

Planning Committee Report	
Planning Ref:	S73/2021/0337
Site:	Land to the North and South of A45
Ward:	Bablake
Proposal:	Variation of condition 19 to remove the requirement for layby imposed on planning permission FUL/2019/2671 for construction of grade separated junction with associated access roads, landscaping, drainage and engineering works granted on 25/06/20.
Case Officer:	Dean Leadon

SUMMARY

The proposal relates to previous application FUL/2019/2671 which was granted permission last year for a grade separated junction with associated access roads, landscaping, drainage and engineering works. This permission included the closure of an existing layby on the westbound carriageway. Condition 19 of that permission requires a suitable replacement layby to be provided. The application now made under Section 73 of the Town and Country Planning Act 1990 (as amended) is for that condition to be removed. If successful there would be no requirement for a replacement. The application states that this is required as *'following technical work undertaken, and dialogue with the City Council, it has been confirmed that no suitable (safe), deliverable option exists'*.

BACKGROUND

The Grade separation junction is to provide the main vehicular access to the Eastern Green SUE this was granted permission on 25th June 2020. The application approved the removal of the existing layby; a condition was added by Members for a suitable alternative.

KEY FACTS

Reason for report to committee:	5 or more objections and a request by Councillor Williams
Current use of site:	Agricultural
Proposed use of site:	Road Junction

RECOMMENDATION

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

REASON FOR DECISION

- The proposal will not adversely impact upon highway safety.
- There have been no material changes in policy or circumstances since the original decision which would justify a different decision being reached regarding other impacts. The proposal accords with Policies: DS3, DS4, H2, GB1, GE3, GE4, DE1, HE2, AC1, AC2, AC4, AC5, EM4, EM5, EM7 and IM1 of the Coventry Local Plan 2016, together with the aims of the NPPF.

BACKGROUND

APPLICATION PROPOSAL

The application is made under Section 73 of the Town and Country Planning Act 1990 (as amended) and is to remove condition 19 of previous permission FUL/2019/2671. That application granted permission on 25th June 2020 for the construction of a grade separated junction with associated access roads, landscaping, drainage and engineering works.

The condition to be removed is as follows:

Prior to the closure of the existing layby on the westbound carriageway, an options report to identify the provision of a suitable replacement layby facility shall be submitted to and approved in writing by the Local Planning Authority. The options report should provide full details identifying the location, vehicle capacity, construction specification and timeframe for delivery and the replacement should thereafter be provided in strict accordance with those details

In essence, this application is to remove the requirement for a replacement layby on the A45.

SITE DESCRIPTION

The application site forms part of the Eastern Green SUE and comprises 22.10ha of land which extends in a south-easterly direction from the A45 towards the centre of the main SUE site. The application site boundaries have been drawn around the proposed new grade separated junction on the A45, around Brick Hill Lane and Pickford Green Lane, and the first parts of the primary access road and secondary road links.

The site is in agricultural use and includes groups of trees and hedgerows. Pickford Brook winds its way from the north west of the site through to the south east and electricity cables cross the site from south west to north east.

There are two existing public right of ways (PROWs) which run from north to south across the A45. The PROW to the west crosses the A45 at Pickford Green Lane whereas the PROW to the east crosses the A45 and runs through the centre of the Eastern Green SUE.

The majority of the site has been removed from the Green Belt through the allocation of the Eastern Green SUE in the adopted Local Plan. However, land north of the A45 remains in the Green Belt.

PLANNING HISTORY

There have been a number of historic planning applications on this site; the following are the most recent/relevant:

Application Number	Description of Development	Decision and Date
OUT/2018/3225	Residential led development of up to 2400 dwellings, including 'extra-care' accommodation; new vehicular access from the A45 and via Pickford Green Lane, with other non-vehicular access	Pending

	points; 15ha of employment land (B1, B2 and B8); a District Centre of approximately 10,000 sq. m. retail space; a Local Centre of approx. 1000 sq. m. local convenience retail plus other community facilities; provision of a Primary School; open spaces, substantial landscaping, green infrastructure and sports provision; earthworks including the provision of new drainage features; and associated demolition and groundworks.	
FUL/2019/2671	Construction of grade separated junction with associated access roads, landscaping, drainage and engineering works	Approved 25 th June 2020

