

<b>Planning Committee Report</b>	
<b>Planning Ref:</b>	FMES/2020/0427
<b>Site:</b>	Former allotments, Land Adjacent 259 London Road
<b>Ward:</b>	
<b>Proposal:</b>	Construction of a Materials Recycling Facility (MRF) including process hall, outfeed hall, reception hall, solar PV's, ancillary office, service yard, control room and welfare facilities. Provision of access, including new weighbridge and security cabin and upgrades to existing access, car parking and landscaping.
<b>Case Officer:</b>	Shamim Chowdhury

## SUMMARY

The application seeks permission to erect a material recycling facility (MRF) together with associated infrastructures. The application site is an allocated site for the development of a waste facility in the current development plan and complementary to the nearby uses which are Energy from Waste and Household Waste Recycling Centre. The proposed development would not result in direct impact to nearby designated assets nor would it affect the general character and appearance of the area. The submitted viewpoint information demonstrates little impact to the public realm of the proposed MRF building given the shielded position. Due to the site's secluded location away from residential properties, the development would not result in any demonstrable impact in terms of noise and disturbance. As the MRF site is not open to the general public and would mainly be used by a limited number of HGVs in addition to members of staff, it is considered that the impact due to the additional traffic on the surrounding network would not be significantly detrimental to the free flow of traffic and highway safety. The proposal would result in loss of habitat and biodiversity; however, the proposal includes adequate ecological enhancement and landscape scheme as mitigation measures and it is considered that upon successful implementation of ecological enhancement and landscape proposals, net biodiversity gain can be achieved. The proposal also includes a public footpath improvement scheme which would help to provide an improved pedestrian and cycle route to connect the MRF site as well as the proposed Charterhouse Heritage Park and beyond. The ecological enhancement and public footpath improvement programme would also help to revive a wildlife site and Sherbourne Valley by combating anti-social behaviour, fly tipping and state of neglect. The proposal does not appear to have any significant environmental impact in terms of air quality, climate change, populations' health and contamination. The proposed development will benefit the locality economically, socially and environmentally. The proposed MRF development is compliant with the local and national policies and therefore, recommended for approval subject to conditions and mitigation measures.

## BACKGROUND

Coventry City Council (CCC) currently outsource their recycling services to a number of privately-operated sorting facilities across the country and are not currently in control of the management of this material, its processing and its onward journey. It is estimated that currently around 99,000 tonnes of dry recyclate is being recycled within the region, distributed to a range of destinations for onward processing. Therefore, Coventry City Council, together with 6 other neighbouring authorities are proposing to develop a Materials Recycling Facility (MRF) to process the collected recyclable materials from

households and businesses across the region. The MRF would process recyclate delivered by the Local Authorities and would separate the materials into their individual fractions for onward sale. The facility is designed to produce the high quality of recyclate and to provide the opportunity for the region to optimise recycling rates, enhance recyclate quality, deliver higher returns and greater landfill diversion. The proposed facility will contribute towards the regions ambition to drive waste up the waste hierarchy. The maximum capacity of the MRF would be 175,000 tonnes of dry recyclate per year. By developing the MRF in-house, Coventry City Council and partnering authorities will be able to take control over the management of the region’s recyclable materials, ensuring a more sustainable long-term approach to waste management in the region.

**KEY FACTS**

<b>Reason for report to committee:</b>	More than 5 objections against the proposal
<b>Current use of site:</b>	Disused and overgrown former allotment site
<b>Proposed use of site:</b>	Materials Recycling Facility

**RECOMMENDATION**

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

**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 makes provision for necessary developer contributions.
- The proposal accords with Policies: EM8, DE1, DS3, HE2, AC1, AC2, AC3, AC4, GE3, GE4, EM7, HW1 and JE7 of the Coventry Local Plan 2016, together with the aims of the NPPF and NPPW.

## BACKGROUND

### **APPLICATION PROPOSAL**

This application seeks permission for a material recycling facility (MRF) which would have the ability to process up to 175,000 tonnes of recyclate per annum. The gross floor area of the proposed MRF is 14340m<sup>2</sup> and comprises of a process hall, outfeed hall, reception hall, solar PVs, ancillary office, service yard, control room and welfare facilities. The vehicular access will be gained via the existing Whitley Depot off London Road. The pedestrian and cycle access will be provided via the Humber Road access and from an improved footpath which connects Shortley Road and Humber Road. The vehicular access proposals will include a new weighbridge and security cabin, upgrades to the existing access, car parking and landscaping. The reception hall, process hall and outfeed hall would be of a size and height that would allow loading/unloading of vehicles with the access doors closed to minimise noise, dust and odour impacts. The proposal also includes an extensive scheme of ecological enhancement within the adjoining land and improvements to the existing public footpath which runs adjacent to the site. Creation of a minimum 8m wide buffer zone alongside the River Sherbourne would also be part of the proposal. The proposed MRF is to be open 24 hours with deliveries/HGV movements restricted between 6am-10pm.

### **SITE DESCRIPTION**

The application site comprises the former London Road allotments and is currently disused and overgrown with scrubs and trees. The site area is around 4.4 hectares. To the north of the site, the west coast main railway line runs east to west, where there is a grade II listed viaduct. Immediately adjacent to the site to the north west and west are the existing Coventry and Solihull Waste Disposal Company (CSWDC) Energy from Waste (EfW) Plant and Household Waste Recycling Centre (HWRC). The Humber Road allotments are to the east of the site and to the south lies the council offices in Whitley Depot. The Seven Stars Industrial Estate is further away to the east. The River Sherbourne is to the west of the site and runs from north to south. The nearest residential houses are in Whitley Village approximately 120m from the site and well screened by approximately 100m wide mature landscaped buffer. The site has been removed from Greenbelt land in the current development plan and allocated for a waste facility site. It is also de-listed as a Local Wildlife Site (LWS), however the adjoining land to the north and to the west still remains as an LWS. The Blue Coat School and the proposed Charterhouse Heritage Park are to the north/northwest beyond the railway line. A public footpath runs along the western edge of the site and connects Shortley Road and Humber Road via a grade II listed tunnel under the railway line.

### **POLICY**

#### **National Policy Guidance**

Paragraph 7 of the NPPF states that the purpose of the planning system is to contribute to the achievement of sustainable development, which at a very high level, can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs. At the heart of the NPPF is a presumption in favour of sustainable development. Planning decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area.

The National Planning Practice Guidance (NPPG) adds further context to the NPPF and National Planning Policy for Waste, it is intended that all three documents are read together for the waste development proposal.

National Planning Policy for Waste (NPPW). The Waste Management Plan for England sets out the Government's ambition to work towards a more sustainable and efficient approach to resource use and management. Positive planning plays a pivotal role in delivering this country's waste ambitions through:

- delivery of sustainable development and resource efficiency, including provision of modern infrastructure, local employment opportunities and wider climate change benefits, by driving waste management up the waste hierarchy
- ensuring that waste management is considered alongside other spatial planning concerns, such as housing and transport, recognising the positive contribution that waste management can make to the development of sustainable communities;
- providing a framework in which communities and businesses are engaged with and take more responsibility for their own waste, including by enabling waste to be disposed of or, in the case of mixed municipal waste from households, recovered, in line with the Waste Regulations 2011.
- helping to secure the re-use, recovery or disposal of waste without endangering human health and without harming the environment in line with the Waste Regulations 2011.

