

<b>Planning Committee Report</b>	
<b>Planning Ref:</b>	FUL/2021/3422
<b>Site:</b>	Unit 3 Bodmin Road
<b>Ward:</b>	Wyken
<b>Proposal:</b>	Demolition of existing industrial buildings and erection of new buildings for Class E(g)(i) R&D, Class E(g)(ii) industrial processes), B2 general industrial and B8 storage and distribution use forming 9 units within 2 blocks
<b>Case Officer:</b>	Owain Williams

## SUMMARY

The proposed development seeks to demolish existing B2 and B8 industrial buildings on site and erect 9 new units formed within 2 blocks of development for the use of E(g)(i) Research and Development, E(g)(ii) Light Industrial, B2 General Industrial and B8 Storage and Distribution within an established industrial estate and therefore in principle is acceptable.

The layout and design of the development would appear in keeping with the surroundings and have a sympathetic appearance within the street scene by retaining a very well-established hedgerow to the boundary fronting Farren Road.

The impact upon the highway network, the neighbouring amenities and biodiversity are deemed acceptable subject to conditions.

## BACKGROUND

The application has been recommended for approval. The application has received more than 5 public representations objecting to the proposal

## KEY FACTS

<b>Reason for report to committee:</b>	5 or more Letters of Objection
<b>Current use of site:</b>	General Industrial and Storage and Distribution
<b>Proposed use of site:</b>	Flexible R&D, Light Industry, General Industrial and Storage and Distribution

## RECOMMENDATION

Planning committee are recommended to grant planning permission subject to conditions listed within the report.

## REASON FOR DECISION

- The proposal is acceptable in principle.
- The proposal will not adversely impact upon highway safety.
- The proposal will not adversely impact upon the amenity of neighbours.
- The proposal accords with Policies: DS1, DS3, GE3, JE5, JE7, DE1, AC3, AC4, EM2, EM4, EM5 and EM7 of the Coventry Local Plan 2016, together with the aims of the NPPF.

## BACKGROUND

### **APPLICATION PROPOSAL**

The proposal seeks to demolish the existing industrial buildings on site and erect 9 new units formed within 2 blocks of development. The new units are proposed for the uses of E(g)(i) Research and Development, E(g)(ii) Light Industrial, B2 General Industrial and B8 Storage and Distribution.

The first block of development, units A to D, runs roughly west to east along the northernmost extent of the site, bringing forward a development that is commensurate in terms of its size, scale and area to the industrial building located immediately adjacent to the southern boundary of the site.

The second block of development, units E to J will be located along the southern boundary of the site; with all built form running parallel to Farren Road in a manner commensurate to the existing configuration associated with the current industrial building. The internal courtyard associated with the site will be reconfigured to provide a singular access point to a central car parking and access road servicing all units from Bodmin Road. The gate adjacent to Snape Road will not be utilised as part of the new development and hedgerow will be planted to reinforce the green boundary.

The proposed blocks will be two storeys with shallow pitch roof measuring 7.4 metres to the ridge. The units are of a traditional appearance of industrial units of this size with a large roller shutter door to the front allowing access to the main part of the building and ancillary pedestrian door for workers and visitors.

Car parking is located adjacent to each of the units to provide defined car parking provision. Furthermore, the existing and in part substantial hedgerow screening surrounding the site on Bodmin Road, Farren Road and Snape Road respectively will be retained so as to provide a natural green buffer from the residential uses along Farren Road and Snape Road respectively.

### **SITE DESCRIPTION**

The property consists of a circa 0.6-hectare parcel of brownfield land which currently contains an engineering workshop site consisting of a principal workshop building with offices, together with two detached workshop annexes with an extensive area of yard and external hardstanding.

The property is considered to consist of a predominant B2 existing use class with ancillary B1 offices and associated B8 storage facilities.

The current buildings on site consist of a variety of single, two storey and pitched roof industrial properties in varying conditions for which the associated built mass is predominately located towards the northern boundary of the site, adjacent to Farren Road with the predominant accesses and ancillary workshop buildings located to the east and southern boundaries along Bodmin Road. The existing footprint associated with the buildings amounts to approximately 1,150sqm of industrial, office and workshop floorspace.

