated by the proposed development and would not be likely to undermine existing community and shop facilities.

Sports & Social Club

- The existing sports & social club is located off Broad Lane and the applicant proposes its relocation and re-provision in either the local centre or adjacent to the sports field, as shown on the Concept Plan.
- The petition seeks its retention within its current location, so as to avoid the loss of a local community facility. Policies SCL14, SCL2 and SCL3 apply to redevelopment of such community facilities and requires them to be located in suitable locations and where they may continue to serve their user conveniently.
- The existing location would restrict the potential redevelopment of the employment site. It is suggested that the existing building also requires updating and refurbishment, which the applicants indicate would not be cost effective. Two alternative locations for new facilities are now proposed: within the local centre or adjacent to the sports playing fields.
- The local centre has the advantage of being more generally accessible to the existing Eastern Green patrons, the proximity to other social and community facilities and having the benefit of public transport access.
- The advantage of the alternative location is the proximity to the sports pitches and the ability to bring both parts of the club into physical juxtaposition. Given the competing merits of both locations, ultimately the decision will be heavily influenced by the balance of benefits to the sports & social club itself.
- In accordance with policy SCL13, where housing or commercial development would add significantly to demand for social and community, leisure, sport and education facilities and there would be a resultant

shortfall, the provision or improvement of facilities or a related financial contribution will be sought by negotiations.

- It is important that alternative facilities are provided prior to the demolition of the existing club and that facilities sufficient to enable the existing activities to continue are included in any alternative building so as to ensure that there is no overall loss of facilities contrary to policy SCL14.
- Despite the peripheral location of the site public transport improvements proposed have the potential to ensure an accessible location
- In respect of compatibility with other plan policies the principal policy is E8 that has already been addressed.
- Of the 650 dwellings it is proposed that 15% will be 4/5 bedroom "aspirational" houses, which is in line with the quality of this site and the policy of the City Council in encouraging greater choice and opportunity for people to live and work in Coventry.
- Policy H10 seeks at least 25% of new dwellings to be normally sought on sites larger than 1 ha to be affordable in order to help meet demonstrable housing need across the City. The applicants are proposing the provision of 98 affordable dwellings overall of which 88 will be in the first phase of the housing development amounting to 15% on-site provision. They are also proposing the provision of a contribution to fund the provision by refurbishment or new build of a further 10% of affordable housing off-site in the area in liaison with Whitefriars and the City Council. On this basis Policy H10 is satisfied

Sports playing fields and leisure/open space.

- Policy GE1 provides green space standards and looks to secure minimum standards in respect of outdoor playing space (available for sport, active recreation and children's play); public parks and gardens; and natural green space. Policy SCL13 provides the mechanism for securing improved facilities, which a 650 housing development and to a lesser extent the science and technology park would require.
- Policy GE9 requires the provision of good quality green space in new housing developments outside the City Centre. Where new green spaces are provided this policy requires developers to address its future maintenance, which may be secured through legal agreements, and provision is made for off-site provision within the catchment of the site subject to an appropriate planning obligation and financial contribution to secure such provision, where provision within the site is not practical.
- Within the locality there are recreational spaces at Floyds Fields and at Tile Hill Wood, Pig Wood and Plant's Hill Wood. The applicant is proposing the retention and maintenance through a management agreement of the sports pitches relating to the Massey-Ferguson sports & social club on land adjacent to this application site in Solihull MBC. The applicant is also proposing the provision of changing rooms as part of this separate planning application to Solihull and are proposing a separate section 106 agreement with the City Council, Solihull MBC and possibly Sport England to ensure the ongoing provision of the sports pitches and changing facilities.
- The Concept Plan shows a central strategic open space area (1.8 ha) between the employment and housing areas, extending between the tower block and the green belt countryside beyond. This area is proposed

to incorporate a neighbourhood park and includes a Neighbourhood Equipped Area for Play (NEAP) and a Local Equipped Area for Play (LEAP) together with pathways, landscaping and seating to create an informal park. This area also provides the landscaped buffer separating the principal land uses. An additional 0.1 ha of open space is proposed close to the retained sports pitches. Elsewhere, within and adjoining the residential areas linear open spaces incorporating retained trees are envisaged to provide a further 1.5 ha of incidental open space of visual rather than recreational value.

