

Planning Committee Report	
Planning Ref:	OUT/2020/1505
Site:	A444 Land at Wilson's Lane
Ward:	Longford
Proposal:	Outline application for the demolition of existing buildings and the erection of up to 73 dwellings and up to 55,750 sqm of employment/commercial floor space (comprising of 50,000 sqm of B8 use (including 2,500 sqm ancillary E(g)(i) office) and 5,750 sqm of B2/B8/E(g)(iii) uses (including 300 sqm ancillary E(g)(i) office)), complete with access, local area for play (LAP), land remodelling, landscaping, attenuation and the diversion of a Public Right of Way (REF B25) with all matters reserved except for access.
Case Officer:	Liam D'Onofrio

SUMMARY

The wider application site was removed from the Green Belt when the site was designated as an Allocated Strategic Residential and Employment site in the 2019 Nuneaton and Bedworth Borough Plan. The site is a Strategic Allocated site (identified as EMP2) that has already undergone examination as part of the Borough Plan evidence base and was considered acceptable by the Planning Inspectorate for employment and residential development. The proposed scheme was granted Outline planning permission at the Nuneaton and Bedworth Borough Council (NBBC) Planning Committee on 24th May 2022, subject to conditions and the completion of a S106 Legal Agreement to secure necessary contributions.

This is a cross-boundary application. A small section of the application site falls within Coventry City Council's administrative area. Furthermore, the access route to the proposed new housing within NBBC will utilise public highway known as Old Farm Lane within Coventry's administrative area.

CCC Officers have worked with NBBC and Warwickshire County Council Officers to make several amendments across the wider site to ensure that impact upon Coventry residents is minimised. These amendments include lowering maximum heights and increasing the distance between proposed industrial buildings and existing residential properties and the re-orientation of loading bays so that they sit on the opposite side of industrial buildings to the residential properties. Further amendments have been made to improve landscape buffers, re-routing of public rights of way, flood attenuation and highway access and traffic mitigation measures.

This is an Outline application seeking to secure access only and the above matters of layout, scale, appearance and landscaping will be considered in greater detail at the Reserved Matters stage; however, the indicative plans aim to demonstrate that a suitable scheme can be provided on the site.

KEY FACTS

Reason for report to committee:	Over 5 objections have been received.
Current use of site:	Primarily pastoral/grassland
Proposed use of site:	Up to 55,750 sqm of employment/commercial floor space, up to 73 dwellinghouses and associated access,

	landscaping, flood attenuation and public right of way diversion.
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RECOMMENDATION

Planning committee are recommended to delegate the granting of planning permission to the Strategic Lead for Planning subject to conditions and subject to the completion of a S106 Agreement to secure the contributions 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 makes provision for necessary developer contributions.
- The proposal accords with Policies: AC1, AC2, AC3, AC4, DE1, EM4, EM5, EM6, EM7, H3, H5, JE4, JE5, GE3, GE4, IM1 of the Coventry Local Plan 2016, together with the aims of the NPPF.

BACKGROUND

APPLICATION PROPOSAL

This is an Outline application for the demolition of existing buildings on the site and the erection of up to 73 dwellings and up to 55,750 sqm of employment/commercial floor space (comprising of 50,000 sqm of B8 use (including 2,500 sqm ancillary E(g)(i) office) and 5,750 sqm of B2/B8/E(g)(iii) uses (including 300 sqm ancillary E(g)(i) office)), complete with access, local area for play (LAP), land remodelling, landscaping, attenuation and the diversion of a Public Right of Way (REF B25).

All matters are reserved except for access.

SITE DESCRIPTION

The application site is bounded by the A444 Jimmy Hill Way to the west and the B4113 Pickard's Way to the north, which will provide access to the industrial/commercial element of the scheme. Wilson's Lane is a residential street and rear gardens bound the eastern edge of the application site, including the contemporary housing development off Old Farm Lane, which is set behind properties fronting Wilsons Lane and will provide access for the proposed residential element of the scheme. To the south is the Gallagher Business Park and Silverstone Drive comprising of industrial and commercial units and the Bassford Bridge Meadows Local Wildlife Site (LWS). The River Sowe also runs to the southwest - west edge of the site.

The site is mainly pastoral and grass land currently accessed from Wilson's Lane. There are a cluster of farm buildings to the northeast, which are proposed to be demolished as part of the scheme. The northern part of the site is constrained by overhead National Grid powerlines and pylons and a Severn Trent Water easement. There are two existing public rights of way across the site, defined as B23 and B25.

The majority of the application site falls within NBBC's administrative boundary; however, the red edged application site boundary includes a small area of Coventry City Council's administrative area to the side/rear of garden boundaries belonging to No.118, 120, 122 and 124 Wilson's Lane. Wilson's Lane/Old Farm Lane public highway will also be used as access to the residential element of the scheme, although the residential development sits exclusively within NBBC's administrative area.

PLANNING HISTORY

There have been a number of minor historic planning applications relating to house extensions to properties in Coventry. The following applicants are the most relevant to the current scheme:

NBBC counterpart application:

Ref:037237 - Outline application for the demolition of existing buildings and the erection of up to 73 dwellings and up to 55,750 sqm of employment/commercial floor space (comprising of 50,000 sqm of B8 use (including 2,500 sqm ancillary E(g)(i) office) and 5,750 sqm of B2/B8/E(g)(iii) uses (including 300 sqm ancillary E(g)(i) office)), complete with access, local area for play (LAP), land remodelling, landscaping, attenuation and the diversion of a Public Right of Way (REF B25) with all matters reserved except for access: Granted at NBBC Planning Committee; decision subject to conditions and completion of S106 agreement.

Adjoining Old Farm Road permissions (CCC):

OUT/2010/1704 Residential development: Outline application including means of access: Refused 03/02/11 - Appeal allowed 02/03/2012.

RM/2014/0894 - Submission of Reserved Matters details under outline application OUT/2010/1704 for residential development and associated infrastructure: Granted 22/08/2014.