The site itself is located at the northern extent of an industrial and office commercial area which stretches from the northern boundary associated with Farren Road to the north, through to Bodmin Road's junction with Belgrave Road approximately 500m to the south. To the northern and western boundaries, high density semidetached residential properties are located along Farren Road, with the southern and eastern boundaries consisting of other industrial and office properties.

## **PLANNING HISTORY**

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

<b>Application Number</b>	<b>Description of Development</b>	<b>Decision and Date</b>
R/2007/2036	Erection of an additional workshop building	Approved 30 <sup>th</sup> July 2008
L/1991/0826	Single storey factory extension, approved	Approved 25 <sup>th</sup> July 1991
L/1990/0446	extension to factory and retention of existing extractor equipment	Approved 17 <sup>th</sup> August 1990

## **POLICY**

### **National Policy Guidance**

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

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

### **Local Policy Guidance**

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

Policy DS1: Overall Development Needs

Policy DS3: Sustainable Development Policy

Policy GE3: Biodiversity, Geological, Landscape and Archaeological Conservation

Policy GE4: Tree Protection

Policy JE1: Overall Economy and Employment Strategy

Policy JE2: Provision of Employment Land and Premises

Policy JE5: Location of R&D, Industrial and Storage/Distribution Development

Policy JE7: Accessibility to Employment Opportunities

Policy DE1 Ensuring High Quality Design

Policy AC3: Demand Management

Policy AC4: Walking and Cycling

Policy EM2: Building Standards

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:

- Cadent Gas
- West Midlands Fire Service

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

- Economic Development Service (CCC)
- Environmental Protection (CCC)
- Ecology (CCC)
- Local Lead Flood Authority (CCC)
- Urban Design and Landscape (CCC)
- Archaeology (CCC)
- Highways (CCC)
- Tree Officer (CCC)

Immediate neighbours and local councillors have been notified; a site notice was posted on 9<sup>th</sup> December 2021. A press notice was displayed in the Coventry Telegraph on 2<sup>nd</sup> December 2021.

6 letters of objection have been received, raising the following material planning considerations:

- a) The extra traffic will cause an increased risk of more accidents on the junction with Farren Road. Farren Road is not designed for lots of traffic and HGV's
- b) Not all units within the industrial estate are occupied so why build more.
- c) There will be a lot of heavy traffic and months of noise and dust from contractors' vehicles parking in an already tight road.
- d) There doesn't appear to be enough space to adapt for extra parking which could mean further problems with congestion in Farren Road and Snape Road.
- e) There needs to be sufficient drainage put in place as the site has a history of flooding onto neighbouring premises.
- f) The development will lead to cars parking in the residential streets, increasing the noise from people coming and going.
- g) The development will overlook into the houses opposite
- h) The site, whilst it has a turning area will struggle with more than one HGV at a time.
- i) The surrounding roads such as Farren Road, and Caledon Park Road are not suitable for HGV's
- j) Where on the plans does it allow for the collection and disposal of rubbish
- k) The noise would be overwhelming being so close to the residential properties
- l) If vehicles use Snape Road access point it will cause access to residential properties being blocked and cause disruption with resident parking.
- m) Would there be risk of contamination from the demolition of the old buildings, what are they made from?

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

n) The development will de-value my property

A further consultation period was initiated, and neighbours were consulted on 17<sup>th</sup> January 2022 when there was a slight amendment to the description of the development and an amended site plan and addendum to the transport statement submitted. The amended site plan added new ecological features included trees and infilling of the existing gated access along Snape Road with a hedgerow. All comments through both consultation processes are identified above.

Any further comments received will be reported within late representations.

## **APPRAISAL**

The main issues in determining this application are the principle of development, the impact upon the character of the area, the impact upon neighbouring amenity, highway considerations, flood risk, noise, contaminated land and biodiversity.

### **Principle of development**

The proposed development seeks to replace an existing industrial use with new development which allows a potential mix of R&D, Light and General Industry and Storage and Distribution. Through the process of the application, it was clarified by the applicants that they did not intend any of the units to be standalone office development and that the only office use within the units would be ancillary to that of the main uses identified in the amended description.

The relevant policies in regard to the location of the proposed use in this case would be Policy JE1, JE2 and JE5 of the Local Plan 2016.