- The Sports playing fields [located within Solihull administrative area] are proposed as the main recreation space to serve the housing development. Obligations are required to ensure therefore that these facilities remain publicly available and accessible in perpetuity. Furthermore a management plan will be required before any development commences a Management Plan to show the extent of sports and recreation facilities provided and how they will be safeguarded and maintained for the long term. A planning obligation can also require a sports development plan, incorporating a local needs assessment.
- Conditions are recommended to require the provision of the appropriate number of play areas with the details of the precise location left to the detailed reserved matter stage.
- The site is adjoined by designated Green Belt to the west in Solihull and policy requires that any development must not cause visual harm. I consider that detailed design factors when considering reserved matters can ensure that the Green Belt is not compromised.
- Policy BE20 requires a high standard of landscape design and boundary treatment to soften and integrate developments into surrounding areas, and enhance ecological value, with special emphasis along main transport corridors. The Concept Plan shows strategic landscape buffers to the development site adjacent to Broad Lane and Banner Lane, which retain existing trees and provide an attractive setting for the scheme.
- Conditions can be recommended to ensure that nature conservation issues are fully assessed in accordance with the EA and the recommendations of English Nature

Highways & Green Travel

- The proposal includes extensive off-site highway works necessary to secure the most appropriate routes are available for traffic and to deter the need for rat running through residential areas. In particular works will be required to
 - A45 / Broad Lane junction
 - A45 / Parkhill Drive junction
 - Broad Lane / Jobs Lane / Alder Minster Road junction
 - Broad Lane / Banner Lane roundabout
- It may be appropriate to impose weight restrictions on the adjoining residential roads to ensure that industrial traffic uses Broad lane, Banner lane and Tile Hill lane.
- Policy AM14 recognises that new roads will be promoted and encouraged where they assist economic regeneration, improve safety, enhance transport efficiency and satisfactorily address environmental impacts. The attractiveness of the employment land will in part depend upon its wider

road linkages and the ease of access and egress from the A45 and it is this factor that principally determines its classification.

- The Traffic Assessment suggests that the traffic generated by this development alone cannot require or fund the construction of a possible link road to the A45. However the figures suggest that as the A45 junction links become busier, the requirement for a link road in the future will have to be considered and such a route which significantly enhance the attractiveness of the site . An initial study by the applicant suggested a limited amount of the site traffic would be diverted onto such a road. This would need to be informed by a more substantial piece of work and the applicants have agreed to fund further studies
- The requirement to increase the accessibility of the site via Green Travel is essential for this edge of town site if the development is to fulfil sustainability objectives. Green travel proposals for both the employment land and residential development are proposed as part of this development. The concept drawing seeks to integrate the site within the existing network of footpaths and cycleway, with a number of routes through the site, including a potential sustrans route the northern (Broad Lane) boundary.
- Measures including providing pedestrian crossing points across Banner Lane and improving pedestrian crossing at the Station Avenue/Tanners Lane/Tile Hill Lane junction will increase pedestrian accessibility to schools, the station and local facilities.
- In this respect it is considered that scheme will accord with Policy AM 9 and AM12 in respect of ensuring convenient and safer pedestrian and cycle routes.
- Policy AM2 and 3 promote and require the provision of enhanced bus transport as part of major development schemes. It is proposed that bus services Nos. 10 and 11 are combined and renumbered as service 11, upgraded to a Prime Lines bus route via Eastern Green Lane and Hockley Lane, through the Broad Lane access and then out onto Banner lane. This proposal would reduce journey times to the City Centre to 12 minutes and hence increase the accessibility by public transport, as well as providing a viable alternative to private car.
- Such a scheme will also require the provision of a new bus terminus on site to Prime Lines standards (shown on the concept plan) and the associated infrastructure; this would again require planning contribution funding.
- The diversion of bus services from Tile Hill Lane, the station and Warwick University should also be considered as part of an overall Green Travel package and be funded through the planning contribution although as yet these have not been fully costed. This will also maximise the accessibility to jobs for local people from the Canley area.