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 DS1: Overall Development Needs

Policy DS3: Sustainable Development Policy

Policy DS4: (Part A) – General Masterplan Principles

Policy H1: Housing Land Requirements

Policy H2: Housing Allocations

Policy H3: Provision of New Housing

Policy H4: Securing a Mix of Housing

Policy H6: Affordable Housing

Policy H9: Residential Density

Policy GB1: Green Belt and Local Green Space

Policy GE1 Green Infrastructure

Policy GE3: Biodiversity, Geological, Landscape and Archaeological Conservation

Policy GE4: Tree Protection

Policy JE4: Location of Office Development

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

Policy JE7: Accessibility to Employment Opportunities
Policy DE1 Ensuring High Quality Design
Policy AC1: Accessible Transport Network
Policy AC2: Road Network
Policy AC3: Demand Management
Policy AC4: Walking and Cycling
Policy AC5: Bus and Rapid Transit
Policy EM1: Planning for Climate Change Adaptation
Policy EM2: Building Standards
Policy EM3 Renewable Energy Generation
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):

SPG Design Guidelines for New Residential Development
SPD Delivering a More Sustainable City
SPD Coventry Connected
SPD Air Quality

CONSULTATION

No Objections received from:

- National Grid
- Warwickshire County Council

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

- Highways
- Ecology
- Environmental Protection
- LLFA
- CCG
- Highways England
- Economic Development
- Tree Officer
- Environment Agency

Immediate neighbours and local councillors have been notified; a site notice was posted on 10/07/20. A press notice was displayed in the Coventry Telegraph on 16/07/20.

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

- a) Light pollution/air pollution/traffic pollution/noise pollution concerns raised.
- b) Concerns that road between Longford Island and M6 will not handle extra traffic.
- c) Potential for traffic congestion/delays.
- d) Capacity of Doctor's surgery affected by extra 73 houses/full schools/no jobs.
- e) Loss of existing Green Space and footpath/ only open space within the area.
- f) Plenty of brown field sites, green field sites should not be used.
- g) Loss of wildlife habitat/loss of mature trees/landscaping.
- h) Flood risk concerns/impact upon water quality.
- i) Question of need for new industrial units/concerns of scale of development.
- j) Loss of light due to closeness and height of industrial buildings.

- k) Buildings will be an eyesore/appear overbearing to Old Farm Lane residents.
- l) Concerns for health & wellbeing of residents – especially children from 24/7 operation.
- m) Concerns of HGV movements, loading/unloading close to residential property.
- n) Traffic impact upon response times of local Ambulance station.
- o) Concern HGVs will use Wilsons Lane/Woodshires Road as a shortcut.
- p) Concern of Old Farm Road being used as a drop-off point for employees.
- q) Access of emergency vehicles/concerns regarding industrial fires.
- r) Crime and public safety concerns.

Two letters of objection have been received making no observations.

Councillor's Duggins and Bigham have submitted a joint letter of objection to the scheme raising concerns on: the scale of the development and 24/7 operation in a highly populated and deprived area where air quality is already below average and traffic congestion is high; the lack of existing green space and loss of this open space, rich wildlife and flood plain to the detriment of surrounding residents; the huge increases in traffic generated by the development, the effects of which on match/event days would be enormous; poisonous waste lies under large parts of Longford which have been allowed to green over because they are safer left undisturbed and the area is at threat again from air pollution; noise and disturbance to residents, different to Prologis Park where buildings on the dedicated industrial site were height restricted and not 'cheek-by-jowl' with housing; 24/7 disturbance, light pollution, insufficient public amenity space.

One petition has been submitted supported by Councillor Bigham with 42 signatures stating: We request that our objections to the development on A444 Land at Wilsons Lane CV6 6HN (OUT/2020/1505) and the 'diversion' of the B25 footpath are registered. We do not believe that the submitted air quality and transport assessments are fit-for-purpose. Therefore, we also request that L&Q Estates resubmits them taking into account the information we believe is required. We believe that Coventry City Council should refuse access.

One petition has been submitted supported by Councillor Duggins with 298 signatures stating: We the communities of Longford strongly object to the pre-application proposal outlines in the consultation document 'Land at Wilson's Lane/A444, Coventry'. We believe that the size of the development is completely out of scale for the area it is proposed in. Particularly, in it being placed in close proximity to residential areas and on a flood plain.

One petition has been submitted supported by Councillor Duggins with 203 signatures and one petition has been submitted supported by Councillor Bigham with 319 signatures, both stating: We the undersigned petition the Council to register our objections to the new masterplan, proposed for the site A444 Land at Wilsons Lane (OUT/2020/1505); diversion of the B25 footpath and the route of the 'shared use path.' Putting 50,000 sqm of B8 (storage or distribution) which would include two 18m tall buildings that would be operating 24 hours-a-day and 365 days-a-year (including Sundays and bank holidays), is inappropriate within a residential setting and would have a detrimental impact on health and wellbeing. Residents within Woodshires Green would suffer from oppressive views, poor air quality and be constantly disturbed by light and noise pollution. The 'shared use path' could also increase levels of crime within the area; it is unsafe to create what would effectively be an alleyway behind people's homes. Furthermore, we believe the development would cause traffic chaos along the B4113-B4119 Corridor, A444 and M6 J3.

We also request that L&Q Estates resubmits a masterplan and assessments which include the following so that they can be addressed at the outline planning stage:

- A landscaped buffer zone of at least 100m to the east of the site as stipulated in the past by a Secretary of State to 'provide an important environmental safeguard for local residents.'
 - A limit of 10m on building height.
 - Details about the route of the second access road if there is an intention to connect the site to Silverstone Drive at any point in the future.
 - Junction analysis at Oakmoor Road and Windmill Road.
 - Analysis using data from the air quality monitoring sites at Oakmoor Road and Windmill Road (i.e., LR1-3).
 - HGV route plan including alternative routes for when there are issues on the M6 or A444 with traffic and air quality modelling for these routes.
 - Traffic modelling which takes the Coventry Building Society Arena (e.g., Major Event Days) and the Keresley Link Road into account.
 - Stacking plan for HGVs.
 - Noise impact of the 'shared use path' and pick-up/drop-off in the wider area.
 - Noise and vibration impact of piling on properties within Old Farm Lane and Wilson's Lane.
 - Impact of light pollution especially on the River Sowe, local wildlife sites and residents living in Old Farm Lane and Wilson's Lane (e.g., employee car parks and 'shared use path').
- For these reasons, we believe that Coventry City Council should refuse access.

One multi-signature letter has been submitted with 7 signatures stating: We members of Coventry Riders Action Group support Wilsons Lane Residents' campaign to protect the environment from juggernauts polluting the air and noise 24/7 every day of the year. No consideration for the community. Also support B25 footpath registered in Coventry. Both Coventry and Nuneaton Councils need to carefully consider problems.

Colleen Fletcher MP for Coventry North East has been forwarded several objections by neighbours and has asked the LPA for assurance that her constituent's concerns will be taken into consideration when a decision is being made on the planning application.

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

- s) No details on use of industrial units or how close they are to residential property [this is an Outline application with indicative plans only].

