

Planning Committee Report	
<b>Planning Ref:</b>	FUL/2018/0842
<b>Site:</b>	Land at St Martins Road, Howes Lane, Kings Hill Lane and Green Lane, Coventry
<b>Ward:</b>	Wainbody
<b>Proposal:</b>	Proposed installation of two new highways access junctions on land west of Green Lane and the junction of Saint Martin's Road / Green Lane / Howes Lane in relation to the site clearance and mixed-use development of land at Kings Hill for the provision of up to 2,500 dwellings (Use Class C3), 4,000 sq.m. of mixed use floor space (Use Classes A1, A2, A3, A4, A5, B1, C2, D1 and D2) in a district centre, a primary school, a secondary school, formal and informal open space and enabling infrastructure including new roads within the site and improvements to the existing road junction at Stoneleigh Road.
<b>Case Officer:</b>	Liam D'Onofrio

## SUMMARY

This planning application relates to the proposed installation of two new highway access junctions. A new limited access (bus gate/emergency access) junction will be provided on the southwest side of Green Lane, just to the north of Finham Primary School and a new roundabout junction will be provided on the existing cross road junction of Saint Martin's Road, Green Lane and Howes Lane.

The access points will serve a housing allocation within Warwick District, which relates to outline planning application ref: W/18/0643 - *Outline application with access: Development of up to 2,500 dwellings (C3); 4,000 sq.m of mixed use floorspace (A1, A2, A3, A4, A5, B1, C2, D1 and D2); Primary School; Secondary School, Open Space and Associated Infrastructure*, approved by Warwick District Council Planning Committee on 03/12/19.

## KEY FACTS

<b>Reason for report to committee:</b>	More than five objections have been received. Councillor Sawdon has objected to the scheme on traffic grounds and has asked for the application to be determined at Committee.
<b>Current use of site:</b>	Highway, highway verge and field boundaries.
<b>Proposed use of site:</b>	Access points to serve new development site within neighbouring authority.

## RECOMMENDATION

Planning committee are recommended to delegate the granting of planning permission to the Head of Planning and Regulatory Services, subject to the conditions listed in the report and the completion of a S106 legal agreement (via the Warwick District Council application W/18/0643) to secure the contributions listed within the Highway section of the report.

## REASON FOR DECISION

- The proposal is acceptable in principle.
- The proposal will not adversely impact upon highway safety.
- The proposal will not adversely impact upon the amenity of neighbours.

- The proposal accords with Policies: DS1, DS3, AC1, AC2, AC4 and DE1 of the Coventry Local Plan 2016, together with the aims of the NPPF.

## **BACKGROUND**

### **APPLICATION PROPOSAL**

Planning permission is sought for the construction of two new highway access junctions. A new limited access (bus gate/emergency access) junction will be provided on the southwest side of Green Lane, just to the north of Finham Primary School and a new roundabout junction will be provided at the cross road junction of Saint Martin's Road, Green Lane and Howes Lane.

The Green Lane site access was originally proposed to serve up to 50 residential units; however following negotiation the access will be used only for buses, as an emergency access and for cyclists and pedestrians.

The new four-arm roundabout junction will have single lane approaches flaring into two lanes onto the roundabout linking St Martin's Road, Green Lane and Howes Lane. A new spine road serving the proposed development site directly will form the fourth (western) arm of the roundabout with Kings Hill Lane joining from the south and a two-way link road to the north linking Green Lane.

The two proposed access points will serve the Kings Hill housing allocation within Warwick District, granted under outline planning application ref: W/18/0643. There will be a third junction providing access to the south of the Kings Hill site onto Stoneleigh Road, which will provide links to the A46 and Kenilworth Road. This access point falls outside the administrative boundary of the City Council and has been approved by Warwick District Council as part of the outline application.

Given the scale of development the outline planning application considered by Warwick District Council was classed as an Environmental Impact Assessment (EIA) development and the application was accompanied by an Environmental Statement (ES). The planning application being considered by Coventry City Council is within a 'minor' category; however for completeness it has also been treated as an EIA development given its direct association with the housing allocation.

The Environmental Statement has been updated three times to cover new technical data and changes to the proposed roundabout (which has been reduced in diameter by 3 metres). Each time an addendum to the Environmental Statement has been received a new site and press notice has been erected in accordance with EIA Regulations.