Site Access

- Two means of access to the employment land are proposed. The main access will be off Banner Lane with a road link to Broad Lane where there will be a second access. A third means of access off Banner lane will serve the residential development.

- Historically, Banner lane was the site frontage, with a Broad Lane access adjacent to the Solihull boundary being the delivery access to the Massey Ferguson site.
- The Banner Lane access is the logical main access to the science & technology park with a proposed roundabout at Broad Lane/Banner Lane helping to channel traffic in this direction.
- The existing Broad Lane access does not provide adequate sight lines and hence the access is shown relocated in a location where sight lines in excess of those required for a 30 mile an hour speed limit are available. There are proposals for a 30mph variable message sign and speed reduction road features and markings to help reduce speed from the unrestricted Solihull section of the road into Coventry. A condition could require such measures before the access is first used.
- Solihull MBC has raised objections to proposed works within their jurisdiction (west of the site) as being inadequate. Local residents have also indicated concerns and a desire for traffic calming.
- A roundabout at this junction has been considered to slow traffic, but was rejected by the applicant on the grounds that it would be an unnecessary for highway safety, would involve a significant urbanising feature (with associated tree loss, road markings and lighting). Such a feature could not be substantiated on traffic volume or highway safety grounds in their view.
- It is considered that an access onto Broad Lane at this point is acceptable, but that traffic calming measures should form part of these works. Any off site speed restriction works will need to be the subject of further negotiation and addressed via a legal agreement.
- A third site access off Banner Lane is shown on the Concept Plan to provide the main access for the housing development area. This is shown to link with two internal roads through the overall site to the employment area and the local centre / bus terminus. The two Banner lane accesses have raised no objections and are acceptable on highway grounds.

CONCLUSION

Following extensive and protracted negotiations the package of proposals is considered to deliver the early redevelopment of the site. Conditions relating to phasing are recommended that are crucial to ensure that the 16.7ha of employment land is delivered as a service area with primary access points before any housing is permitted to be occupied. Furthermore highway works must be completed in all respects and prior to this the replacement sports and social facility must be provided and available for use. It is therefore recommended that permission be granted subject to conditions following the completion of appropriate legal agreements and providing that the First Minister does not wish to intervene

LIST OF BACKGROUND PAPERS

PROPER OFFICER: Head of Development Regulations

AUTHOR: Lesley Wroe - Planning Control Manager (024) 7683 1225

PAPERS OPEN TO PUBLIC INSPECTION (all at City Development Directorate, Civic Centre 4, Much Park Street)