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 visual amenity, neighbouring amenity, highway considerations, flood risk, air quality, ecology and contributions.

Principle of development

Coventry Local Plan Policy JE4 sets out preferred locations for new office development within the city and Policy JE5 sets out preferred locations for new research and development (R&D), industrial and storage/distribution development. Policy H3 sets out requirements for new housing to ensure that it is situated within a sustainable location and will provide an appropriate, high-quality residential environment.

The majority of the site is not within the City of Coventry's administrative area and the above Policies for sequentially preferable locations are not therefore relevant to the consideration of this application. The principle of development is already established by the site's Strategic Allocation status in the NBBC Local Plan. Furthermore, Outline permission has been

granted for the scheme by NBBC's Planning Committee on 24th May 2022, subject to conditions and the completion of a S106 Legal Agreement to secure necessary contributions.

This is a cross boundary application the red edged application site boundary for the allocation includes a small area of Coventry City Council's administrative area to the side/rear of garden boundaries belonging to No.118, 120, 122 and 124 Wilson's Lane. Furthermore, the public highway within CCC's road network known as Old Farm Lane (off Wilson's Lane) will be used as an access into the residential element of the scheme.

In the case of cross-boundary applications, two Local Planning Authorities are able to make individual determinations, impose different conditions on the permissions and entering into separate S106 Legal Agreements. However, National guidance encourages a co-ordinated approach to delivering development.

Although the location of the site uses cannot be considered sequentially, Policy JE5 also requires proposals 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.

CCC Officers have worked in partnership with NBBC and Warwickshire County Council Officers with the aim to mitigate any impacts of the development upon the City's residents and road network. CCC Officers were not satisfied initially that the relationships between the proposed industrial buildings and existing residential properties within Coventry were satisfactory. The following amendments have been made to the indicative layout masterplan to demonstrate a suitable scheme can be accommodated on site:

- Increasing the distance between proposed industrial buildings and existing residential properties.
- Re-orientation of loading bays so that they sit on the opposite side of industrial buildings to the residential properties.
- Lowering maximum industrial indicative building heights from 24m to 18m within Employment Area 1 and from 15m to 13m in Employment Area 2.
- Further amendments have been made to improve landscape buffers, re-routing of public rights of way, flood attenuation and highway access and traffic mitigation measures.

As the layout masterplan is indicative only at this Outline stage conditions have also been imposed to secure further details at Reserved Matters stage. It is recommended that conditions imposed upon the NBBC application are replicated on the CCC permission, where relevant. A further condition is suggested to require any industrial building to be located a minimum of 20m from existing dwellinghouses to ensure adequate separation is provided at RM stage. After initial concerns CCC Environmental Protection are satisfied with these conditions, which include:

- A noise assessment to consider the impacts of the potential noise resulting from activity of the employment development, including use of service yards and parking areas, and where necessary identify mitigation measures to protect residential amenity.
- There shall be no external plant fitted to the employment units, until the details are submitted and approved in writing by the Local Planning Authority.

- For the submission of the Reserved Matters, the employment area will need to demonstrate that all parking, loading bays, manoeuvring and dock areas are on the opposite side of the proposed buildings to residential properties.
- There shall be no external storage (including fuel storage) associated with the employment units to be situated between the employment buildings and residential properties.
- No mobile plant or vehicles used within the employment site and controlled by the operator shall be used on the site unless fitted with broad band 'white' noise reversing alarms and maintained in accordance with the manufacturer's recommendations.
- A scheme for permanent lighting that avoids potential negative effects upon ecology and residential properties.
- A scheme for acoustic fencing between the proposed employment uses and existing residential properties.

In terms of layout, scale, appearance and landscaping, these are all matters that are not considered under this Outline application. As a cross-boundary application the details within any subsequent Reserved Matters application and associated conditions will also need to be submitted to CCC for consideration and approval. Members are advised that the future Reserved Matter scheme does not have to be supported by CCC if the scheme fails to demonstrate a satisfactory relationship between existing and proposed uses.

The focus of submitted objections and petitions relate to the industrial/commercial element of the scheme. Representations suggest that Coventry City Council should refuse access. It is important to note that the access for the industrial/commercial element of the scheme is from the B4113, within NBBC and Warwickshire County Council's administrative area and therefore out of CCC's control. The access proposed from Old Farm Lane is for the residential element only (up to 73 dwellings), which would appear to be the less contentious element of the scheme. There is no vehicular access from the industrial/commercial part of the site from Old Farm Lane/Wilsons Lane.

Officers note that the development reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. Coventry residents may also have access to job opportunities generated by the development.

The Outline scheme, as amended indicatively and subject to conditions, is considered to be acceptable in principle in accordance with Policy DE1, DS3, H3, H5 and JE5 of the Coventry Local Plan.

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 application site is almost exclusively within NBBC, although part of Building 3 straddles the boundary.

The layout, scale, visual appearance of buildings (including materials) and landscaping will be agreed at Reserved Matters stage. As previously confirmed, as a cross-boundary application, details submitted within any subsequent Reserved Matters application and associated conditions will also need to be submitted to CCC for consideration and approval.

Impact on residential amenity

As detailed within the principal section of this report, the focus for the assessment of the CCC application, in terms of residential amenity, has been to mitigate any impacts of the proposed development upon the City's residents that boarder the application site.

CCC Officers have worked in partnership with NBBC Officers with the aim to mitigate any impacts of the development upon the City's residents and also the road network. CCC Officers were not initially satisfied that the relationships between the proposed industrial buildings and existing residential properties within Coventry were acceptable. The following amendments have been made to the indicative layout plan to demonstrate a suitable scheme can be accommodated on site:

- Increasing the distance between proposed industrial buildings and existing residential properties.
- Re-orientation of loading bays so that they sit on the opposite side of industrial buildings to the residential properties.
- Lowering maximum industrial indicative building heights from 24m to 18m within Employment Area 1 and from 15m to 13m in Employment Area 2.
- Further amendments have been made to improve landscape buffers and acoustic fencing, re-routing of public rights of way, flood attenuation and highway access and traffic mitigation measures.

Again, the layout masterplan is indicative only at Outline stage, but it is important in that it shows the quantum of development can be accommodated on the site. The layout is subject to change, which is why robust conditions have been suggested to steer the development at Reserved Matters stage, when final details of layout, scale, appearance and landscaping are considered.

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.

CCC Highways note that the Warwickshire County Council (WCC) are the local Highway Authority for the majority of the site including the main access from B4113 Pickards Way; however, both Local Highway Authorities and also Highways England have worked together to provide a co-ordinated approach.