The EIA development has also been referred to the Secretary of State to confirm whether the application will be called in. The Secretary of State has responded that they have no comments/objections.

### **SITE DESCRIPTION**

The application sites relate to a section of highway verge on the southwestern side of Green Lane, just north of Finham Primary School and the highway and verges around the junction of St Martins Road, Green Lane and Howes Lane. These sites are located on the edge of Coventry's administrative boundary adjoining Warwick District. The access points will provide linkages into the Kings Hill housing allocation to the southern edge of the City.

### **PLANNING HISTORY**

Concurrent planning application being considered at Warwick District Council:

W/18/0643 - Outline application with access: Development of up to 2,500 dwellings (C3); 4,000 sq.m of mixed use floorspace (A1, A2, A3, A4, A5, B1, C2, D1 and D2); Primary School; Secondary School, Open Space and Associated Infrastructure: Granted on 03/12/19 at Warwick District Council Planning Committee

## **POLICY**

### **National Policy Guidance**

National Planning Policy Framework (NPPF). The NPPF sets out the Government's planning policies for England and how these are expected to be applied. It sets out the Government's requirements for the planning system only to the extent that is relevant, proportionate and necessary to do so. The NPPF increases the focus on achieving high quality design and states that it is "fundamental to what the planning and development process should achieve".

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

### **Local Policy Guidance**

The current local policy is provided within the Coventry Local Plan 2016, which was adopted by Coventry City Council on 6<sup>th</sup> December 2017. Relevant policy relating to this application is:

Policy DS1: Overall Development Needs  
Policy DS2: Duty to Cooperate  
Policy DS3: Sustainable Development Policy  
Policy H1: Housing Land Requirements  
Policy GE3: Biodiversity, Geological, Landscape and Archaeological Conservation  
Policy GE4: Tree Protection  
Policy DE1 Ensuring High Quality Design  
Policy HE2: Conservation and Heritage Assets  
Policy AC1: Accessible Transport Network  
Policy AC2: Road Network  
Policy AC3: Demand Management  
Policy AC4: Walking and Cycling  
Policy AC5: Bus and Rapid Transit  
Policy EM4 Flood Risk Management  
Policy EM5 Sustainable Drainage Systems (SuDS)  
Policy IM1: Developer Contributions for Infrastructure

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

SPD Delivering a More Sustainable City  
SPD Coventry Connected

## **CONSULTATION**

No Objections received from:

- Secretary of State
- West Midlands's Fire Service
- Education (CCC)
- Warwick District Council
- Warwickshire County Council Highways

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

- Flood Risk Management (CCC)
- Highways (CCC)

- Tree Officer (CCC)
- Environmental Protection (CCC)
- Highways England
- Cadent Gas

Immediate neighbours and local councillors have been notified; a site notice was posted on 25/05/18, 18/01/19, 31/05/19 and 01/11/19. A press notice was displayed in the Coventry Telegraph on 07/06/18, 24/01/19, 06/06/19 and 07/11/19.

In total 144 letters of objection have been received, raising the following material planning considerations in relation to the access points being considered:

- a) There is insufficient highways infrastructure proposed to support a development of this size.
- b) Congestion concerns.
- c) The surrounding road network is already unable to cope at peak times/gridlocked.
- d) Highway, cyclist and pedestrian safety concerns.
- e) No consideration of other proposed major developments such as Gateway, HS2 and JLR.
- f) Air pollution.
- g) Impact upon the health and wellbeing of residents in Finham.
- h) Loss of hedgerow/mature tree.
- i) Impact upon Ecology.
- j) Flooding concerns.

Finham Parish Council have objected to the scheme, raising the following concerns: The existing congestion and effects of the additional traffic onto local roads; The space proposed for the roundabout at the junction of St. Martin's Road/Howes Lane/Kings Hill Lane/Green Lane is very small to accommodate what is planned; The need for the bus gate is questioned, as is its position next to the Finham Primary School, which is considered to increase air pollution and traffic hazards near to where very young children travel to and from every day; Air pollution concerns; Trees within the hedgerow along Green Lane that have TPO (Tree Preservation Orders) orders in place which must be respected; Removal of sound deadening bushes and hedgerows with the inevitable increase in pollution entailed with large vehicles having to negotiate a small roundabout in a confined area and increasing noise levels.