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 6th December 2017. Relevant policy relating to this application is:

Policy DS3: Sustainable Development Policy

Policy DS4: (Part A) – General Masterplan Principles

Policy DS4: (Part D) – Eastern Green SUE specific masterplan principles

Policy H2: Housing Allocations

Policy GB1: Green Belt and Local Green Space

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 EM4 Flood Risk Management

Policy EM5 Sustainable Drainage Systems (SuDS)

Policy EM7 Air Quality

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:

- Environmental Protection
- Highways England
- Ecology
- Natural England
- Archaeology
- CCC Highways – No objections subject to confirmation from Solihull that option 4 for the layby to be extended west towards Meriden is not feasible.
- Lead Local Flood Authority

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

- Solihull Metropolitan Borough Council
- Warwickshire County Council (Highways)
- Allesley Parish Council
- Tree Officer

Immediate neighbours and local councillors have been notified; a site notice was posted on 11th March 2021. A press notice was displayed in the Coventry Telegraph on 11th March 2021.

12 letters of objection have been received, raising the following material planning considerations that the proposal would result in:

- a) Highway convenience issues due to overspill onto slip roads and other areas of highway becoming congested
- b) Highway safety issues due to lack of facilities for drivers to have breaks and potential for stopping on the carriageway
- c) That more laybys are required
- d) That the junction should not be approved due to a review by the Office for National Statistics on Household Projections.

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

- e) That the current laybys are not meeting standards and a full review is required
- f) That Warwick County Council and Solihull should have been consulted on the closure of the layby previously approved
- g) That this application undermines the democratic process
- h) That the statements provided by the applicant are misleading
- i) That condition 19 allegedly should contain a replacement bus stop and this hasn't been addressed. *Officer response: There is no bus stop in respect of the layby to be removed.*

An objection has also been made by Councillor Glenn Williams who has stated that the condition was specifically requested by members of the Planning Committee and that it is not the place of officers to approve the Section 73 application.

Any further comments received will be reported within late representations.

APPRAISAL

The main issue in determining this application is whether the loss of the layby results in unacceptable highway impacts.

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.

The application is accompanied by an 'A45 Westbound Layby Assessment'. This report assesses five options for incorporating a new layby. Four of these options are on the A45 whilst the fifth option is within the Eastern Green development site. The identified locations and the conclusions for each are defined below:

- Location 1: length of highway verge south of the Pickford Way roundabout – Not preferable on safety grounds and based on its proximity to existing residential areas.
- Location 2: Strip of land near to the diverge taper for the Windmill Farm Hotel – Not preferable on safety grounds due to the close proximity to an existing merge lane from the Pickford Way roundabout and an existing merge taper from Windmill Farm.
- Location 3: By the existing diverge taper for Pickford Green Lane and the Guy Salmon Land Rover dealership – Not preferable on safety grounds due to the proximity to an existing bus layby and the fact that a diverge taper would still be in the use of the car dealership.
- Location 4: Existing layby near to the MFG filling station. It is identified that scope exists to improve the layout and increase the capacity of this feature however this has been discounted on the basis that the land is within Solihull's ownership and it is understood they would not support any such proposals.
- Location 5: Internal layby within Eastern Green Site this is within a link road that connects the first roundabout (off the A45) with a further internal roundabout to the south west – this is not preferable as this would have a negative impact on the development itself whilst going against one of the primary items in the design standard – locating laybys away from residential and commercial areas.

A Road Safety Audit has also been submitted with the application which examines the suitability of location 4. The audit concludes that if the layby were extended eastwards the weaving distance between the merge and layby would be substantially reduced

increasing the risk of side swipe, loss of control and rear–end shunt collisions. Therefore, it is recommended that the layby is not extended eastwards on safety grounds. It is also recommended that an alternative scheme should be investigated such as extending the layby westwards.