Planning Application File: 52000

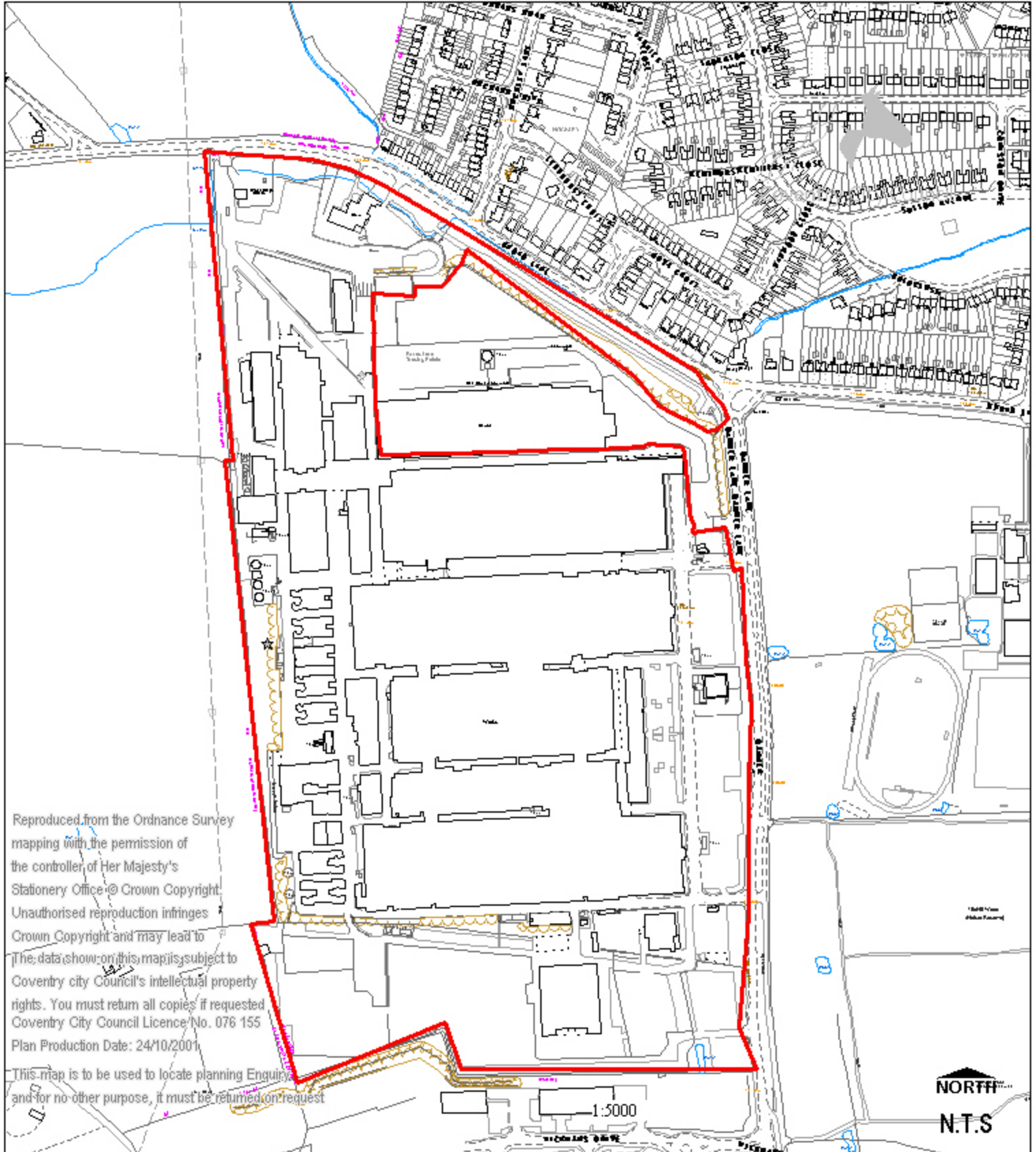
Coventry Development Plan 2001

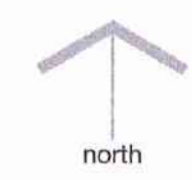
CASE OFFICER : Suzanne Clear

Land to west of Banner Lane and South Broad Lane

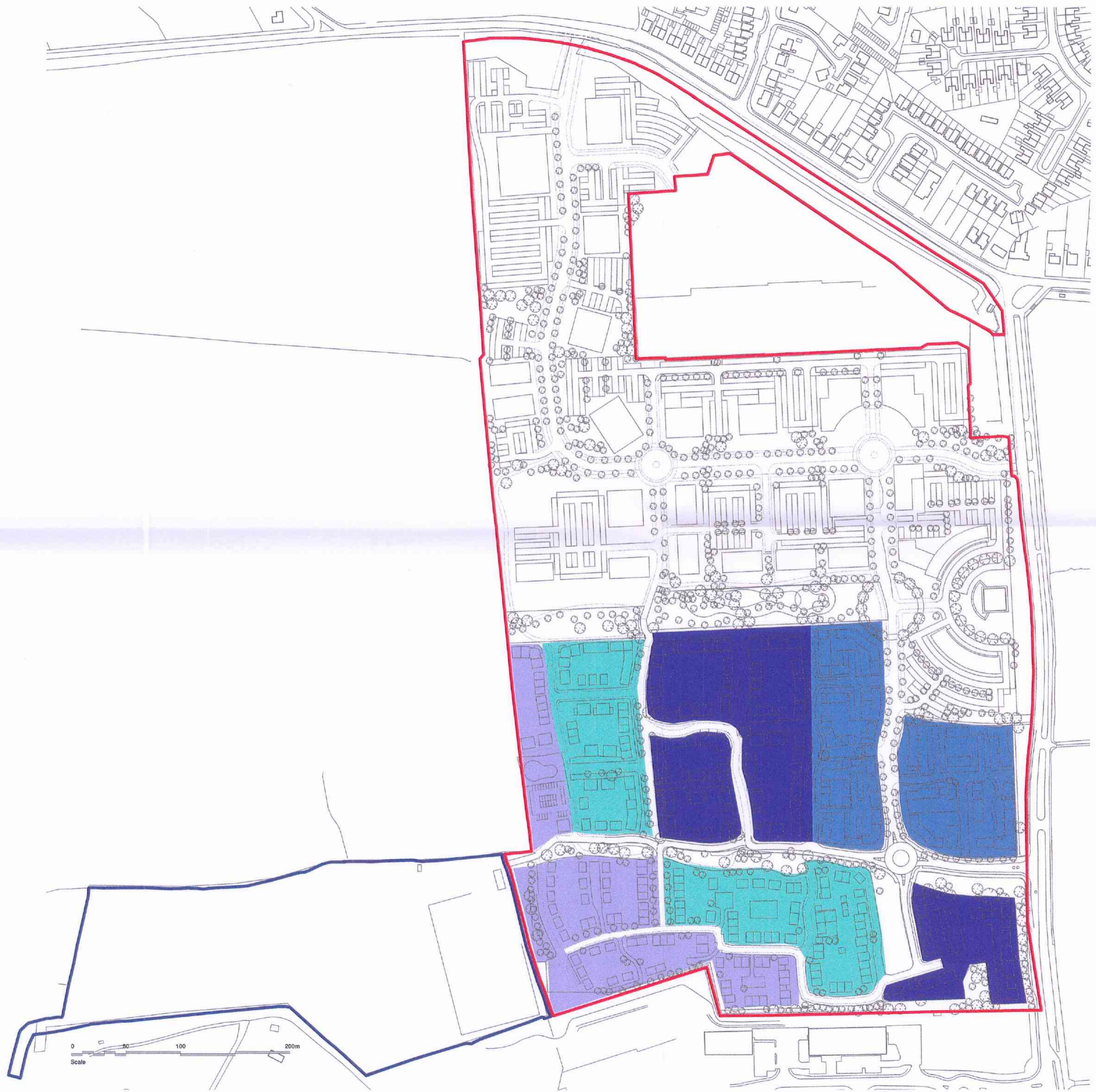
 Application Site

City Development Directorate Development Regulations

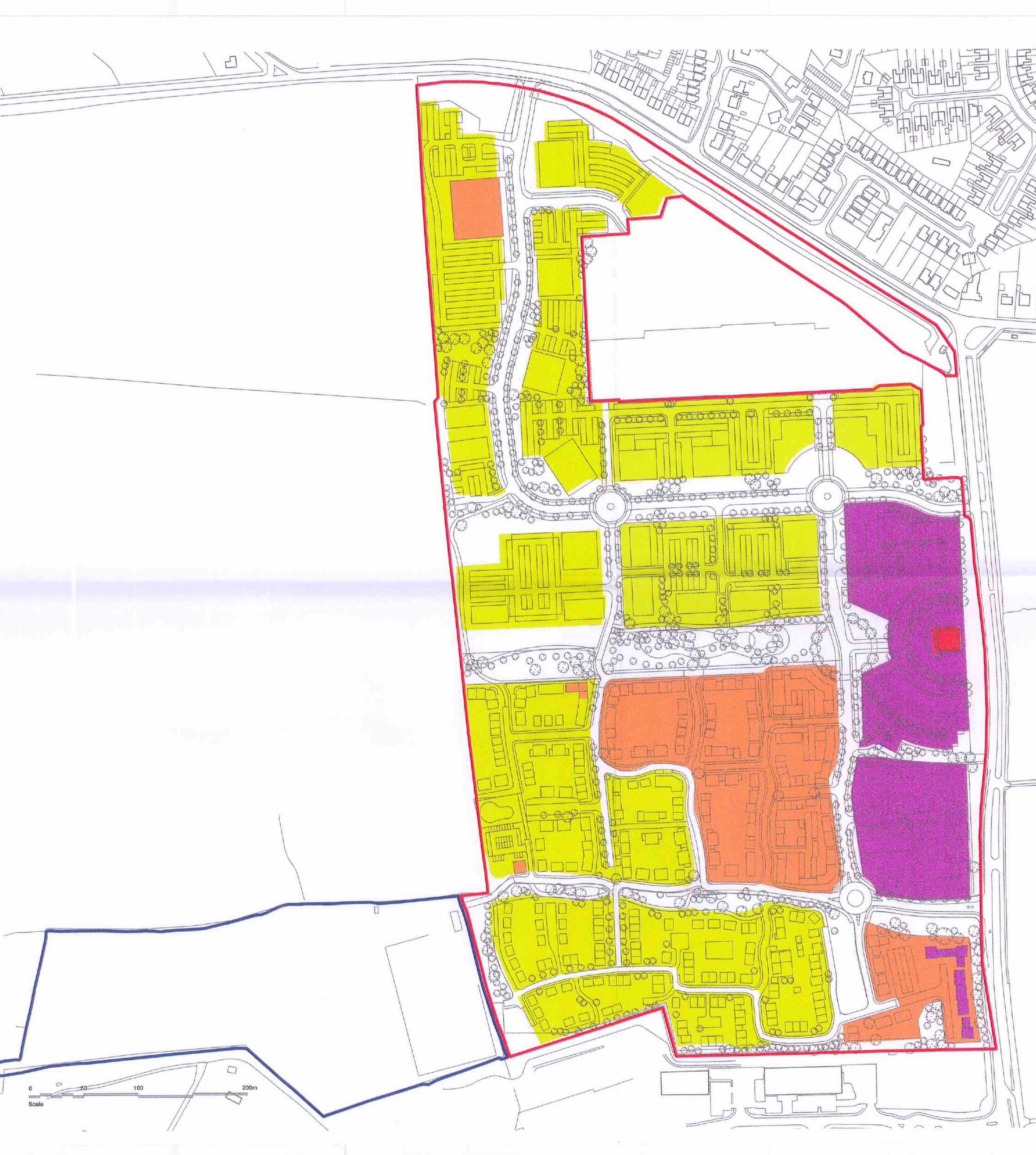
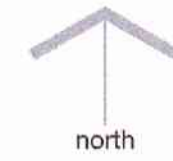




- High density @50 dph - apartments and terraces
- High - medium density - keynote apartments / terraces @40-50dph