A petition has been submitted sponsored by Councillor's Heaven and Blundell with 931 signatures. The petition is titled: STOP The Kings Hill Access Road and states: We, the undersigned, call upon Coventry City Council's Planning Committee to reject application (FUL/2018/0842) for a roundabout in Green Lane to provide access to the proposed Kings Hill development. The petition identifies no concerns and provides no reasons for the request.

Within the letters received the following non-material planning considerations were raised, these cannot be given due consideration in the planning process:

- k) Objections relating to the loss of Green Belt, principle of the housing allocation and matters relating to the outline application being considered by Warwick District Council.
- l) One supporting letter which refers to the benefits of providing new homes.

Any further comments received will be reported within late representations.

## APPRAISAL

The main issues in determining this application are the principle of development, the impact upon neighbouring amenity, highway considerations, flood risk, air quality, ecology/landscaping and contributions/obligations.

### Principle of development

The planning application relates to the provision of two access points on the north eastern boundary of the Kings Hill site only. These access points are; however intrinsically linked to the Kings Hill housing allocation for up to 4000 houses and employment uses and therefore needs to be considered in this wider context.

Policy DS1 'Overall Development Needs' states that over the Plan period significant levels of housing, employment and retail development will be planned for and provided along with supporting infrastructure and environmental enhancements, including a minimum of 24,600 additional homes. However Policy DS1 recognises that it is not possible to deliver the City's full housing needs within the city boundary and that the Council will continue to work actively with neighbouring Councils through the 'Duty to Cooperate' to ensure that appropriate provision is made elsewhere within the Housing Market Area.

As a result, the Council have worked openly and constructively with its neighbouring authorities to agree a Joint Memorandum of Understanding (MoU) on housing delivery (2015) to support all Local Plans for Coventry and Warwickshire. This approach has been progressed through the Duty to Cooperate (DtC) to help provide as much certainty as possible about how the City's full housing needs will be delivered.

The Kings Hill allocation forms one such site located immediately on the boundary with Coventry's administrative area and forming an urban extension to the City despite falling within Warwick District Council's area. The Kings Hill site is identified in the Warwick District Local Plan under Policy DS11 Allocated Housing Sites, ref: H43 – Kings Hill as *'an area of 269ha identified for a residential-led, mixed-use development. The site has an overall capacity of c. 4000 dwellings, with c.1800 dwellings being deliverable by the end of the current plan period' [2029].*

The Warwick District Council Local Plan Policy DS20 'Directions for Growth South of Coventry' states that Warwick District Council has identified an area of growth focussed on strategic housing allocations to the immediate south of the City of Coventry, which includes the primary Kings Hill and Westwood Heath housing allocations.

The explanatory text supporting Policy DS20 states that: *'A significant amount of new development is located to the immediate south of Coventry, in accordance with the requirement to provide additional capacity to help meet Coventry's housing need. This represents a sustainable and accessible location for the delivery of approximately 4500 new dwellings and associated facilities and services'.*

The City Council's position is set out in the Coventry Local Plan supporting text: 1. 'Overall Levels of Growth And the Duty to Cooperate', which states that in reflection of the Warwickshire authorities supporting the delivery of the city's wider housing need, where it is shown to be desirable, appropriate, sustainable and deliverable the Council will support it's Warwickshire neighbours in bringing forward land for housing and employment that sits adjacent to the city's existing administrative boundaries. This will ensure infrastructure needs are met in full across administrative boundaries (where

necessary and as appropriate) and support the continued growth of the City as the central point of the sub-region.

The wider allocation has been granted planning permission at the Warwick District Council Planning Committee on 03/12/19 under W/18/0643 and is considered to comply with the strategic aspirations of both the Warwick District Local Plan under Policy DS11 and the aims of the City Council's Local Plan Policy DS1.

The two access points considered by this application form a fundamental part of the permeability of the wider Kings Hill development site and the locations have been carefully considered and supported by traffic modelling data. Consultees have raised no objections to the access points, subject to securing relevant conditions (and contributions via the WDC application). It is therefore considered that the proposals are acceptable in principle.

### **Impact on residential amenity**

The two access points are located in close proximity to existing residential dwellings and Finham School. These access points are necessary to accommodate the levels of traffic, to serve the wider housing allocation and provide appropriate linkages into the City. Given the constraints around the wider development site perimeter, which is bounded by the A46 to the east, the Coventry/Leamington railway line to the west and (in part) residential properties to the south and north, the proposed access points represent the optimum locations to serve the development and are supported by traffic modelling data. The development is also supported by a package of infrastructure, capacity and sustainable transport contributions, all secured via the WDC application.

