

Planning Committee Report	
Planning Ref:	FUL/2017/0519
Site:	Edgwick Park Industrial Estate, Canal Road
Ward:	Foleshill
Applicant:	Mr Vining, Wigleys Contracts (Barby) Ltd
Proposal:	Demolition of existing warehouse to develop new commercial units (Class B1, B2, B8) and an indoor go karting facility (sui generis use); widening of existing entrance, parking and manoeuvring areas and associated landscaping
Case Officer:	Andrew Cornfoot

SUMMARY

The application proposes the demolition of an existing warehouse and the redevelopment of the site for commercial units (Class B1, B2 and B8) together with a Go Karting facility. Access will primarily be through the existing industrial estate. The Go Karting track will utilise electric vehicles only.

KEY FACTS

Reason for report to committee:	Representations from more than 5 properties
Current use of site:	Industrial – warehousing. Although the site appears to be unused at present.
Proposal:	Eight 5,000 sq ft new B1/B2/B8 commercial units will be built and one 25,000 sq ft Go Karting facility constructed
Access:	Access will be taken from existing access points (there will be no opening up of access to traffic from Cross Road/Canal Road

RECOMMENDATION

Planning committee are recommended to grant planning permission subject to conditions.

REASON FOR DECISION

- The principle of development is acceptable given the historic use of the site and extant permissions, the design of the development is considered to be acceptable, the proposal will not significantly adversely impact upon highway safety or the amenity of neighbours. The proposal is considered to be acceptable in all other respects.
- The proposal accords with Policies OS3, OS4, OS6, OS7, EM2, EM4, EM5, EM6, EM8, E1, E10, E12, E13, AM1, AM12, AM22, BE2, BE20, BE21, GE14 of the Coventry Development Plan 2001, together with the aims of the NPPF.

BACKGROUND

APPLICATION PROPOSAL

Full planning permission is sought for the demolition of an existing warehouse and the redevelopment of the site for new commercial units (Use Class B1, B2 and B8) and an indoor go karting facility (sui generis use). The proposal also includes the widening of the existing entrance, car parking and manoeuvring areas and associated landscaping.

The proposal would see a large 25,000 sq ft go karting centre (Unit A) be built towards the southern end of the site and this would be served by 49 car parking spaces. 17 of these would be accessed from the southern access to the site and the remainder are located to the northern side of the building, accessed from the main site access.

8 other commercial units are proposed each measuring 5,000 sq ft and each being served by 7 car parking spaces. 20 cycle parking spaces in a covered store are also proposed to the front of the site behind the existing wall.

The 8 units are arranged in a 'T' shape with 4 units fronting Canal Road, with car parking and a service road in front and 4 fronting the adjacent warehouse to the east with car parking to the front accessed off a further service road which will extend along much of the eastern boundary to the site.

Vehicular access to the site will remain via The Stampings and Canal Road through the Edgwick Park Industrial Estate as the existing vehicle barrier towards the eastern end of Canal Road will be retained. A secondary access however is proposed off a spur of Cross Road to the south of the site to provide 17 car parking spaces to serve Unit A.

The development would be clad with grey wall cladding with a darker shade of grey to the entrances of the units. The roof would also be clad in a grey colour and rooflights are included to allow additional light into the units.

Small areas of soft landscaping are included within the site.

SITE DESCRIPTION

The irregular shaped site covers an area of approximately 1.48 hectares and is situated in the Foleshill Ward to the northern side of Coventry and is bounded by Cross Road to the west and Canal Road to the north. A large warehouse building (of 7706 sqm) covers much of the site and this extends alongside the rear boundary of around 30 properties on the eastern side of Cross Road. Whilst there are no buildings close to Canal Road historically there were buildings in this location and this area has been used for external storage of HGVs. This area is hard surfaced at present. Immediately to the east of the site is an existing warehouse and there is further industrial/commercial development to the north east and south of the site.

Vehicular access is taken off Canal Road via The Stampings through the Edgwick Park Industrial Estate as a vehicle barrier towards the eastern end of Canal Road prevents access for vehicles travelling from the Cross Road/Canal Road junction. The site is closely linked to the A444 Phoenix Way and Foleshill Road. A secondary access is located to the southern end of the site.

The site is in a mixed use area with other industrial properties, retail and residential development all closely adjoined.