- Medium - low density - keynote apartments / terraces / semi detached / detached dwellings @30-40dph
- Low - medium density - few keynote apartments / terraces / semi detached / detached dwellings @20-30dph



| | |
|--------------------------------------|----------|
| Persimmon Homes (South Midlands) Ltd | CLIENT |
| Bannerbrook Park | PROJECT |
| Densities Plan | TITLE |
| 29/9/2005 | DATE |
| 1:2500@A2 | SCALE |
| SHB/CJH | TEAM |
| P.0127_26 | DWG. NO. |

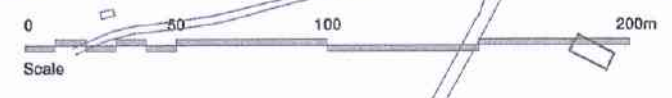


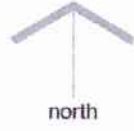
- Tower - 16 storeys (@ + 48m)
- Generally up to 5 storeys employment at base of tower (@ + 17m - 20m ridge height)
Up to 6 storeys residential and Keynote Buildings (@ +18m - 21m ridge height)
- Up to 3 storeys residential / employment (@+10.5m - 15m ridge height)
- Generally 2/2.5 storey residential / employment (@+7.5-11m ridge height)





Based upon average
2.5m - 3m storey height, 3 - 3.5m roof residential
3.5 - 4m employment, 3m roof / void