In determining waste planning applications, waste planning authorities should:

- only expect applicants to demonstrate the quantitative or market need for new or enhanced waste management facilities where proposals are not consistent with an up-to-date Local Plan.
- consider the likely impact on the local environment and on amenity against the criteria set out in Appendix B and the locational implications of any advice on health from the relevant health bodies. Waste planning authorities should avoid carrying out their own detailed assessment of epidemiological and other health studies;
- ensure that waste management facilities in themselves are well-designed, so that they contribute positively to the character and quality of the area in which they are located;
- concern themselves with implementing the planning strategy in the Local Plan and not with the control of processes which are a matter for the pollution control authorities. Waste planning authorities should work on the assumption that the relevant pollution control regime will be properly applied and enforced;

As per Appendix B of the National Planning Policy for Waste, in determining planning applications, waste planning authorities should consider the factors below:

a. **Protection of water quality and resources and flood risk management** - Considerations will include the proximity of vulnerable surface and groundwater or aquifers. The suitability of locations subject to flooding, with consequent issues relating to the management of potential risk posed to water quality from waste contamination, will also need particular care.

- b. **Land instability** - Locations, and/or the environs of locations, that are liable to be affected by land instability, will not normally be suitable for waste management facilities.
- c. **Landscape and visual impacts** - Considerations will include the potential for designed solutions to produce acceptable development which respects landscape character and localised height restrictions.
- d. **Nature conservation** - Considerations will include any adverse effect on a site of international importance for nature conservation (Special Protection Areas, Special Areas of Conservation and RAMSAR Sites), a site with a nationally recognised designation (Sites of Special Scientific Interest, National Nature Reserves), Nature Improvement Areas and ecological networks and protected species.
- e. **Conserving the historic environment** - Considerations will include the potential effects on the significance of heritage assets, whether designated or not, including any contribution made by their setting.
- f. **Traffic and access** - Considerations will include the suitability of the road network and the extent to which access would require reliance on local roads, the rail network and transport links to ports.
- g. **Air emissions, including dust**- Considerations will include the proximity of sensitive receptors, including ecological as well as human receptors, and the extent to which adverse emissions can be controlled through the use of appropriate and well-maintained and managed equipment and vehicles.
- h. **Odours** - Considerations will include the proximity of sensitive receptors and the extent to which adverse odours can be controlled through the use of appropriate and well-maintained and managed equipment.
- i. **Vermin and birds** - Considerations will include the proximity of sensitive receptors. Some waste management facilities, especially landfills which accept putrescible waste, can attract vermin and birds.
- j. **Noise, light and vibration** - Considerations will include the proximity of sensitive receptors. The operation of large waste management facilities in particular can produce noise affecting both the inside and outside of buildings, including noise and vibration from goods vehicle traffic movements to and from a site. Intermittent and sustained operating noise may be a problem if not properly managed particularly if night-time working is involved. Potential light pollution aspects will also need to be considered.
- k. **Litter** - Litter can be a concern at some waste management facilities.
- l. **Potential land use conflict** - Likely proposed development in the vicinity of the location under consideration should be taken into account in considering site suitability and the envisaged waste management facility.

### **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 EM8: Waste Management

Policy DS3: Sustainable Development Policy

Policy DS4: (Part A) – General Masterplan Principles

Policy GE3: Biodiversity, Geological, Landscape and Archaeological Conservation

Policy GE4: Tree Protection

Policy JE7: Accessibility to Employment Opportunities

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 AC7: Freight  
Policy EM1: Planning for Climate Change Adaptation  
Policy EM4 Flood Risk Management  
Policy EM5 Sustainable Drainage Systems (SuDS)  
Policy EM7 Air Quality

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

SPD Delivering a More Sustainable City  
SPD Coventry Connected

**CONSULTATION**

No Objections received from:

- Canals and Rivers Trust; Sustainability; Conservation; Public Health; West Midlands Police; West Midlands Fire Service; Ministry of Housing, Communities and Local Government; Natural England; Severn Trent Water; Warwickshire County Council

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

- Environment Agency; Highways; Drainage and Flood Risk; Environmental Protection; Ecology; Tree Officer; Streetscene and Greenspace; Public Right of Way Officer; Economic Development; Archaeology; Urban Design and Landscape;

At the time of writing the report comments have not been received from:

Coal Authority; Health and Safety Executive; Network Rail; NHS; Western Power.

Environment Agency (EA) withdrew their initial objection following receipt of the revised Flood Risk Assessment. As per EA recommendation, condition has been imposed to retain/create an 8m buffer zone along river Sherbourne and a condition to ensure biodiversity and ecological value remains within the green surroundings. In addition, the other matters related to the operation of the site will be covered under the waste permit/licence from the EA.

Warwickshire Wildlife Trust (WWT) initially objected to the proposal due to the site's connection with the LWS and impact on habitat and wildlife. The applicant has responded to their objection clarifying the mitigation measures to compensate for the loss of part of the LWS as well as ecological enhancement scheme which demonstrate net biodiversity gain can be achieved as part of the proposed development. No further response has been received from WWT nor have they responded to the consultation carried out on the amended scheme.

Historic Coventry Trust (HCT) indicates that they have no objection to the allocation of the site in the Local Plan for the recycling centre, however they raised concerns in their initial response that the proposal could affect the proposed Charterhouse Heritage Park development and nearby heritage assets as well the landscape features and wildlife. The applicant has responded to address their concerns and clarified that the proposal would not have any detrimental impact in delivering the proposed Charterhouse Heritage Park

nor would it affect the setting of nearby heritage assets, i.e, viaduct, London Cemetery etc. The response also included what mitigation and enhancement measures would be taken in habitat creation and to offset biodiversity. The applicant has also provided additional photo views to illustrate the nature of views from locations within and around the Charterhouse site and adjacent playing fields. No further response has been received from HCT nor have they responded to the consultation carried out on the amended scheme.

Historic England does not object to the proposal and considers that the proposal is likely to cause less than substantial harm to some designated heritage assets. However, they do have concerns on heritage grounds and suggest reviewing the setting and design to minimise any potential adverse impact on the nearby heritage assets. The proposal does not appear to have any significant impact on the nearby heritage assets. The applicant has responded to the comment made by Historic England to clarify the relationship and context of the proposed development with the nearby heritage assets and their settings. The applicant has also demonstrated that the significant public benefit which would be brought by the proposed development would outweigh any potential less than substantial harm which might occur by the development. Any further comments from Historic England will be reported as late representations.

Immediate neighbours and local councillors have been notified; 6 site notices were posted on 12 March 2020 and 21 August 2020; press notice was published in the Coventry Telegraph on 12 March 2020 and 21 August 2020.