Access

The industrial units are to be accessed from the B4113 Pickards Way which is a dual carriageway and part of WCC's highway network. The proposed access is a new signal-controlled left in/left out junction with a diverge lane into the site replacing the existing layby. The access junction was amended to a more appropriate position and its design has had a swept path analysis and a Stage 1 Safety Audit carried out as part of the design process and is designed for a reduced 50mph speed limit on Pickards Way. This speed reduction and junction design has been agreed with WCC, with the speed limit change to be secured through a S106 Agreement.

The residential part of the site is accessed via an extension of Old Farm Lane which joins the highway network from Wilsons Lane, both of which are part of CCC's highway network. CCC Highways confirm that the residential access design has had a swept path analysis and a Stage 1 Safety Audit carried out as part of the design process. The Old Farm Lane extension has been designed to 30mph standards for residential access roads. An emergency access is also to be provided from the northern end of Wilson's Lane with collapsible bollards to prevent non-emergency vehicular access. The emergency access has been designed to accommodate a fire engine.

In terms of the site layout an illustrative masterplan has been provided showing the general arrangement of the site. The site is divided into employment and residential elements with no vehicular connection between the two. Parking is to be determined at Reserved Matters stage; however, Highways note that the existing residential area is subject to a Traffic Regulation Order (TRO) which regulates matchday/event parking on the local roads in relation to the close proximity to Coventry Building Society Arena. The intention is for the housing development to be adopted as public highway and once it becomes public highway a TRO can be processed to prevent matchday / event parking. This was covered by a condition (No.34 under the NBBC permission) and will be replicated for this application as it adjoins the CCC highway network. The TRO will be processed and enforced by Warwickshire County Council as the relevant Local Highway Authority.

It is noted that residents have raised concern that Wilson's Lane/Old Farm Road could be used as a pickup and drop off point for future employees. Highways note that a pickup and drop off area is proposed internally within the employment site to discourage surrounding residential streets being used. Shared pedestrian/cycle access points are to be provided into the site from Old Farm Lane, via Wilsons Lane and the northern section of Wilsons Lane. There is no access to the industrial element of the scheme from Wilson's Lane for vehicles; however, to ensure that the road is not used as a route to and from the proposed site by HGVs a contribution is secured within the S106 to process and install the Traffic Regulation Order (TRO) to add an appropriate vehicle weight limit on Wilson's Lane.

Trip Generation and Highway Capacity

Trip rates for the development have been assessed using Warwickshire County Council's (WCC) preferred modelling - NBWA Paramics. The site total, from both employment and residential areas, will generate 200 2-way trips in the AM peak hour and 179 2-ways trips in the PM peak hour. It is considered that the trip generation is reasonable for this scale and type of development.

The Coventry Area Strategic Model (CASM) has been used to assess the Area of Influence (Aol) of the development's traffic. This analysis has identified that M6 Junction 3 and the Longford Roundabout will be impacted by the development, with no other junctions in the local area significantly affected.

Highways England are currently developing an improvement scheme for M6 Junction 3 and the applicant has agreed with Highways England and WCC to provide a contribution to this scheme through NBBC's S106 agreement.

A mitigation scheme for the Longford Roundabout has been developed by the applicant and agreed with WCC, as local highway authority, in consultation with CCC. The proposed mitigation scheme will include a new Toucan crossing on Longford Road in addition to new directional signage for HGVs to the industrial/commercial site and to warn of a HGV ban on Wilson's Lane.

Highways England advise that they have been working collaboratively with both Coventry City Council and Warwickshire County Council to ensure the safe and efficient operation of the strategic road network – the M6 Junction 3 and M6 mainline. Highways England raise no objection to the scheme based upon the mitigation measures developed by Warwickshire County Council to signalise the B4113 arm of the junction and provide widening of that approach as well as additional stacking capacity. Highways England advise that this mitigation scheme has been modelled and demonstrates it would mitigate their operational and safety concerns. Associated developer contributions and a mechanism to require the scheme to be delivered by Warwickshire County Council no later than 2026 are secured via the NBBC S106.

Public Rights of Way

The site is currently crossed by two Public Rights of Way (the B23 and B25), which are to be re-routed through the site on dedicated footpaths. Following adjustments to the re-routing of the footpaths in consultation with WCC, the Public Rights of Way Officer (CCC) has confirmed no objection.

A small section of the existing public right of way is within Coventry's administrative area and runs behind No.12, 14 and 14a Wilson's Lane and to the side of No.1 Rowley's Green Lane into the southeast corner of the application site. Given the potential increased use of the route within Coventry a contribution has been requested for £57,542.40 to provide new surfacing and street lighting. This is secured via the NBBC S106.

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 LLFA (CCC) have raised no objections to the scheme, subject to conditions. The condition applied by NBBC incorporates LLFA requirements and is reflected in the suggested conditions for consistency.

Air quality

Policy EM7 states that major development schemes should promote a shift to the use of sustainable low emission transport to minimise the impact of vehicle emissions on air quality. The NPPF para 184 states that 'Planning policies and decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas (AQMA).

The whole of the City of Coventry is within an AQMA and new applications are required to mitigate harm to air quality as part of the Council's overall aims to improve air quality.

Although the majority of the site falls within NBBC given National requirements robust conditions are imposed to secure the following:

- A Green Travel Plan (to promote sustainable transport choices to the employment site).
- EV Charging points – 1 per dwelling and 10% of spaces for industrial/commercial.
- Low emission gas boilers.
- A Construction Environmental Management Plan to agree measures to control of dust and debris during construction.

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.

Ecology raises no objections but note that the scheme includes an Arboricultural Impact Assessment (AIA) that states that the development will have a major impact on trees and hedgerows on the site and recommends a “prolific” new tree planting scheme. The Ecologist suggests that the AIA recommendations should be required to feature in any proposed landscaping scheme. Any tree planting should be designed to link with existing areas of woodland and hedgerow and include native species that complement the adjacent Local Wildlife Site (Bassford Bridge Meadows).

The Tree Officer raises no objection but notes that although the site has been historically managed as agricultural land, it is furnished with fine landscape features which include; TPO quality trees and hedgerows, plus other historic landscape features including ancient ditch and bank boundary's and ponds etc. The Tree Officer would like to see 'fine tweaking' of plans to enable the retention of several trees.