The roundabout junction has been designed with the aim to minimise the volume of traffic which uses Green Lane. Providing direct access from the roundabout onto Green Lane could encourage traffic to use this route and therefore minimise the number of vehicles which travel along Green Lane, the roundabout has been designed not to have an arm directly serving Green Lane, but rather a two-way link road joining the main link road through the site. The second Green Lane access point will provide a bus gate/emergency access only (with pedestrian/cycle access).

There will clearly be a change to the existing character of the local area, which is currently on the urban-rural fringe; however careful consideration has been given to the location of the access points, which have been designed to minimise impact upon local residents and limit traffic congestion. The access points are a necessary element of the approved housing allocation and the scheme is not considered to impact so significantly upon local residents as to warrant refusal.

### **Highway considerations**

Policy AC1 'Accessible Transport Network' states that development proposals which are expected to generate additional trips on the transport network should: a) Integrate with existing transport networks including roads, public transport and walking and cycling routes to promote access by a choice of transport modes. b) Consider the transport and accessibility needs of everyone living, working or visiting the city. c) Support the delivery of new and improved high quality local transport networks which are closely integrated into the built form. d) Actively support the provision and integration of emerging and future intelligent mobility infrastructure.

Highways (CCC) note that this application is for development access points, which are within Coventry City Council's administrative area for a development principally within

Warwickshire. Highways raise no objection to the scheme; however they have suggested conditions to tie the programme of delivery for these junctions to progress on the development site so that the junctions can be brought forward in a timely fashion. Conditions have also been suggested to require full engineering and construction details of the proposed accesses.

Highways have agreed a series of planning contributions/obligations with Warwick District Council and therefore no further contributions are being sought by Highways for the current CCC application. The developer has confirmed agreement to a transport package to provide commuted sums to WCC and CCC towards road infrastructure/capacity, sustainable transport (with interim bus services to both early development phases of the site) and walking/cycling infrastructure. The development would provide contributions as follows:

Contributions secured through the Warwick District application

1. A sum of £8,500,000.00 shall be provided to Warwickshire County Council towards the implementation and delivery of the A46 Link Road and capacity enhancements. The following amounts will be provided on the following triggers;

- a. £500,000.00 to be provided prior to occupation of the 100th dwelling;
- b. £2,000,000.00 to be provided on the 500th dwelling;
- c. £2,000,000.00 to be provided on the 1000th dwelling;
- d. £2,000,000.00 to be provided on the 1500th dwelling; and
- e. £2,000,000.00 to be provided on the 2000th dwelling.

2. Prior to occupation of the 200th dwelling on the southern development parcel the sum of £500,000.00 shall be provided to Warwickshire County Council to enable the delivery and implementation of the identified mitigation scheme within the Infrastructure Delivery Plan at the Dalehouse Lane / Knowle Hill Road Junction

3. A sum of £950,000.00 shall be provided to Warwickshire County Council towards the implementation and delivery of cycle infrastructure improvements. The following amounts will be provided on the following triggers and schemes;

- a. £450,000.00 will be provided for cycle infrastructure to improve access to Kenilworth and will be provided in full prior to occupation of the 1,000<sup>th</sup> dwelling.
- b. £500,000.00 has been requested towards the delivery of the Kenilworth to Leamington Cycle Route which will be provided prior to occupation of the 2000th dwelling.

4. A sum of £800,000.00 shall be provided to Coventry City Council towards the implementation and delivery of cycle infrastructure improvements. The following amounts will be provided on the following triggers and schemes;

- a. 750,000.00 and will be provided prior to the occupation of the 200<sup>th</sup> dwelling on the northern parcel for the delivery of cycle infrastructure improvements on Green Lane and the A45 Corridor;
- b. £50,000.00 will be provided to Coventry City Council on first occupation of the development to enable the delivery of the Coventry Bike Share Scheme across the development site.