29 letters of objection have been received including one from Whitley Resident and Neighbourhood Watch Association, raising the following material planning considerations:

- a) The traffic implications for the area - this will make it worse, London Road, Humber Road and Allard way are already heavily congested
- b) Impact on air quality
- c) Adjacent to residential area and will overshadow the area
- d) The Transport Assessment does not accurately reflect what is happening on the ground and it is not a sound assessment.
- e) Additional traffic which will be generated by planned developments in the area (cumulative impact) has not been considered.
- f) Construction traffic will bring congestion and disruption to busy London Road
- g) Noise and disturbance from the proposed recycling facility
- h) Would affect the quality and character of the area.
- i) No provision for safe off-road cycling routes and no safe pedestrian crossing point.
- j) Burning smell from waste and plastic packaging
- k) Would affect the Charterhouse Heritage Park
- l) Loss of designated local wildlife site
- m) Greenbelt site would be lost
- n) Loss of biodiversity, loss of trees and wildlife.

3 letters of support have been received, raising the following material planning considerations:

- o) Good for the environment; there are a number of supports also within the objection letters stating that the recycling facility is a good idea, however the proposed siting is not appropriate.

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

p) Devalue of property

Any further comments received will be reported within late representations.

## **APPRAISAL**

The main issues in determining this application are principle of development, the impact upon the character of the area and heritage assets, the impact upon neighbouring amenity, the impact on highways, impact on ecology, air quality and other wider social and environmental impact.

### **Principle of development**

As per paragraph 7 of the National Planning Policy for Waste (NPPW), if a proposal is consistent with an up-to date development plan, applicants for new or enhanced waste management facilities are not required to demonstrate a quantitative or market need for their proposal. The application site has been specifically allocated within the Coventry Local Plan 2016 for such a use. Therefore, a full needs assessment is not required for the proposal on this site. However, the applicant has provided an assessment which demonstrated satisfactorily the need for the facility and highlighted the importance of the development of the MRF in this location and to the region as a whole.

The NPPF requires each community to take responsibility for their own waste and to adopt the principles of the waste hierarchy – prevent, reduce, reuse, recycle / compost, recover and then finally dispose. The Coventry Local Plan 2016 states that the Council will support the distribution of new waste facilities across the city providing the sites and facilities meet the specified criteria in Policy EM8. Policy EM8 recognises that there is an opportunity for the development of a waste use at the application site which has the potential to cluster complementary waste and sustainable energy uses.

Policy EM8 states that the proposed new or expanded waste management facilities will be assessed against the following criteria:

- a) The effect of the proposed waste facility upon the environment and neighbouring land uses;
- b) The impact of traffic generated by the proposal
- c) The need for pollution control measures appropriate to the type of waste to be processed or handled;
- d) The impact of proposals on residential amenity. New waste facilities will not normally be approved adjacent to existing housing and proposals for anaerobic digestion will not be approved in close proximity to existing housing;
- e) The effect of proposals on aircraft safety; and
- f) The design of the proposal.

The Policy EM8 goes on by suggesting that careful consideration should be given to the need to minimise environmental and visual impact. Wherever feasible, waste operations should be enclosed within buildings or sealed structures in order to minimise impacts on adjacent uses from noise, odour, vermin and wildlife. Proposals advocating open air unenclosed storage of organic odour producing material will not be supported.



It is considered that the development proposal for the MRF would fulfil the criteria of the Local Plan Policy EM8, and the guidance and objectives of NPPW, NPPG and NPPF and therefore, the principle of the MRF development is considered acceptable on this site subject to compliance with other plan policies, in particular, Coventry Local Plan 2016 Policies related to sustainability, design and character, highways, residential amenities, trees, ecology, and other wider environmental issues. The detailed assessment has been provided in the later sections of this report.

### **Proximity Principle**

The proximity principle refers to waste being handled as close to the source as possible and also applies to avoiding the adverse environmental impacts of unnecessary transport. In this regard, the site already serves as a strategic waste management site for the Council

### **Environmental Statement (ES)**

The proposed MRF development falls under Schedule 2, Section 11(b) – Other Projects (Installations for the disposal of waste), of the Environmental Impact Assessment (EIA) Regulations 2017 and the development area exceeds 0.5ha with an annual capacity of handling dry recyclate more than 50,000 tones. The criteria triggers the applicant to carry out an Environmental Impact Assessment (EIA) and submit an Environmental Statement (ES) with the planning application. The ES has been prepared in accordance with the requirements of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017. The ES looks at potential impacts to the local and wider environment and incorporates appropriate mitigation measures within the overall design of the scheme. The following topics were considered within the ES:

- Transport;
- Noise;
- Air Quality and Odour;
- Ecology;
- Landscape and Visual;
- Cultural Heritage;
- Ground Conditions and Contamination;
- Water Resources, Drainage and Flood Risk;
- Climate Change and
- Socio Economic

The ES also included a Health Impact Assessment, Arboricultural Assessment, Utilities Assessment; Glint and Glare Assessment; and Flood Risk Assessment.

### **Impact upon the character of the area and heritage assets,**

Policy DE1 of the Local Plan seeks to ensure high quality design and development proposals must respect and enhance their surroundings and positively contribute towards the local identity and character of an area.

Policy HE2 sets out the strategic approach to the conservation of the historic environment. In order to help sustain the historic character, sense of place, environmental quality and local distinctiveness of Coventry, development proposals will be supported where they conserve and, where appropriate, enhance those aspects of the historic environment which are recognised as being of special historic, archaeological,

architectural, artistic, landscape or townscape significance. These Heritage Assets include:

- a) Listed Buildings and Locally Listed buildings;
- b) Conservation Areas;
- c) Scheduled Ancient Monuments and Archaeological sites;
- d) Registered Parks and Gardens; and
- e) Other places, spaces, structures and features which may not be formally designated but are recognised as significant elements of Coventry's heritage and are positively identified on the Coventry Historic Environment Record.

Policy HE3 demonstrates the ambition to develop a Heritage Park in the grounds of the Charterhouse and London Road cemetery together with measures to improve linkages to the area along the River Sherbourne (between Charterhouse and Far Gosford Street), the former Coventry loop railway line and across the London Road. Policy HE3 states that the proposals that are detrimental to the establishment of the heritage park and the improvement of linkages will be resisted.

There are no designated heritage assets recorded within the site boundary nor does the site adjoin any heritage assets. The proposed Charterhouse Heritage Park and London Road Conservation Area is located to the northwest of the site beyond the railway track and its embankment. The Sherbourne Viaduct, a Grade II listed building located on the railway line spanning the River Sherbourne is also to the northwest of the site directly to the north of the existing incinerator on Barr Road. The Grade II listed Humber Road Tunnel south portal which passes under the railway line is around 60m to the north of the site.

The existing Coventry and Solihull Waste Disposal Company Energy from Waste (EfW) Plant and Coventry City Council Household Waste Recycling Centre are located to the north west and west of the site respectively. The scale and mass of this facility along with the elevated railway embankment prevents distant views north and north west and the site of the Charterhouse would not be readily observed in the views from the site. The tree canopy of the London Road cemetery extension, outside of the registered park and garden boundary, forms the most southerly point of the London Road Conservation Area and is perceptible in views west from the central footpath through the site. No buildings or structures associated with the designated registered park and garden area of the cemetery park would be perceptible in views from the site.