Coventry's Highways considered the layby assessment in January of this year and concurred with the findings that all options with the exception of location 4 were not feasible. Their recommendation was that due to approximately 60% of the layby(location 4) being within the ownership of Coventry City Council that extension of the layby towards the East should be explored further. Following the submission of the Road Safety Audit with this planning application Highways now accept that this is not suitable on highway safety grounds. The only other option available is to extend the layby westwards towards Meriden, this land is within the ownership of Solihull Metropolitan Borough Council and at the time of writing this report a response had not been received from them on this matter. Their response is considered critical to the suitability of this application and a response will be reported back to you as a late representation.

Objections have been received to the loss of the layby due to the need for them to provide resting points for drivers. The Highway Authority has considered the impact of the loss of the existing lay-by on the A45 westbound carriageway and conclude that a lack of a replacement would not pose significant issues on the safety and convenience of users of the highway. There are no set standards as to the siting of parking lay-bys, and the only published guidance is that of CD19 from the Design Manual for Roads and Bridges which recommends a spacing provision of one every 2.5km. However, this relates to all-purpose trunk roads and doesn't apply to this section of the A45 where the level of traffic and in particular HGV proportions are likely to be lower. Therefore, it is considered that the loss of this particular lay-by which will reduce the overall provision between the Coventry urban area to the east and Meriden to the west will have no direct impact on the safety or convenience of users of the highway.

Other Matters

There have been no significant material changes in either policy or circumstances since the previous permission. The situation in respect of all other material considerations is essentially the same as the previous approval.

It has been raised that there has been a resolution to grant permission on the Hallam site for more development than is allocated for in the Local Plan. However, the junction has been designed to accommodate all of the trip generation for the whole SUE and not just the Hallam site. Furthermore, the likely trip generation from the SUE was known when the junction was approved in June of last year.

It has also been raised that we shouldn't approve the junction due to the national review of the Office for National Statistics (ONS) household projections which could ultimately result in less housing being required. In response, the junction already has an extant planning permission and this application would not result in that permission being removed.

It has been queried that the proposal should not be dealt with as a minor material amendment under Section 73 of the Town and Country Planning Act 1990 (as amended). This has been considered and this is the right process for dealing with the proposal to remove condition 19.

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 removal of the condition is not considered to have any significant impact on highway safety and there have been no material changes in policy or circumstances since the original decision which would justify a different decision being reached regarding other impacts, subject to relevant conditions. The reason for Coventry City Council granting planning permission is because the development is in accordance with: Policies DS3, DS4, H2, GB1, GE3, GE4, DE1, HE2, AC1, AC2, AC4, AC5, EM4, EM5, EM7 and IM1 of the Coventry Local Plan 2016, together with the aims of the NPPF.

CONDITIONS:/REASON

1. The development hereby permitted shall begin not later than 25th June 2023.

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: 10290 PB 01 J - HIF planning boundary; 6285 L 100 A - location plan; 6285 L 101D; 6285 L 102D; 6285 L 103D; 6285 L 104D; 6285 L 105D; 6285 L 106D; 6285 L 107D; 6285 L 108D; 6285 L 109D - landscape strategy plans; 10290 CS 01 A - cross sections; 10290 HL 40 G - general arrangement sheet 1; 10290 HL 41 G - general arrangement sheet 2; 10290 PK 100 C - surface finish sheet 1; 10290 PK 101 C - surface finish sheet 2; 10290 HL 45 - westbound visibility check

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

3. No development (including any demolition or preparatory works) shall take place unless and until a written scheme of archaeological investigation, which shall include a detailed programme of archaeological works, has been submitted to and approved in writing by the Local Planning Authority. The development shall only proceed in full accordance with these approved details

Reason: *The submission of these details prior to the commencement of development is fundamental to mitigate the effect of the works associated with the development upon any 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*

4. The Tree and Hedgerow Protection Plan shall be carried out in accordance with the approved details approved under DC/2020/3161 on 29/1/2021 and shall be retained thereafter.