PLANNING HISTORY

Much of the application site has a historic use as an employment site from the 1920s. There have been a number of historic planning applications on this site; the following are the most recent/relevant:

Application Number	Description of Development	Decision and Date
R/2009/0163	Outline application to convert and extend existing warehouse to commercial units (Class B1, B2 and B8, all reserved matters submitted), erect Royal mail delivery offices (Class B8, All Reserved matters submitted) Discount food store (class A1) with offices above (Class B1, all matters reserved for subsequent approval), non-food DIY store (Class A1, details of layout submitted) and hotel (Class C1) with restaurant / public house (Class A3/ A4, all matters reserved for subsequent approval) and associated highway works.	Approved, 28/05/2009
R/2005/5519	Demolition of existing buildings and construction of industrial units (Use Class B1, B2 & B8), Retail Units (Use Class A1), Restaurant (Use Class A3/A5) and Car Dealership; new access, landscaping and associated engineering works (adjacent site)	Approved, 11/05/2006
S/1986/0241	Use of building for industrial and warehousing purposes and formation of estate road (adjacent site – part of Godiva Trading Estate)	Approved, 31/12/1986

The first of these applications has been implemented and is therefore an extant permission. This allows for the conversion and extension of the large warehouse on the site for smaller B1, B2 and B8 commercial units, similar to those now proposed.

POLICY

National Policy Guidance

National Planning Policy Framework (NPPF). The NPPF published in March 2012 sets out the Government's planning policies for England and how these are expected to be applied. It sets out the Government's requirements for the planning system only to the extent that is relevant, proportionate and necessary to do so. The NPPF promotes sustainable development and good design is recognised as a key aspect of this.

The National Planning Practice Guidance (NPPG) 2014, this adds further context to the NPPF and it is intended that the two documents are read together.

Local Policy Guidance

The current local policy is provided within the Coventry Development Plan 2001 (CDP) relevant policy relating to this application is:

OS3 – Local area regeneration
OS4 – Creating a more sustainable city
OS6 – Change of land use
OS7 – Mixed land use
EM2 - Air quality
EM4 – Flood risk and development
EM5 – Pollution protection strategy
EM6 – Contaminated land
EM8 – Light pollution
E1 – Overall economy and employment strategy
E10 – Accessibility to job opportunities
E12 – Warehousing development
E13 – General industrial development (B2) in residential areas
AM1 – An integrated, accessible and sustainable transport strategy
AM12 – Cycling in new developments
AM22 – Road safety in new developments
BE2 – The principles of urban design
BE20 – Landscape design and development
BE21 – Safety and security
GE14 – Protection of landscape features.

Emerging Policy Guidance

The Draft Local Plan 2016 to 2031 has been submitted to the Inspectorate, examination hearings and consultation on modifications has concluded and the Inspectors report is currently awaited. Whilst the policies do not hold significant weight at this time, they will gain weight as the local plan continues through the process. Policies within the draft local plan that are relevant include:

DS1 – Overall development needs
DS3 – Sustainable development policy
EM1 – Planning for climate change adaptation
EM4 – Flood risk management
EM6 – Air quality
JE1 – Overall economy and employment strategy
JE5 – Location of R&D, industrial and storage/distribution development
JE7 – Accessibility to employment opportunities
AC1 – Accessible transport network
AC4 – Walking and cycling.

Supplementary Planning Guidance/ Documents (SPG/ SPD):

SPD Delivering a more sustainable city

CONSULTATION

No Objections have been received from:

- West Midlands Fire Service
- Urban Design (CCC).
- Ecology (WCC) - Recommend informatives relating to the protection of bats, nesting birds and native planting.

No objections subject to conditions have been received from:

- Environment Agency – Subject to a condition requiring a risk assessment, site investigation, a remediation strategy and a subsequent verification report.
- Severn Trent Water – Recommend a condition requiring surface water and foul sewage details. An informative relating to public sewers is also proposed.
- West Midlands Police – No objections. Various design guidance provided.
- Environmental Protection (CCC) – No objections subject to a condition relating to delivery hours (preventing them between the hours of 23:00-07:00) to limit noise from the service yard. Further conditions are sought relating to contaminated land, Japanese knotweed, UXO risk assessment recommendations, external plant, a travel plan and the inclusion of electric vehicle charging points.
- Highways (CCC) – Recommend conditions relating to the creation and laying out of the accesses, turning area and parking facilities prior to occupation, the submission of a travel plan and a construction method statement.
- Sustainability (CCC) – No objections to the energy statement. A condition is proposed requiring full details of measures to meet the 10% renewables requirement.
- Skills and Growth (CCC) – Recommend a condition relating to encouraging local employment during construction and post-construction.
- Flood Risk/Drainage (CCC) – No objections subject to greenfield run off rates and a number of conditions relating to flood risk and drainage.