The Humber Road allotments to the east and Whitley Depot to the south would not be readily visible from the application site due to existing vegetation intervening in direct views. The application site is visible on exiting south through the Grade II listed tunnel; however, it is not considered that the setting of this heritage asset would be affected by the development rather it is considered that this tunnel would be more appreciated as the associated footpath would be improved and enhanced as part of the development proposal and subsequently footpath and tunnel would be used by more people. Currently, the tunnel appears neglected and affected by vandalism.

The proposals would result in development beyond the boundary of the Conservation Area, in an area already characterised by industrial buildings and recycling facilities. The proposed MRF building, where potentially visible in limited outward views from the Conservation Area, would not introduce a form of development out of character for the

vicinity of the asset and would be viewed in the context of existing industrial development. In addition, the secluded position of the site due to vegetation screening around the site and railway embankment, the proposed MRF development would not affect the setting of the surrounding heritage assets nor would affect the character and appearance of the London Road Conservation area.

The proposed Charterhouse Heritage Park development is located to the northwest of the site beyond the existing, vegetated railway embankment. The raised railway embankment and associated vegetation forms a definite and raised enclosure to the wider parkland setting of the Charterhouse and beyond the existing Energy from Waste industrial facility which intervenes in views. The application site does not appear to have a visual relationship with the Charterhouse or the scheduled site nor does it have any obvious historic association which would add to an appreciation of its significance. In addition, the existing Energy from Waste (EFW) industrial facility and large stack at the extant facility has introduced industrial uses and buildings within the wider setting of the Charterhouse. As such, the proposed development would not represent an intrusive building type or use which would be detrimental to the establishment of the heritage park. The proposal would have positive contribution to the Charterhouses development as the existing footpath which passes along the application site would be improved and enhance and provide connectivity to Charterhouse Heritage Park and beyond.

The ES recognises that potential harm to the significance of a heritage asset can be minimised through the creation of long-term visual/acoustic screening or through the early recognition of sensitive receptors within sympathetically designed schemes such that built form and activities associated with a development are demonstrably positioned in order to reduce adverse impacts. The proposal includes incorporation of landscaping features for the softening of the retaining walls required close to the footway through planting. These landscaping features are in addition to the landscape scheme of the proposal which are proposed to compensate any detrimental impact on the ecology and biodiversity of the site, which have been assessed separately within this report.

It is considered that the proposed development would not result in direct impact to designated assets nor would it affect the general character and appearance of the area. The proposal complies with the Policies DE1, HE2 and HE3.

Nevertheless, the proposal would bring significant public benefits in terms of environmental, social and economic aspects. The facility will significantly reduce the amount of waste being sent to landfill and contribute towards increased recycling credential, the proposal includes improvement of the Sherbourne Corridor by removing invasive species and asbestos together with woodland planting, and creation of a wildflower meadow and orchard making it more accessible and enjoyable to the local people. The proposal would create a number of jobs for local people during construction and for its operation. Therefore, the proposed development would outweigh any potential limited/ less than substantial harm in terms of heritage assets.

### **Impact on residential amenity**

The proposed development site is a secluded area away from residential properties. The nearest residential properties are on Whitley Village around 120m to the southwest from the application site. A noise survey was undertaken to establish the existing noise levels at sensitive receptors around the site. The survey identified that due to the background

noise from road traffic, noise from the Coventry and Solihull Waste Disposal Company plant and birdsong are significant on this location. Due to the existing traffic flows along the roads surrounding the site, it is considered that the level of road traffic noise is unlikely to change significantly during construction. Also due to the distance of the sensitive receptors it is unlikely that vibration due to the operation of construction machinery will be significant. However, a pre-commencement condition requiring submission of a construction and environment management plan to minimise impact on the surrounding neighbouring amenities and highways has been recommended. It is considered that when the MRF would be in operation, the additional traffic would not lead to an increase in traffic noise levels at existing receptors located along the main routes to and from the site. The majority of the noise from the facility is likely to arise from deliveries accessing the site, collecting outputs from the facility, unloading/loading materials and the processing of materials. However, the loading and unloading will be carried out inside the building. Therefore, the potential noise level from daily activities of the MRF would not be detrimental to the surrounding neighbouring occupiers. Due to the secluded nature of the site being away from the surrounding highways and residential properties, the MRF building would not appear visually intrusive to the surrounding neighbouring residents.

### **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.

Policy AC3 of the Local Plan acknowledges that the provision of car parking can influence occurrences of inappropriate on-street parking which can block access routes for emergency, refuse and delivery vehicles, block footways preventing access for pedestrians, reduce visibility at junctions and impact negatively on the street scene. Proposals for the provision of car parking associated with new development will be assessed on the basis of parking standards set out in Appendix 5. The car parking standards also include requirements for the provision of electric car charging and cycle parking infrastructure.

The proposed MRF site will be accessed through the existing Whitley Depot access off London Road. This access route will be upgraded as part of the Whitley Depot redevelopment proposal and extend to the northwest up to the MRF site. The HGVs which would be involved in loading/unloading would enter and exit the building on forward gear. A Transport Assessment (TA) and a Travel Plan have been submitted with the application to assess the impact of this development proposal on the surrounding highway network and any potential mitigation measures to be implemented if required. The junction modelling that was undertaken within the TA has shown that the development will not cause a significant detrimental impact to the existing highways network. Both the A444 / London Road roundabout and London Road / Allard Way roundabouts are predicted to operate over capacity in the future, which includes for both base traffic levels (existing traffic data factored to a future year using TEMPRO) and any surrounding committed developments. The TA found that the current committed development in the vicinity

(cumulative impact) would have a nominal 2% impact on roundabout arms that are already operating over capacity. In this situation TA concluded that such an impact is not considered significant to the junction network due to the proposed MRF development. The highway authority found the TA is satisfactory and considered that the traffic impact as a result of the MRF development would be minimal and would be acceptable. The highway authority found that the 86 HGV movements per day is unlikely to cause concerns mainly because these movements would be split in the late morning and mid-afternoon which are outside main peak hours. They also consider that the movements associated with staff would be reasonable as the site is not open to members of public and maximum 36 staff will be at the site at any single time.

Despite A4082 London Road being an arterial route that accommodates HGV movements in and out of Coventry and providing a direct link back onto the A444 and then A45, Officers suggested the applicant to explore alternative vehicular access to the site from Bar Road or Humber Road instead of London Road. The applicant indicated that these two options are not viable at this moment. Bar Road is to serve the existing domestic Recycling and Reuse Centre (The Tip) and creation of new access route using Bar Road would affect the operation of the current Tip site and without removing the whole Tip site, a new vehicular access would not be achieved. The applicant also stressed that the Humber Road entrance currently provides access to all City Council's site staff who work at Whitley Depot, the highways teams accessing equipment, gritters using the salt barn and this entrance is already heavily used. The current Whitley Depot redevelopment would restrict the London Road access to operational vehicles and fleet customers (Taxi licensing and MOT's) only and Humber Road entrance will continue to be the site access point for all site based staff, and become the only entrance to site for visitors and pedestrian/cyclist access.