5. A sum of £5,000,000.00 shall be provided to Coventry City Council and Warwickshire County Council towards the implementation and delivery of public transport service and infrastructure improvements. The following amounts will be provided on the following triggers and schemes;



- a. £500,000 will be provided to Warwickshire County Council to enable the delivery of public transport access to the southern parcel of the development site. This shall be provided prior to occupation of the 100<sup>th</sup> home on the southern parcel.
- b. £500,000 shall be provided by Coventry City Council to enable the delivery of public transport access to the development and the funds will be provided prior to occupation of the 100th dwelling on the northern parcel.
- c. £2,000,000.00 to Coventry City Council will be provided prior to the occupation of the 700th dwelling or opening of the Link Road through the development site for the delivery of a bus rapid transit connection.
- d. £2,000,000.00 to Coventry City Council being provided prior to occupation to the 2000th dwelling for the delivery of a bus rapid transit connection.

6. Prior to first occupation the sum of £50,000.00 shall be provided to Warwickshire County Council towards feasibility works to delivery of a new railway station on the Coventry, Kenilworth and Leamington Spa Railway Line to the south of Coventry.

#### Highways England

Highways England note that the proposed junction at Green Lane is some distance from the Strategic Road Network (SRN) and is therefore of limited interest to Highways England.

The proposed junction with St Martin's Road is a roundabout, replacing a priority crossroad junction. The junction is in close proximity to the elevated section of the A46 Trunk Road, which passes just to the east of the site. Given the close proximity of the proposed roundabout to the SRN Highways England initially raised concerns that the realignment would affect the bridge piers supporting the A46 northbound carriageway.

Additional supporting Transport Assessment Addendums have been provided by the applicant and Highways England are now satisfied that the scheme will not affect the integrity of the bridge structure or its maintainability. The roundabout has since been made smaller and Highways England have confirmed that the revised diameter does not affect the accepted position.

No objection is therefore raised subject to a condition to secure detailed design drawings, which reflects conditions also requested by the Local Highway Authority.

#### **Flood Risk**

Policy EM5 'Sustainable Drainage Systems (SuDS)' states that all development must apply SuDS and should ensure that surface water runoff is managed as close to its source as possible.

The scheme is supported by a Surface Water Management Plan and Flood Risk Assessment. The Flood Risk Management Team have assessed the documents and identified concerns regarding the surface water flood risk and flow path heading from Green Lane leading south onto St Martins Road. The Flood Risk Management Team have raised no objection to the scheme, however this is subject to a condition to secure details and mitigation to manage these concerns.

#### **Air quality**

Policy EM7 states that major development schemes should promote a shift to the use of sustainable low emission transport to minimise the impact of vehicle emissions on air quality.

The access points link to a major scheme within Warwick District and contributions have been secured via the WDC application to secure public transport service and infrastructure improvements. A residential travel plan condition has also been applied to the Warwick District application, which will allow the City Council to influence how residents use the highway network. These will have benefits towards air quality within the city.

Environmental Protection have assessed the air quality modelling data and have raised no objections to the scheme, subject to a condition to secure a construction management plan.

### **Ecology/landscaping**

Paragraph 170 of the NPPF sets out that planning decisions should contribute to and enhance the local environment by minimising impacts on and providing net gains for biodiversity.

Policy GE4 'Tree Protection' of the Local Plan states that development proposals will be positively considered provided that there is no unacceptable loss of existing trees during or as a result of development and trees not to be retained as a result of the development are replaced with new trees as part of a well-designed landscape scheme.

An Oak Tree will need to be removed to facilitate the bus gate access on Green Lane. The tree in question is identified in the supporting Arboricultural Assessment as tree T121 and has been assessed and graded as a high quality 'A' category item. In addition, the tree is also subject to a Coventry City Council's Tree Preservation Order (Ref T1 -TPO 380). The Tree Officer also notes that an Ash Tree T515 near the junction of Green Lane and Kings Hill Lane will also be lost.

The proposed site entrances cannot be relocated, as highway modelling has demonstrated they present the optimum locations. The Tree Officer recommends replacements for any highway trees that must be removed. The applicant considers that the loss of these trees will be more than compensated for through the provision of a considerable amount of new planting of younger trees. Additional landscaping, planting and bio-diversity enhancements will be secured as part of the Warwick District application and given the significant replanting programme proposed across the site as a whole the loss of the two identified trees are deemed acceptable in this instance.

### **Contributions/obligations**

In addition to the contributions listed within the highway section of this report the Warwick District Council application also secures affordable housing, education, open space, and other associated contributions and obligations relevant to the Kings Hill development.