Immediate neighbours and local councillors have been notified; 3 site notices were displayed near to the site on 23/03/2017. A press notice was displayed in the Coventry Telegraph on 23/03/2017.

6 letters of objection have been received as well as a 62 signature petition, raising the following material planning considerations:

- a) Noise from commercial units. Would like to see restrictions to working hours and noise levels
- b) Noise from Go Karting track. Would like to see restrictions to operating hours and noise levels
- c) Traffic and highway safety concerns – on Canal Road and junction of Canal Road and Cross Road and also at the new access from Cross Road. There is no access to the industrial estate at present from Canal Road and Cross Road as the roads cannot handle the vehicles. Canal road must remain closed for access to the industrial estate.
- d) Parking problems – the development will exacerbate existing problems with workers parking on Canal Road and Cross Road causing problems for the residents as well as problems when there are events at the community centre and temples.
- e) Boundary wall – the existing wall of the site to Canal Road is in a poor state and needs replacing
- f) Poor access for emergency vehicles

Correspondence has also been received from Cllr Abdul Khan advising that whilst the residents are not against the application in principle, there are elements that are causing particular concern which they would like to be addressed including:

- g) They would request that a restriction is placed on the hours of operation and that they not be allowed to operate after 10pm at night;
- h) Provision of a Go-Kart track. Residents do not believe that it is appropriate to have a Go-Kart track in a residential area due to the excessive noise it would generate;
- i) They request that the units do not have windows that look onto Canal Road;
- j) The application shows planting on the boundary with Canal Road but there are breaks in the planting scheme. They have asked that the planting is extended along the complete boundary with Canal Road.
- k) They would like provisions made so that the existing entrances on Canal Road are not permitted to be used.
- l) They would like the existing wall to be tidied up.

In one of the letters which raises concern about car parking, there is also support for the idea of a Go Karting track.

Any further comments received will be reported within late representations.

APPRAISAL

The main issues in determining this application are principle of development, design, impact on neighbouring amenity (including noise), highway considerations, flood risk and contaminated land.

Principle of development

The application site has an extant permission for redevelopment for employment units, with permission being granted in 2009 for a larger development which included the conversion and extension of the existing 7,706 sqm warehouse on this site to provide 8477 sqm of B2 floorspace. The site also has a lawful and a historic use as an employment site.

The proposed development seeks to provide 6363 sqm of B1/B2/B8 floorspace. Given the lawful B8 use, the extant permission for a B2 use and the fact that a B1 use is likely to have less impact upon neighbouring residents than B2/B8 uses, it is considered that the redevelopment of the site for these uses is acceptable in principle.

Policy OS3 of the CDP identifies Foleshill as a 'Priority Area' where the redevelopment of previously-developed sites, job creation, improving economic conditions and the improvement of the built environment are promoted and encouraged. The development will achieve the aims of this policy by regenerating a dated employment site and providing employment opportunities (although it is unknown what the extent of this employment generation will be). A condition is proposed requiring the submission of a scheme to target local employment for construction and post-construction opportunities relating to the site.

Overall, it is considered that the principle of development is acceptable, subject to the detailed consideration of the remaining issues in the 'Appraisal'.

Design

The layout of the proposed development is considered to be an efficient use of the site and largely continues the existing situation of blank walls of industrial premises being located near to the rear boundary of properties on Cross Road and in this regard is little different to the existing arrangement. Whilst the development may be slightly greater in height along this boundary, given that the development is on a lower ground level to the houses, on balance the relationship is considered to be acceptable. The current proposals also include a large gap between Unit A and the remaining units, thus significantly improving the outlook for a number of properties on Cross Road.

The design of the units are functional and typical of what is usually expected of commercial units, albeit the indicative materials appear to be of good quality and the use of colour to the entrances will add some visual interest.

Soft landscaping is proposed within the car parking to the scheme and to the public edges of the site, which will help soften the impact of the development and improve the appearance of the site.

West Midlands Police have raised a number of comments about designing out crime and the applicant has provided a response setting out measures they intend to implement. It is considered that the layout of the site is such that the potential for crime is not high and suitable measures such as lighting, gating, boundary treatment and CCTV will help minimise the potential for crime.