Highways Officers consider that the pedestrian network surrounding the site access on London Rd is of a good standard with footpaths on both sides and suitable crossing points across London Rd. A site of this nature is unlikely to create significant pedestrian demand with a low number of staff on site at any given time and the site access with London Rd not being that attractive to walkers/cyclists. A review of census data in the TA shows that about 15% of trips are attributed to walkers/cyclists in the local area, which potentially would account for 4/5 trips. Therefore, highway authority agrees with the findings in TA that any improvements to the off-site pedestrian network on or near to London Rd is not necessary to enable the development. However, the applicant has agreed to carry out improvement works to the footpath which runs along the northwest edge of the site connecting Shortley Road and Humber Road as recommended by Council's Right of way Officer. The improvement works would make the footpath suitable for not only pedestrians but also for cyclists, and the MRF site would be accessible to staff from this footpath. Nevertheless, the Travel Plan has demonstrated how and what measures would be available to staff to encourage reducing trips and car dependency.

In addition to cycle storage provision, the proposal includes 65 parking spaces including 1 disabled space and 9 spaces for minibus. The minibus spaces are for the existing Whitley Depot vehicles. It is considered that these spaces are satisfactory for the proposed development in particular given that a maximum of 36 full time employees are anticipated in one single time and no public accessing the site on any regular basis. The manoeuvring arrangement for HGVs within the site are satisfactory which will enter inside the MRF building to load/unload recycle. The access road would be upgraded to ensure

that vehicles including HGVs can move both ways at the same time. Overall, it is considered that the proposed MRF development would not result in significant impact on the local highways network and parking provisions in the area. The proposal therefore accords with Policy AC1, AC2 and AC3 of the Coventry Local Plan 2016 for new waste developments and compliance with the NPPF and NPPW.

### **Ecology and Biodiversity**

Policy GE3 states that the proposals for development on sites which have biodiversity or geological conservation value, will be permitted provided that they protect, enhance and/or restore habitat biodiversity. Development proposals will be expected to ensure that they:

- a) lead to a net gain of biodiversity, where appropriate, by means of an approved ecological assessment of existing site features and development impacts;
- b) protect or enhance biodiversity assets and secure their long-term management and maintenance;
- c) avoid negative impacts on existing biodiversity; and
- d) preserve species which are legally protected, in decline, are rare within Coventry or which are covered by national, regional or local Biodiversity Action Plans. Where this is not possible, adequate mitigation measures must be identified. If mitigation measures are not possible on site, then compensatory measures involving biodiversity offsetting will be considered, but only in exceptional circumstances.

The application site is largely an area of naturalised disused allotments. The application site and surrounding area appear to have very little management and therefore, the ecology and diversity value of the unmanaged site and surrounding appear to have increased significantly. Fly-tipped rubbish, including asbestos, is a problem across the whole area, in particular within the naturalised and disused allotments. To the east of the application site is Humber Road allotments, to the west the river Sherbourne is fringed by mature vegetation. The naturalised and disused allotments extend outside the application boundary to the north along the railway embankment. The Whitley Depot is to the south of the site. The application site forms part of the corridor along the River Sherbourne with the Charter House Heritage Park and open spaces.

It is apparent that all habitats within the application site will be lost to the development. However, most of the perimeter hedgerows would remain and would be enhanced and no additional habitat loss would occur outside the application boundary within the Local Wildlife Site (LWS). The Environmental Statement recognises that the proposed development could affect the amount of mitigation for habitat loss that can be provided within the site which could potentially lead to an overall significant adverse residual effect. Mitigation measures for the scheme are intended to contribute to enhancing the biodiversity of the wider area in a sustainable way whilst complimenting the existing landscape. Local Plan policy GE3 and the NPPF seek to ensure that biodiversity is effectively protected, and any development fully mitigates any loss and leads to some overall gain.

The Ecology Officer suggests creation/restoration of a wildflower meadow would be significant improvement and provide connectivity for a chain of meadows along the Sherbourne valley. The establishment of an orchard would provide biodiversity value as well as a cultural link to previous allotment use and a community resource. The Ecologist also considers further enhancements are potentially possible within the woodland and

river corridor. However, a pre-commencement condition has been imposed requiring submission of mitigation and enhancement measures together with a landscaping scheme outside the application boundary in order to achieve net gain of biodiversity. The applicant has agreed with this condition to enable the proposed development. A Biodiversity Impact Assessment (BIA) has been carried out to demonstrate how biodiversity net gain will be achieved. It is considered that if the adequate mitigation and enhancement measures are implemented, and habitat restoration and creation are successful, there will be a biodiversity net gain for the local habitats and species on site. In this regard it is reasonable to impose a condition for the applicant to provide and agree details regarding long term management responsibilities and maintenance schedule of the proposed landscaped and ecological improvement plan of the site and surrounding.

The proposal includes external lighting during the construction as well as during the operation of the MRF. The applicant recognises that the illumination could affect the wildlife, in particular bats, birds and other wildlife. The supporting statement indicates that a sensitive lighting scheme will be developed for the site that will fully consider effects on breeding birds and other wildlife. It also indicates that the area of illumination will mainly be limited to within the site boundaries except for small areas along the north-eastern and south-eastern boundaries. The restored perimeter hedgerows and created hedgerows along these boundaries are anticipated to screen a degree of this light spill and glare from the development to the adjacent woodland and allotment habitats. This will maintain a darker corridor for foraging and commuting bats on the opposite sides of the hedgerows.

Although the proposed development would result in loss of biodiversity, the proposed mitigation and enhancement measures would achieve biodiversity net gain. In addition, the proposal would provide opportunity to manage the enhanced LWS and surrounding landscaped area which would also attract visitors who wish to experience nature and wildlife. It is considered that the proposed MRF development would be a sustainable development and would comply with the Local Plan Policy GE3 and objectives of NPPF.

The applicant carried out a comprehensive arboricultural assessment (Arboricultural Impact Assessment report AIA) to assess the arboricultural qualities of this site. The report identified 'B' and three 'A' category trees in accordance with BS 5837. The 'A' category trees included an Oak, an apple and a coppiced/pollarded Goat Willow of a large girthed trunk. A selection of mature trees was identified as being possible for translocating. During advanced site preparation works, 4 trees have been translocated to land to the north of the application site adjacent to a public footpath, within land owned and managed by city council.

The applicant also confirms that the vegetative cuttings were successfully taken from the individual trees by local nurseries, to ensure genetic propagation of the genotype for the tree specimens to continue for this area in the long term. A selection of the propagated trees will be planted within the immediate receptor site plus other areas to ensure long term successional planting, including local ecology and amenity contributions within this Local Wildlife Site. In addition to this, the planting and restoration of approximately 1.1 linear km of hedgerows are proposed for improved and newly formed habitat creation. Council's Tree Officer is satisfied with this arrangement and subject to implementation of ecological enhancement and landscape scheme, tree officer raised no objection to the proposal.