Policy JE1 states that the Council will work positively and proactively to support sustainable economic growth and job creation. In doing this it will ensure that new research and development, light industrial, general industrial and storage/distribution developments are appropriately sited and designed to maximise their accessibility by a choice of means of transport, have an acceptable impact on the highway network and to minimise the potential for environmental conflict with nearby sensitive land uses.

Policy JE2, Provision of Employment Land and Premises, states that a total of 107ha of land are allocated for employment development with the city and these are allocated within the policy.

Whilst the site is not an allocated employment site, policy JE2, requires a minimum supply of new employment land (58 hectares) on a 5-year rolling cycle that will be achieved through a combination of newly allocated sites and recycled land. The proposal therefore represents the recycling of land, given it is a brownfield site and considered a sensible location for contributing to this rolling supply. Indeed, the National Planning Policy Framework (NPPF) supports the re-use of previously developed land in Paragraph 123, take a positive approach to applications for alternative uses of land which is currently developed but not allocated for a specific purpose in plans, where this would help to meet identified development need

Policy JE5 states the Council's preferred location for new Research & Development (R&D), industrial and storage/distribution development are the sites allocated for such purposes under Policy JE2. However, Policy JE5 continues to state that proposals for new R&D, industrial and storage/distribution development (including changes of use and the expansion of existing operations) on sites not allocated under Policy JE2 will be permitted provided that they are:

- a) Accessible by a choice of means of transport or will be made accessible by a choice of means of transport as a consequence of planning permission being granted for the development; and
- b) Have good access to a primary route on the highway network and an acceptable impact on the capacity of that network; and
- c) The proposal would not significantly compromise the viability or deliverability of land allocated in this Plan for employment development; and
- d) The development is compatible with other Plan Policies

The proposal site will utilise an existing previously developed site within a well-established industrial estate so would be minimising the environmental conflict with nearby sensitive land uses. The proposed new units will be accessible by a choice of means of transport as it is located close to bus routes, main primary routes on the highway network and is also positioned so having good access to both national highway networks and networks into the city centre of Coventry.

The site is offering a mixture of uses within the Research and Development, Light Industrial, General Industrial and Storage and Distribution which will replace the existing general industrial use. There is an additional 600 square metres of floorspace proposed to that which it is replacing, however considering the size of the individual units it is unlikely that the proposed development would impact upon the viability or deliverability of land allocated in this plan for employment development.

Taking the above into account it is considered that the principle of the development in this location would comply with policies JE1, JE2 and JE5 of the Coventry Local Plan 2016.

### **Impact on visual amenity**

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.

The National Planning Policy Framework, paragraph 130 states that "Planning policies and decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

The NPPF further states (at paragraph 134) “Permission should be refused especially where it fails to reflect local design policies and government guidance on design taking into account, taking into account any local design standards or style guides in plans or supplementary planning documents”. Paragraph 135 continues to state that “Local planning authorities should also seek to ensure that the quality of approved development is not materially diminished between permission and completion, as a result of changes being made to the permitted scheme (for example through changes to approved details such as the materials used).”

When reviewing the massing of the proposal it is evident that the change in form has resulted in an increase in massing to the units, currently the units have a maximum height of approximately 6.8 metres, which is used in limited intervals due to the existing roof profile whereas the proposal suggests a height of approximately 7.4 metres which is largely consistent across the North elevation due to the change in form to a two-storey shallow gable pitched roof. This massing change is not objected to in principle as the scale is reflective of that provided within the remainder of the industrial estate and surrounding residential provision, which is assisted by the change in topography sloping down to the south.

Although there is an increase in massing the proposed development would not appear overly prominent in the street scene due to the retention of the substantial hedgerow which surrounds the site which provides screening along Snape Road, Farren Road and Bodmin Road. It is evident that the landscape screening is a key element of enclosure which is present throughout the industrial site and therefore it is essential that this is retained. It is proposed that the hedgerow is also being bolstered and gaps closed on Snape Road which would again improve the screening into the site.

The design of the proposed units is positive in retaining the industrial aesthetic of the site and reflects the mixed profile of the wider industrial estate with the proposals primarily use of profiled metal cladding to the elevations. Moreover, limiting the fenestration of blocks, A to D to the south elevation further assist in providing a comfortable response to Farren Road which is again a positive. The proposals do not refer to the palette of the buildings however this is detail that can be conditioned to ensure that the visual prominence of the north elevations is further alleviated through a considered palette.