A noise assessment has been submitted and whilst this is considered to be acceptable Environmental Protection officers have concerns over the potential for the unrestricted use of the service yard to the edge of the site fronting Canal Road and Cross Road. A large wall would be visually undesirable in this location as a noise barrier and therefore officers consider it appropriate to limit delivery hours to outside of the hours of 23:00-07:00. Existing gaps to the wall fronting Canal Road would also be infilled, which will serve to address some of the concerns raised by residents.

Impact on neighbouring amenity

The proposed development is located in close proximity to residential properties and therefore it is important to protect the amenities of these residents. As indicated above, the layout which includes buildings to the rear of properties on Cross Road is not dissimilar to the existing arrangement and whilst the development may be slightly greater in height along this boundary, given that the development is on a lower ground level to the houses, the relationship is considered to be acceptable. The current proposals also include a large gap between Unit A and the remaining units, thus significantly improving the outlook for a number of properties on Cross Road.

The Council's Environmental Protection team had initially raised concerns over noise from the proposed development. However, the applicant has subsequently provided a Noise Assessment and a further statement relating to service yard noise. This information predicts night time deliveries to be 2dB above background noise levels at the nearest receptors which Environmental Protection Officers consider to be acceptable given the context of the site as an existing industrial use that may already be subject to night time HGV deliveries. Conditions are proposed to limit the hours of deliveries to outside of 23:00-07:00 and to prevent external storage or outdoor use of machinery. A further

condition is proposed to minimise the impact of noise breakout from the units. Existing railings and dilapidated wooden gates along much of Canal Road will also be in-filled to minimise any noise impact upon neighbouring residents.

The Go-Karting facility will use vehicles with electric rather than petrol motors and therefore noise from Unit A is likely to be minimal. The applicant has confirmed that they would be happy for this to be conditioned along with conditions relating to noise reduction works to the Go Kart track detailed in section 4.16 of the Noise Assessment, plant noise and the perimeter wall. Subject to conditions relating to these matters, it is considered that the proposed development will have an acceptable impact upon the amenities of nearby residents.

Highway considerations

The application site is located in a sustainable location accessible by a range of means of transport. The applicant has prepared a Transport Statement and Framework Travel Plan to support their application.

The two existing accesses to the site will be used albeit the existing access from Cross Road (to the eastern side of the vehicle barrier) will be altered slightly for the development. Formal car parking bays and cycle parking is to be provided within the scheme which will minimise the need for on-street parking on local roads. Concerns have been raised by residents over the potential use of Canal Road (to the western side of the barrier) for vehicular access into the site. However, there is no intention to remove the barrier and this does not form part of the application and therefore access will remain through the existing industrial estate.

In order to prevent parking issues between the Go Karting track and the remaining units, a car park management plan condition is proposed to ensure that this is appropriately managed.

The Local Highway Authority has raised no objections to the proposed development including the accesses and parking arrangements subject to conditions relating to the creation and layout out of the accesses, turning area and parking facilities prior to occupation, a construction management plan and the submission of a travel plan. Whilst concerns have been raised by residents relating to car parking, officers consider the level of parking provision provided is acceptable. A further condition is also proposed relating to the provision of cycle parking. It is considered that the proposal accords with Policies AM1, AM12 and AM22 of the Coventry Development Plan 2001.

Drainage

A Flood Risk Assessment has been submitted to support the application. The Council's Flood Risk and Drainage team welcome the proposals to redevelop the site however do not accept the applicant's arguments that the site should not return to runoff rates to a pre-development greenfield condition as where a site is redeveloped the opportunity should be sought to reduce runoff rates back to greenfield rates (in accordance with the Council's Strategic Flood Risk Assessment). A number of conditions are proposed relating to drainage and subject to these conditions it is considered that the development will be acceptable and accord with Policy EM4 of the Coventry Development Plan 2001.

Contaminated land

The Council's Environmental Protection team and The Environment Agency have reviewed the Desk Study/Phase I Geoenvironmental Risk Assessment submitted with the application and raise no objection subject to standard conditions relating to a site investigation, a remediation strategy, the implementation of the remediation strategy and a verification report. In accordance with the desk study, a condition is proposed relating to the recommendations regarding the potential for unexploded ordnance. A further condition is also proposed requiring a Japanese Knotweed survey to be undertaken, with the subsequent implementation of any mitigation that may be required. Subject to these conditions it is considered that the development accords with Policy EM5 of the CDP.