These details would be considered as part of the landscaping details submitted at Reserved Matters stage; however, it is recognised that the existing on-site landscaping and any control is outside the City of Coventry's administrative boundary and therefore the assessment of any TPO quality trees falls to NBBC. That said there is a small area of the site within CCC's administrative area (adjoining the side/rear of garden boundaries belonging to No.118, 120, 122 and 124 Wilson's Lane) that will form an important landscaping buffer between the existing residential and proposed industrial/commercial element of the scheme.

A condition is proposed to secure planting details at RM stage and to also require replacement planting within 5 years of initial planting should any new planting be removed or become seriously damaged or diseased.

Developer Contributions

Policy IM1 'Developer Contributions for Infrastructure' states that development will be expected to provide or contribute towards provision of: a) Measures to directly mitigate its impact and make it acceptable in planning terms; and b) Physical, social and green infrastructure to support the needs associated with the development.

The usual contributions for affordable housing, open space, health, education and infrastructure are all secured under the NBBC application and are in accordance with NBBC and Warwickshire CC requirements. The contributions that relate specifically to this CCC application are as follows:

Highways: A contribution for £3000 to the process and install the TRO of weight limit on Wilson Lane.

PROW: A contribution of £57,542.40 for enhancement to the existing public right of way that connects the SE corner of the application site to Wilson's Lane.

The developer has agreed to the requested contributions, and they are included within the NBBC S106. For information the NBBC S106 also covers the following key contributions:

Organisation	Contribution amount
NBBC Housing	25% Affordable housing
NBBC Parks	£34,277.39 Provision and maintenance of play and open space. £3,835.72 School Lane Bedworth allotment £46,803.10 Offsite contribution for footpath through Sowe Meadows to Silverstone Drive £54,066.88 Offsite contribution for cycle path through Sowe Meadows to Silverstone Drive
NBBC Bio-diversity	£107,248.12 Biodiversity offsetting - Sowe Meadows LWS £425,402.00 Biodiversity offsetting – other land that has to be within the NBBC.
NBBC Parks	£54,066.88 Offsite contribution for cycle path through Sowe Meadows to Silverstone Drive
NBBC Sports	£2,307.54 per dwelling for enhanced sports facilities
NHS George Eliot Hospital Trust	£60,458.00
NHS Coventry and Warks CCG	£46,954 index linked.
WCC Infrastructure	£10 per dwelling Sustainability Welcome Packs £1,598 WCC Libraries £1,571 WCC Rights of Way £261,726 WCC Education £3,650 WCC Road safety £512,617 M6 Junction 3 improvement works £383,000 Enhanced public transport (bus) service

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 indicative plans presented at Outline stage are considered to sufficiently demonstrate that the proposed development is acceptable in principle as it is capable of providing a scheme that will not result in any significant impact upon neighbour amenity, highway safety, ecology or infrastructure, subject to relevant conditions and contributions. The reason for Coventry City Council granting planning permission is because the development is in accordance with: Policies Policy DE1, DS3, H3, H5, AC1, AC2, AC3, EM4, EM7, GE3, GE4 and JE5 of the Coventry Local Plan 2016, together with the aims of the NPPF.

CONDITIONS:/REASON

1. Approval of the details of the appearance, landscaping, layout and scale (hereinafter called ""the reserved matters"") shall be obtained from the local planning authority in writing before any development is commenced and the development shall be carried out in full accordance with those reserved matters as approved.

Reason: *To conform with Article 5(1) of the Town and Country Planning (General Development Procedure) Order 2015)*

2. Application for approval of the reserved matters listed at condition 1 shall be made to the Local Planning Authority before the expiration of 3 years from the date of this permission.

Reason: *To conform with Section 92 of the Town and Country Planning Act 1990 (as amended)*

3. The development hereby permitted shall begin within 3 years of the date of this permission or within 2 years of the final approval of the reserved matters, whichever is the later.

Reason: *To conform with Section 92 of the Town and Country Planning Act 1990 (as amended)*

4. The development hereby permitted shall be carried out in accordance with the following approved plans: BIR.4240_02 Rev E, BIR.4240_021_01 Rev Q, BIR.4240_26 REV L, SK_T_093 (P1) in Transport Assessment Addendum March 2022, SK_T_086 Rev P10 in Transport Assessment Addendum March 2022, SK_T_026 (P8) in Transport Assessment Addendum March 2022, 16117_SK_T_77 P 2 in Transport Assessment Addendum March 2022.

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

5. At reserved matters stage the buildings within Employment Area 1 and Employment Area 2 on the approved land use plan Dwg No.BIR.4240_021_01 Rev Q shall be located a minimum of 20 metres from existing dwellinghouses.

Reason: *To protect the outlook and amenities of the occupiers of existing residential properties adjoining the site in accordance with Policies DE1, JE5, H3 and DS3 of the Coventry Local Plan 2016.*

6. 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.*

7. No development including site clearance, groundworks and demolition shall commence for that particular phase for either the a) employment, b) residential area or (c) signalised junction on to the B4113 (as listed in condition 14), until a Construction Ecological Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority for that phase. The approved CEMP shall contain details of:
- i. Timing, method, forms of and extent of vegetation clearance.
 - ii. Any pre- construction checks required including for the demolition.
 - iii. Site clearance/demolition methods.
 - iv. The species safeguards to be employed
 - v. Extent of buffer zones and stand offs for retained habitat and sensitive ecological features.
 - vi. Any temporary lighting to include a scheme to outline how the lighting scheme avoids potential negative effects upon the habitats used by foraging and commuting bats as evidenced by a suitably qualified and experienced ecologist and will

demonstrate the full prevention of light spill into open space and ecological areas on lighting contour diagrams and to ensure no impact to neighbouring residential properties.

vii. Timetable for presence of ecologist for key operations as applicable such as vegetation and tree clearance / demolition of farm buildings, works to existing Suds.

viii. Details of protective fencing and stand offs to sensitive ecological and water areas.

ix. What to do if protected species are discovered during construction.

x. Badger Mitigation Strategy: A detailed Badger Mitigation Strategy will be produced, informed by updated badger survey work on-site. The strategy will include impact avoidance and mitigation measures and the necessity for a Natural England derogation licence, as necessary.

xi. Details of the body or organisation responsible for the implementation and ongoing management, monitoring and remedial actions of the plan, including the mechanism for funding.

The CEMP shall be adhered to throughout the clearance/construction period as approved and any subsequent variations shall be agreed in writing by the Local Planning Authority.