Taking into account the above it is considered that the proposed development would have an acceptable appearance retaining its industrial aesthetic of the site whilst through its design and retention of landscaping features minimising its prominence

within the street scene along Farren Road, therefore complying with Policy DE1 of the Coventry Local Plan 2016 and the guidance with the NPPF.

### **Impact on residential amenity**

Policy JE5 states that proposals for new general industrial and storage/distribution development (including changes of use and the expansion of existing operations) on all sites (including those allocated under Policy JE2) will also be required to demonstrate that the proposed development would not result in significant harm to the amenities of persons occupying nearby residential property or other land occupied by uses sensitive to environmental pollution.

The proposed built form of the development will not result in a detrimental impact upon the neighbouring amenities due to the siting and massing of the two blocks of development. The height of the blocks and distance from the neighbouring properties would not result in overshadowing or loss of light to habitable room windows which would affect the enjoyment of the amenities within. The applicant has provided as part of the application an external daylight study to show that the impact would be minimal which concludes that all windows in the report retain over 80% or more of their existing daylight and sunlight value, therefore meeting and exceeding minimum requirements in accordance with BRE Guidelines.

The proposed development is replacing an existing industrial use within an existing industrial estate so the character of the sound in the area is unlikely to change due to the introduction of the proposed units. The proposed new units will also be of a better build in terms of noise insulation than the existing therefore further reducing the impact upon the neighbouring residents. The Environmental Protection team have assessed the noise assessment submitted with the application and are satisfied with the results and conclusions that the impact will be low on neighbouring residents. A condition has been added to ensure that if any external plant equipment is to be added to any of the units, details are submitted to and approved by the Local Planning Authority before they are installed to ensure the amenity of residents is safeguarded.

In response to some of the comments received about Snape Road being used as an emergency access or being utilised for large vehicles to exit or turn, this is not the case. The amended plan that was received shows the access gate onto Snape Road from the site being removed and hedgerow replanted to provide a screen and improve on the biodiversity aspect of the site.

Taking into account the above it is considered that the proposed development would comply with Policy JE5 of the Local Plan 2016 in that the development would not impact upon the neighbouring residents.

### **Heritage character of the area and Heritage Assets**

Local Plan Policy HE2 reflects NPPF policy and states that development proposals involving heritage assets in general and listed buildings in particular, should acknowledge the significance of the existing building and the area by means of their siting, massing, form, scale, materials and detail.

In terms of archaeology the Council's archaeologist has raised no objection to the scheme, subject to a condition to secure a programme of archaeological works.

## **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 development would be replacing the existing use on site and utilising the existing access so in terms of the access to and from the site this wouldn't be anything significantly different.

The proposed development would increase the footprint of the existing use and therefore as a result the trip rates would increase to and from the site. The transport statement submitted with the application highlights that the net increase in vehicle movements, which includes cars, HGV's, LGV's and cycles, depending on the overall floorspace achieved at the site would vary between 41 and 152 movements over a typical day. It could reasonably be assumed that such premises may operate between 08:00-18:00 so additional trips would be spread across this period. Vehicles have easy access to the strategic route network via Clifford Bridge Road, A4600 and the A46 and are due to the nature of the smaller residential roads in the area (narrow in width with speed bumps) would be less likely to use them. Taking this into account the largest net increase would only result in an extra 15 movements every hour over a typical day to which the impact would not be significant enough to result in a severe impact upon the highway network.

The highway officers have assessed the transport statement and the addendum which was submitted and are satisfied that the proposed development would not result in a severe impact upon the highway network.

The units are all being constructed to have one floor giving the set floorspace of 1673m<sup>2</sup> which in turn, using the parking standards for B2 use (the highest level of requirement) from Appendix 5 of the Coventry Local Plan, generate the need to provide 28 parking spaces. The development highlights that 32 spaces will be provided so the parking requirement would be, based on this floorspace, acceptable and compliant with the standards.