Other considerations

In order to demonstrate compliance with sustainability objectives the applicant has submitted an Energy Strategy. This indicates that the development will use passive design measures including a fabric first approach to achieve a low energy development and achieves the target of 10% reduction against the Part L (Building Regulations) 2013 Target Emission Rate. It highlights that through adopting passive design measures, particularly the use of LED lighting and a fabric first approach to the heated areas, there will be a carbon saving of around 13%. The strategy does not include any renewable technologies as the Council's 10% target in the SPD will be achieved without this. The Council's Sustainability team has raised no objections especially as the developer is prepared to go beyond our 10% minimum requirement. A condition is proposed requiring the development to meet this target.

A condition is recommended relating to the inclusion of electric vehicle charging points. The applicant has shown 2 on the plans. However, officers consider that a total of 9 should be provided (one per unit) in accordance with the aims of the sustainability aims of the NPPF. A condition is proposed to this effect.

A further condition is proposed requiring the submission of a construction management plan. This will ensure that consideration is given to the impact of the construction works upon the local highway network and to ensure that noise, dust and mud from construction are controlled.

Conclusion

The proposed development is acceptable in principle and will regenerate an under-utilised site and bring it back into a more efficient use creating jobs in a 'Priority Area'. The design of the development is considered to be acceptable and the proposal will not significantly adversely impact upon highway safety or the amenity of neighbours subject to mitigation measures. The proposal is considered to be acceptable in all other respects. The proposal accords with Policies OS3, OS4, OS6, OS7, EM2, EM4, EM5, EM6, EM8, E1, E10, E12, E13, AM1, AM12, AM22, BE2, BE20, BE21, GE14 of the Coventry Development Plan 2001, SPD 'Delivering a more sustainable city', together with the aims of the NPPF.

CONDITIONS/REASON

1. The development hereby permitted shall begin no later than three years from the date of this permission.

Reason: *To comply with Section 91 of the Town and Country Planning Act 1990.*

2. No development shall take place until a scheme for targeting and utilising local people for construction and post construction employment has been submitted to and approved in writing by the local planning authority. Thereafter, the scheme shall be implemented in full accordance with the approved details.

Reason: *In the interests of promoting employment opportunities for local people in accordance with Policy E10 of the Coventry Development Plan 2001.*

3. No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by the Local Planning Authority. The Statement shall provide for:
 - i) the parking of vehicles of site operatives and visitors;
 - ii) loading and unloading of plant and materials;
 - iii) storage of plant and materials used in constructing the development;
 - iv) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
 - v) wheel washing facilities;
 - vi) measures to control the emission of noise (including hours of operation of construction works), dust and dirt during construction;
 - vii) a scheme for recycling/disposing of waste resulting from demolition and construction works; and
 - viii) details of pre-commencement checks for bats in any mature trees, breeding birds and amphibians, and appropriate working practices and safeguards for wildlife that are to be employed whilst works are taking place on site.The approved Construction Method Statement shall be adhered to throughout the construction period for the development.

Reason: *To ensure minimal impact upon the safe operation and management of the highway network, in the interests of the amenities of the occupiers of nearby properties and the visual amenities of the locality and to ensure that protected species are not harmed by the development in accordance with Policies AM1, AM22, EM5, BE2 and GE15 of the Coventry Development Plan 2001.*

4. Prior to commencement of development (excluding demolition works), the following information and evidence shall be submitted to and approved by the Local Planning Authority:
 - i) A scheme for the provision of surface water drainage, fully incorporating SuDS with particular emphasis on attenuation techniques. There must be consideration of features such as green roofs, rain gardens and swales, for the management of surface water peak and total flows, biodiversity and water filtering, in accordance with Coventry City Council's adopted Supplementary Planning Document for 'Delivering a More Sustainable City';
 - ii) A detailed strategy for the long-term maintenance of the SuDS and other surface

water drainage systems on site;

iii) Development discharge rates to be managed to Qbar greenfield rates minus 20%. The discharge rates for brownfield sites shall be considered as greenfield in accordance with the SFRA;

iv) Information held by Coventry City Council indicates that the site and site entrance may be subject to surface water flooding during a 1:30 year event. The development must not exacerbate this flood risk and where possible reduce this. On this basis, a site specific flood risk assessment considering surface water and appropriate mitigation measures to manage down this risk shall be submitted;

v) An intrusive ground investigation report to establish the depth and type of strata, including percolation results in accordance with BRE 365 and the presence and risk associated with migrant contaminants. Provide evidence of existing groundwater levels and seasonal variation, in order to inform the drainage design;

vi) All 'within building plot' drainage must be considered for the incorporation of water re-use systems, such as grey water harvesting, to manage down both peak and total rainfall runoff discharging to sewer systems, watercourses and groundwater;

vii) The development must be considered for the implementation of permeable paving for the management of total surface water flows, and water filtering in accordance with Coventry City Council's adopted Supplementary Planning Document for 'Delivering a More Sustainable City';

viii) The development shall not be commenced until such time as a scheme to install vehicular traffic pollution control measures within the car parking facilities, together with oil and petrol separators with high level alarm, has been submitted to, and approved by, the Local Planning Authority. This should be submitted along with a periodic maintenance plan;

ix) Provisions must be made for the drainage of the site to ensure there is no discharge of surface water to the Public Highway; and

x) Foul sewage plans.