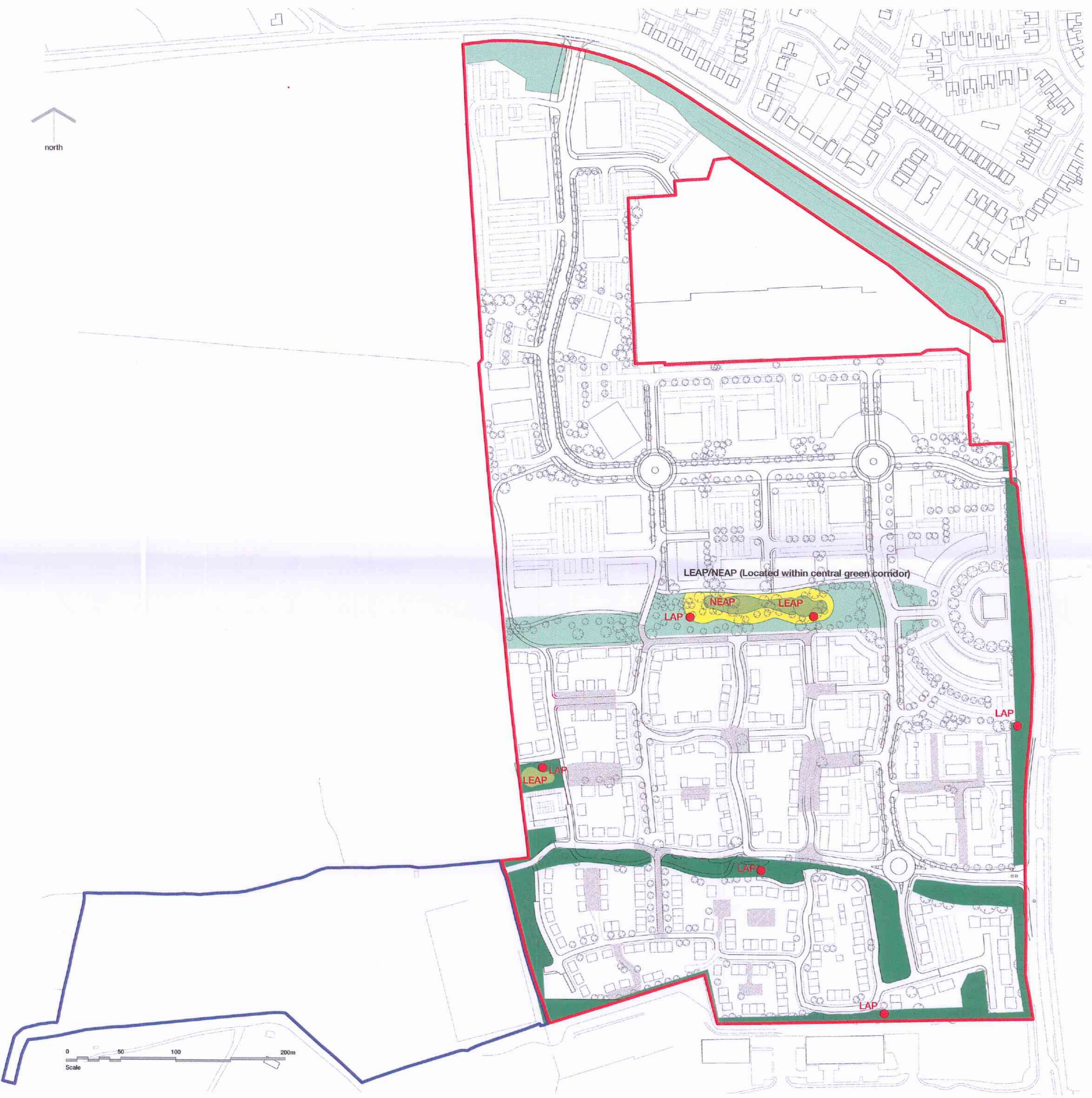
| | |
|---|---------|
| Persimmon Homes (South Midlands) Ltd | CLIENT |
| Bannerbrook Park | PROJECT |
| Heights Assessment | TITLE |

| | |
|-----------|----------|
| 29/9/2005 | DATE |
| 1:2500@A2 | SCALE |
| SHB/CJH | TEAM |
| P.0127_25 | DWG. NO. |





-  Incidental open space/structural open space (employment area) 2.57ha
-  NPFA LEAP/NEAP (buffer area)
-  NPFA LEAP/NEAP (activity area)
-  Incidental open space/structural open space (housing area) (to include LAPS and 1 LEAP) 2.1ha