Reason: *To ensure that protected species are not harmed by the development in accordance with Policy GE3 of the Coventry Local Plan 2016 and the advice contained within the NPPF.*

8. No development including site clearance shall commence for that particular phase of either the a) employment, b) residential area or (c) the signalised junction on to the B4113 (as listed in condition 14) until a Biodiversity Enhancement and Management Plan has been submitted to and approved in writing by the Local Planning Authority for that phase. The content of the management plan shall include the:

i. Purposed and objectives for the proposed mitigation works.

ii. Detailed design and/or working method(s) necessary to achieve stated objectives

iii. Traditional hedge laying and gapping up with wide range of native shrub species.

iv. Details of retained ecological areas and extent and location of proposed works shown on appropriate scale maps and plans.

v. Details of provision of bird and bat boxes and hedgehog friendly fencing.

vi. Marginal and Emergent Pond planting for the Suds and pond features.

vii. Timings for implementation and grassland creation methods.

viii. Future management plan to sustain created habitat for the lifetime of the development.

ix. Timetable for ecologist monitoring visits to check habitat creation, establishment and ongoing management and maintenance to ensure BIA targeted habitat conditions and time to targeted conditions are met and sustained.

The works shall be carried out in strict accordance with the approved details and shall be retained in that manner 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*

9. No development including site clearance shall commence in either a) employment, b) residential or (c) the signalised junction on to the B4113 (as listed in condition 14)

until a scheme for that phase has been submitted to and approved in writing by the Local Planning Authority for an Arboricultural Method Statement giving details of all existing trees and hedgerows on the site and any to be retained. No tree or hedgerow other than those shown within the Arboricultural Impact Assessment (April 2022) shall be removed unless otherwise agreed. The Method Statement scheme shall show the typical canopy extent of the retained trees at maturity. The scheme shall also include details of the gapping of the hedgerows and measures for the protection of the trees and hedgerows in the course of the development in accordance with BS 5837:2012. No construction including site clearance shall commence unless the approved measures for the protection of the trees and hedgerows have been provided and are maintained during the course of development.

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

10. No groundwork including site clearance and demolition shall commence or continue without the attendance of a Geotechnical Consultant present for the groundwork in that phase. If during implementation of this development, contamination is encountered which has not previously been identified, then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to, and approved in writing by, the Local Planning Authority before the additional remediation works are carried out. The remediation strategy shall be implemented as approved.

Reason: *To safeguard health, safety and the environment in accordance with Policies DS3 and EM6 of the Coventry Local Plan 2016 and the aims and objectives of the NPPF.*

11. No development including site clearance and demolition shall commence for that particular phase of development for either the a) employment, b) residential area or (c) the signalised junction on to the B4113, until a Construction Environmental Management Plan has been submitted to and approved in writing for that phase by the Local Planning Authority in conjunction with the Environment Agency and Lead Local Flood Authorities at Warwickshire County Council and Coventry City Council. The content of the management plan shall include the details for the wider environmental controls and best practice construction management and avoidance methods. Details to include the protection of waters including the river, ditches and existing Suds during the proposed works and provisions made to the drainage of the site to ensure there are no temporary increases in flood risk, on or off site, during the construction phase. This must include the planned demolition/construction works and the deposition of silts and cementitious materials. The works shall be carried out in strict accordance with the approved details.

Reason: *To prevent flood risk during the construction phases and to protect and promote recovery of water bodies in accordance with Policy EM1 of the Coventry Local Plan 2016.*

12. No development shall commence for that particular phase for either a) employment or b) residential area, until a detailed surface water drainage scheme has been submitted to and approved for that phase by the Local Planning Authority in

conjunction with the Environment Agency and Lead Local Flood Authorities at Warwickshire County Council and Coventry City Council. The scheme is to be based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development. The scheme to be submitted shall include the following information:

- (i) Finished floor levels shall be set no lower than 600mm above the relevant 100 year flood event plus relevant climate change percentage uplift.
 - (ii) All built development shall be sited within Flood Zone 1.
 - (iii) There shall be no ground level raising within Flood Zones 3 or 2.
 - (iv) Demonstrate that the surface water drainage system(s) are designed in accordance with 'The SuDS Manual', CIRIA Report C753 through the submission of plans and cross sections of all SuDS features.
 - (v) Limit the discharge rate generated by all rainfall events up to and including the 100 year plus 40% (allowance for climate change) critical rain storm to the QBar Greenfield runoff rate of 79.8 l/s.
 - (vi) Demonstrate the provisions of surface water run-off attenuation storage are provided in accordance with the requirements specified in 'Science Report SC030219 Rainfall Runoff Management for Developments'.
 - (vii) Demonstrate detailed design (plans, network details and calculations) of the surface water drainage scheme including details of all attenuation and outfall arrangements. Calculations should demonstrate the performance of the designed system for the critical storm duration for at least the 1 in 1 year, 1 in 30 year and 1 in 100 year plus climate change return periods. The calculations should be supported by a plan of the drainage network with all manholes and pipes labelled accordingly.
 - (viii) Provide plans and details showing the allowance for exceedance flow and overland flow routing. Water must not be directed toward properties nor flow onto third party land. Overland flow routing should look to reduce the impact of an exceedance event.
 - (ix) Evidence must be provided to show the management of overland flow routes in the event of exceedance or blockage of the drainage system. Details should include demonstration of how the buildings will be protected in such an event.
 - (x) Details of a scheme to install vehicular traffic pollution control measures within the car parking facilities, shut-off valve together with oil and petrol separators with high level alarm.
 - (xi) Provide evidence to show an agreement from Environment Agency to connect to the outfall from the development into the River Sowe.
 - (xii) Provide evidence to show an agreement from Severn Trent Water to connect to the outfall from the development into their mains foul drainage.
- The scheme shall subsequently be implemented in accordance with the approved details before the areas come into use.

Reason: *To prevent an increased risk of flooding and 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'.*

13. No development shall commence until full details of the site levels and finished floor levels on that particular phase of either the a) employment, b) residential area or
(c) the signalised junction on to the B4113 has been submitted to and approved in writing by the Local Planning Authority. No construction work shall be carried out

other than in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

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

14. There shall be no occupation of the employment area of the site until the signalised junction on the B4113 has been completed to the satisfaction of the planning authority in consultation with the Highway Authority, broadly in accordance with Drawing No. SK_T_086 Rev P10. Should the Highway Authority formally make the TROs for the reduction in speed limit on the B4113 and the HGV signage scheme in broad accordance with Drawing No. SK_T_094 Rev P2, the installation of the associated signage shall also be completed.