Reason: *To ensure that a satisfactory means of drainage is provided to minimise flooding and which promotes and maintains the good stewardship of the natural and built environment in accordance with Policy EM4 of the Coventry Development Plan 2001.*

5. The development shall be carried out only in full accordance with sample details of the external facing and roofing materials and a materials schedule which shall first have been submitted to and approved in writing by the Local Planning Authority.

Reason: *To ensure that the proposed development has a satisfactory external appearance in the interests of the visual amenities of the area in accordance with Policy BE2 of the Coventry Development Plan 2001.*

6. No commercial unit or the Go Karting unit hereby permitted shall be occupied unless and until the accesses, turning areas, car parking and cycle parking facilities shown on the approved plans have been properly consolidated, surfaced, drained, free of loose stone and otherwise constructed in accordance with details to be submitted and approved in writing by the Local Planning Authority and these areas shall thereafter be retained and kept available for those uses at all times. The cycle parking details shall include include the siting, design, appearance and

type of stands/shelter.

Reason: *To ensure that adequate manoeuvring and parking space is available to serve the development in the interests of traffic safety and to ensure adequate cycle parking provision in accordance with Policies AM12, M22 and OS4 of the Coventry Development Plan 2001 and Supplementary Planning Document 'Delivering a more sustainable city' 2009.*

7. Within 3 months of the development hereby approved being brought into use, a full Travel Plan shall be submitted to and approved by the Local Planning Authority. This shall identify a package of proposed measures and targets consistent with the aim of reducing reliance on the car, and encouraging the use of sustainable transport.

Reason: *To promote sustainable travel with a view to reducing congestion, the environmental impact of car use and to improve health in accordance with Policy OS4 of the Coventry Development Plan 2001.*

8. Prior to first occupation of any unit hereby approved, bin storage facilities for each unit shall be provided in the locations shown on drawing (PL)006 'Proposed floor plans'. These areas shall thereafter be retained and kept available as refuse storage areas and there shall be no other permanent areas of outdoor refuse storage within the site.

Reason: *In the interests of the visual amenities of the area, site safety and in the interests of the amenities of nearby residents in accordance with Policies BE2 and EM5 of the Coventry Development Plan 2001.*

9. No external lighting or illumination of any part of any building or the site shall be installed or operated unless and until details of such lighting or illumination have been submitted to and approved in writing by the Local Planning Authority, and such works, and use of that lighting and/or illumination, shall be carried out and operated only in full accordance with those approved details.

Reason: *To ensure that any lighting is designed so as not to detrimentally affect the amenities of the occupiers of nearby properties in accordance with Policies EM5 and EM8 of the Coventry Development Plan 2001.*

10. Notwithstanding the provisions of The Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no external plant, machinery, condensers, extraction equipment or telecommunications apparatus shall be installed, erected or replaced on the application site or buildings without the prior written approval of the Local Planning Authority.

Reason: *To ensure that the proposed development has a satisfactory external appearance in the interests of the visual amenities of the area and to ensure that the premises are not used in a manner prejudicial to or likely to cause nuisance or disturbance to the occupiers of nearby properties in accordance with Policies BE2, EM5*

and OS6 of the Coventry Development Plan 2001.

11. The Go Karting unit hereby approved shall at all times operate in accordance with the following measures:
 - i) Only vehicles with electric motors shall be used on the Go Karting track; and
 - ii) The proposed noise reduction works to the Go Karting unit as detailed in Section 4.16 of the 'Noise Impact Assessment, Rev P1, prepared by BWB, 15/05/2017'.

Reason: In the interests of protecting neighbouring residential properties from unacceptable noise levels in accordance with policies EM5, E13 and OS6 of the Coventry Development Plan 2001.

12. No deliveries shall be taken at or despatched from the site before 07:00 or after 23:00 or at any time on Sunday or Bank / Public Holiday.