It is noted however that the units proposed do have the potential of adding mezzanine floors to increase the footprint of the units, which if done could increase the requirement of parking. If the mezzanines were to double the footprint of the build, there would be a requirement based on all units being B2 use to provide 56 spaces, which would leave the development 24 spaces short. With this in mind a condition is being added, in which the Permitted Development Rights to add a mezzanine floor without planning permission is being removed from this development. This will result in each new occupier having to apply for a mezzanine if they require one. This would enable the Local Planning Authority to control the level of floorspace to ensure that the parking requirements are of a suitable level as not to create problems of parking on the surrounding streets.

It has to be highlighted that the surroundings roads do have existing restrictions which would deter parking by the workers of the new development as Bodmin Road is restricted by double yellow lines and Farren Road and Snape Road have a residential permit scheme in place, so this is another way to police the issue of parking becoming a problem from the new development.

In terms of other means of transport, the site is well served by cycle routes into the City Centre and other residential areas of the city and there are 16 hourly public bus services within a 400m walk of the site.

Taking into account the above it is considered that the proposed development would comply with Policies AC1 and AC3 whilst in compliance with the parking standards within Appendix 5 of the Coventry Local Plan 2016.

### **Flood Risk**

Policy EM4 states that all major developments must be assessed in respect of the level of flood risk from all sources. If development in areas at risk of flooding is the only option following the application of the sequential test, it will only be permitted where the criteria set out in Policy EM4 are met.

The application was accompanied by a flood risk and drainage strategy which has been assessed by the Local Lead Planning Authority Officers and found to be acceptable subject to conditions and therefore complies with Policy EM4 of Coventry Local Plan 2016.

### **Contaminated land**

Policy EM6 seeks to ensure that redevelopment of previously developed land does not have a negative impact on water quality, either directly through pollution of surface or ground water or indirectly through the treatment of wastewater by whatever means.

The desk-based assessment undertaken for the site concluded that the site is considered to present an overall low to moderate risk from past use, adjacent operations and ground instability. The assessment does indicate that further investigations would be undertaken as part of a detailed assessment. The Environmental Protection Officer has reviewed the desk-based assessment and are content with the findings and have suggested that a condition requesting further assessments to be undertaken and results and remediation measures if needed are submitted to the Council for agreement in writing before any works are undertaken.

Taking the above into account it is considered that the proposed development would be compliant with Policy EM6 of Coventry Local Plan 2016.

### **Ecology**

Policy GE3 of the Local Plan states that Sites of Special Scientific Interest (SSSIs), Local Nature Reserves (LNRs), Ancient Woodlands, Local Wildlife and Geological Sites will be protected and enhanced.

The proposed development is proposing to plant trees to the front landscaped areas adjacent to Bodmin Road whilst reinforce and bolster the hedgerow where needed along with removing the access onto Snape Road and closing it up with the additional hedgerow. There are also bird and bat boxes proposed to the side elevations of the units which all in all will provide a net gain in biodiversity on the site complying with Policy GE3 of the Coventry Local Plan.

### **Other Considerations**

With regards to the comments that there the plans don't show how rubbish will be disposed of and collected, the agents of the application have indicated and shown via the swept analysis for the HGV that there is adequate space for a waste vehicle to enter site and turn around. Bins themselves will be stored within the units.

### **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 reason for Coventry City Council granting planning permission is because the development is in accordance with: Policies DS1, DS3, GE3, JE1, JE2, JE5, JE7, DE1, AC3, AC4, EM2, EM4, EM5 and EM7 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 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: Drawing Nos. 1240.02L; 1240.03E; 1240.04D, 1240.05D, 1240.06D

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

3. 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.*

4. An investigation and risk assessment (in addition to any assessment provided with the planning application), must be completed in accordance with a scheme to assess the nature and extent of any contamination on the site; whether or not it originates on the site; and any report of the findings must be submitted to and approved in writing by the local planning authority prior to the commencement of development (including any demolition). 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.*

5. 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.*

6. 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 the remediation. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

**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.*

7. 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 4, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition 5, 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 6.

**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. No fixed plant and/or machinery shall be operated unless and until details of the fixed plant and/or machinery, including any mitigation measures, has been submitted to and approved in writing by the Local Planning Authority. The rating level of the noise emitted from the plant and machinery shall not exceed the current background noise level at the nearest off-site residential receptor. The noise levels shall be determined by measurements or calculations at the nearest off site, noise sensitive premises. The measurements and assessment shall be made according to BS 4142:2014. All details shall be carried out as approved prior to first occupation of the development and any mitigation measures shall remain in place thereafter and shall not be removed or altered in any way.