Reason: *In the interests of highway safety in accordance with the aims and objectives of Policies AC1 and AC2 of the Coventry Local Plan 2016.*

15. The Toucan crossings shall be constructed in general accordance with Drawing 'Proposed Dual Toucan Crossing' and the specification of the Highway Authority as part of the Section 278 works to construct the Longford Road roundabout mitigation scheme.

Reason: *In the interests of highway safety in accordance with the aims and objectives of Policies AC1 and AC2 of the Coventry Local Plan 2016.*

16. No development above ground level shall commence for that particular phase of either the a) employment, b) residential area or (c) the signalised junction on to the B4113 until a Landscape and Ecology Management Plan (LEMP) and habitat establishment plan has been submitted and approved in writing by the Local Planning Authority for that phase. The Plan is to indicate a scheme for the long-term management and details of the future management organisation including open space, green infrastructure and planting within the public realm and details of biodiversity management. This will need to provide details of the competencies of these management bodies. The open space, green infrastructure and planting shall thereafter be managed in accordance with the approved Landscape Management Plan for the lifetime of the development, unless otherwise agreed in writing by the Local Planning Authority.

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.*

17. No built development above slab level shall commence for that particular phase for either the a) employment or b) residential area, until full details and samples of materials proposed to be used in the external parts of any building have been submitted to and approved in writing by the Local Planning Authority for that phase. The development shall not be carried out other than in accordance with the approved details.

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*

18. No dwelling shall be occupied until the location, gates and track details into the Sowe Meadows Local Wildlife Site, suitable for a tractor has been submitted and approved in writing by the Local Planning Authority. This shall be created prior to the first occupation of any dwelling to provide direct access from the southern boundary to allow access into the Local Wildlife Site for maintenance. The gate and access are to be retained for the lifetime of the development for the use of the Council.

Reason: *In the interests of highway safety and future maintenance in accordance with the aims and objectives of Policies GE3, AC1 and AC2 of the Coventry Local Plan 2016.*

19. No development above ground level for that particular phase of either the a) employment or b) residential area, shall commence until details of the following are submitted and approved in writing by the Local Planning Authority for that phase:
- i) Open Air storage or attenuation in the form of a wet pond, dry basin, swale or other similar surface feature, aimed at managing water quantity, quality and introducing biodiversity at the ground surface.
 - ii) Rainwater harvesting systems.
 - iii) Use of water quality control medium such as permeable paving, filter drains, rain gardens, ponds or swales aimed at improving the quality of water passing through the system either above or below ground.
 - iv) The use of grey water systems where appropriate.
 - v) Maximise the use of green roof technology on suitable roof structures within the development.
- No unit shall be occupied until the agreed system has been provided in accordance with the approved details. (Failure to make the most of these water saving devices/water brakes will need written justification.)

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'*

20. No employment units shall be occupied until a Green Travel Plan (to promote sustainable transport choices to the employment site) has been submitted to and approved in writing by the Local Planning Authority. The approved measures (and any variations so approved) shall continue to be implemented in full at all times. The plan shall include:
- (i) Specify targets, measures, ways of monitoring and support for employees and visitors traveling to and from the site to be encouraged to travel by foot, cycle, public transport, shared vehicles and other modes of transport which reduce emissions and the use of non-renewable fuels.
 - (ii) Set out measures designed to achieve those targets together with timescales and arrangements for their monitoring, review and continuous improvement.
 - (iii) Identify a senior manager of the business using the site with overall responsibility for the plan and a scheme for involving employees of the business in its implementation and development.
 - (iv) Monitored Travel Plan, including mechanisms for discouraging high emission vehicle use and encouraging the uptake of low emission fuels and technologies.
 - (v) Measures to support an Electric Vehicle Plan.
 - (vi) Designated parking spaces and differentiated parking charges for low

emission vehicles.

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.*

21. There shall be no occupation or subsequent use for that particular phase of either the a) employment or b) residential area until a detailed long-term inspection and maintenance plan, written in accordance with CIRIA C753, is implemented and provided in writing to the Local Planning Authority for approval. Details within the management plan are to include how surface water systems shall be maintained and managed for the lifetime of the development including the installation of vehicular traffic pollution control measures within areas for parking including shut-off valves together with oil and petrol separators with high level alarm along with a periodic maintenance plan. This must include the name of the party responsible, including contact name and details. The details should also mention any notable Health and Safety or specialist training, and special equipment required as part of the routine maintenance. The approved maintenance plan shall be carried out for the lifetime of the development.

Reason: *To prevent the deterioration and promote recovery of water bodies in accordance with Policy EM1 of the Coventry Local Plan 2016.*

22. No development shall be occupied until a scheme for the permanent lighting to be used on that particular phase of either the a) employment, b) residential or (c) the signalised junction on to the B4113 area has been submitted to and approved in writing by the Local Planning Authority for that phase. This scheme should outline how the lighting scheme avoids potential negative effects upon the habitats used by foraging and commuting bats as evidenced by a suitably qualified and experienced ecologist and will demonstrate the full prevention of light spill into open space and ecological areas on lighting contour diagrams as well as impact to residential properties. The development shall not be carried out other than in accordance with the approved details.

Reason: *To ensure that protected species are not harmed by the development and also residential amenity in accordance with Policies H3 and GE3 of the Coventry Local Plan 2016 and the advice contained within the NPPF.*

23. No development shall be occupied on that particular phase of either the a) employment or b) residential area until full details of the boundary treatments necessary for that particular phase, including new walls and fences (including acoustic fences have been submitted to and approved in writing by the Local Planning Authority. No unit shall be occupied on that phase until the boundary treatments have been provided in accordance with the approved details. This is to include:
- i) For the employment phase, acoustic fences between the proposed employment uses and existing and proposed residential properties.
 - ii) For the residential phase, close boarded/acoustic fence to Gallagher Business Park.

Reason: *To protect the amenities of the occupiers of existing and proposed residential properties adjoining the site in accordance with Policies DE1, JE5, H3 and DS3 of the*

24. No mobile plant or vehicles used within the employment site and controlled by the operator shall be used on the site unless fitted with broad band 'white' noise reversing alarms and maintained in accordance with the manufacturer's recommendations.