## **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. Development will be located where it is accessible to support the use of public transport, walking and cycling. All major development proposals should be suitably planned to design out any adverse impact on air quality and be in accordance with the West Midlands Transport Emissions Framework and associated policies.

Policy EM7 recognises that some major development may lead to a significant deterioration in local air quality resulting in unacceptable effects on human health, local amenity or the natural environment. This policy suggests that the air quality assessment should address: a) The existing background levels of air quality; b) The cumulative background levels of air quality (related to the cumulative impact of developments in an area); c) The feasibility of any measures of mitigation that would prevent the national air quality objectives being exceeded, or would reduce the extent of the air quality deterioration.

The proposed development would generate additional traffic and will cause a redistribution of existing traffic on the local road network. At the operation stage, mainly the HGVs using the site would be one of the main factors which could affect the air quality of the area in addition to construction traffic and emission of dust during construction. It is essential to assess the impact on the air quality due to the proposed MRF development in conjunction with the already planned development in the area in terms of cumulative impact on the air quality. The submitted air quality assessment predicts a negative impact from the development and our Environmental Protection Officer agrees with this assessment. Any mitigation during the construction phase will be covered by the Construction Environmental Management Plan and a condition is recommended accordingly. Conditions are also recommended for measures such as electric vehicle charging points.

Whilst the impact on air quality could be reduced significantly by using electric vehicle or low emission vehicle (i.e. EURO VI standard), this matter cannot be achieved by using a planning condition, but it is reasonable to expect the relevant stakeholders and local and national guidelines will help to achieve this. Overall, it is considered that the residual effect of the MRF development together with the planned development nearby would not be significant.

The proposed MRF is not considered to be a source of unpleasant odour and smell. This is mainly due to the recycle materials which will be processed within facility being mixed dry recyclate and not organic waste. In addition, the process would take place within an enclosed building. As the vehicles would enter the building to load/unload and there would be plant and machinery within the building, an air extraction system would be installed to maintain safe working conditions for staff/operatives within the building. Air from each hall will be extracted via a series of duct pipes to individual units located towards the rear of the MRF building which will filter out the dust and treat the air extracted from the halls. The clean air from each of the units will be released via the stack.

## **Water Resources**



The site is adjacent to River Sherbourne and is at potential risk from the proposed development. The construction works such as soil compaction, soil stripping, use of machinery on site and earthworks all have the potential to impact upon groundwater levels and flow, groundwater quality and surface water quality. The applicant confirms that a Construction Environmental Management Plan (CEMP) will be prepared to ensure that best practice is followed during construction and the environment is protected including water resources. This would be controlled by pre-commencement condition and by a detailed drainage condition. During operation of the proposed MRF, all the waste/recycle materials will be processed (loading/unloading) inside the building on hardstanding. No recycle materials will be left outside the building or store outside in the open and this would help preventing any accidental releases to the environment. A condition has been imposed to ensure that. In addition, all the recycle are mainly dry items, therefore no significant effects are expected on the water resources including groundwater.

### **Climate Change**

The clearance of vegetation and construction work and associated traffic movement would increase emissions and subsequently contribute significantly towards climate change. The ES has considered both the potential contribution of the proposed MRF towards climate change as well as how the resultant effects of climate change may affect the proposed MRF. The ES found that the expected emissions from the facility, once operational, would be more favourable than if the recycling provision within each of the seven Partner Councils was to remain as it is now. This is primarily due to the reduction in transport mileage and is considered to be significantly beneficial. Further to reducing the transport emissions associated with the operations of the MRF, to reduce emissions further, proposal includes air sourced heat pumps (ASHP), solar panels and cycle parking provisions. The ES agrees that it will not be possible to eliminate every risk of the proposed development associated with climate change. However, the applicant has demonstrated their commitment in the ES that they are willing to address the climate change through intelligent design, preparation and responsible construction. A condition has been imposed to provide 10% of the proposed parking spaces to be equipped with electric vehicle re-charging points which would also help to combat climate change.

### **Health/Socio-Economic Impact**

CLP Policy HW1 suggests that all major development proposals will be required to demonstrate that they would have an acceptable impact on health and wellbeing. This should be demonstrated through a:

- a) Health Impact Assessment (HIA) where significant impacts on health and wellbeing would arise from that proposal; or
- b) HIA Screening Report which demonstrates that the proposed development would not overall give rise to negative impacts in respect of health and wellbeing.

A HIA has been undertaken in accordance with the Council's HIA Supplementary Planning Document. The results of the HIA have found that with the implementation of mitigation measures and best practice potential adverse effects of the proposed MRF development in relation to open space, air quality, noise, neighbourhood amenity, crime

reduction and community safety, minimising use of resources and climate change are considered negligible.

The Proposed Development will generate an estimated 114 jobs per year during construction, 228 in total (for 2 years construction phase), for a range of disciplines including engineers, skills tradesman, construction workers and management and 36 jobs comprising management, operations and maintenance roles, during operation. It is reasonable to expect that the local businesses will benefit from supplying goods and materials to the construction of the proposed development. At the same time, construction workers and future employees will spend their income in local restaurants, bars, cafes, leisure facilities and so on. This spending will have benefits both locally and further afield both economically and through indirect job creation. The ES presumed that 60% of the jobs created will be taken by residents from the local area. It is considered that increased employment opportunities can have a positive influence on health through increasing social contact, involvement in a collective effort or activity and by forming social relationships. All of these contribute to wellbeing. Overall, it is considered that the proposed MRF development would have a positive socioeconomic effect on the local area.

### **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, ecology or infrastructure, subject to relevant conditions. The proposed development will benefit the locality economically, socially and environmentally. The reason for Coventry City Council granting planning permission is because the development is in accordance with: Policies EM8, DE1, HE2, DS3, GE3, GE4, AC1, AC2, AC3, AC4, EM7, JE7 and HW1 of the Coventry Local Plan 2016, together with the aims of the NPPF and NPPW.