Reason: In the interests of protecting neighbouring residential properties from unacceptable noise levels in accordance with policies EM5, E13 and OS6 of the Coventry Development Plan 2001.

13. Prior to the first occupation of each unit (and subsequent occupation thereafter) a noise report detailing noise breakout from that unit taking into account the operations and machinery to be used within the unit and detailing mitigation measures to minimise the impact of the noise breakout on neighbouring properties shall be submitted to and approved in writing by the Local Planning Authority. Any approved mitigation measures shall be carried out in full prior to the occupation of that unit.

Reason: In the interests of protecting neighbouring residential properties from unacceptable noise levels in accordance with policies EM5, E13 and OS6 of the Coventry Development Plan 2001.

14. The development hereby permitted shall only be undertaken in strict accordance with the soft landscape works identified on drawing TNA_465_01 Rev A 'Soft landscape proposals' and associated document 'Specification for soft landscape proposals, TNA/465A, prepared by Taylor Nightingale and Associates, January 2017'. All planting shall be carried out in accordance with the approved details in the first planting and seeding seasons following the first occupation of the development. Any tree(s) or shrub(s) which within a period of five years from the completion of the development dies, is removed or becomes in the opinion of the local planning authority seriously damaged, defective or diseased shall be replaced in the next planting season with another of similar size and species, unless the local planning authority gives written consent to any variation. All hedging, tree(s) and shrub(s) shall be planted in accordance with British Standard BS 8545:2014 Trees: from nursery to independence in the landscape - Recommendations and BS4428 - Code of Practice for General Landscape Operations.

Reason: To ensure a satisfactory standard of appearance of the development in the interests of the visual amenities of the area in accordance with Policies BE2 and BE20 of

the Coventry Development Plan 2001.

15. Prior to commencement of development details of all hard landscaping works shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be carried out in accordance with the approved details. Details of hard landscaping works shall include boundary treatment, including full details of any proposed boundary walls, railings and gates to be erected, specifying the colour of the railings and gates; footpaths; and hard surfacing which shall be made of porous materials or provision shall be made to direct run-off water from the hard surface to a permeable or porous area. The hard landscaping works shall be completed in full accordance with the approved details within three months of the first occupation of the any of the units hereby permitted.

Reason: *To ensure a satisfactory standard of appearance of the development in the interests of the visual amenities of the area in accordance with Policies BE2 and BE20 of the Coventry Development Plan 2001.*

16. Prior to the first occupation of the development, further information shall be submitted to and approved in writing by the Local Planning Authority to confirm that the measures indicated in the 'Energy Strategy, Rev P2, prepared by BWB, 17/06/2017' have been included within the development and provide for a minimum of 10% of the development's energy requirements or full details of alternative measures to meet this target shall be submitted to and approved in writing by the Local Planning Authority.

Reason: *In the interests of creating a more sustainable city in accordance with Policy OS4 of the Coventry Development Plan 2001 and Supplementary Planning Document 'Delivering a more sustainable city'.*

17. Notwithstanding the details on the drawings hereby approved, at least one electric vehicle charging point shall be provided for each unit hereby approved prior to the first occupation of that unit in accordance with details that shall first be submitted to and approved in writing by the Local Planning Authority. Thereafter, the charging points shall remain available for use at all times.

Reason: *In the interests of creating a more sustainable city and improving air quality in accordance with Policies OS4, EM2 and EM5 of the Coventry Development Plan 2001 and the National Planning Policy Framework.*

18. An investigation and risk assessment, in addition to any assessment provided with the planning application, must be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site and any report of the findings must be submitted to and approved in writing by the Local Planning Authority prior to first occupation. The report of the findings, to be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11', must include; (i) a survey of the extent, scale and nature of contamination; (ii) an assessment of the potential risk to; human health, property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes, adjoining land, groundwaters and surface waters,

ecological systems, archaeological sites and ancient monument; (iii) an appraisal of remedial options, and proposal of the preferred option(s).

Reason: *To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled water, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy EM6 of the Coventry Development Plan 2001.*

19. The development shall be undertaken in accordance with a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment must be prepared which shall be submitted to and approved in writing by the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

Reason: *To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled water, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy EM6 of the Coventry Development Plan 2001.*

20. The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works. Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced shall be submitted to and approved in writing by the Local Planning Authority.

Reason: *To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled water, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy EM6 of the Coventry Development Plan 2001.*

21. In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of condition 18, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition 19, which shall be submitted to and approved in writing by the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must

be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with condition 20.