Reason: *To protect the amenities of the occupiers of existing and proposed residential properties adjoining the site in accordance with Policies DE1, JE5, H3 and DS3 of the Coventry Local Plan 2016.*

25. Any reserved matters submission pertaining to scale and layout, for the employment development, shall be supported by a Noise Assessment undertaken in accordance with BS4142:2014+A1:2019 'Method for Rating and Assessing Industrial and Commercial Sound'. The report shall be undertaken by a competent person and evidence of their qualifications shall be included (a list of acoustic consultants can be obtained from the Institute of Acoustics - www.ioa.org.uk). The assessment shall include all activities including: potential noise resulting from activity of the employment development, use of service yards and associated vehicle movements (HGV's, delivery vehicles, shunters, forklifts etc.) parking areas, building services, plant and machinery. Background levels shall be measured over two separate 24 hour periods to be agreed with the Local Planning Authority prior to monitoring being undertaken. The report shall provide a scheme of noise mitigation measures, as necessary, detailing works required to safeguard the amenity of residents in the adjacent residential properties. A map of monitoring points should be included together with full justification as to why these locations were selected. Calibration certificates for equipment used in the noise assessment must be submitted in the report. Thereafter the approved details shall be carried out strictly in accordance with all the recommendations contained within the approved noise report prior to first occupation of the phase of development and mitigation measures shall be maintained in accordance with the approved details thereafter and shall not be removed or altered in any way.

Reason: *To protect the amenities of the occupiers of existing and proposed residential properties adjoining the site in accordance with Policies DE1, JE5, H3 and DS3 of the Coventry Local Plan 2016.*

26. No fixed plant and/or machinery shall be operated at any industrial unit unless and until details of the fixed plant and/or machinery, including any mitigation measures for each industrial unit, 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 Policies DE1, JE5, H3 and DS3 of the Coventry Local Plan 2016.*

27. No employment unit shall be occupied until the emergency link connecting the employment site to Wilsons Lane has been completed. (NB. Access to Wilsons Lane

is shown on plan: SK_T_026 (P8) Combined Pedestrian / Cycle Path & Emergency Access off Wilsons Lane.

Reason: *In the interests of highway safety in accordance with the aims and objectives of Policies AC1, AC2 and DS3 of the Coventry Local Plan 2016.*

28. Neither the employment area or residential area shall be occupied until the footway /cycleway connections is constructed broadly in accordance with Drawings 16117_SK_T_069 Rev P2 and 'Bedworth to Coventry Cycle Route Sheet 6 of 6 to the satisfaction of the Local Planning Authority in consultation with the Highway Authority.

Reason: *In the interests of highway safety and connectivity in accordance with the aims and objectives of Policies AC1, AC2, AC4 and DS3 of the Coventry Local Plan 2016.*

29. No employment unit shall be occupied until ground levels within Flood Zone 3 of the River Sowe will be lowered to create an additional 650 cubic metres of fluvial floodplain storage, as detailed in drawing SK_C_034 Rev P4; SK_C_033 Rev. P5, and the submitted flood risk assessment ref: 16117-FRA&DS-01 v10 dated May 2021, to benefit areas downstream of the site. The measures shall be retained and maintained thereafter throughout the lifetime of the development.

Reason: *To prevent an increased risk of flooding and 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'.*

30. No dwellings or employment units shall be occupied until electric vehicle (EV) charging points are provided for that phase, at a rate of;
Residential: 1 charging point per unit (dwelling with dedicated parking) or 1 charging point per 10 spaces (unallocated parking) and ensure appropriate cabling is provided to enable increase in future provision.
Commercial/Retail: 10% of parking spaces (32 amp) which may be phased with 5% initial provision and the remainder at an agreed trigger level. At least 1 charging unit should be provided for every 10 disabled parking spaces. Where 50 parking spaces or more are provided then 1 rapid charging unit (43kW/50kW) per 50 spaces shall be provided.
Industrial: 10% of parking spaces which may be phased with 5% initial provision and the remainder at an agreed trigger level. At least 1 charging unit should be provided for every 10 disabled parking spaces. Where 50 parking spaces or more are provided then 1 rapid charging unit (43kW/50kW) per 50 spaces shall be provided.
In addition, at that time, the developer is to ensure appropriate cabling is provided to enable increase in future provision.

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

31. Any gas boilers installed within the residential dwellings hereby approved shall have a dry NOx emission rate of no more than 40mg/kWh.

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

32. Access to the residential development shall be in general accordance with Drawing SK_T_093 (P1) Residential Site and 16117_SK_T_077 Rev P2. No dwelling shall be occupied until the access has been completed to the satisfaction of the Local Planning Authority in consultation with the Highway Authority; including infrastructure required for the Traffic Regulation Order for event / matchday parking restrictions.

Reason: *In the interests of highway safety and residential amenity in accordance with the aims and objectives of Policies AC1, AC2, H3 and DS3 of the Coventry Local Plan 2016.*

33. Prior to 40% occupation of the employment area of the site (27,875sqm) the developer shall undertake the construction of the Longford Road roundabout mitigation scheme in general accordance with Drawing No's SK_T_088 P2, SK_T_089 P6, SK_T_90 P1 and SK_T_091 P1 and to be technically approved by Warwickshire County Council as the Highway Authority.

Reason: *In the interests of highway safety in accordance with the aims and objectives of Policies AC1, AC2 and DS3 of the Coventry Local Plan 2016.*

34. Notwithstanding the approved Land Use Plan, the position, width and material of the proposed footpaths and cycle routes will need to be agreed during the Reserved Matters stage for that phase of work. This is to include the provision up to the boundary of the application site to connect into the proposed new cycle route within the Local Wildlife Site through the residential area and connection to the highway. The details will also include details of motorcycle barriers.

Reason: *In the interests of highway safety in accordance with the aims and objectives of Policies AC1, AC2, AC4 and DS3 of the Coventry Local Plan 2016.*

35. For the submission of the Reserved Matters, the employment area will need to demonstrate that all parking, loading bays, manoeuvring and dock areas are on the opposite side of the proposed buildings to residential properties.

Reason: *To protect the amenities of the occupiers of existing and proposed residential properties adjoining the site in accordance with Policies DE1, JE5, H3 and DS3 of the Coventry Local Plan 2016.*

36. The details required by condition 1(Landscaping) shall be carried out within 12 months of occupation of the relevant development phase and subsequently maintained in the following manner: 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 amenities of the locality in accordance with Policy DE1 of the Coventry Local*

Plan 2016.

37. There shall be no external storage (including fuel storage) associated with the employment units to be situated between the employment buildings and residential properties.

Reason: *To safeguard the amenities of nearby occupiers in accordance with Policies H3, JE5 and DE1 of the Coventry Local Plan 2016*

38. The employment site shall not be used for matchday, or event parking associated with the adjacent arena, currently known as the Coventry Building Society Arena.

Reason: *In the interests of highway safety and residential amenity in accordance with the aims and objectives of Policies AC1, AC2, H3 and DS3 of the Coventry Local Plan 2016.*