### **CONDITIONS:/REASON**

1. The development hereby permitted shall begin not later than 3 years from the date of this decision.

**Reason:** *To conform with Section 91 of the Town and Country Planning Act 1990 (as amended)*

2. The development hereby permitted shall be carried out in accordance with the following approved plans: Planning Supporting Statement; 184281-T01-Rev D\_GA\_SpineRoadandWeighbridge; 184281-T02-Rev C\_SPA\_MaxLegalLenthHGV; CA11485-025 Site Topography; Proposed Weighbridge Office; Appendix 12.6 - Groundsure Enviro Insight report; Appendix 12.6 - Groundsure Geo Insight report; Appendix 12.6 - Groundsure Historical Maps; Appendix 1.1 - Site Location Plan; Appendix 2.1 - Health Impact Assessment; Appendix 2.2 - Arboricultural Assessment; Appendix 2.3 - Utilities Assessment; Appendix 6.1 - Transport Assessment; Appendix 6.2 - Traffic Data; Appendix 6.3 - Employee Travel Plan; Appendix 7.1 - Legislation Policy & Guidance; Appendix 7.3 - Noise Monitoring Results; Appendix 7.4 - Traffic Flows; Appendix 8.1 - Legislation, Policy and Guidance; Appendix 8.3 - Methodology; Appendix 8.4 - Air Quality Assessment Results; Appendix 9.1 - Preliminary Ecological Appraisal Report; Appendix 9.3 - Breeding Bird Survey; Appendix 9.4 - Legislation Policy and Guidance; Appendix 9.6 - Wintering Bird Survey; Appendix 9.7 - PGLRA January 2020; Appendix 9.8 - Bat Activity Survey; Appendix 9.9 - GCN Survey; Appendix 9.10 - Otter Survey; Appendix 9.11 - Biodiversity Impact Assessment; Appendix 9.12 - Nature Conservation Evaluation Criteria; Appendix 9.13 - PWMS - SI Investigations January 2020; Appendix 10.1 - Legislation Policy & Guidance; Appendix 10.2 - Photo view Location Plan; Appendix 10.3 - Local Landscape Character Areas Plan; Appendix 10.4 - Methodology Landscape and Visual Impact Assessment; Appendix 10.5 - Photo views; Appendix 11.1 - Archaeological DBA; Appendix 11.2 - Heritage Statement; Appendix 11.3 - Legislation, Policy and Guidance; Appendix 12.1 - Legislation Policy & Guidance; Appendix 12.2 - WA Phase I Desk Study Report (inc. appendices); Appendix 12.3 - Conceptual Site Model; Appendix 12.4 - Relevant Correspondence; Appendix 12.5 - Assessment Methodologies; Appendix 12.7 - Explosive Ordnance Assessment; Appendix 13.1 - Legislation, Policy and Guidance; Appendix 13.2 - Assessment Methodology; Appendix 13.3 - WFD Assessment February 2020; Appendix 14.1 - Legislation, Policy and Guidance; CA11485-003 - Habitat Plan; CA11485-105 - Off-Site Habitat Plan; Figure 11.1 - Selected Heritage Assets; Average Annual Weekday Traffic Flow Locations; Figure 7.1 - Noise Monitoring Location Plan; Wider Site Location Plan; Figure 12.2 - Existing Layout; Figure 12.3 - Hydrological Receptors; Environmental Statement February 2020; Non-Technical Summary February 2020; Statement of Community Involvement FINAL; Appendix 1.1 Proposed Site Layout; Appendix 2.1 Updated Arboricultural Impact Assessment; Appendix 2.2 Flood Risk Assessment; Appendix 2.3 Ground Conditions Constraints; Appendix 4.1 BIA; Appendix 4.2 Mitigation Strategy; Appendix 4.3 Operational Site Lighting; Appendix 5.1 Local Landscape Character Areas; Appendix 5.2 Photoviews\_Part2; Appendix 5.3 Indicative Visualisations; Appendix 5.4 Illustrative Landscape Masterplan; Appendix 6.1 Heritage Statement; Appendix 6.3 Selected Heritage Assets; Appendix 7.1 Glint Assessment; CA11485-057-A Layout Option 8; CA11485-058-A Layout Option 8 (Basic Layout); CA11485-059-A Layout Option 8 (Full Site Boundary); CA11485-060-A Cross Sections; CA11485-061-A Cut Fill Isopachyte

Plan; CA11485-062-A Elevations; CA11485-063-A General Arrangement; CA11485-064-A Indicative Drainage Strategy; CA11485-065-A Operational Site Lighting; LET-006 Application Cover Letter 07 August 2020; REP-101 ES Addendum FINAL; Dwg:CA11485-110-111-112-113-RevisionA Indicative Visualisations VP3 VP5 VP6 VP14; Dwg:CA11485-116-RevisionA Indicative Visualisation VP2; Dwg:CA11485-117-RevisionA Indicative Visualisation VP21; Dwg:CA11485-118-RevisionA Indicative Visualisation VP22; Dwg:CA11485-119-RevisionA Indicative Visualisation VP23; CA11485-202-B Proposed Office Layout; Written Scheme of Investigation WSI August 2020;

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

3. No development (including any demolition) shall take place unless and until a Construction Management Plan (CMP) has been submitted to and approved in writing by the Local Planning Authority. The CMP shall include details of:
- hours of work;
  - hours of deliveries to the site;
  - the parking of vehicles of site operatives and visitors during the demolition/construction phase;
  - 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;
  - the erection and maintenance of a security hoarding including decorative displays and facilities for public viewing where appropriate;
  - 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;
  - measures to control the presence of asbestos;
  - measures to minimise noise disturbance to neighbouring properties during demolition and construction;
  - details of any piling together with details of how any associated vibration will be monitored and controlled; and
  - a scheme for recycling / disposing of waste resulting from demolition and construction works.
- Thereafter, the approved details within the CMP shall be strictly adhered to throughout the construction period and shall not be amended in any way.

**Reason:** *The agreement of a Construction Management Plan prior to the commencement of development is fundamental to ensure a satisfactory level of environmental protection; to minimise disturbance to local residents and in the interests of highway safety during the construction process in accordance with Policies EM7, AC1 and AC2 of the Coventry Local Plan 2016.*

4. No development shall take place until the ecological enhancement scheme and a detailed landscape plan together with long term design objectives, long term management responsibilities and maintenance schedules for all landscape and ecological enhancement has been submitted to, and approved in writing by, the local

planning authority. Thereafter, the development shall be carried out in accordance with the approved scheme.

**Reason:** *To ensure a satisfactory standard of appearance of the development in the interests of the visual amenities of the area and to achieve biodiversity net gain in accordance with Policies DE1, GE3 and GE4 of the Coventry Development Plan 2001.*

5. The occupation of the development hereby permitted shall not begin until:
- (a) the local planning authority has approved in writing a full scheme of works of improvement to the Public Footpath which connects Shotley Road and Humber Road and
  - (b) the approved works have been completed in accordance with the local planning authority's written approval and have been certified in writing as complete on behalf of the local planning authority;
- Unless alternative arrangements to secure the specified works have been approved in writing by the local planning authority.

**Reason:** *In the interests of public safety and amenity in accordance with Policies DS4, DE1, AC1 and AC2 of the Coventry Local Plan 2016.*

6. No development shall take place until a scheme for the provision and management of a minimum 8 metre wide buffer zone alongside the River Sherbourne has been submitted to, and approved in writing by, the local planning authority. Thereafter, the development shall be carried out in accordance with the approved scheme. Any subsequent variations shall be agreed in writing by the local planning authority, in which case the development shall be carried out in accordance with the amended scheme. The buffer zone scheme shall be free from built development including lighting, domestic gardens and formal landscaping. The scheme shall include:
- plans showing the extent and layout of the buffer zone
  - details of any proposed planting scheme (for example, native species)
  - details demonstrating how the buffer zone will be protected during development of the footprint area and managed over the longer term including adequate financial provision and named body responsible for management plus production of detailed management plan
  - details of any proposed footpaths, fencing and lighting plans which should incorporate directionally cowelled lights that do not affect the riparian corridor, etc.
  - management plan for removal of Japanese Knotweed along the riparian corridor.