Reason: *To protect those trees which are of significant amenity value to the Conservation Area and which would provide an enhanced standard of appearance to the development in accordance with Policy GE3, GE4 and HE2 of the Coventry Local Plan 2016.*

5. The existing hedges indicated on the approved plans to be retained shall not be cut down, grubbed out or otherwise removed or topped or lopped so that the height of the hedge(s) falls below 2m at any point. Any hedge(s) removed without consent or dying, or being severely damaged or diseased or becomes; in the opinion of the Local Planning Authority; seriously damaged or defective, shall be replaced within the next planting season with hedging, tree(s) and/or shrub(s) of such size and species details of which must be submitted to and approved by the Local Planning Authority. All hedging, tree(s) and shrub(s) shall be planted in accordance with British Standard BS 8545:2014 Trees: from nursery to independence in the landscape - Recommendations and BS4428 - Code of Practice for General Landscape Operations (excluding hard surfaces).

Reason: *To protect those landscape features which are of significant amenity value to the area and which would provide an enhanced standard of appearance to the development in accordance with Policies GE3, GE4 and HE2 of the Coventry Local Plan 2016.*

6. The trees and shrubs indicated on the approved landscape strategy drawings shall be planted within the first planting season following first use of the road. Any tree(s) or shrub(s) removed, dying, or becoming; in the opinion of the Local Planning Authority; seriously damaged, defective or diseased within five years from the substantial completion of the scheme shall be replaced within the next planting season by tree(s) or shrub(s) of similar size and species to those originally required to be planted. All hedging, tree(s) and shrub(s) shall be planted in accordance with British Standard BS 8545:2014 Trees: from nursery to independence in the landscape - Recommendations and BS4428 - Code of Practice for General

Landscape Operations.

Reason: *To ensure a satisfactory standard of appearance of the development in the interests of the visual amenities of the area in accordance with Policies GE1 and DE1 of the Coventry Local Plan 2016.*

7. Within one month of vehicular use of the grade separated junction commencing, the footpaths and cyclepaths indicated on drawing numbers 40G and 41G shall be completed, in accordance with the details approved under condition 18 of this consent, and open for use by the general public.

Reason: *To ensure a satisfactory standard of development and to ensure highway safety, in accordance with Policies AC2 and AC4 of the Coventry Local Plan 2016.*

8. Notwithstanding the submitted details, prior to the occupation of the development hereby permitted the following drainage details shall be submitted to and approved in writing by the Local Planning Authority:
- a) A scheme for the provision of surface water drainage, fully incorporating open air suds with particular emphasis on attenuation techniques. surface water attenuation shall be located outside the flood plain;
 - b) development discharge rates to be managed to Qbar greenfield rates minus 20%;
 - c) 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;
 - d) evidence to show the management of overland flow routes in the event of exceedance or blockage of the drainage system;
 - e) provisions must be made for the drainage of the site to ensure there is no discharge of surface water to the existing Public Highway;
 - f) 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;
 - g) where an attenuation structure is located adjacent to Public Highway boundary, the applicant should demonstrate the structural adequacy of the attenuation structure to safeguard Public Highway;
 - h) the drainage strategy should not result in top water levels of attenuation structures being above the natural ground level and must achieve a 300mm freeboard, in relation to this existing ground level, at the 1 in 100 year plus climate change event; and
 - i) A detailed strategy for the long-term maintenance of the suds and other surface water drainage systems on site.

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'*

9. In the event that contamination or unusual ground conditions are encountered during the development it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken, and where remediation is necessary, a remediation scheme must be prepared for submission to and approval in writing of the Local Planning Authority. Following completion of the measures identified within the approved remediation scheme, a verification report must be prepared for submission to and approval 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. The Construction Environmental Management Plan (CEMP) shall be carried out in accordance with the approved details approved under DC/2020/3161 on 1/3/2021 and shall be retained thereafter.