**Reason:** *To safeguard the amenities of the adjoining occupiers of the development in accordance with Policy DE1 of the Coventry Local Plan 2016.*

9. No demolition/development shall take place/commence until a written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing for an archaeological watching brief. For land that is included within the WSI, no demolition/development shall take place other than in accordance with the agreed WSI, which shall include the statement of significance and research objectives; and:
- The programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works
  - The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the approved WSI.

***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*

10. Prior to the commencement of the development hereby approved a Local Labour and Business Strategy shall be submitted to and approved in writing by the Local Planning Authority. The Strategy shall incorporate measures to promote employment opportunities arising from the development to, and encourage job applications from, residents of the City of Coventry and shall incorporate measures to promote opportunities for local businesses to gain contracts associated with the construction of the development. The Strategy shall be implemented in accordance with the approved details throughout the lifetime of the development.

***Reason:*** *In order to contribute to the local economy and local residents in need of employment and in accordance with the principles within policy JE7 of the Coventry Local Plan (2016).*

11. Prior to occupation of the development the turning areas and parking facilities shown on the approved plan shall be properly consolidated, delineated, surfaced, drained, free of loose stone and otherwise constructed in accordance with details to be submitted to and approved in writing by the local planning authority and these areas shall thereafter be retained and kept available for those uses at all times.

***Reason:*** *In the interest of Highway Safety and ensure the free flow of traffic using the adjoining Highway*

12. Prior to occupation of the units hereby permitted, details of cycle parking facilities shall be submitted to and approved in writing by the Local Planning Authority. The cycle parking facilities shall be provided in full accordance with the approved details prior to first occupation of the building and thereafter

those facilities shall remain available for use at all times and shall not be removed or altered in any way.

**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.*

13. 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.*

14. No structures including vegetation shall be placed within the 2m x 2m pedestrian visibility splay and then be retained thereafter and kept free from all obstructions exceeding 600mm

**Reason:** *In the interests of highway and pedestrian safety and to ensure the safe and free flow of traffic using the adjoining highway*

15. 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:
- I. A detailed maintenance strategy document for the long term inspection and maintenance of the SuDS and other surface water drainage elements on site. It should also mention any notable Health and Safety or Specialist training, and special equipment required as part of the routine maintenance.
  - II. An appropriately scaled intrusive ground investigation report to establish the depth and type of strata, including percolation results in accordance with BRE 365 and identifying the presence and risk associated with migrant contaminants and provide evidence of existing groundwater levels and seasonal variation.
  - III. Details of discharge rates that shall not exceed 5L/s
  - IV. Provisions for the drainage of the site to ensure there are no temporary increases in flood risk, on or off site, during the construction phase, particularly with respect to the planned demolition/construction works and the deposition of silts and cementitious materials.
  - V. Details of a CCTV survey covering the existing site drainage regime including the point of discharge. The survey should record the size and current condition of all relevant pipework and the location of all chambers.
  - VI. Provisions for the drainage of the site to ensure there is no discharge of surface water to the Public Highway

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

16. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), or any statutory instrument no mezzanines or additional floorspace shall be added to the proposed units without the prior grant of planning permission by the Local Planning Authority amending, revoking and/or replacing that Order

**Reason:** *In order to control the additional parking demand within the site.*

17. The development hereby permitted shall not be occupied unless and until all of the works detailed within the approved Sustainable Building Statement have been completed in full and thereafter they shall be retained at all times and shall not be removed or altered in any way.

**Reason:** *To comply with the provisions of the NPPF and in accordance with Policy EM2 of the Coventry Local Plan 2016.*

18. The existing hedge(s) indicated on the approved plan dwg no.1240.02L 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 4m 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*

19. Within 9 months of the occupation of the development hereby permitted the new hedge(s) indicated on the approved plan dwg no. 1280.02L shall be planted and once established shall not be cut down, grubbed out or otherwise removed or topped or lopped so that the height of the hedge(s) falls below 4m 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, within five years from the substantial completion of development 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 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.*