**Reason:** *In order to safeguard and enhance habitat on nearby watercourse and land adjacent to the site in order to secure an overall biodiversity gain in accordance with Policy GE3 of the Coventry Local Plan 2016.*

7. No development shall take place until an investigation and risk assessment (in addition to any assessment provided with the planning application) have been completed to assess the nature and extent of any contamination on the site, whether or not it originates on the site, and the report of the findings has been submitted to and approved in writing by the local planning authority. 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 safeguard health, safety and the environment in accordance with Policy EM6 of the Coventry Local Plan 2016 and the aims and objectives of the NPPF.*

8. The development shall only 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, 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 safeguard health, safety and the environment in accordance with Policy EM6 of the Coventry Local Plan 2016 and the aims and objectives of the NPPF.*

9. 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, and is subject to the approval in writing of the Local Planning Authority.

**Reason:** *To safeguard health, safety and the environment in accordance with Policy EM6 of the Coventry Local Plan 2016 and the aims and objectives of the NPPF.*

10. 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 7, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition 8, 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 9.

**Reason:** *To safeguard health, safety and the environment in accordance with Policy EM6 of the Coventry Local Plan 2016 and the aims and objectives of the NPPF.*

11. Notwithstanding the submitted Flood Risk Assessment and Drainage Strategy, prior to the operation of the development hereby permitted the following drainage details shall be submitted to and approved in writing by the Local Planning Authority:
  - I. A scheme for the provision of surface water drainage, incorporating SuDS infiltration or 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 or 5 l/s, whichever is greater
  - IV. Evidence of the 1 in 100 year plus 40% climate change events will be held within the site boundaries.
  - V. 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.
  - VI. Surface water attenuation is to be located outside the 1 in 100 fluvial flood extents.
  - VII. All opportunities to undertake river restoration and enhancement including de-culverting, removing unnecessary structures and reinstating a natural, sinuous watercourse should be taken as part of biodiversity offsetting.
  - VIII. Single discharge points will be discouraged on larger sites, as discharge points are to be located to best mimic the natural discharge condition.
  - IX. An appropriately scaled 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.
  - X. The development must be considered for the implementation of permeable paving or similar permeable material 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'.
  - XI. Evidence to show the management of overland flow routes in the event of exceedance or blockage to the drainage system. Details should include demonstration of how the building will be protected in such an event. Finished floor slab levels must be 300mm above the 1 in 100 year pluvial flood levels.
  - XII. Where new or redevelopment site levels result in the severance, diversion or the reception of natural land 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

XIII. The site shall not be occupied 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.

The drainage details shall be installed in full accordance with the approved documentation prior to occupation of the development and thereafter shall be maintained and shall not be removed or altered in any way.

**Reason:** *To ensure that adequate drainage facilities are available for the satisfactory and proper development of the site in accordance with policies EM1, EM4 and EM5 of the Coventry Local Plan 2016 and Coventry City Council's adopted Supplementary Planning Document for 'Delivering a More Sustainable City'*

12. The development hereby permitted shall include 10% of parking provision to be for Electric Vehicle re-charging and use of low NOx boilers to have a maximum dry NOx emissions rate of 40mg/kWh (if used) and thereafter such provisions shall be retained and shall not be removed or altered in any way.

**Reason:** *To mitigate the impacts of development on air quality during and post construction in accordance with Policies DS3 & EM7 of the Coventry Local Plan 2016.*

13. Details of the proposed cycle storage shall be submitted to and approved in writing by the Local Planning Authority. The cycle parking details shall include the siting, design, appearance and type of stands/shelter and should accord with Cycle Parking Standards within Appendix 5 Coventry Connected Supplementary Planning Document 2019. Then prior to occupation the approved cycle storage shall be implemented, retained therein after and kept available for this use at all times.

**Reason:** *In the interests of encouraging the use of alternative modes of transport with the aim of creating a more sustainable city in accordance with Policies DS3, AC3 and AC4 of the Coventry Local 2016.*

14. The Travel Plan Action Plan shall be submitted to and approved in writing by the Local Planning Authority so that the Travel Plan can be delivered according to the approved Travel Plan Action Plan, with timescales and dates such that it can be monitored by the Local Planning Authority on an annual basis to determine if the measures it contains are being provided. The Action Plan shall be submitted for approval no later than 1 year following first use of the development and on the 1 year anniversary for each subsequent year for a period of 5 years thereafter.

**Reason:** *In the interests of encouraging the use of alternative modes of transport with the aim of creating a more sustainable city in accordance with Policies DS3, AC3 and AC4 of the Coventry Local 2016.*



15. Prior to their incorporation into the development hereby permitted, sample details of all facing and roofing materials shall be submitted to and approved in writing by the Local Planning Authority. These details shall be installed only in full accordance with the approved details prior to the first occupation of the development and thereafter shall be retained and shall not be removed or altered in any way.

**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 DE1 of the Coventry Local Plan 2016.*

16. The development hereby permitted shall only proceed in strict accordance with a scheme for targeting and utilising local people for construction and employment, which shall be submitted to and approved in writing by the Local Planning Authority.

**Reason:** *To secure local employment in accordance with the City Council jobs strategy and Policy JE7 of the Coventry Local Plan 2016.*

17. Prior to occupation of the proposed development hereby approved the car parking area(s) shall be provided in accordance with details to be submitted to and approved in writing by the Local Planning Authority and the car parking area(s) shall not thereafter be used for any other purpose than the parking of vehicles.

**Reason:** *To ensure the satisfactory provision of off-street vehicle parking facilities in accordance with the Council's standards and in the interests of highway safety and the satisfactory development of the site in accordance with Policies AC1, AC2 and AC3 of the Coventry Local Plan 2016.*

18. No loading/unloading shall take place and no HGVs shall enter or exit the site other than between 06:00 hours and 22:00 hours Mondays to Fridays and between 07:00 hours and 13:00 hours on weekends and bank holidays.

**Reason:** *To safeguard the amenities of nearby occupiers in accordance with Policy DE1 and in the interest of highway safety in accordance with Policies AC1 AND AC2 of the Coventry Development Plan 2016.*

19. The operators shall ensure that the amount of waste sorted at the facility does not exceed 175000 tonnes per annum.

**Reason:** *To define the permission and in the interests of the amenity of the surrounding area in accordance with Policy DE1 of the Coventry Local Plan 2016.*

20. All loading/unloading of recycle materials on HGVs or any other vehicles shall be carried out within building and no recycle materials or waste shall be stored outside the building in the open area.

**Reason:** *In the interests of the visual amenities and highway safety in accordance with Policies DE1, AC1 and AC2 of the Coventry Local Plan 2016.*

21. The development shall be carried out in strict accordance with approved Written Scheme of Investigation (WSI) and within 6 months of the completion of the final

phase of archaeological fieldwork, or to a mutually agreed timescale, a final report shall be submitted by the applicant and approved in writing by the local planning authority.

**Reason:** *In the interest of heritage assets and to ensure that information regarding these heritage assets is preserved by record for this and future generations in accordance with Policy HE2 of the Coventry Local Plan 2016*