Reason: *To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled water, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy EM6 of the Coventry Development Plan 2001.*

22. Prior to commencement of development, a Japanese Knotweed survey covering the entire site shall be undertaken and submitted to and approved in writing by the Local Planning Authority. If Japanese Knotweed is found then the survey shall include details of measures to control and remove the Japanese Knotweed. The development shall continue only in accordance with the recommendations of the report.

Reason: *To prevent the spread of an invasive species and to ensure that risks from land contamination to the future users of the land and neighbouring land are minimised in accordance with Policy EM6 of the Coventry Development Plan 2001.*

23. The development shall proceed only in accordance with the recommendations of section 18 of the Unexploded Ordnance Risk Assessment in Appendix C of 'Desk Study/Phase I Geoenvironmental Risk Assessment, Issue 1, prepared by Applied Geology, 20/02/2017'.

Reason: *In the interests of safety for construction workers and neighbours in accordance with Policy EM6 of the Coventry Development Plan 2001.*

24. No storage shall take place in the open on any part of the site.

Reason: *In the interests of the visual amenity of the area and the amenities of the occupiers of nearby properties in accordance with Policies EM5 and BE2 of the Coventry Development Plan 2001.*

25. No machinery shall be operated on any open area of the site the subject of this permission.

Reason: *In the interests of the visual amenity of the area and the amenities of the occupiers of nearby properties in accordance with Policies EM5 and BE2 of the Coventry Development Plan 2001.*

26. Prior to the first occupation of any unit hereby approved, a car parking management plan to cover how car parking will be managed and controlled across the entire site shall be submitted to and approved in writing by the Local Planning Authority. Once approved, the development shall operate only in accordance with the approved details.

Reason: *In the interests of ensuring that each unit has an appropriate level of car parking at all times and to minimise the impact upon the local highway network in*

accordance with Policy AM22 of the Coventry Development Plan 2001.

27. The development hereby permitted shall be carried out in accordance with the following approved documents:

(PL)001 Rev A - Site location plan

(PL)002 Rev A - Existing site plan

(PL)003 - Existing floor plan and roof plan

(PL)004 - Existing elevations and sections

(PL)005 Rev G - Proposed site plan

(PL)006 - Proposed floor plans

(PL)007 Rev E - Proposed elevations and street scenes

(PL)008 Rev C - Proposed elevations and street scenes

(PL)009 Rev B - Proposed elevations and street scenes

(PL)010 Rev A - Proposed site sections AA-CC

(PL)011 - Proposed roof plan

(SK)011 - Existing boundary treatment

(SK)012 - Proposed boundary treatment

TNA_465_01 Rev A - Soft landscape proposals

2049cv-01 Rev C - Topographical survey sheet 1 of 2

2049cv-02 Rev C - Topographical survey sheet 2 of 2

2049cv-08 Rev A - Measured building survey

2049cv-09 Rev A - Measured building survey

Planning, Design & Access Statement, prepared by Nicol Thomas, January 2017

Transport Statement, Version A, prepared by Phil Jones Associates, 21/02/2017

Framework Travel Plan, Version A, prepared by Phil Jones Associates, 21/02/2017

Desk Study/Phase I Geoenvironmental Risk Assessment, Issue 1, prepared by Applied Geology, 20/02/2017

Noise Impact Assessment, Rev P1, prepared by BWB, 15/05/2017

Service Yard Noise Assessment Letter, prepared by BWB, 13/06/2017

Air Quality Assessment, Rev 1, prepared by BWB, 11/05/2017

Energy Strategy, Rev P2, prepared by BWB, 17/06/2017

Specification for soft landscape proposals, TNA/465A, prepared by Taylor Nightingale and Associates, January 2017

Flood Risk Assessment, Rev 1, prepared by MBCE Projects Ltd, 24/02/2017

Phase 1 Bat and Nesting Bird Survey, prepared by Ridgeway Ecology Ltd, 08/02/2017

Response to Police comments, 12/05/2017

Response to Drainage comments, 08/05/2017.

Reason: *For the avoidance of doubt and in the interests of proper planning.*

[Site Location Plan](#)

[Existing Site Plan](#)

[Proposed Site Plan](#)

[Proposed Floor Plan](#)

[Proposed Elevations 007E](#)

[Proposed Elevations 008C](#)

[Proposed Elevations 009B](#)

[Proposed Sections](#)

[Proposed Boundary Treatments](#)

[Landscape Proposals](#)

[Proposed Roof Plan](#)

[Existing Boundary Treatment](#)