LEAP/NEAP (Located within central green corridor)

NEAP LEAP

LEAP

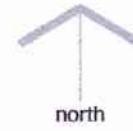
LAP



















LAP

LAP

| | |
|--------------------------------|----------|
| Persimmon Homes South Midlands | CLIENT |
| Bannerbrook Park | PROJECT |
| Open Space Areas | TITLE |
| 29.9.04 | DATE |
| 1:2500@A2 | SCALE |
| SHB/CT | TEAM |
| P.0127_23-2 | DWG. NO. |

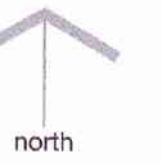




-  Proposed employment - Business Park
-  Existing employment - Best Way
-  Proposed residential
-  Structural open space related to Business Park & residential area
-  Business Park strategic landscape setting to adjoining road network
-  Residential strategic landscape setting to adjoining road network
-  Other strategic landscaped areas
-  Formal sports pitch & recreation area
-  Tower block retained as offices in business park
-  Local Centre and bus terminus
-  Social Club - Optional locations
- I Adjoining changing facilities recreation area
- II Within Local Centre
-  Neighbourhood Equipped Area for Play (NEAP)
-  Local Equipped Area for Play (LEAP)
-  Replacement changing facilities
-  Principal Access
-  Internal road links
-  Planning application boundary
-  Adjoining land in applicants control

| | |
|------------------|----------|
| Persimmon Homes | CLIENT |
| South Midlands | |
| Bannerbrook Park | PROJECT |
| Concept Plan | TITLE |
| | |
| 29.9.04 | DATE |
| 1:2500@A2 | SCALE |
| SHB/CT/SMT | TEAM |
| P.0127_21-3 | DWG. NO. |





Keynote B1
Landmark building
at entrance into
business park

Potential future access
to Bestway site

Prime Line bus route
along spine road

Open view to countryside

Reduced scale business units
with more landscaping along
western and southern edge of
business park

Green corridor
open view to countryside

Keynote buildings define
entrance into
residential area

Lower density residential
development along western
edge of the site

Potential location for social club/parking area

Green corridor
open view to countryside

New pavilion/parking area

Existing sport pitch

Existing planted edge
and drain provides setting
for business park

Wetlands green corridor
incorporating drainage

Gateway B1 units at
main business park
entrance to the east

Local centre/
potential community uses

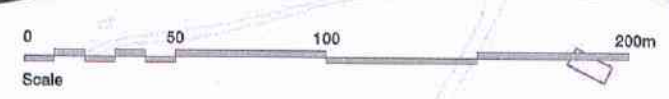
Local centre bus terminus

Bus stops
Existing tower

Formal central
green spine corridor with
potential for a LEAP

Woodland corridor

- Indicative B2
- Indicative B1
- Commercial/employment
- Residential
- Indicative built form
- Landmark building
- Existing trees/planting
- New planting
- Open space/strategic open space
- Linear corridor LEAP play area
- Drainage
- Spine road (30mph)
- Bus route
- Access Road (20 mph)
- Footpath/PROW
- Shared surface/homezone
- Potential location for social club
- Changing rooms/parking area
- Footpath/cyclepath link north south using dedicated routes and shared surfaces
- Potential Sustrans route along Broad Lane
- Project boundary
- Planning application boundary
- Adjoining land in applicants control



Persimmon Homes (South Midlands) Ltd CLIENT
 Bannerbrook Park PROJECT
 Illustrative Masterplan Bannerbrook Park TITLE
 29/9/2005 DATE
 1:2 500@A2 SCALE
 SHB/SMT TEAM
 P.0127_22-2 DWG. NO.