The contributions for the Coventry application are included within the legal agreement linked to Warwick District Council application. Officer recommendation is that planning permission is not issued until this legal agreement has been completed.

### **Equality Implications**

Section 149 of the Equality Act 2010 created the public sector equality duty. Section 149 states:-

- (1) A public authority must, in the exercise of its functions, have due regard to the need to:
  - a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;

- b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

Officers have taken this into account and given due regard to this statutory duty, and the matters specified in Section 149 of the Equality Act 2010 in the determination of this application.

There are no known equality implications arising directly from this development.

### **Conclusion**

The proposed development is considered to be acceptable in principle and will not result in any significant impact upon neighbour amenity, highway safety or infrastructure, subject to relevant conditions (and contributions secured via the WDC application). The reason for Coventry City Council granting planning permission is because the development is in accordance with: Policies DS1, DS2, DS3, AC1, AC2, AC4 and DE1 of the Coventry Local Plan 2016, together with the aims of the NPPF.

### **CONDITIONS:/REASON**

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

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

2. The development hereby permitted shall be carried out in accordance with the following approved documents Drg No: Figure 2.11 Issue 02, Figure 2.10 Issue 02.

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

3. The development hereby permitted shall not commence unless and until an appropriately scaled, site specific flood risk assessment considering surface water and appropriate mitigation measures has been submitted to and approved in writing by the Local Planning Authority. Details shall include:
  - i. Mapping of the 1 in 100 year surface water flood extents, taking into consideration the new highway layout, to indicate the exceedance and conveyance flows to inform highway level design and general ground levels, and to consider flood flow routing at the site boundary.
  - ii. Where new or redevelopment site levels result in the severance, diversion or the reception of natural or engineered drainage flow, the developer shall maintain existing flow routes (where there are no flood risk or safety implications) or intercept these flows and discharge these by a method approved by the Local Planning Authority.
  - iii. Provisions must be made for the drainage of the site to ensure there are no temporary increases in flood risk, on or off site, during the construction phase.

**Reason:** *To prevent an increased flood risk on the site, off site and adjacent Highway and to ensure that the entrance and exit routes of the development are safe and fit for appropriate for use in accordance with Policies EM4 and EM5 of the Coventry Local Plan 2016.*

4. No development (including demolition) shall take place unless and until a construction method statement for each of the proposed access points has been submitted to and approved in writing by the Local Planning Authority. The approved statement shall be strictly adhered to throughout the construction period and shall provide for: hours of work; the parking of vehicles of site operatives and visitors; the delivery access point; the loading and unloading of plant and materials; anticipated size and frequency of vehicles moving to/from the site; the storage of plant and materials used in constructing the development; wheel washing facilities and other measures to ensure that any vehicle, plant or equipment leaving the application site does not carry mud or deposit other materials onto the public highway; measures to control the emission of dust and dirt during demolition and construction; and measures to minimise noise disturbance to neighbouring properties during demolition and construction.

**Reason:** *In the interests of highway safety and the amenities of the occupiers of nearby properties in accordance with Policies DS3 and AC1 of the Coventry Local Plan 2016.*

5. No development hereby permitted shall commence until full engineering and construction details of the proposed junction scheme at St Martins Road/Howes Lane/Green Lane/ King's Hill Lane have been submitted to and approved in writing by the local planning authority and no more than 300 dwellings of the development permitted under Warwick District Council planning reference W-18-0643 (or subsequent replacement permission) shall be occupied until the junction works have been completed and open to traffic to the satisfaction of the local planning authority in consultation with the relevant highway authorities. The approved works shall be retained thereafter.

**Reason:** *In the interests of highway safety and the amenities of the occupiers of nearby properties in accordance with Policies DS3 and AC1 of the Coventry Local Plan 2016.*

6. No development hereby permitted shall commence until full engineering and construction details of the proposed emergency access, cycle and bus gate onto Green Lane have been submitted to and approved in writing by the local planning authority and no more than 200 dwellings of the development permitted under Warwick District Council planning reference W-18-0643 (or subsequent replacement permission) shall be occupied until the bus gate onto Green Lane has become operational to the satisfaction of the local planning authority in consultation with the relevant highway authorities. The approved works shall be retained thereafter.

**Reason:** *In the interests of highway safety and the amenities of the occupiers of nearby properties in accordance with Policies DS3 and AC1 of the Coventry Local Plan 2016.*