Reason: *In order to safeguard protected and/or priority species from undue disturbance and impacts, noting that initial preparatory works could have unacceptable impacts; and in order to secure an overall biodiversity gain in accordance with Policy GE3 of the Coventry Local Plan 2016.*

11. Prior to the first use of the highway hereby permitted a Landscape and Ecological Management Plan (LEMP) shall be submitted to and approved in writing by the Local Planning Authority. The content of the LEMP shall include the following:
- a) Description and evaluation of features to be managed;
 - b) Ecological trends and constraints on site that might influence management;
 - c) Aims and objectives of management, including mitigation and enhancement for species identified on site;
 - d) Appropriate management option for achieving aims and objectives;
 - e) Prescriptions for management actions;
 - f) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a ten-year period);
 - g) Details of the body or organisation responsible for implementation of the plan, along with funding mechanism(s) for that body or organisation;
 - h) Ongoing monitoring and remedial measures, including where monitoring shows that conservation aims and objectives of the LEMP are not being met.
- The LEMP plan shall be implemented in strict accordance with the approved details within three months of the first occupation of the development and thereafter shall not be withdrawn or amended in any way.

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

12. The Road crossing points shall be carried out in accordance with the approved details approved under DC/2020/3161 on 1/3/2021 and shall be retained thereafter.

Reason: *In order to safeguard and enhance habitat on or adjacent to the site in order to secure an overall biodiversity gain in accordance with Policy GE3 of the Coventry Local*

Plan 2016

13. No development 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;
 - construction traffic routes and 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.*

14. Prior to commencement of the watercourse crossings, plans shall be submitted to, and approved in writing by the Local Planning Authority for the watercourse crossings. These designs must show the bridges are clear spanning from bank top to bank top and have soffit levels at least 600mm above the 1 in 100 year plus climate change flood level. Bridge crossings shall be constructed in accordance with the plans submitted to and approved in writing by the Local Planning Authority.

Reason: *To reduce the risk of flooding to the proposed development and future occupants by ensuring flood flows are not obstructed in an extreme event.*

15. A scheme for floodplain compensation must be submitted to, and approved in writing by, the local planning authority for any ground raising within the 1 in 100 year plus climate change extent. Floodplain compensation must be provided on a “level for level” and “volume for volume” basis within the boundary of the application site.

The compensation area must be hydraulically connected to the watercourse which the site floods from and adhere to the following design principles:

1. The equal (or larger) volume must apply at all levels between the lowest point on the site and the 1 in 100 year plus climate change flood level. This must be calculated by comparing volumes taken by the development and the volume offered by the compensatory storage for a number of horizontal slices starting from the 1 in 100 year plus climate change critical flood level down to the existing ground level.
2. The thickness of a slice must be 0.2 metres.
3. Compensatory storage must be provided equal to or exceeding the development for each of these slices.
4. Details of the floodplain compensation scheme including plans and calculations must be provided as part of a site specific flood risk assessment. The calculations must include the upper and lower levels over which the compensation works will apply, the slice thickness to be used and the location of the works.
5. Floodplain compensation scheme information should be detailed in a table and on drawings. The 200mm slices shall be shown on a detailed plans and cross section drawing/s, of existing and proposed ground levels (please ensure drawing scales are appropriate to show the slices on all drawings).

Prior to the commencement of any level raising within the flood plain, flood compensation works must be completed in accordance with the designs submitted to and approved in writing by the Local Planning Authority. The measures detailed above shall be retained and maintained thereafter throughout the lifetime of the development.

Reason: *To ensure there is no net loss in floodplain storage capacity within the site and to ensure there is no increase in flood risk to third parties*

16. Prior to use of the junction hereby approved, the existing bus stop / layby on the northern carriageway of the A45 shall be relocated in accordance with details to be submitted and approved in writing by the local planning authority.

Reason: *To ensure access to public transport in accordance with Policy AC5 of the Coventry Local Plan 2016.*

17. Prior to commencement of development, full engineering drawings of the: (i) carriageway; (ii) footpaths; and (iii) cycleways shall be submitted to and approved in writing by the local planning authority. The works shall be carried out in accordance with the approved details.

Reason: *To ensure a satisfactory standard of development and to ensure highway safety, in accordance with Policies AC2 and AC4 of the Coventry Local Plan 2016.*

18. The proposed cycle / pedestrian link to Brick Hill Lane, from the new grade separated junction, will not be used by vehicular traffic.

Reason: *To ensure a satisfactory standard of development and to ensure highway safety, in accordance with Policies AC2 and AC4 of the Coventry Local Plan 2016.*